

Appendix E-3

Section 106 Historic Properties Identification Addendum Report (May 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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Table of Contents

| | |
|--|------------|
| EXECUTIVE SUMMARY | iii |
| 1.0 INTRODUCTION AND SCOPE OF WORK | 1-1 |
| 1.1 Identification of Historic Properties | 1-1 |
| 1.1.1 March 30, 2016 Agency Field Review..... | 1-1 |
| 1.1.2 Literature Review..... | 1-2 |
| 1.1.3 Field Survey..... | 1-2 |
| 1.2 NRHP Determinations of Eligibility | 1-2 |
| 1.3 Conclusions | 1-3 |
| 2.0 HISTORIC CONTEXT | 2-1 |
| 2.1 Architectural Styles | 2-1 |
| 2.1.1 International Style..... | 2-1 |
| 2.1.2 Neo-Formalism..... | 2-1 |
| 3.0 SURVEY AND RESEARCH PERSONNEL | 3-1 |
| 4.0 BIBLIOGRAPHY | 4-1 |

List of Tables

| | |
|---|-----|
| Table 3-1. Survey and Research Personnel..... | 3-1 |
|---|-----|

List of Appendices

| | |
|-------------------|---|
| APPENDIX A | IHPA FIELD REVIEW AND COORDINATION MATERIALS |
| APPENDIX B | AREA OF POTENTIAL EFFECTS MAP |
| APPENDIX C | SURVEY DATA SUMMARY TABLE |
| APPENDIX D | NRHP DETERMINATIONS OF ELIGIBILITY |

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Executive Summary

The enclosed National Register of Historic Places (NRHP) determinations of eligibility form an addendum technical report to the previously submitted *Section 106 Historic Properties Identification Report* (March 2016) 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.

This addendum report was developed in response to Illinois Historic Preservation Agency (IHPA) comments received in a letter dated April 7, 2016. IHPA reviewed the *Section 106 Historic Properties Identification Report* (March 2016) and participated in a March 30, 2016 field review of the I-290 corridor and the Area of Potential Effects (APE) with representatives of the Federal Highway Administration (FHWA), the United States Environmental Protection Agency (USEPA), Illinois Department of Transportation (IDOT), IHPA, and the Project Study Team. Based on the field review and information provided in the report, the State Historic Preservation Officer (SHPO) requested information on 11 additional properties in the APE requiring evaluation for NRHP eligibility. The majority of these additional properties were mid-twentieth century Modernist examples of architecture in Chicago.

Following the field review, IHPA also coordinated directly with the Chicago Transit Authority (CTA) architectural historian on the NRHP eligibility of the Commonwealth Edison Kolmar Substation (Survey ID 1-24). This property was recommended NRHP-eligible under Criterion A in the *Section 106 Historic Properties Identification Report* (March 2016). Through its own research and evaluation, the CTA had already determined the property not eligible for inclusion in the NRHP. Consequently, this addendum report includes a revised NRHP determination of eligibility form for the Commonwealth Edison Kolmar Substation, documenting it as not NRHP-eligible.

The 11 additional properties in the 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 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.

The project architectural historians completed an intensive-level field survey, additional research, and evaluation of the 11 additional properties identified as requiring evaluation for NRHP eligibility. This addendum report follows the same methodology that was presented in the *Section 106 Historic Properties Identification Report* (March 2016). The 11 additional properties under evaluation included nine individual buildings and

two potential districts. Of these properties, three individual historic buildings and no historic districts within the APE are recommended eligible for listing in the NRHP.

- St. Eulalia Church (Survey ID 1-36)
- First Church of the Brethren (Survey ID 1-43)
- Precious Blood Roman Catholic Church (Survey ID 1-44)

1.0 Introduction and Scope of Work

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).

To comply with Section 106 of the NHPA, this addendum report documents the following:

1. Identification and survey of 11 above-ground resources in the APE, and
2. NRHP determinations of eligibility for 11 built resources and landscape features using the NRHP Criteria for Evaluation.

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

This addendum report follows the Section 106 methodology and references the historic context provided in the previously submitted *Section 106 Historic Properties Identification Report* (March 2016). See that report for a description of the project in Section 1.0; the Section 106 methodology in Section 2.0; and the historic context in Section 4.0.

1.1 Identification of Historic Properties

IHPA identified 11 additional properties to be evaluated for NRHP eligibility following their review of the *Section 106 Historic Properties Identification Report* (March 2016) and participation in a March 30, 2016 agency field review of the I-290 corridor and the Area of Potential Effects (APE). A summary of the March 30, 2016 agency field review, additional literature review, and field survey of the newly identified properties is presented here.

1.1.1 March 30, 2016 Agency Field Review

On Wednesday, March 30, 2016, a meeting and field review of the I-290 project area were held for federal and state agency representatives. Invited participants included the FHWA, US Environmental Protection Agency, Illinois Historic Preservation Agency (IHPA), Illinois Department of Transportation (IDOT) Bureau of Design and Environment, IDOT District 1 and the I-290 Project Study Team. The purpose of this meeting was to provide a briefing on the status of the study and design development; and to review corridor field conditions focusing on Section 106 properties and environmental justice (EJ) communities along the I-290 corridor. A summary of the meeting is included in Appendix A.

IHPA provided informal comments on the NRHP eligibility of select properties, potential additional properties to be evaluated (primarily mid-twentieth century Modernist buildings), and potential effects of the project to historic properties. IHPA indicated at the time of the review that formal correspondence would follow to IDOT and the Project Study Team summarizing these comments and any requests for

additional information. In a letter dated April 7, 2016, IHPA/SHPO requested information on 11 additional properties in the APE based on the field review and their review of the *Section 106 Historic Properties Identification Report* (March 2016); a copy of the letter is included in Appendix A. The letter included a marked-up APE map set with the locations of the 11 additional properties for evaluation.

IHPA also coordinated separately with the CTA on the NRHP eligibility of the Commonwealth Edison Kolmar Substation (Survey ID 1-24), which was recommended NRHP-eligible under Criterion A in the report. The SHPO and CTA both determined the building is not NRHP-eligible due to integrity issues; these email communications were sent to the I-290 Project Study Team on March 31, 2016 (see Appendix A). This addendum report includes a revised NRHP eligibility finding in an updated survey data form for this property to document it as not eligible for inclusion in the NRHP (see Appendix D).

1.1.2 Literature Review

Architectural historians who meet the Secretary of the Interior's Professional Qualifications Standards identified and researched a variety of sources to complete the documentation and evaluation of the 11 additional properties in this addendum report. These sources were used to develop individual histories to evaluate a property'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 development, past ownership, and significance. Section 4.0, Bibliography, provides a complete listing of sources consulted.

1.1.3 Field Survey

A field survey was undertaken by a survey team on April 14, 2016 and April 21, 2016 to photograph the 11 additional properties for evaluation. For each property surveyed, the survey team 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. The location of each property was later verified through the Cook County Assessor's GIS database.

1.2 NRHP Determinations of Eligibility

IHPA identified the following 11 additional properties in the APE requiring further research and evaluation:

- St. Eulalia Church at 1851 South 9th Avenue, Maywood (Survey ID 1-36)
- Eisenhower Tower at 1701 South 1st Avenue, Maywood (Survey ID 1-37)
- Michele Clark High School at 5101 West Harrison Street, Chicago (Survey ID 1-38)

- Potential historic district on the south side of West Lexington Street, between South Cicero and South Laverne Avenues, Chicago (Survey ID 1-39)
- Flexible Steel Lacing Company at 4607 West Lexington Street, Chicago (Survey ID 1-40)
- Genevieve Melody Elementary School at 412 South Keeler Avenue, Chicago (Survey ID 1-41)
- Potential historic district on the south side of West Harrison Street, between West 5th and South Kedvale Avenues, Chicago (Survey ID 1-42)
- First Church of the Brethren at 425 South Central Park Boulevard, Chicago (Survey ID 1-43)
- Precious Blood Roman Catholic Church at 2401 West Congress Parkway, Chicago (Survey ID 1-44)
- Malcolm X College at 1900 West Van Buren Street, Chicago (Survey ID 1-45)
- Medical Center Apartments at 1926 West Harrison Street, Chicago (Survey ID 1-46)

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.

For these 11 additional properties, a survey data form evaluating the property's NRHP eligibility was completed. Each form includes current photographs and individual locator maps, regardless of its eligibility determination. These survey data forms are included in this addendum report in Appendix D.

1.3 Conclusions

The project architectural historians evaluated 11 additional properties as part of this addendum report. Of these properties, three individual historic properties and no historic districts within the APE are being recommended eligible for listing in the NRHP:

- St. Eulalia Church at 1851 South 9th Avenue, Maywood (Survey ID 1-36), recommended NRHP-eligible under Criterion C and Criteria Consideration A as an excellent example of Neo-Formalism applied to a religious building;
- First Church of the Brethren at 425 South Central Park Boulevard, Chicago (Survey ID 1-43), recommended NRHP-eligible under Criterion C and Criteria Consideration A as an excellent example of an expert interpretation of Tudor

Revival architectural forms and ornamentation integrated into a religious building; and

- Precious Blood Roman Catholic Church at 2401 West Congress Parkway, Chicago (Survey ID 1-44), recommended NRHP-eligible under Criterion C and Criteria Considerations A and B as a collective significant example of a purpose-built religious institution intended to provide space for worship and education and a Mediterranean Revival-style rectory.

A list of the 11 additional properties evaluated in the APE is presented in Appendix C. The individual findings of NRHP eligibility are in Appendix D. Maps depicting the properties evaluated for NRHP eligibility are presented in Appendix B.

2.0 Historic Context

This addendum report uses the historic context that was presented in Section 4.0 of the *Section 106 Historic Properties Identification Report* (March 2016) to provide a background for the evaluation of NRHP eligibility for the 11 additional properties. Two additional architectural styles were identified in this addendum report evaluation and their historical development is described here to supplement the previous historic context.

2.1 Architectural Styles

The following sections discuss the additional architectural styles identified in the project area.

2.1.1 International Style

Emerging in the 1920s and 30s, the International Style name was first applied by Henry-Russell Hitchcock and Philip Johnson, curators of the 1932 exhibition “Modern Architecture: International Exhibition.” European precedents focused on the social aspects of this new architecture, while American examples focused more on the architectural aesthetics. Character-defining features of the International Style are the absence of architectural ornamentation; box-shaped buildings; expansive window areas; smooth wall surfaces; cantilevered building extensions; and glass and steel as predominant building materials.

German-American architect Ludwig Mies van der Rohe (1886-1969) was perhaps the leading International Style architect in the United States. Departing from Germany in 1937, he soon settled in Chicago and began designing the sleek glass-and-steel buildings that would become synonymous with his name. His most notable designs include S.R. Crown Hall (1956) at the Illinois Institute of Technology and Lakeshore Drive Apartments (1949-1951), both in Chicago; and the Seagram Building (1958) in Manhattan.

The International Style of architecture was interpreted and applied to numerous public and private office and school buildings throughout the United States from the 1950s through the 1970s.

2.1.2 Neo-Formalism

In the 1950s, 60s, and 70s, Modern architecture took many forms in numerous styles, some academically recognized and others less stylistically distinct. As in previous eras, many buildings blended elements of more than one style or adopted only one or two elements of a style. Generally, high-style Neo-Formalist examples are characterized by flat, projecting rooflines; smooth wall surfaces; high-quality materials; columnar supports; and strict symmetry. Neo-Formalism, more than other Modern-era styles such as Expressionism or the International Style, evokes classicism in form and motif. However, Neo-Formalism interprets these elements in a way that is wholly new and not simply derivative or revivalist.

3.0 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 addendum report.

Table 3-1. 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 Property Research Technical review Determinations of NRHP Eligibility |
| 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 |
| Melinda Schmidt Architectural Historian | M.S., Historic Preservation B.A., History 3 years of experience | 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 |

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Appendix A

IHPA Field Review and Coordination Materials

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Appendix A Table of Contents

IHPA Field Review and Coordination Materials

March 30, 2016 USEPA and IHPA I-290 Field Review Draft Meeting

Summary.....Appendix A – Page A1

March 30, 2016 USEPA and IHPA I-290 Field Review Attendance

Roster.....Appendix A – Page A3

March 31, 2016 IHPA and CTA Emails on NRHP Eligibility of Commonwealth Edison

Kolmar Substation.....Appendix A – Page A4

April 8, 2016 BDE Memorandum on Continued Coordination with IL SHPO for I-290

(Eisenhower Expressway)Appendix A – Page A5

April 7, 2016 IHPA Letter to FTA on March 30, 2016 I-290 Field Review and 11 Additional

Properties for NRHP Evaluation.....Appendix A – Page A7

DRAFT MEETING SUMMARY

USEPA and IHPA Field Visit

Date: March 30, 2016
Time: 10:00 a.m.
Location: Holiday Inn Express & Suites – 200 South Mannheim Road, Hillside, IL 60162

On Wednesday, March 30, 2016 at 10:00 am, a meeting and field review of the I-290 project area were held for federal and state agency representatives. Invited participants included the Federal Highway Administration, US Environmental Protection Agency, Illinois Historic Preservation Agency (IHPA), Illinois Department of Transportation (IDOT) Bureau of Design and Environment, IDOT District 1 and the I-290 Project Study Team. The purpose of this meeting was to provide a briefing on the status of the study and design development; and to review corridor field conditions focusing on Section 106 properties and environmental justice (EJ) communities along the I-290 corridor.

Project Briefing

A briefing was held in advance of the field visit. IDOT provided an update on the status of the I-290 Phase I Study and the progress towards preparing an Environmental Impact Statement (EIS). The current study timeline accounting for ongoing meetings with the Village of Maywood suggests that the DEIS will be released late in 2016 with a public hearing in the first quarter of 2017.

The I-290 Consultant Team (S. Ott) described the purpose of the day's field visit and the handouts distributed in advance, while A. Paquin provided an overview of Section 106 considerations, and reviewed a map set showing the properties to be observed in the field. S. Brown summarized the environmental justice studies completed as part of the Draft Environmental Impact Statement, focusing on the EJ communities involved with the I-290 project. P. Harmet concluded the briefing with an update on the status of noise barriers, the second mailing of the viewpoint solicitation and considerations underway for design of the noise barriers. The group then adjourned for the field visit.

Field Visit

The field visit departed from the westerly limits of the project at Mannheim Road and proceeded easterly to the I-290 corridor. Although the field visit included driving by or stops at each of the historic properties evaluated in the Section 106 Historic Properties Identification Report, locations were also identified in advance showing historic properties of interest. Additionally, areas within EJ communities were identified. The topic of interest, respective location, and purpose of each stop included the following:

- Section 106 – Synagogue for Congregation B'Nai Israel of Proviso at 10216 Kitchner Street, Westchester. Eligibility for inclusion in the National Register of Historic Places (NRHP).
- Environmental Justice Community – 5th Avenue Crossing of I-290, Maywood. Discussed communities within the project area that have EJ populations (separate handout) and proposed crossing design at 5th Avenue (separate handout).
- Environmental Justice Community – 1st Avenue at Maybrook Drive, Maywood. Discuss proposed intersection improvements, including Prairie Path crossing, improvements to bike/pedestrian

access to courthouse and CTA Blue Line Forest Park branch, and proposed trail extension through Forest Park and Oak Park to Columbus Park (separate handout).

- Section 106 – Park District of Forest Park at 7441 Harrison Street, Forest Park. Eligibility for inclusion in the National Register of Historic Places. Potential project effects – noise barriers on north side of I-290; avoidance of new right-of-way take at park's southwest corner.
- Section 106 – Oak Park NRHP-Listed and Eligible Historic Properties, multiple properties: 841 South Oak Park Avenue (NRHP-Eligible) and Suburban Trust and Savings Bank (NRHP-Eligible); Paulina Mansions (NRHP-Eligible), Oak Park Conservatory (NRHP-Listed); and Maze Branch Library (NRHP-Eligible), Gunderson Historic District (NRHP-Listed).
- Environmental Justice Community and Section 106 – Austin Boulevard crossing of I-290 and Columbus Park at 500 South Central Avenue, Chicago. Reviewed proposed location of Austin Boulevard pedestrian crossing and proposed extension of Prairie Path. Listed in NRHP and designated a National Historic Landmark.
- Section 106 – Columbus Park (NHL) and Assumption Greek Orthodox Church at 601 South Central Avenue. Recommended NRHP-Eligible.
- Section 106 – Commonwealth Edison Kolmar Substation at 616-632 S. Kolmar Ave., Chicago. NRHP eligibility.
- Section 106 – Garfield Park at 100 N. Central Avenue, Chicago and The Chicago Parks and Boulevard System Historic District. NRHP eligibility.

Existing noise barriers that were installed in 2002 as part of the Hillside Interchange improvement project on the south side of I-290 along Wedgewood Drive in Westchester were also observed.

IHPA provided informal comments on the NRHP eligibility of select properties, potential additional properties to be evaluated (primarily mid-century modern buildings), and potential effects of the project to historic properties. IHPA planned to send a follow-up letter to IDOT and the Project Study Team summarizing these comments and any requests for additional information.

The field visit concluded at approximately 3:15 pm.

Attendees

Attendees to this field visit are listed in the attendance roster attached.



Illinois Department of Transportation

Attendance Roster

Bureau: Programming

Section: Project & Environmental Studies

Project/Topic: I-290/Section 106 and Environmental Justice Field Review

Date: March 30, 2016

Time: 10:00 am

Location: I-290 Corridor

| | Attendees | Representing | Phone Number | Email Address |
|-----|--------------------|---------------------------|--------------|-----------------------------|
| 1. | Mark Peterson | IDOT-PMC | 847-705-4569 | mark.peterson@illinois.gov |
| 2. | Elizabeth Poole | USEPA | 92 353 2087 | poole.elizabeth@epa.gov |
| 3. | Vanessa Ruiz | IDOT - DI | 847 765 4627 | vanessa.ruiz@illinois.gov |
| 4. | John Shearn, II | IDOT-Springfield | 217-785-4181 | John.Shearn.II@illinois.gov |
| 5. | Matt Fuller | FHWA-IL | 217 492 4625 | Matt.Fuller@dot.gov |
| 6. | Jan Piland | FHWA-IL-Spd | 217-492-4989 | janis.piland@dot.gov |
| 7. | CHRIS BYARS | FHWA-IL-CUSO | 312 886 1606 | chris.byars@dot.gov |
| 8. | Traci Baker | FHWA-IL | 217-492-4732 | traci.baker@dot.gov |
| 9. | David Halpin | IHPA | 217-785-4998 | david.halpin@illinois.gov |
| 10. | Virginia Laszewski | USEPA-R5 | 312-886-7501 | laszewskivirginia@epa.gov |
| 11. | KEN WESTLACE | USEPA | 312-886-2910 | westlace.kenneth@epa.gov |
| 12. | Emilie Land | IDOT-CC-CulturalResources | 217-558-7223 | emilie.land@illinois.gov |
| 13. | Stephanie Brown | WSP-PB | 312-294-5677 | brownsn@pbworld.com |
| 14. | Steve Ott | WSP-PB | 363-963-3215 | ott3@pbworld.com |
| 15. | Bryan Kapala | WSP-PB | 312-803-6522 | Kapala PBworld.com |
| 16. | Aimee Pagnin | WSP-PB | 313-963-4921 | pagnina@pbworld.com |
| 17. | Pete Harmet | IDOT - DI | 847-705-4393 | pete.harmet@illinois.gov |
| 18. | | | | |
| 19. | | | | |
| 20. | | | | |
| 21. | | | | |
| 22. | | | | |

Paquin, Aimee

From: Halpin, David <David.Halpin@Illinois.gov>
Sent: Thursday, March 31, 2016 4:25 PM
To: Paquin, Aimee
Subject: FW: Kolmar substation

Hi Aimee:

Here is Marlise's determination for the CTA Kolmar substation. I concur with her.

With best regards:

David

David J. Halpin
Cultural Resources Manager
Illinois Historic Preservation Agency
217-785-4998

From: Fratinardo, Marlise [mailto:mfratinardo@transitchicago.com]
Sent: Thursday, March 31, 2016 2:35 PM
To: Halpin, David
Subject: Kolmar substation

Hi David,

You don't have to call me back if you are busy! The Kolmar building is not eligible for the NRHP due to substantial alterations, including new openings, which have impacted its integrity.

Best,
Marlise

Marlise Fratinardo
Chicago Transit Authority
567 W. Lake Street | Chicago, IL 60661
O: (312) 681-4124

THIS EMAIL AND ATTACHMENTS MAY CONTAIN MATERIAL THAT IS CONFIDENTIAL AND PRIVILEGED FOR THE SOLE USE OF THE INTENDED RECIPIENT. ANY REVIEW, RELIANCE OR DISTRIBUTION BY OTHERS OR FORWARDING WITHOUT EXPRESS PERMISSION IS STRICTLY PROHIBITED. IF YOU ARE NOT THE INTENDED RECIPIENT, PLEASE CONTACT THE SENDER AND DELETE ALL COPIES. THANK YOU.



Illinois Department of Transportation

Memorandum

To: John Fortmann Attn: Pete Harmet
From: Maureen Addis By: Brad Koldehoff
Subject: Continued Coordination with IL SHPO
Date: April 8, 2016

**Cook
Chicago
I-290 (Eisenhower Expressway)
Job # P-201-00
IDOT Seq. # 9274, A-E**

Further coordination with the Illinois State Historic Preservation Officer (SHPO) is required for the above referenced project. The attached letter notes that consultation and the March 30, 2016 site visit with the SHPO has resulted in a request for additional information regarding additional properties in the Area of Potential Effects. The SHPO has requested eligibility evaluations for the following resources:

1. St. Eulalia Catholic Church building, southeast corner of S. 9th Ave. & Bataan Dr., Maywood
2. Eisenhower Tower, 1701 S. 1st Ave., Maywood
3. Michele Clark High School, 5101 W. Harrison St., Chicago
4. Potential Historic District, south side of W. Lexington St. between S. Lavergne Ave. & S. Cicero Ave., Chicago
5. Building, 4607 W. Lexington St., Chicago
6. Genevieve Melody Public School, 412 S. Keeler Ave., Chicago
 - a. *Please note that 6 is incorrectly circled on the SHPO maps. BDE verified with the SHPO that the above property is the correct resource.*
7. Potential Historic District, south side of W. Harrison St. between S. Kedvale Ave. & W. 5th Ave., Chicago
8. Chicago Community Mennonite Church, 425 S. Central Park Blvd, Chicago
9. Building, southwest corner of W. Congress Pkwy. & S. Western Ave., Chicago
10. Malcolm X College, 1900 W. Van Buren St., Chicago
11. Building, 1926 W. Harrison St., Chicago

The SHPO also requested copies of the coordination with the Chicago Park District and the agreed upon treatments of their historic resources.

The SHPO noted that coordination with the National Park Service is required for the proposed work to Columbus Park, a National Historic Landmark.

Please forward the information to IDOT's Cultural Resources Unit when it becomes available in order to continue SHPO coordination.

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

BK:el



**Illinois Historic
Preservation Agency**

1 Old State Capitol Plaza, Springfield, IL 62701-1512

FAX (217) 524-7525

www.illinoishistory.gov

Cook County

Chicago

Highway Reconstruction and Widening/Addendum for Additional Areas

Eisenhower Expressway (I-290) from US Route 12/20/45 (Mannheim Rd.) to IL Route 50 (Cicero Ave.),

APE refined - I-290 between Mannheim Road & Racine Avenue

IDOT Seq #-9274A-E

IHPA Log #004112410

April 7, 2016

Matt Fuller

U.S. Department of Transportation

Federal Highway Administration

3250 Executive Park Dr.

Springfield, IL 62703

Dear Mr. Fuller:

We are writing to thank you for the tour of the Area of Potential Effect for the I-290 improvements project. During the tour, eleven (11) properties that we feel should be evaluated for eligibility for the National Register of Historic Places were identified. As requested by Emilie Land, we noted the locations on the project maps and emailed them to her and the contractor (Aimee Paquin) for their consideration.

During the tour it was noted that the Chicago Park District (CPD) had approved treatments for their properties. May we have copies of the proposed treatments and the approval of the CDP for our files? It should be noted that Columbus Park is a National Historic Landmark (7/31/2003) and the proposed treatments also must be reviewed by the National Park Service.

If you have questions, please contact David J. Halpin, Cultural Resources Manager, at 217-785-4998 or david.halpin@illinois.gov.

Sincerely,

Rachel Leibowitz, Ph.D.

Deputy State Historic

Preservation Officer

RL:djh

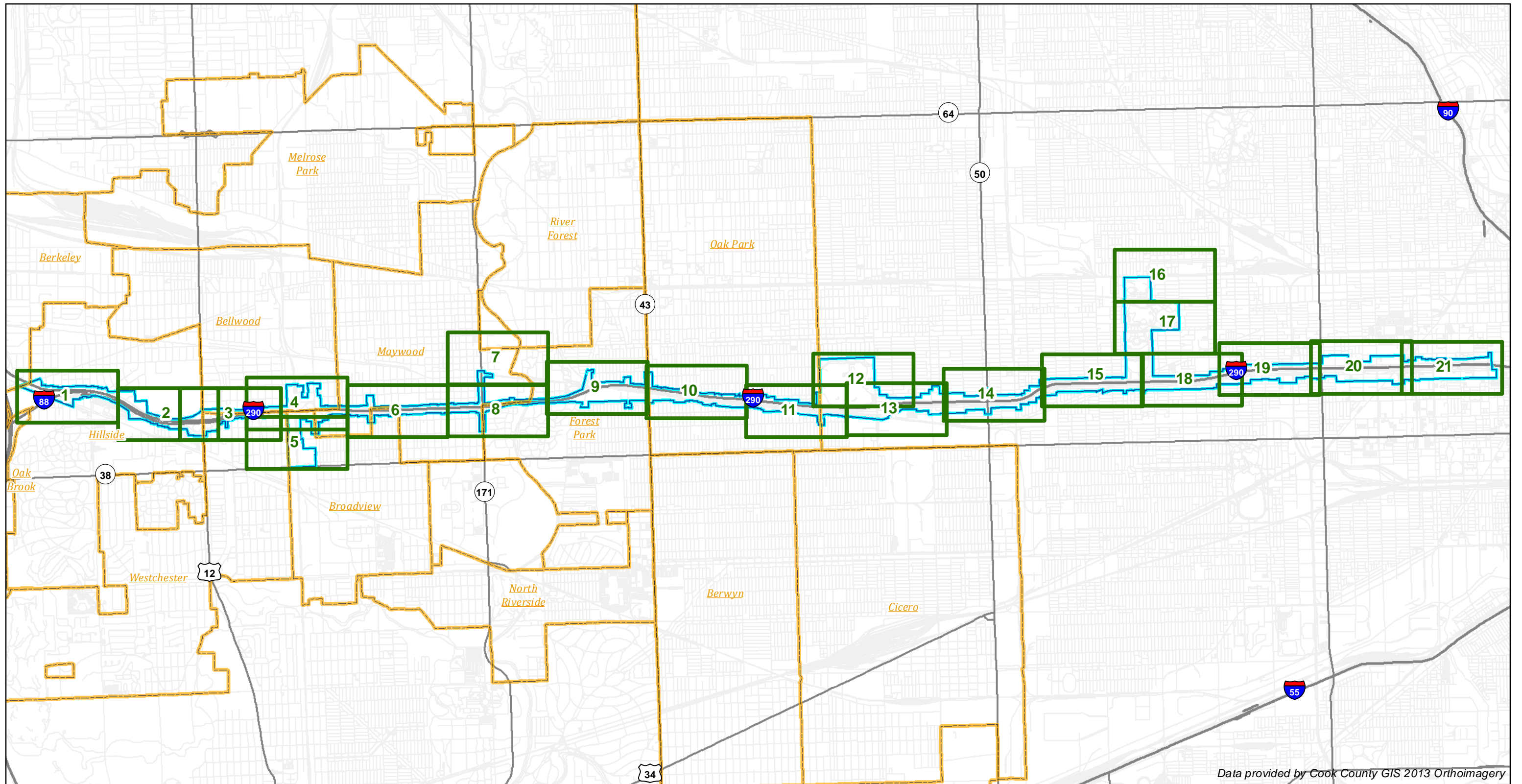
c: Brad Koldehoff, Illinois Department of Transportation

Emilie Land, Illinois Department of Transportation

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**

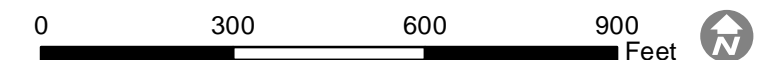
 Municipal Boundary

 Area of Potential Effects

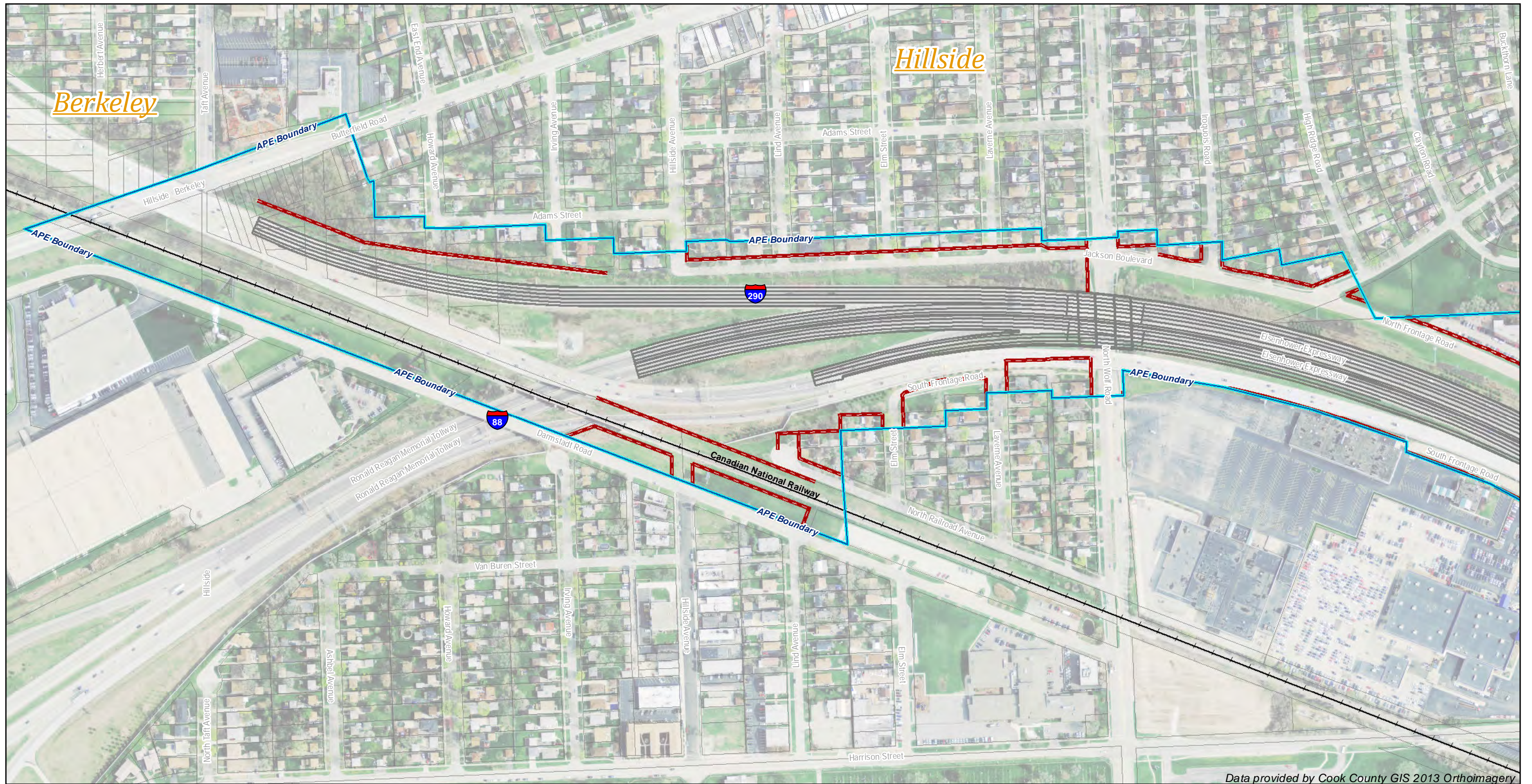
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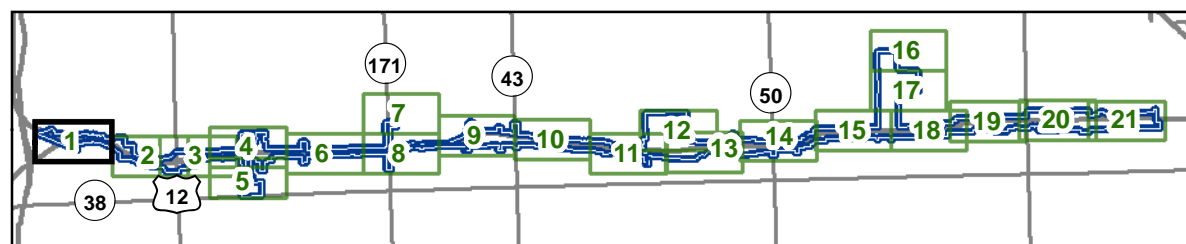


Sheet Index



Data provided by Cook County GIS 2013 Orthoimagery

Map Overview



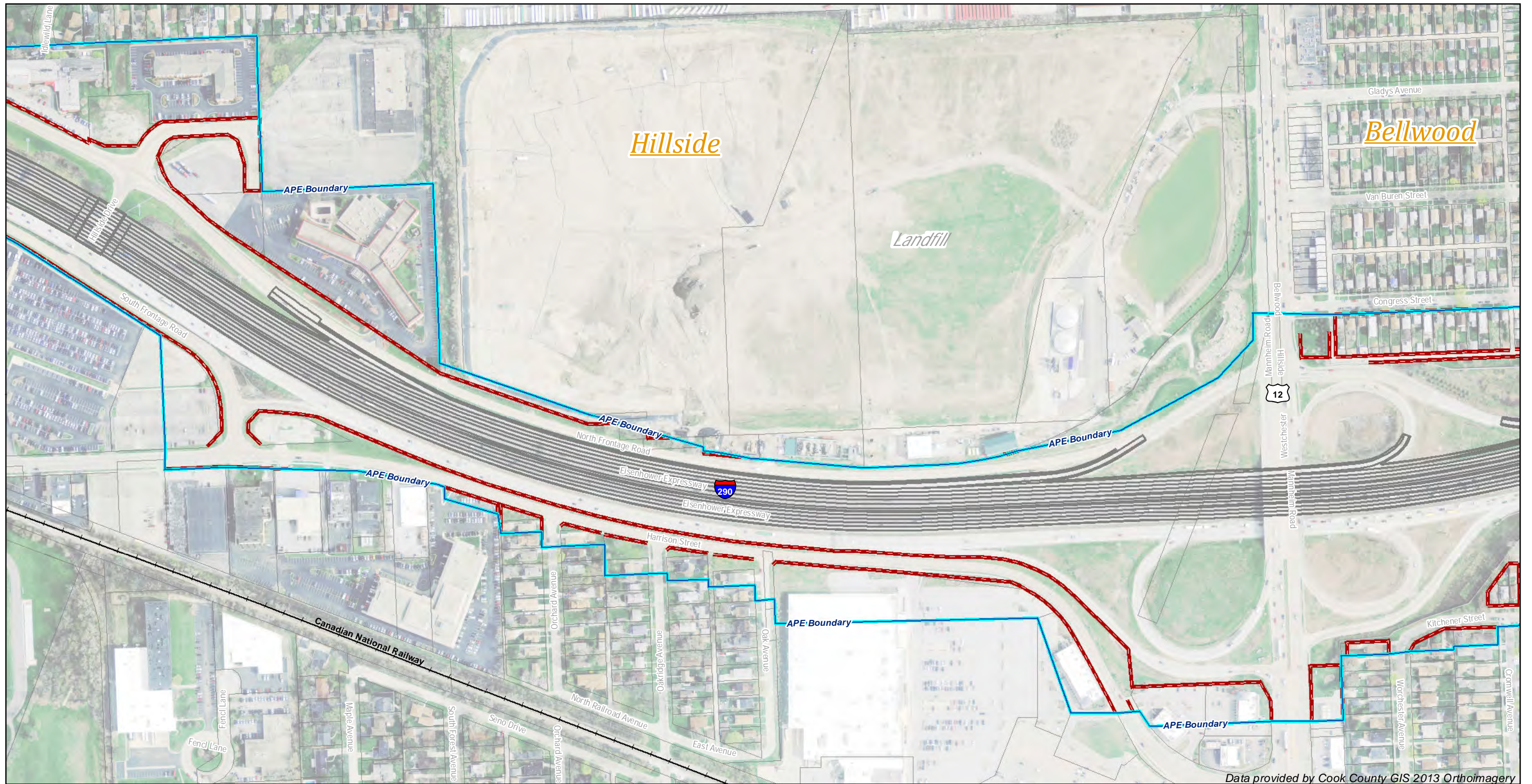
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Legend

- Area of Potential Effects
- Existing Right-of-Way
- Proposed Right-of-Way
- Temporary Easement
- #-# NRHP - Eligible Property
- #-# NRHP - Listed Property
- #-# NRHP - Not Eligible Property
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- CTA Rail
- Proposed Design

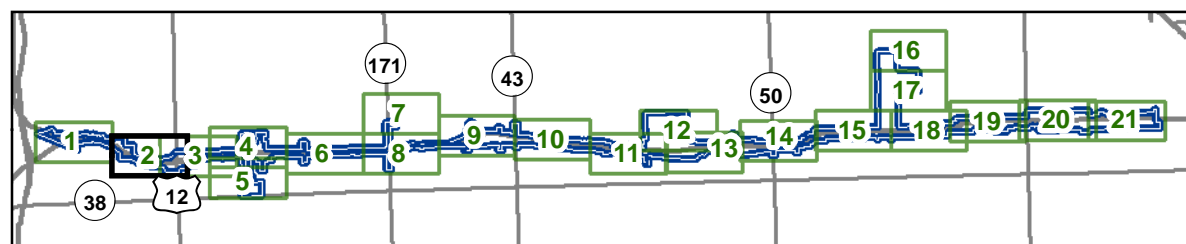
Area of Potential Effects and National Register of Historic Places Eligibility Determinations





Data provided by Cook County GIS 2013 Orthoimagery

Map Overview



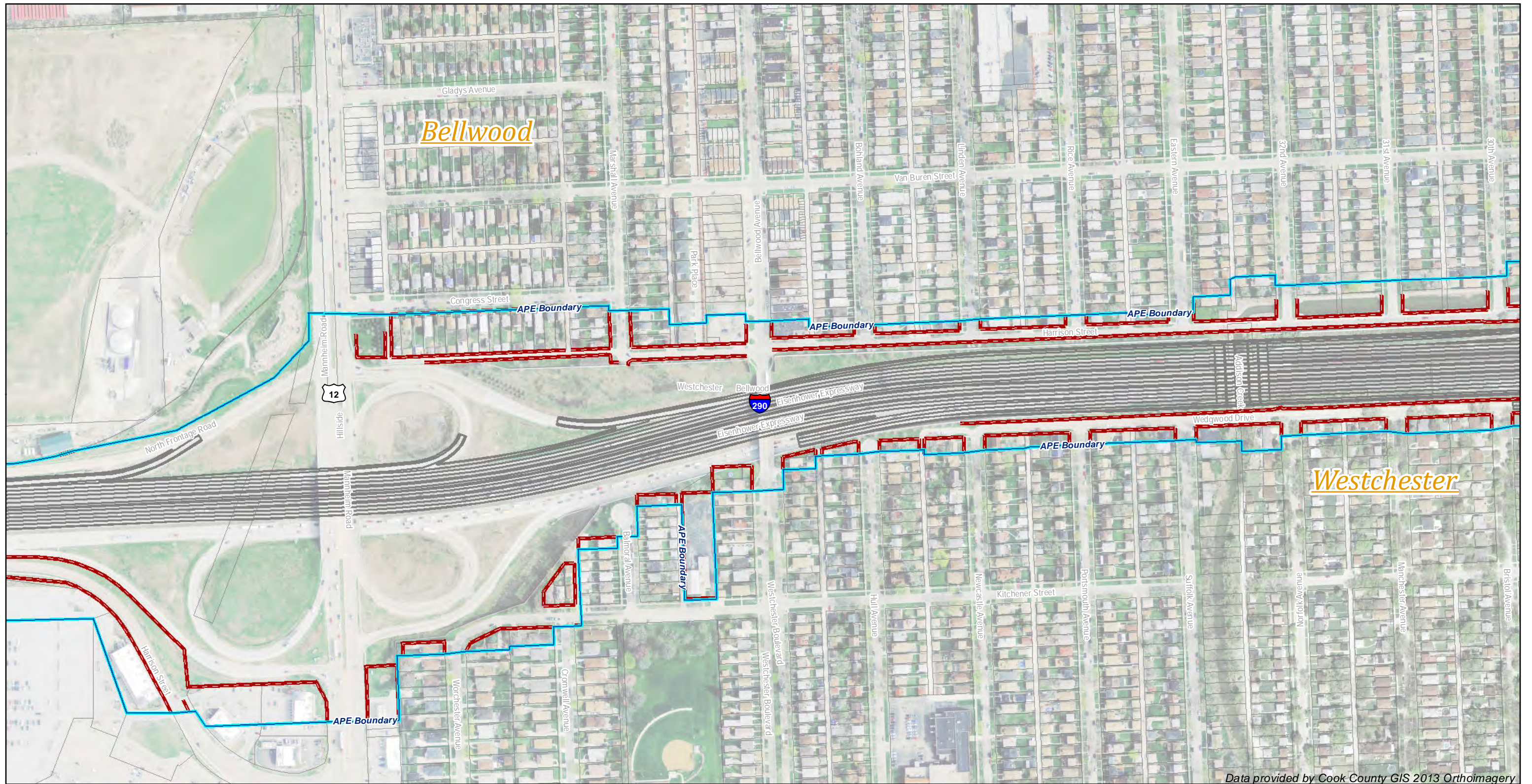
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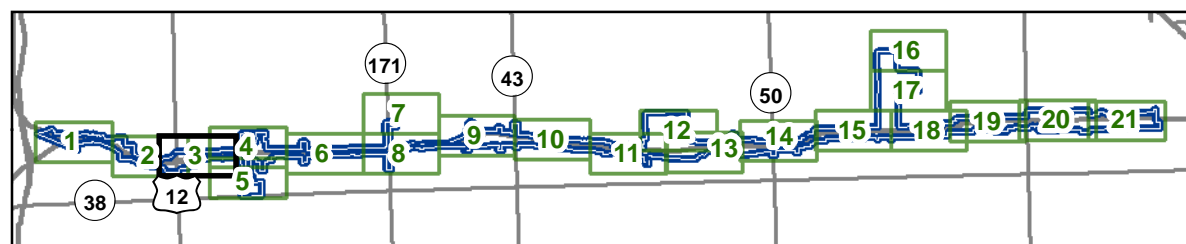
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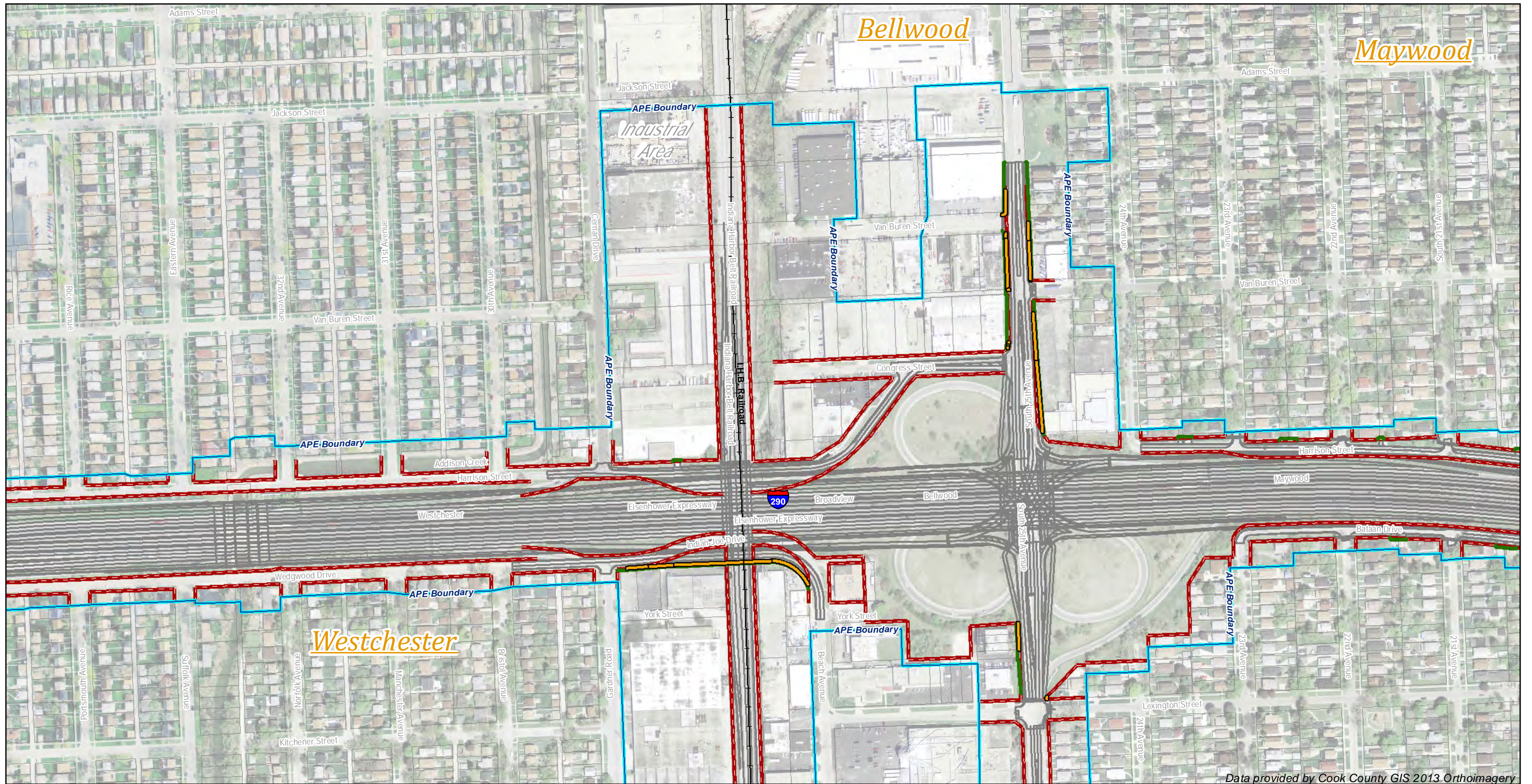


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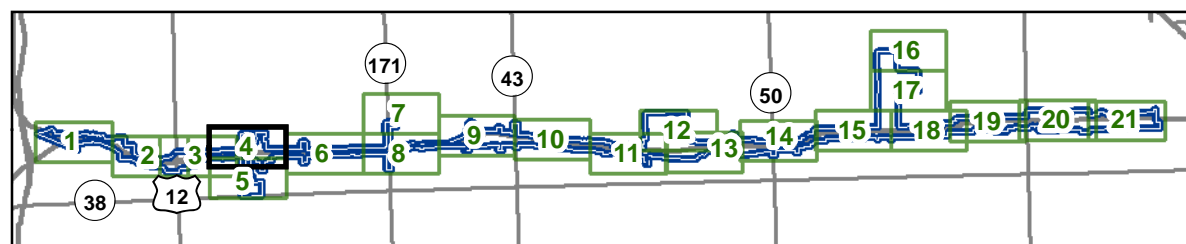
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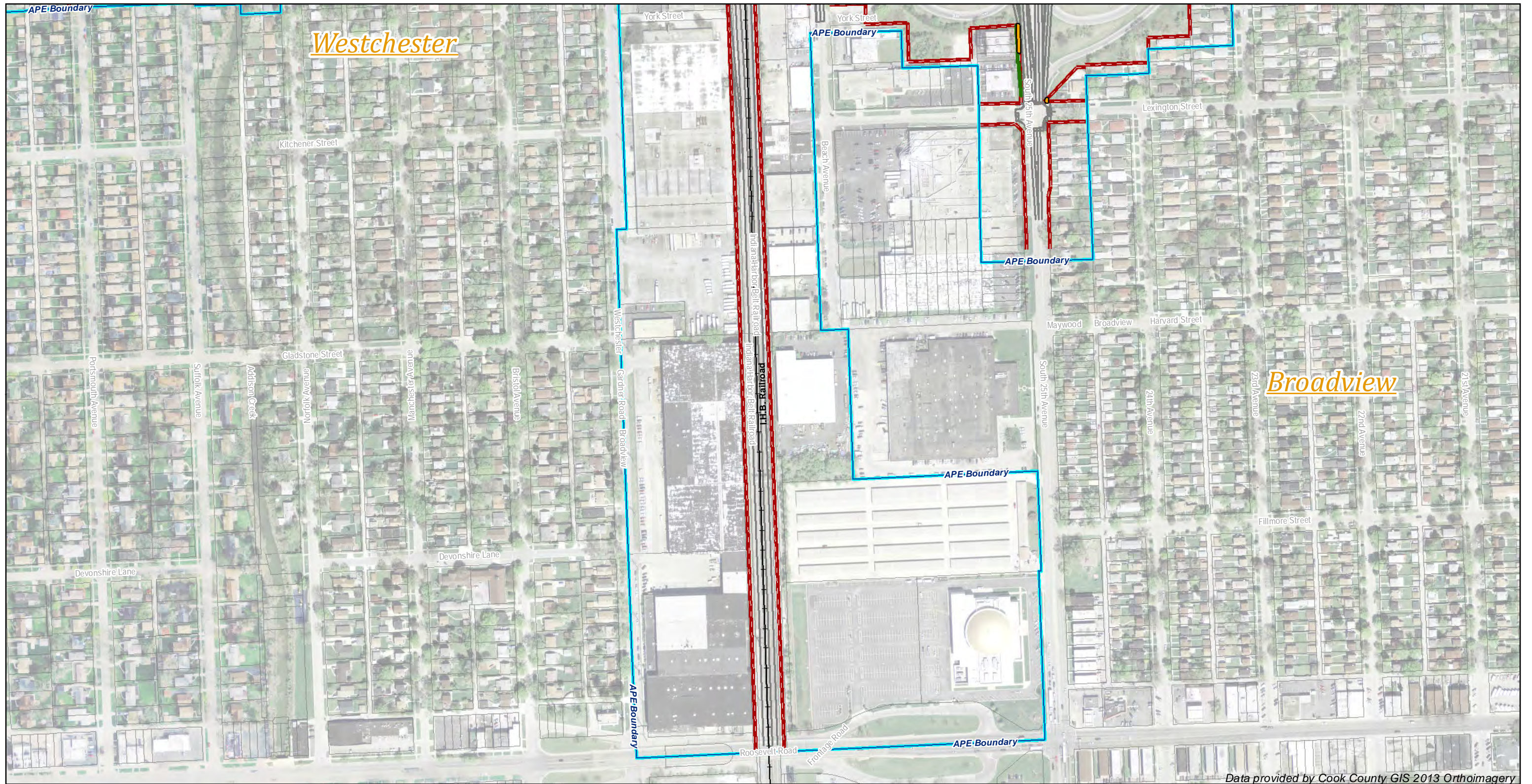
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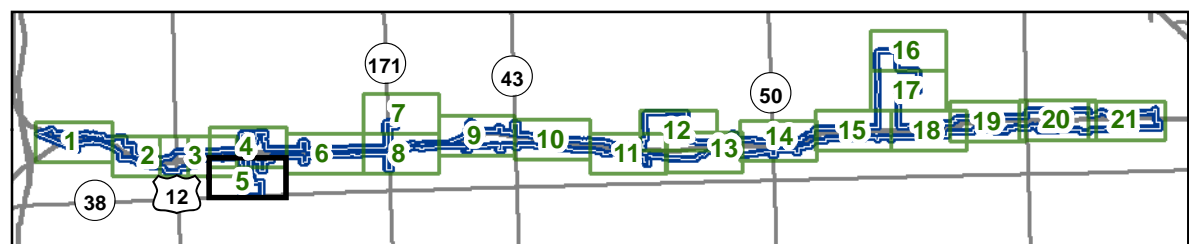
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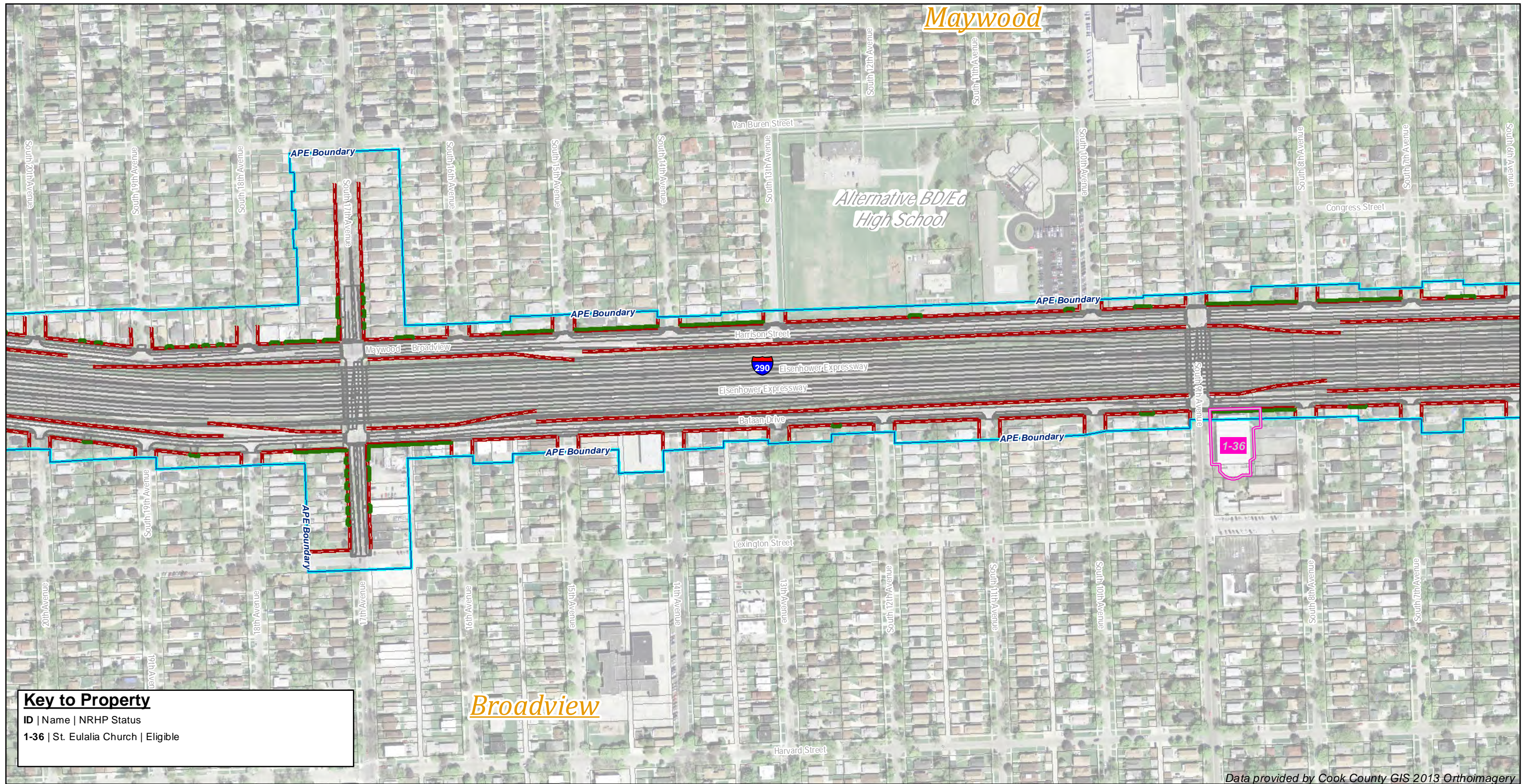
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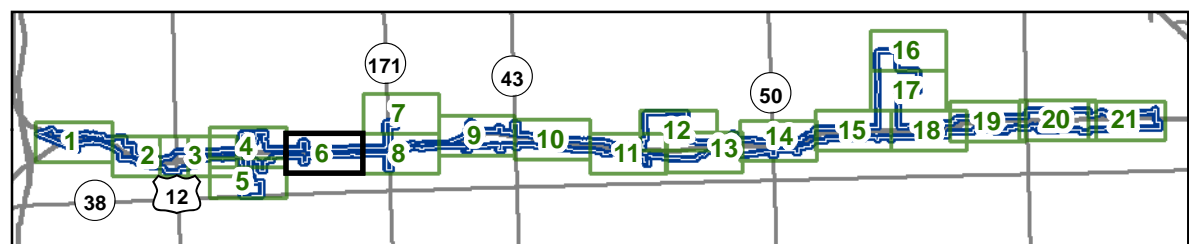




Key to Property
 ID | Name | NRHP Status
 1-36 | St. Eulalia Church | Eligible

Data provided by Cook County GIS 2013 Orthoimagery

Map Overview



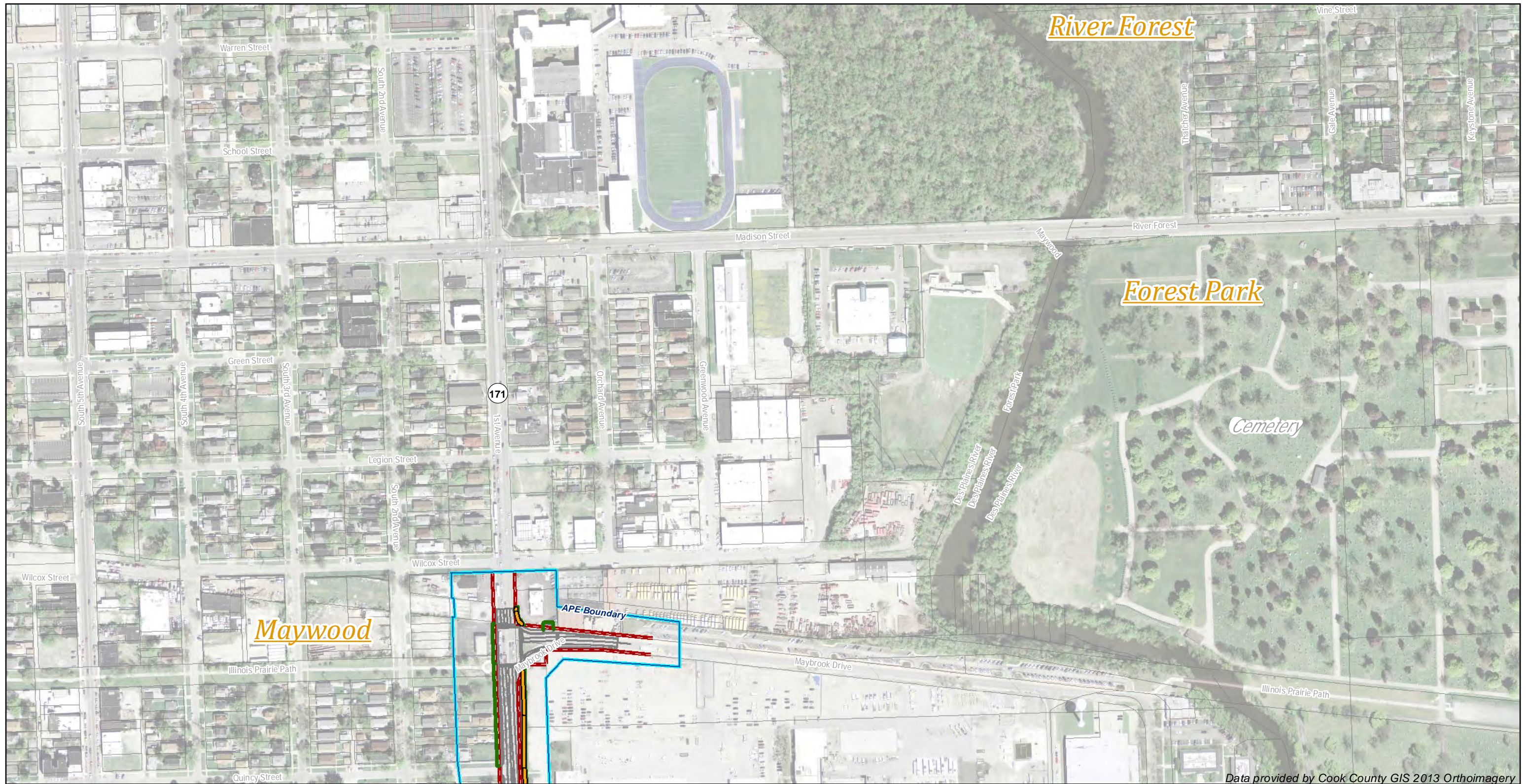
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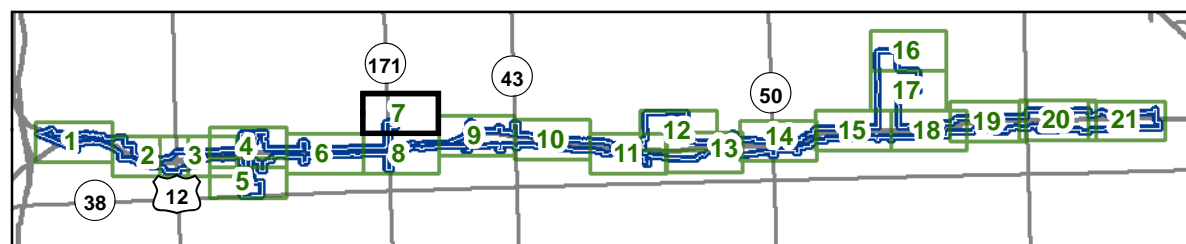
Area of Potential Effects and National Register of Historic Places Eligibility Determinations





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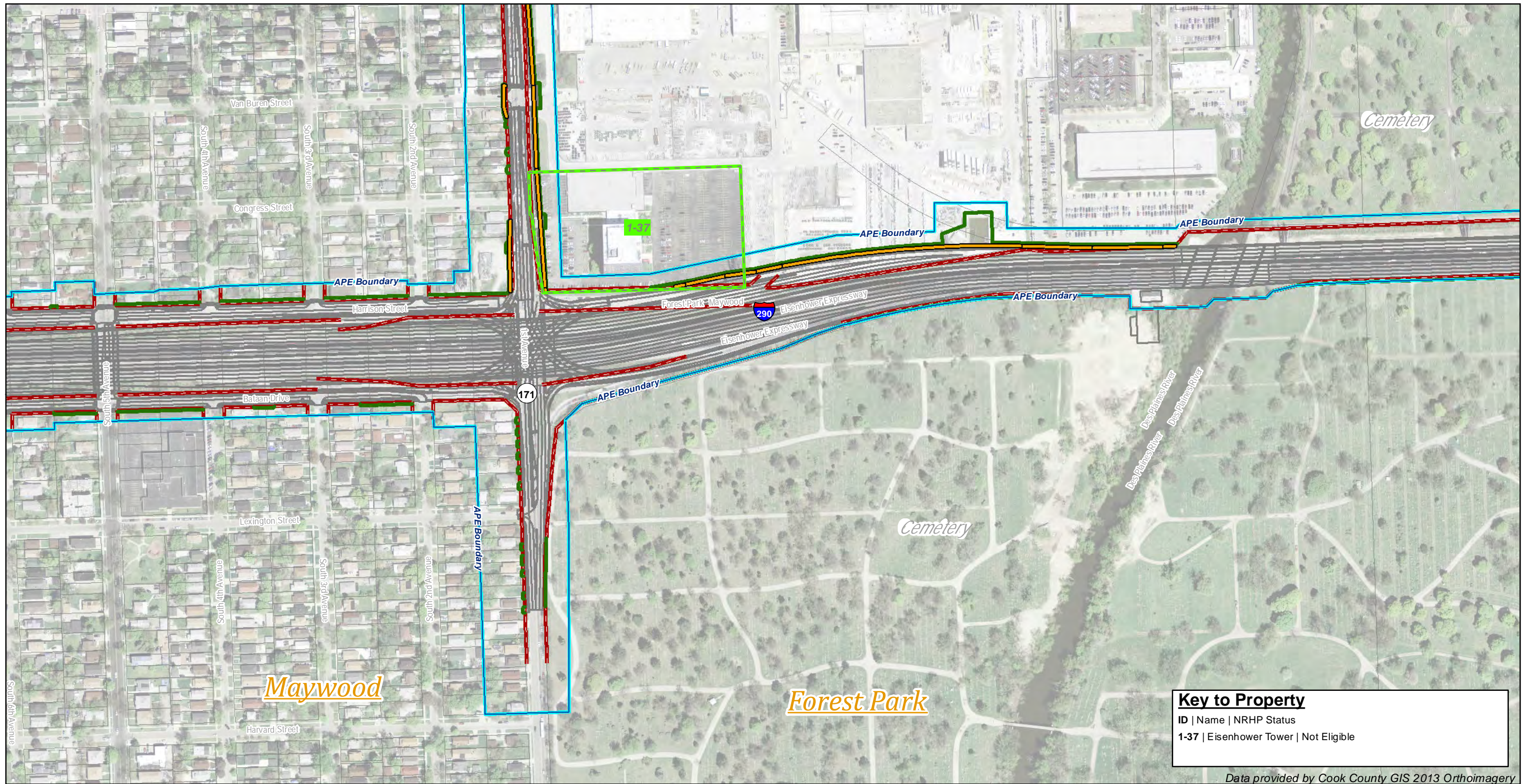
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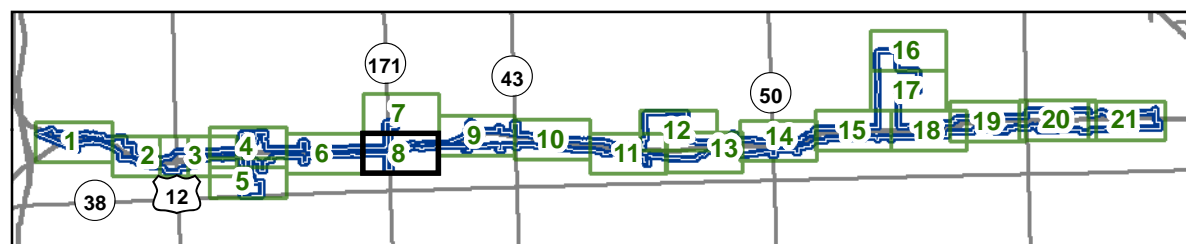




| Key to Property | | |
|-----------------|------------------|--------------|
| ID | Name | NRHP Status |
| 1-37 | Eisenhower Tower | Not Eligible |

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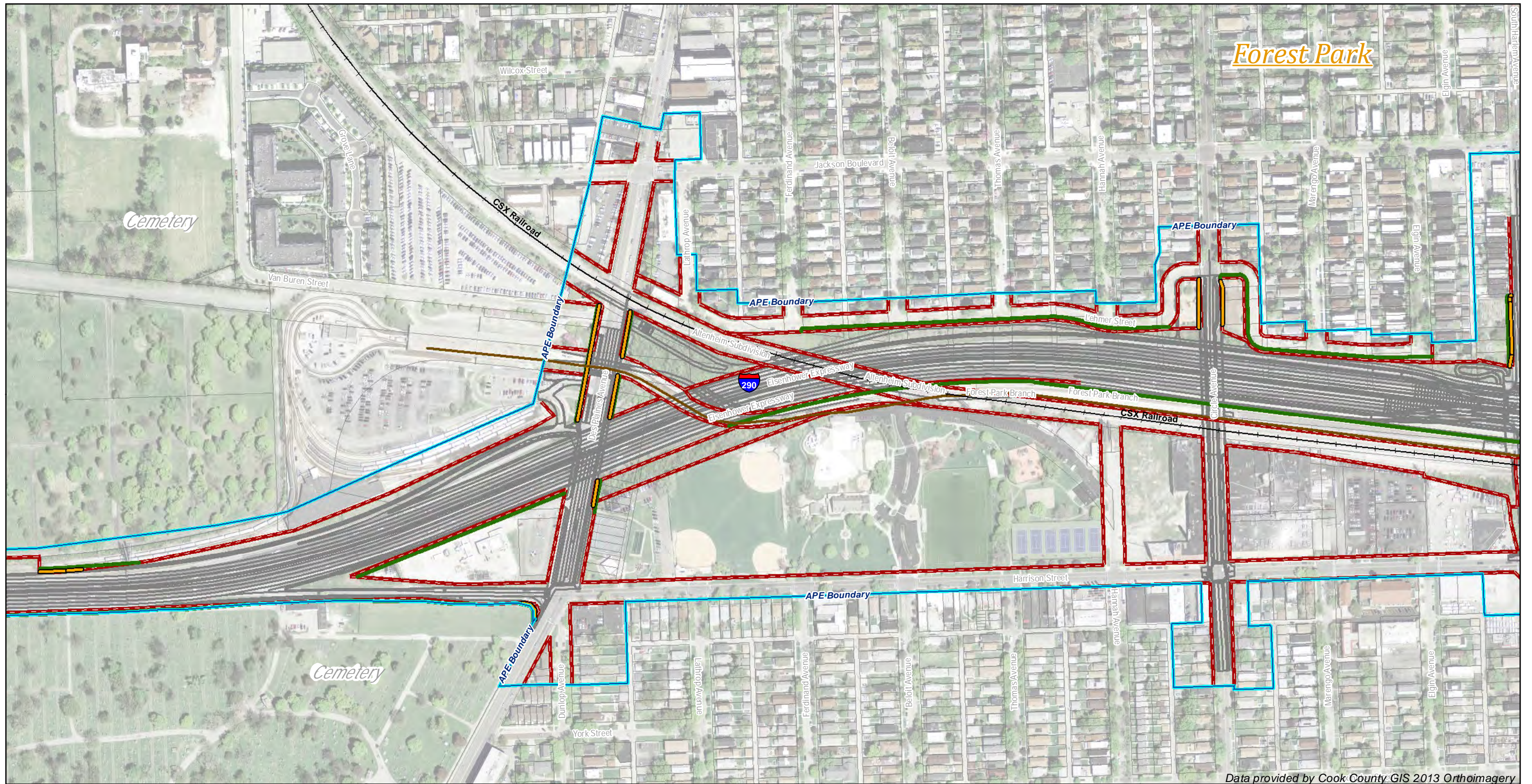
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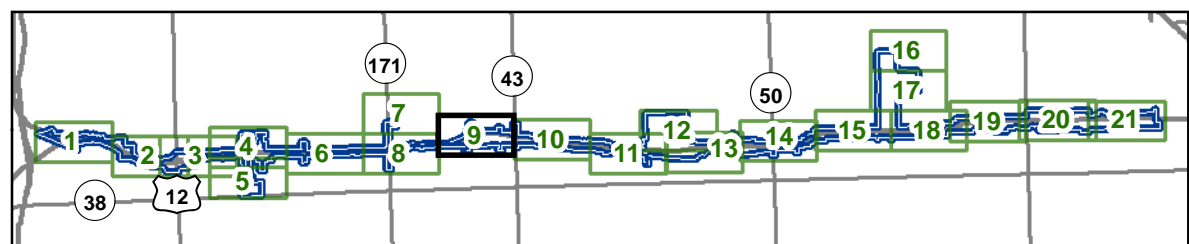
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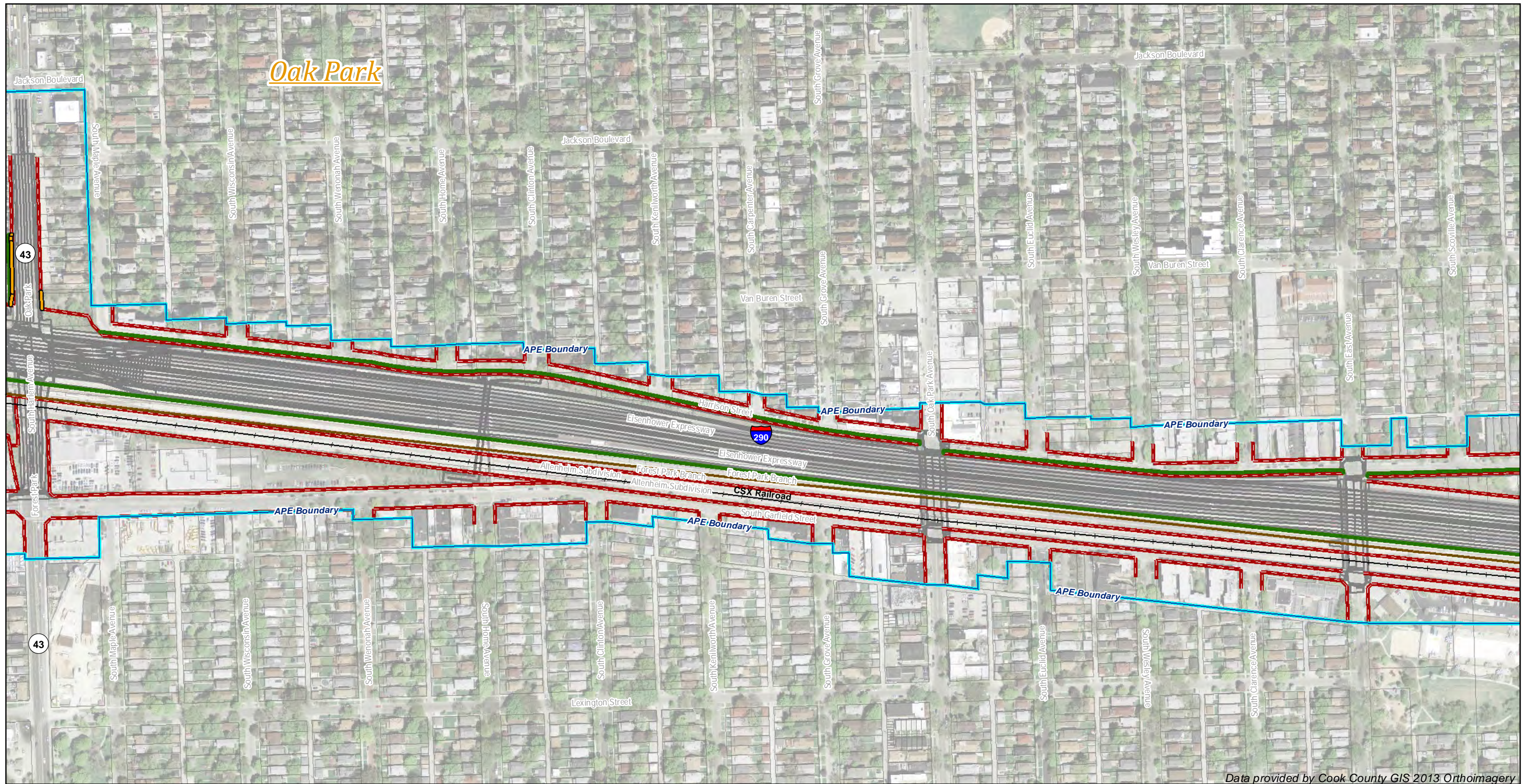
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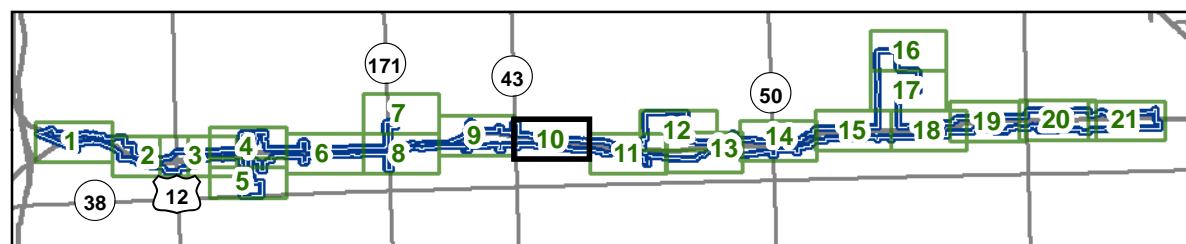
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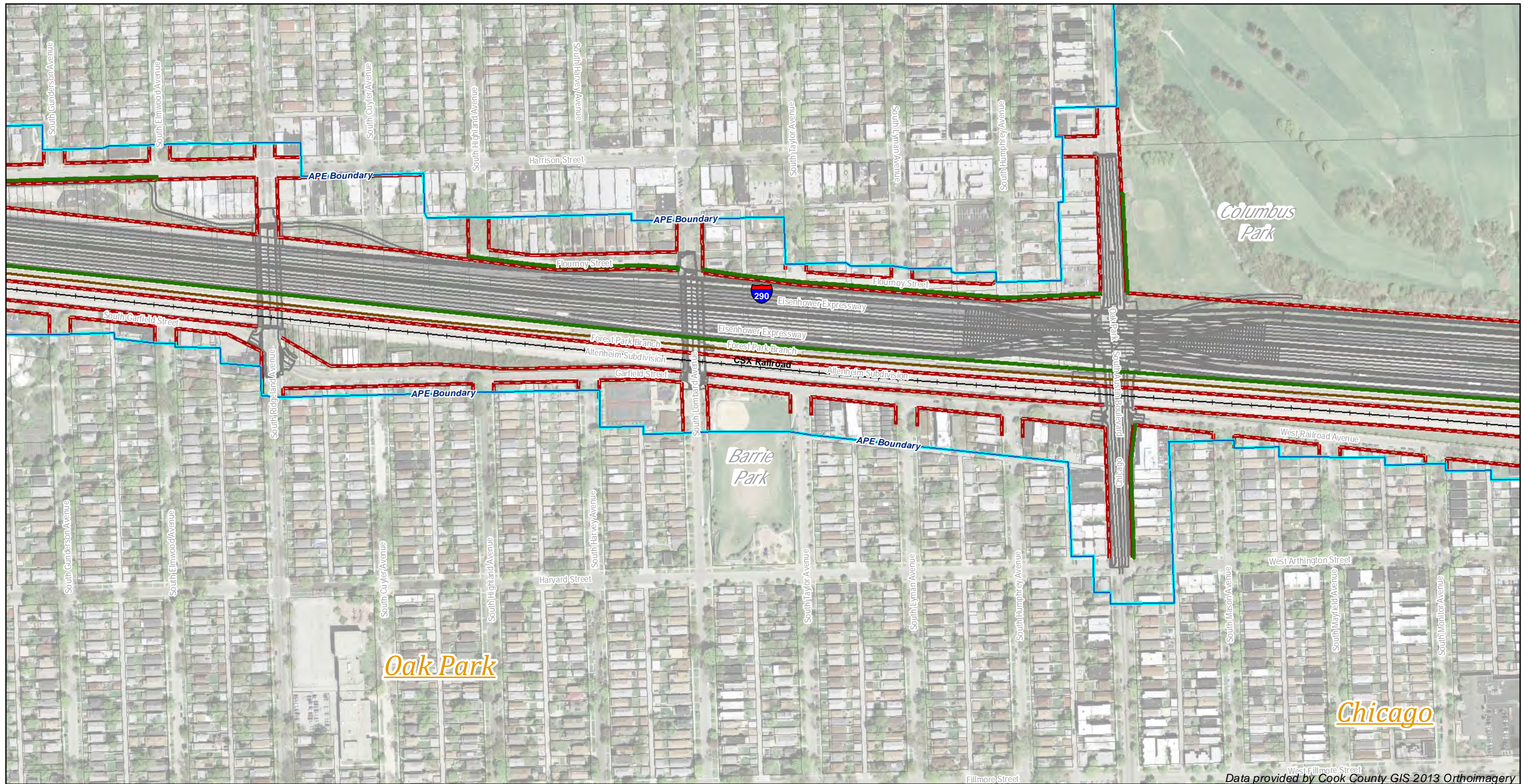
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- ## Pending NRHP Listing Property (by others)
- ## Previously Determined NRHP - Eligible Property (by SHPO)
- Tax Parcel
- +— Railroad
- CTA Rail
- Proposed Design

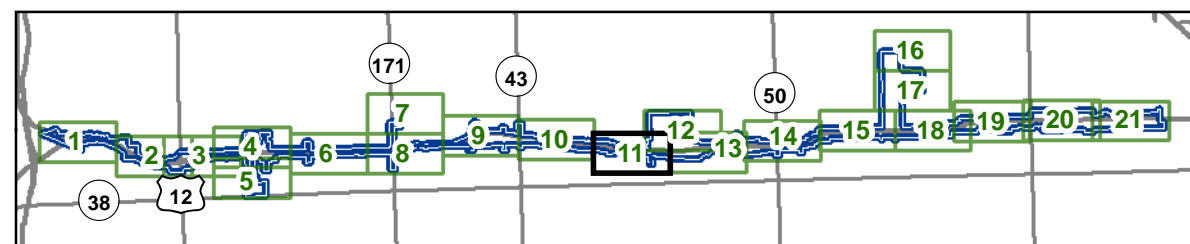
Area of Potential Effects and National Register of Historic Places Eligibility Determinations





Data provided by Cook County GIS 2013 Orthoimagery

Map Overview



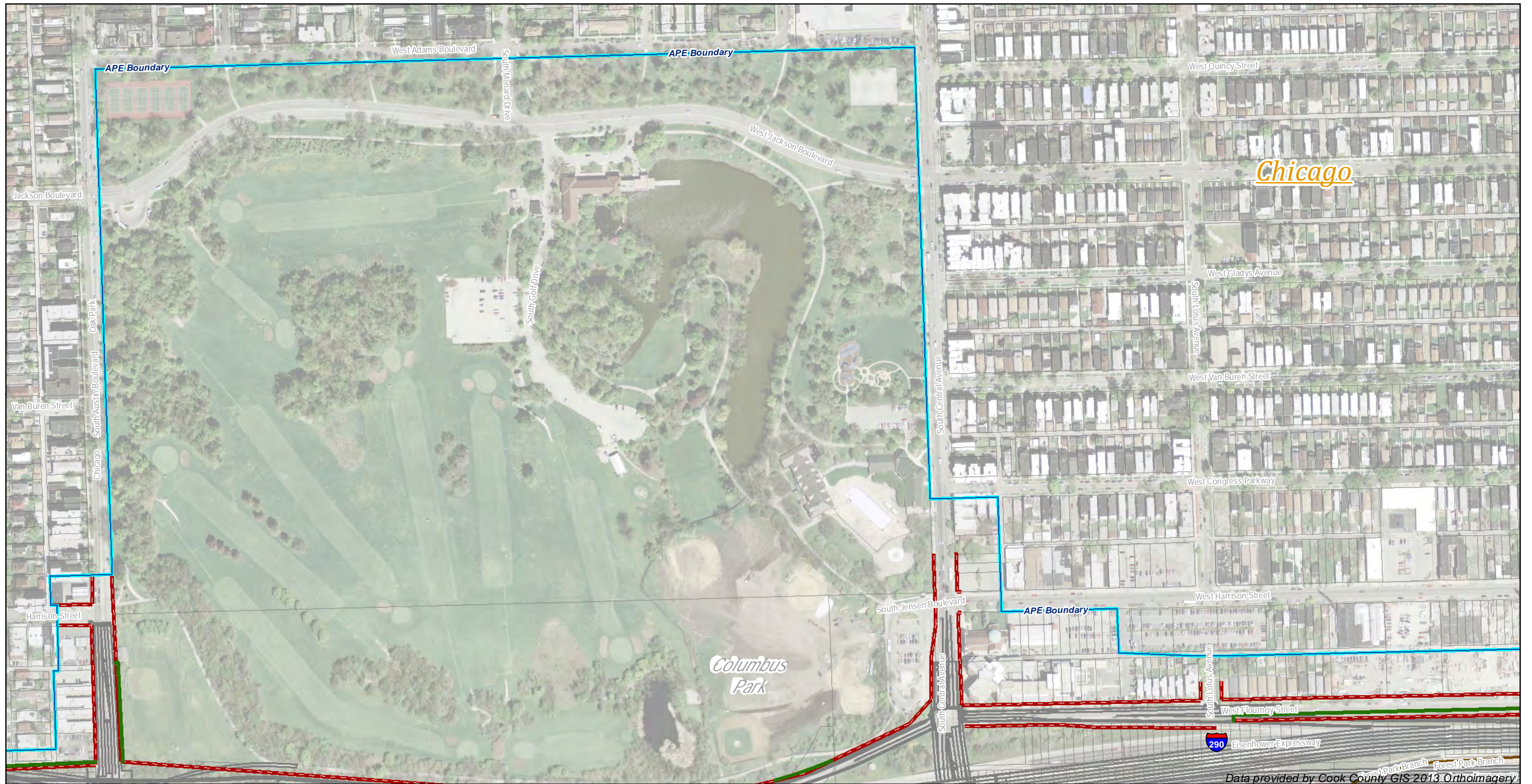
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Legend

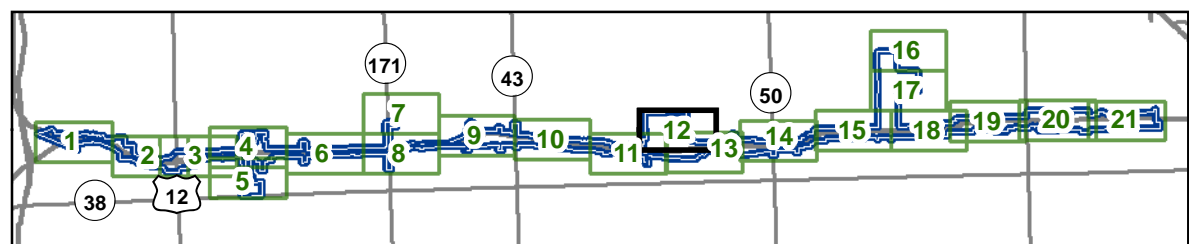
- Area of Potential Effects
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- ## NRHP - Eligible Property
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Area of Potential Effects and National Register of Historic Places Eligibility Determinations





Map Overview



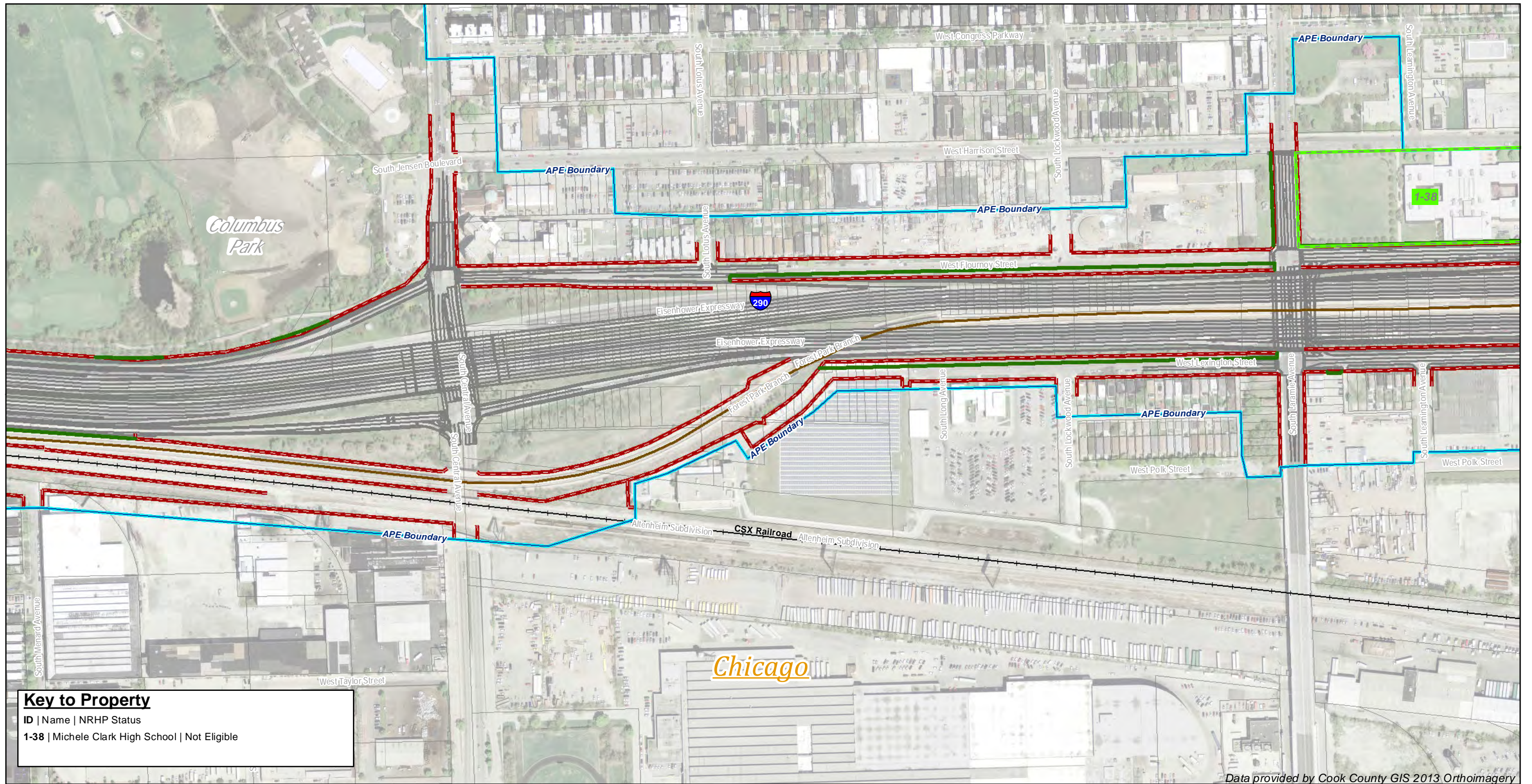
1 inch = 300 feet
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Legend

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

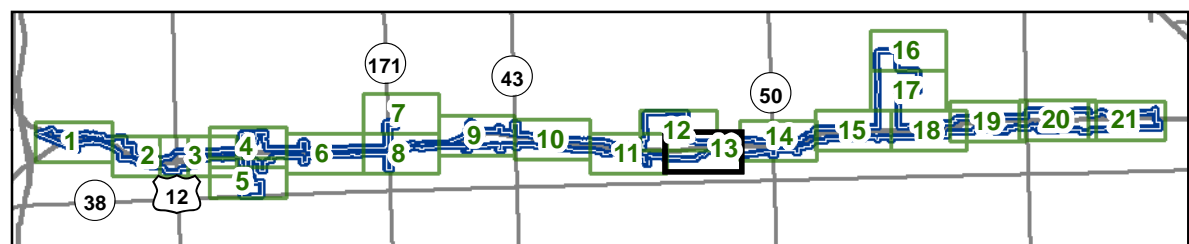




Key to Property
 ID | Name | NRHP Status
 1-38 | Michele Clark High School | Not Eligible

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



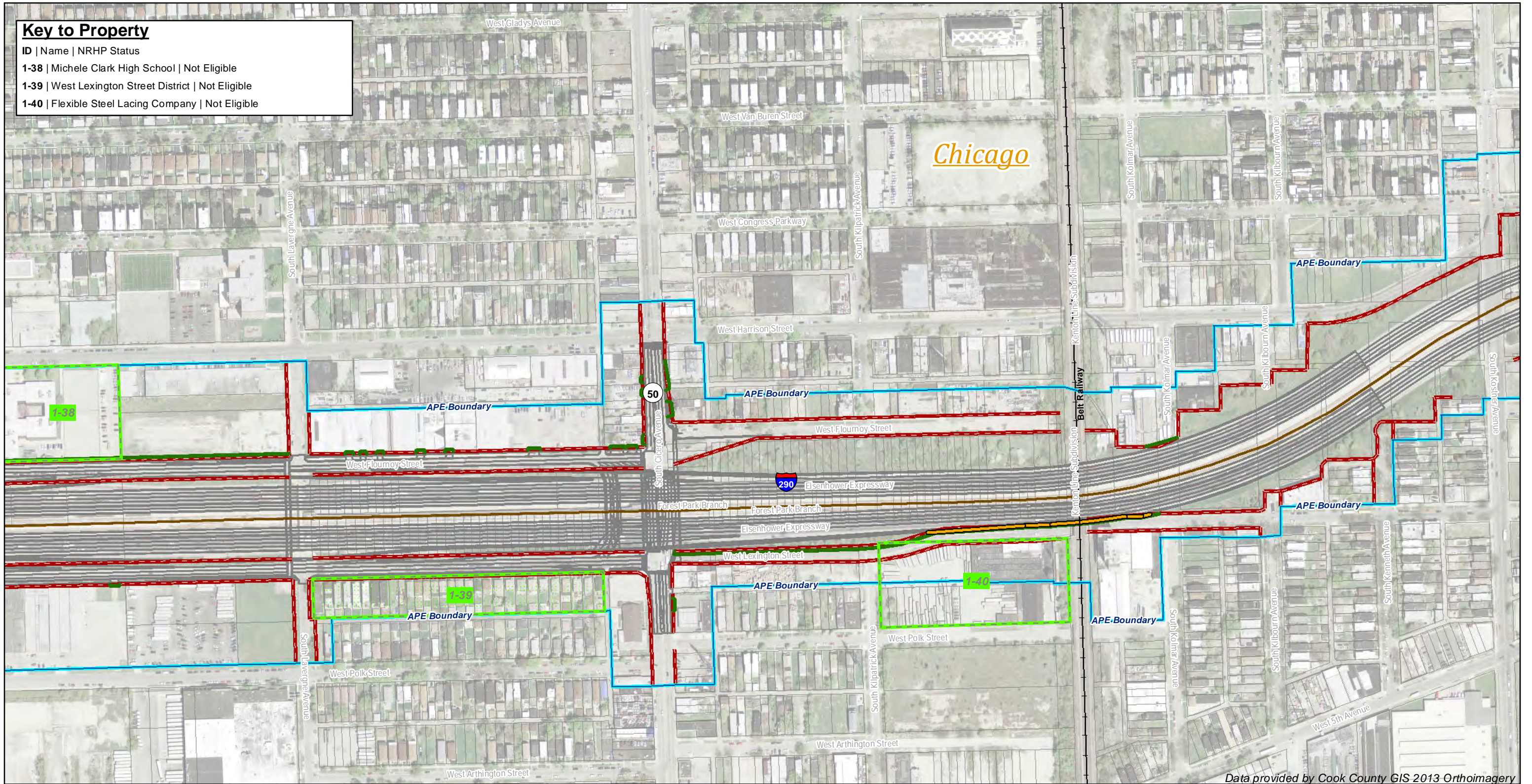
Key to Property

ID | Name | NRHP Status

1-38 | Michele Clark High School | Not Eligible

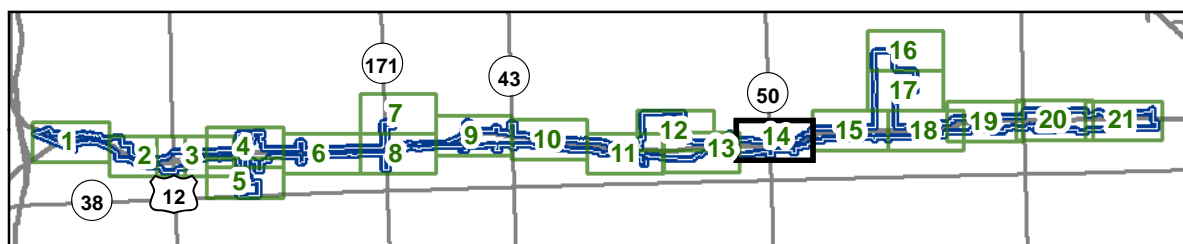
1-39 | West Lexington Street District | Not Eligible

1-40 | Flexible Steel Lacing Company | Not Eligible



Data provided by Cook County GIS 2013 Orthoimagery

Map Overview



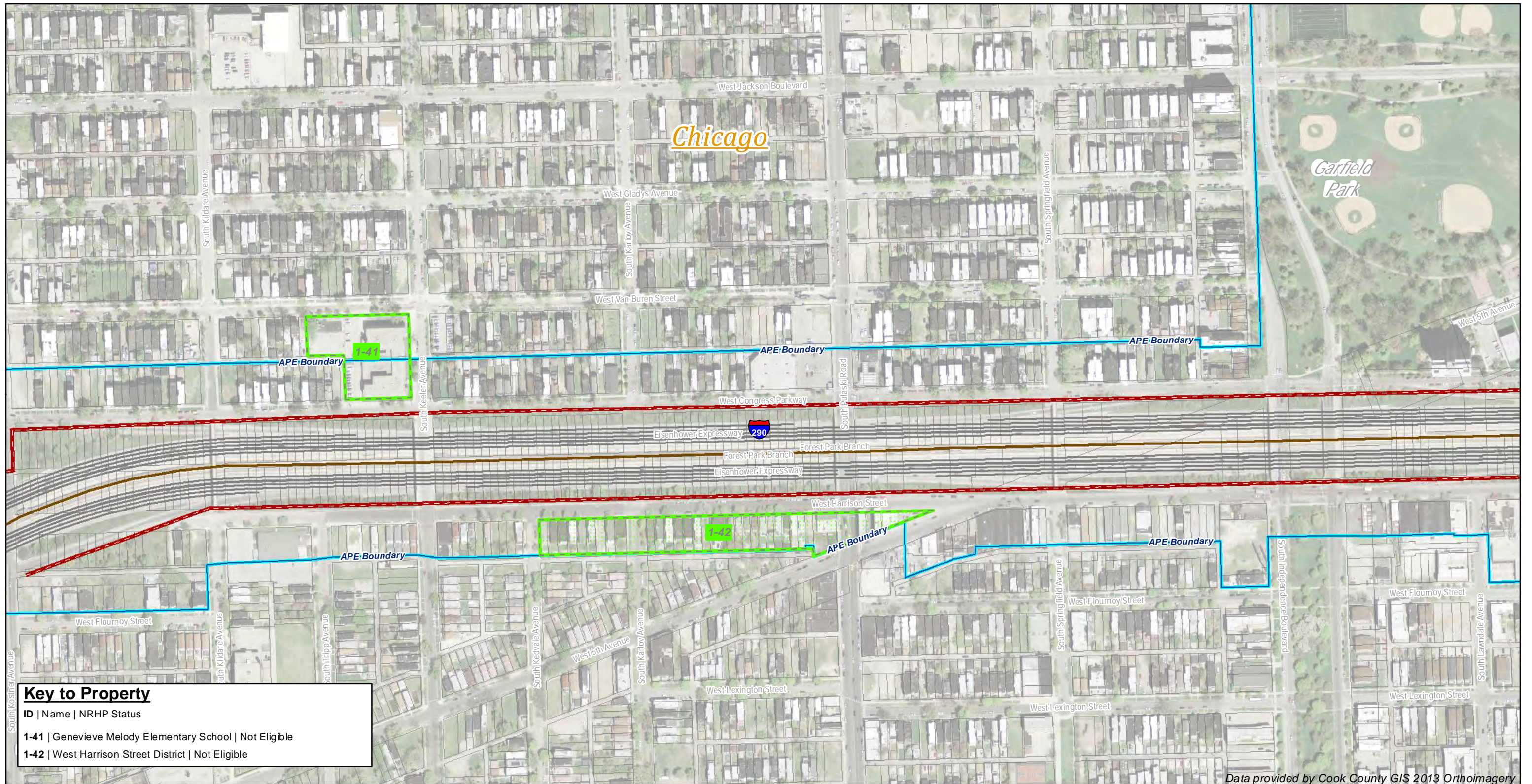
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Legend

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



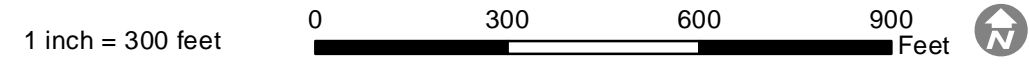
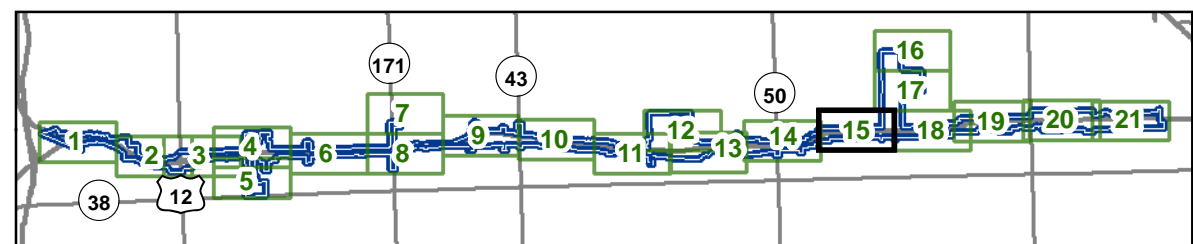


Key to Property

| ID | Name | NRHP Status |
|------|------------------------------------|--------------|
| 1-41 | Genevieve Melody Elementary School | Not Eligible |
| 1-42 | West Harrison Street District | Not Eligible |

Data provided by Cook County GIS 2013 Orthoimagery

Map Overview

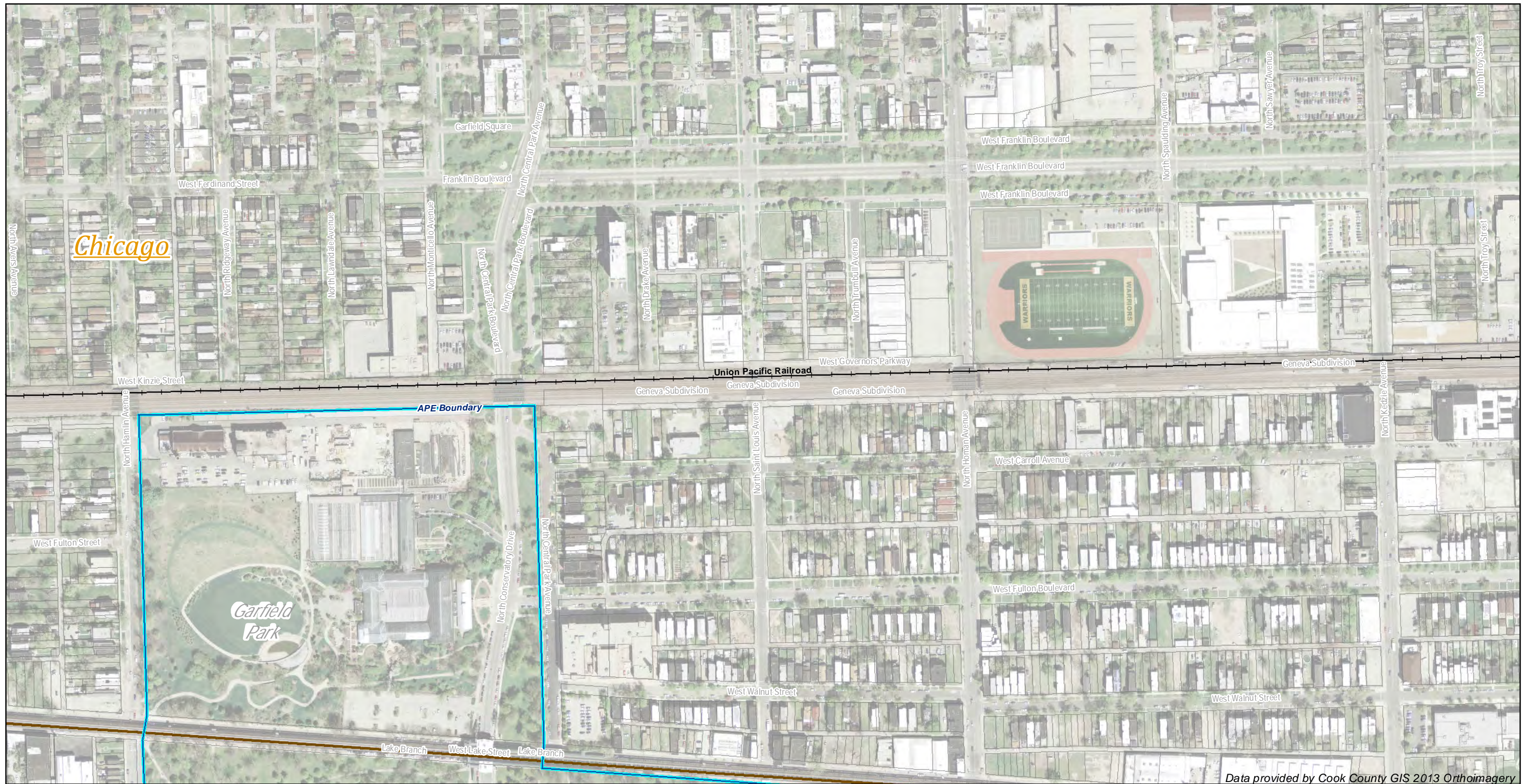


Legend

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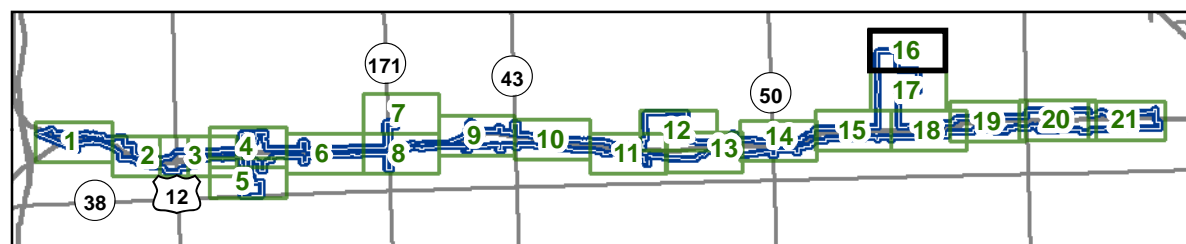
Area of Potential Effects and National Register of Historic Places Eligibility Determinations





Data provided by Cook County GIS 2013 Orthoimagery

Map Overview



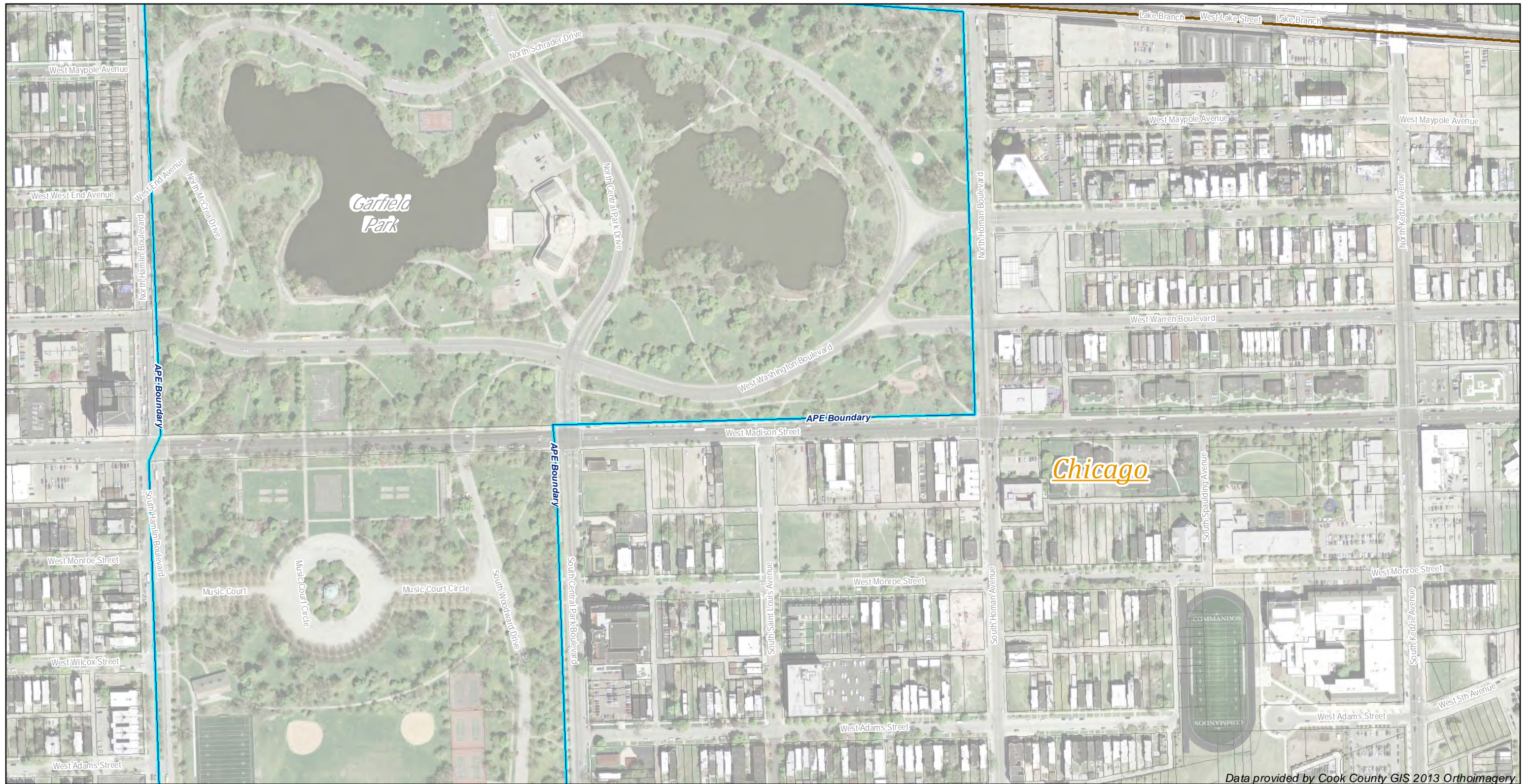
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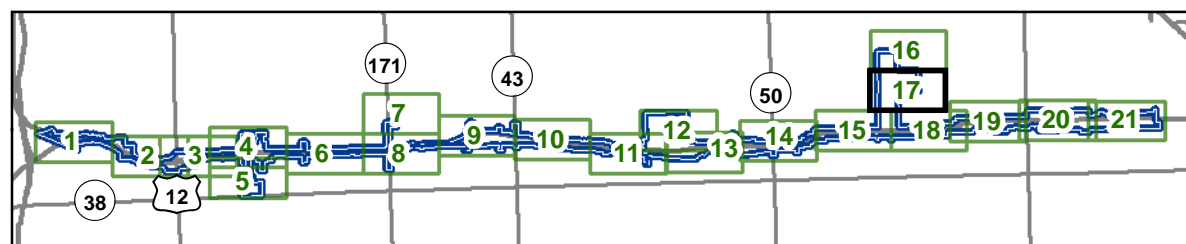
Area of Potential Effects and National Register of Historic Places Eligibility Determinations





Data provided by Cook County GIS 2013 Orthoimagery

Map Overview



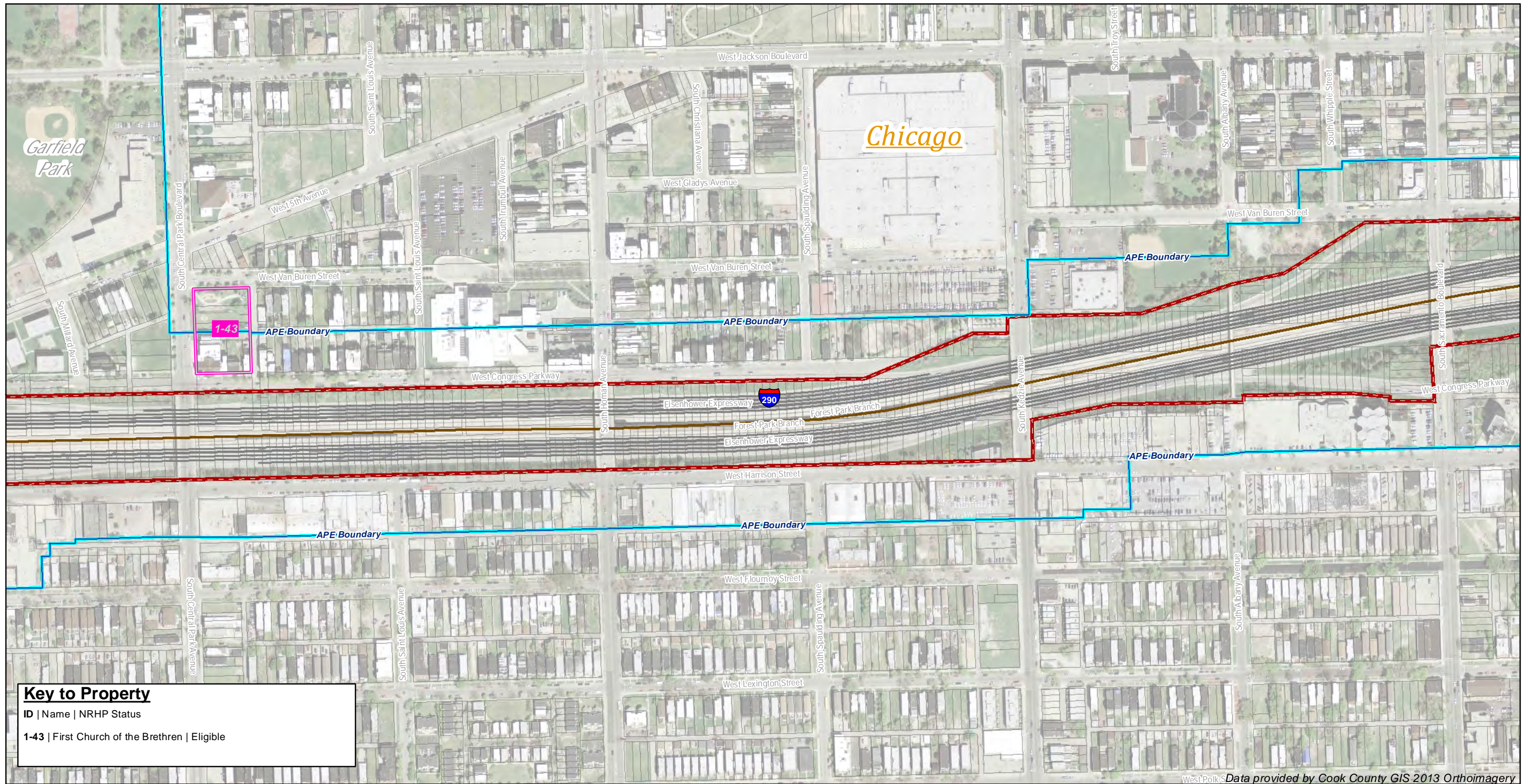
1 inch = 300 feet 0 300 600 900 Feet

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

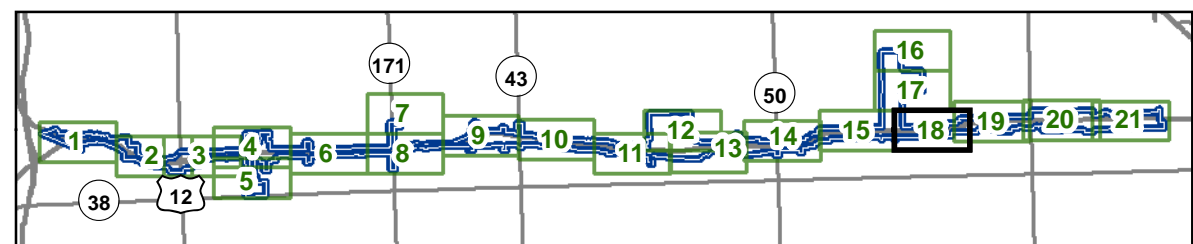




Key to Property
 ID | Name | NRHP Status
 1-43 | First Church of the Brethren | Eligible

WestPolsData provided by Cook County GIS 2013 Orthoimagery

Map Overview



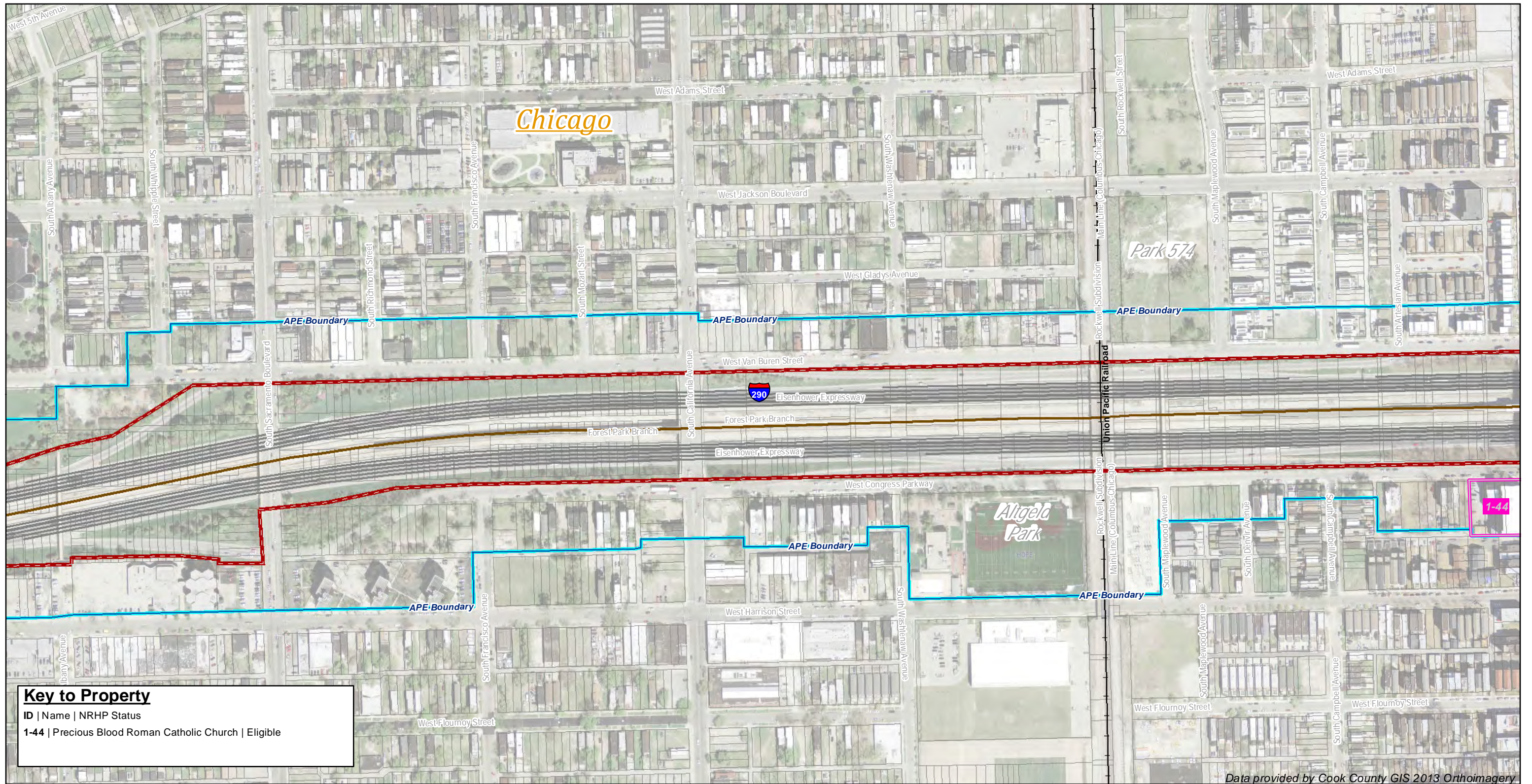
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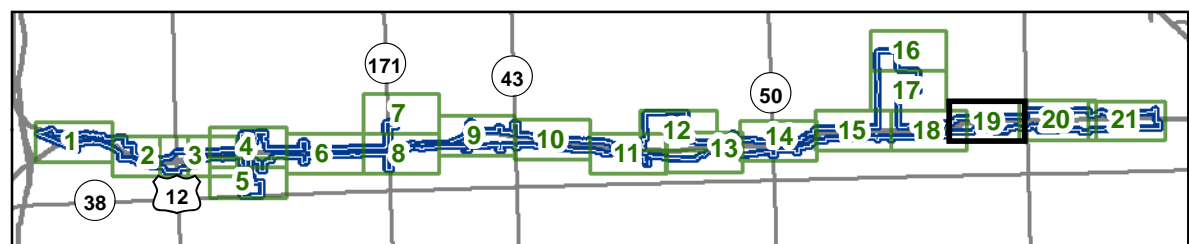
- Area of Potential Effects
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Area of Potential Effects and National Register of Historic Places Eligibility Determinations





Map Overview



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Legend

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



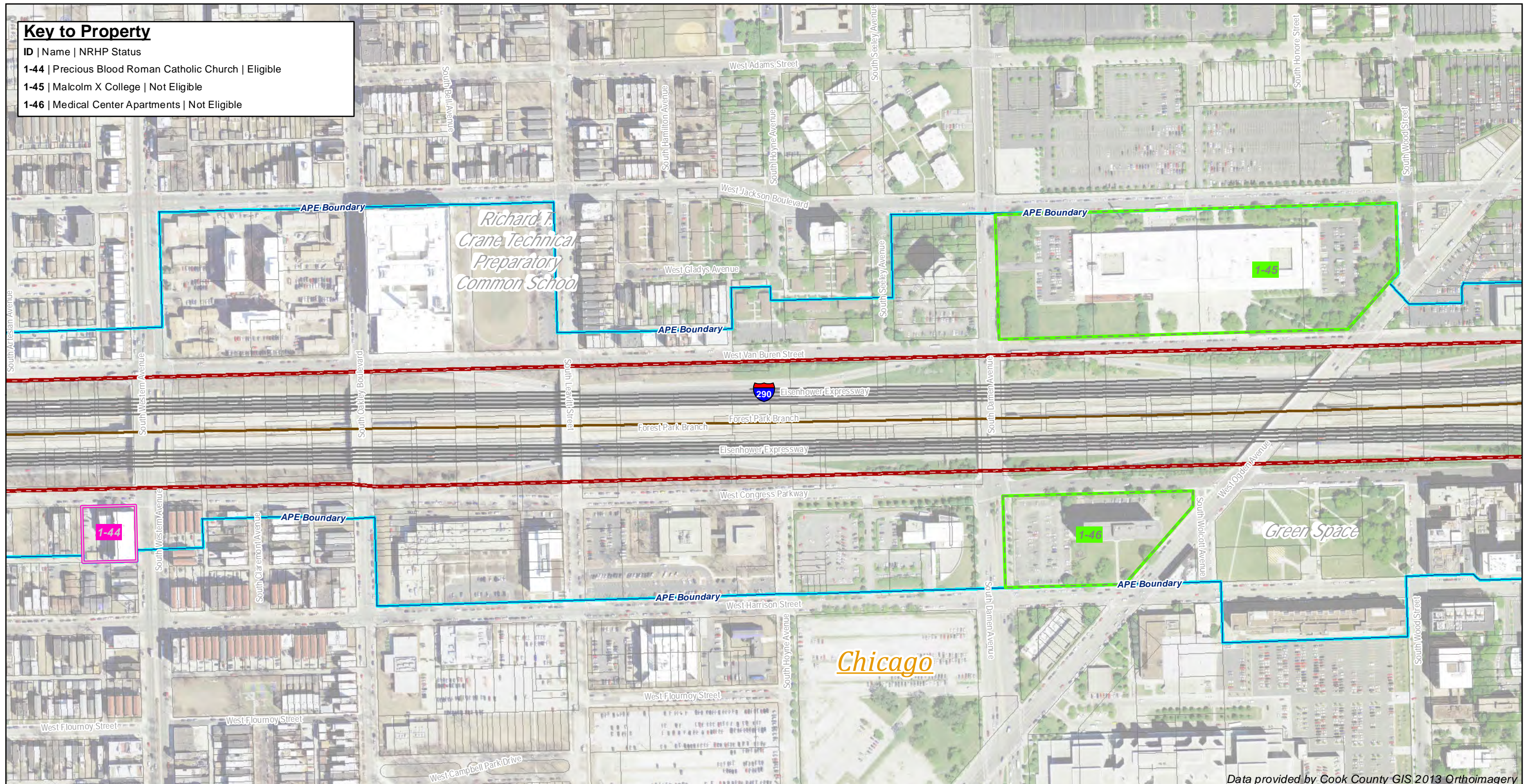
Key to Property

ID | Name | NRHP Status

1-44 | Precious Blood Roman Catholic Church | Eligible

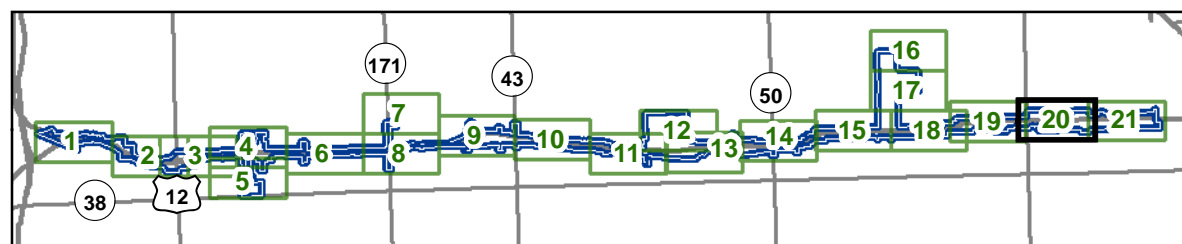
1-45 | Malcolm X College | Not Eligible

1-46 | Medical Center Apartments | Not Eligible



Data provided by Cook County GIS 2013 Orthoimagery

Map Overview



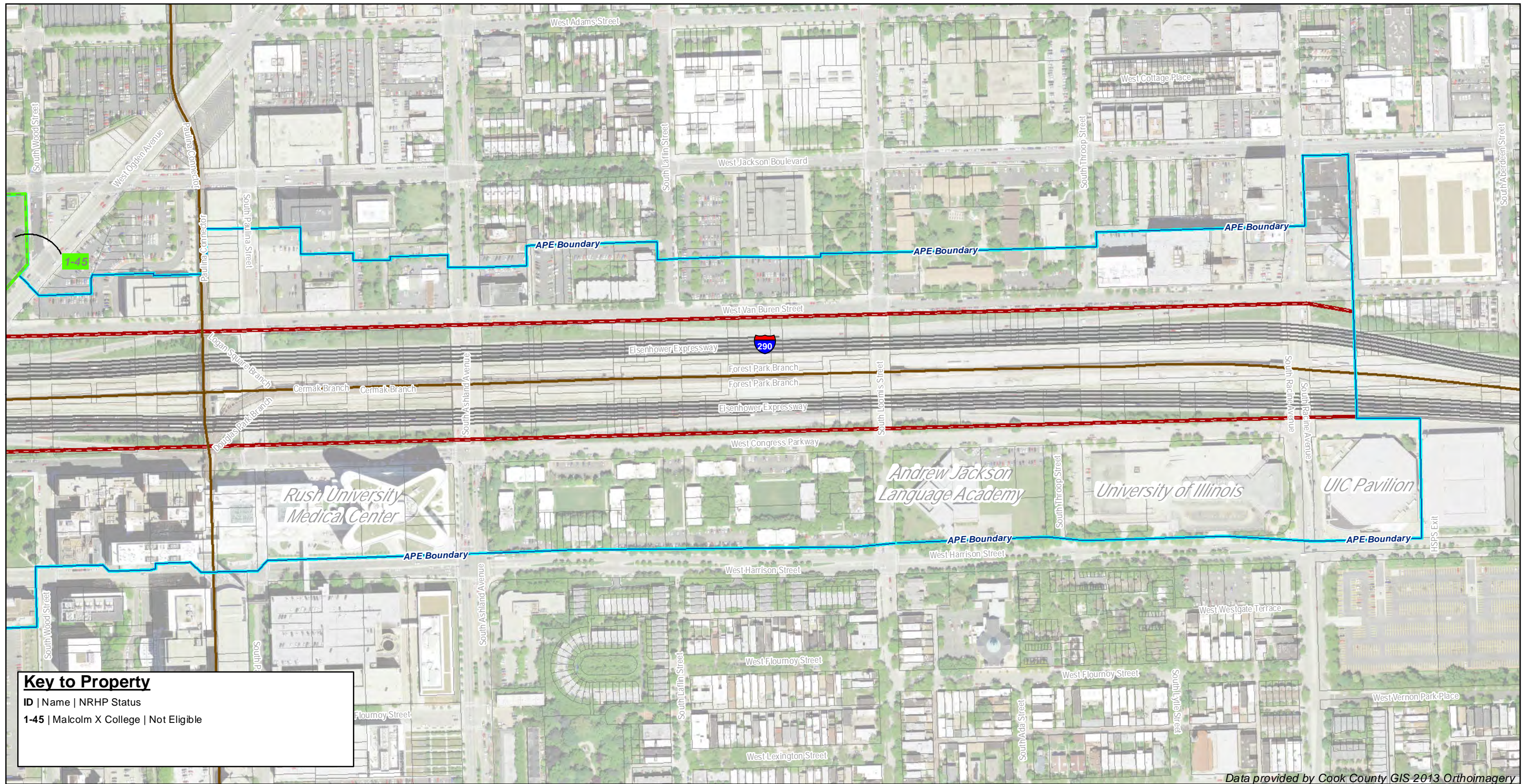
1 inch = 300 feet
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Area of Potential Effects and National Register of Historic Places Eligibility Determinations

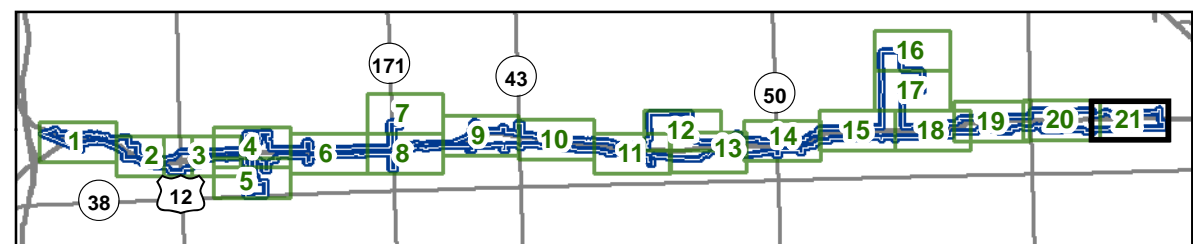




Key to Property
 ID | Name | NRHP Status
 1-45 | Malcolm X College | Not Eligible

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






Appendix C



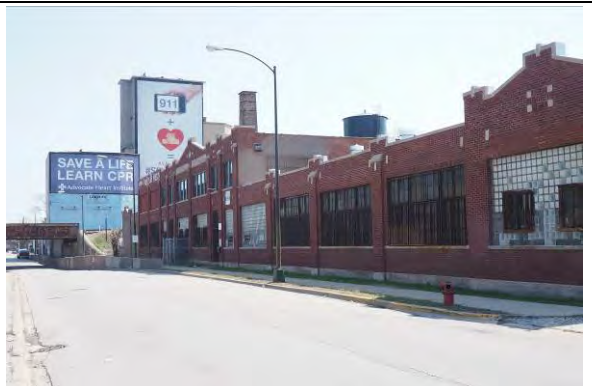
Survey Data Summary Table

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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 |
|--|---------------------------------------|--|------------------------|--------------------------------------|--------------|-----------------------------|----------------|---|
| 1-24 | Commonwealth Edison Kolmar Substation | 616 and 632 South Kolmar Avenue, Chicago | 1908, 1918, 1950, 1980 | Substation, No Discernible Style | Not Eligible | N/A | 2016 |  |
| <p>Integrity/Notes: See determination of eligibility form. Although the substation is associated with the Metropolitan West Side Elevated Railroad and the growth of the West Garfield Park neighborhood in the early twentieth century, the building has been substantially altered by additions, replacement materials, and non-historic openings that diminish its integrity and ability to convey these associations.</p> | | | | | | | | |
| 1-36 | St. Eulalia Church | 1851 South 9 th Avenue, Maywood | 1964 | Church, Neo-Formalist | 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 an excellent example of Neo-Formalism applied to a religious building. Its design exemplifies Neo-Formalist design principles, including the use of high-quality materials and symmetry with forms derived from classicism, as interpreted during the Modern era.</p> | | | | | | | | |
| 1-37 | Eisenhower Tower | 1701 South 1 st Avenue, Maywood | 1973 | Office Building, International Style | Not Eligible | N/A | 2016 |  |
| <p>Integrity/Notes: See determination of eligibility form. The building is a good example of the International Style of architecture and embodies character-defining features of the style; it is significant under Criterion C. However, because it is less than fifty years of age, it must also meet Criteria Consideration G for exceptional importance. When evaluated comparatively to other International Style office buildings in Chicago, it cannot be classified as an exceptional example; it is neither a fragile or short-lived resource, and is not eligible under Criteria Consideration G at this time.</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 |
|--|--------------------------------|---|------------|---|--------------|---------------|----------------|---|
| 1-38 | Michele Clark High School | 5101 West Harrison Street, Chicago | 1972 | School, International Style | Not Eligible | N/A | 2016 |  |
| <p>Integrity/Notes: See determination of eligibility form. The building is a good example of the International Style of architecture and embodies character-defining features of the style; it is significant under Criterion C. However, because it is less than fifty years of age, it must also meet Criteria Consideration G for exceptional importance. When evaluated comparatively to other International Style public and private school buildings, it cannot be classified as an exceptional example; it is neither a fragile or short-lived resource, and is not eligible under Criteria Consideration G at this time.</p> | | | | | | | | |
| 1-39 | West Lexington Street District | West Lexington Street between South Cicero and South Laverne Avenues, Chicago | 1906-1950 | Bungalows, Chicago Worker's Cottages, Foursquare Derivations, Two-Flats | Not Eligible | N/A | 2016 |  |
| <p>Integrity/Notes: See determination of eligibility form. Although the district is associated with the continued development of the Austin area in the 1930s and 1940s, the construction of I-290 to the north and demolition of buildings on the north side of the street diminish its ability to convey this association. Further, the district's modest vernacular interpretations of the Chicago worker's cottage, Foursquare derivations, bungalows, and two-flat forms are typical examples that are not architecturally significant and also have extensive alterations diminishing their integrity.</p> | | | | | | | | |
| 1-40 | Flexible Steel Lacing Company | 4607 West Lexington Street, Chicago | 1920 | Factory, No Discernible Style | Not Eligible | N/A | 2016 |  |
| <p>Integrity/Notes: See determination of eligibility form. The complex consists of typical and altered examples of light industrial and manufacturing offices and warehouses built over a fifty year period. The buildings did not embody innovative structural or architectural approaches that were being used in industrial architecture in 1920 at the time of the initial construction. Research did not reveal any historically significant associations.</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 |
|---|------------------------------------|--|--------------------|--|--------------|-----------------------------|----------------|---|
| 1-41 | Genevieve Melody Elementary School | 412 South Keeler Avenue, Chicago | 1965 | School, International Style | Not Eligible | N/A | 2016 |  |
| <p>Integrity/Notes: See determination of eligibility form. The building is an altered example of the International Style of architecture, which was applied to educational buildings nationwide. It is neither an early or influential example of the style, particularly within the canon of Chicago Modernism. Though named to honor Genevieve Melody, a venerable figure in Chicago's educational history, the school is not associated with her productive life and research did not reveal any historically significant associations.</p> | | | | | | | | |
| 1-42 | West Harrison Street District | West Harrison Street between West 5 th and South Kedvale Avenues, Chicago | Ca. 1904- ca. 1920 | Chicago Worker's Cottages, Two-Flats, Commercial Buildings | Not Eligible | N/A | 2016 |  |
| <p>Integrity/Notes: See determination of eligibility form. Although associated with the continued development of the West Garfield Park neighborhood from the 1890s-1920s, the construction of I-290 to the north and demolition of buildings on the north side of the street diminish its ability to convey this association. Also associated with Chicago real estate firm and developer S.T. Gunderson and Sons as an earlier subdivision, it is not representative of the firm's success that was later fully realized in Oak Park. Further, the district's modest vernacular interpretations of the Chicago worker's cottage and two-flat forms are typical examples that are not architecturally significant and also have alterations diminishing their integrity.</p> | | | | | | | | |
| 1-43 | First Church of the Brethren | 425 South Central Park Boulevard, Chicago | 1897- ca. 1908 | Church, Parsonage, Sunday School, Tudor Revival Two-Flat, Classical Revival | 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 an excellent example of an expert interpretation of Tudor Revival architectural forms and ornament integrated into a religious building. It is a skillful and sophisticated design that exemplifies the revivalist architectural trends of the late nineteenth century.</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 |
|---|--------------------------------------|-------------------------------------|---------------|--|--------------|------------------------------------|----------------|---|
| 1-44 | Precious Blood Roman Catholic Church | 2401 West Congress Parkway, Chicago | 1907-ca. 1930 | Church and School Building, Classically Inspired Rectory, Mediterranean Revival | Eligible | C, Criteria Considerations A and B | 2016 |  |
| <p>Integrity/Notes: See determination of eligibility form. Recommended NRHP-eligible under Criterion C and Criteria Considerations A and B as a remarkable and significant example of a purpose-built religious institution intended to provide space for worship and education. Additionally, the adjacent rectory is a good example of Mediterranean Revival architecture. Collectively, the two buildings convey significant design merit and are an important juxtaposition.</p> | | | | | | | | |
| 1-45 | Malcolm X College | 1900 West Van Buren Street, Chicago | 1971 | School, International Style | Not Eligible | N/A | 2016 |  |
| <p>Integrity/Notes: See determination of eligibility form. The building is an excellent example of Miesian International Style architecture and embodies character-defining features of the style. Its cohesive and rhythmic appearance is further enhanced by the surrounding Modernist landscape. Together, they create a masterpiece of Modern-era design. Because it is less than fifty years of age, it must also meet Criteria Consideration G for exceptional importance. When evaluated comparatively to other Chicago examples, it is an exceptionally important example of architecture and Modernist landscape, and would meet Criteria Consideration G at this time. However, the building is currently being demolished, and therefore, only because of the demolition, Malcolm X College is not eligible for listing in the NRHP.</p> | | | | | | | | |
| 1-46 | Medical Center Apartments | 1926 West Harrison Street, Chicago | 1964 | Apartment Building, International Style | Not Eligible | N/A | 2016 |  |
| <p>Integrity/Notes: See determination of eligibility form. The building is a nondescript example of the International Style applied to a high-rise building and lacks the character-defining features of the style. It is not a particularly skillful or inspired execution of the style, particularly in Chicago where excellent examples abound. 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

Commonwealth Edison Kolmar Substation
SURVEY ID 1-24

NAME

Commonwealth Edison Kolmar Substation

OTHER NAME(S)

Metropolitan West Side Elevated Railroad Converter Station

STREET ADDRESS

616-632 South Kolmar Avenue

CITY

Chicago

OWNERSHIP

AMCORE Investment Group, N.A.

TAX PARCEL NUMBER

16-15-304-011-0000, 16-15-304-012-0000

YEAR BUILT SOURCE

1908 Sanborn Fire Insurance Map, 1909

DESIGNER/BUILDER

Metropolitan West Side Elevated Railroad

STYLE

No Discernible Style

PROPERTY TYPE

Transportation

FOUNDATION

Concrete

WALLS

Brick

ROOF

Built-Up

DESCRIPTIVE NOTES

The Commonwealth Edison Kolmar Substation is a utilitarian brick complex consisting of the original ca. 1908 side-gable converter substation flanked by multiple additions that were built ca. 1918, ca. 1950, and ca. 1980. The original ca. 1908 converter substation is a two-and-a-half-story, rectangular, side-gable building that is oriented perpendicularly to South Kolmar Avenue. There are two additions extending from the original substation. Along a portion of its north elevation, there is a ca. 1980 two-story, rectangular, flat-roof Chicago Transit Authority (CTA) substation and along its east and south elevations, there is a ca. 1918 two-story, rectangular, flat-roof addition facing east to South Kolmar Avenue. A ca. 1950 two-story, rectangular, flat-roof addition faces the north side of the I-290 expressway and is located along the ca. 1918 addition's south elevation. The ca. 1950 addition's appearance and massing are similar to the ca. 1918 addition. Along the west elevations of the ca. 1918 and ca. 1950 additions, there is a ca. 1950 two-story, rectangular, flat-roof switch house.

The two-and-a-half-story ca. 1908 converter station is clad in common brick. The side-gable roof has original clay tiles and an ornate brick slope chimney at the roof's southwest corner. The north elevation has three two-story openings with large arched brick lintels. The ca. 1980 CTA substation obscures the two westernmost openings. The easternmost opening contains a metal overhead door and three metal mesh panels covering the arch. The north elevation has a slightly projecting brick cornice. The east elevation facing South Kolmar Avenue and the south elevation are covered by the ca. 1918 addition. The east elevation's half-story brick gable-end projects above the ca. 1918 facade. The west rear elevation was not accessible during survey.

The ca. 1918 addition is a large, two-story, rectangular block. Its north elevation abuts the ca. 1908 converter station's south elevation and its east elevation covers the ca. 1908 converter station's east elevation. Facing South Kolmar Avenue, the addition's east elevation is clad in red brick, sits on a concrete foundation, and has a modest concrete watertable. Raised courses of header brick outline eight original openings across the east elevation and a small square brick modillion is located between each opening. A brick-header stringcourse extends across the entire east elevation above the modillions. A diamond-shaped tile modillion or stone eave spout with diamond-shaped brick surrounds is located on the cornice between each opening. Stone coping projects above the decorated cornice. Modern floodlights project over the cornice across the northern two-thirds of the east elevation. Metal clamps are anchored to the cornice at the south end of the east elevation.

The ca. 1918 addition's east elevation contains either a window, door, and overhung garage door in each of its eight openings. The northernmost opening has a set of three, fifteen-light factory wood-sash ribbon windows with

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Commonwealth Edison Kolmar Substation
SURVEY ID 1-24

a stone sill and vertical brick lintel on the second story. A decorative brick square panel is located in the middle of the elevation below the window, and has a brick frame with stone tiles in each corner. From north to south, the fourth, fifth, and seventh openings are identical to the northernmost opening. The second northernmost opening and the southernmost opening have a brick-filled window opening and a new garage door opening cut into the original header brick surround and opening. The third northernmost opening has a replacement overhung garage door topped by a three original six-light, wood-sash factory ribbon windows with a stone sill and vertical brick lintel on the second story. The sixth opening, from the north end, is nearly identical to the third northernmost bay, except it contains an original first-story entrance opening with a replacement door. The entrance now consists of a metal replacement door with a fifteen-light transom and a brick door surround with a stone entablature and brick side panels outlined with header brick. A cross-shaped stone modillion flanks either side of the transom. The entablature has a vertical brick architrave, a modern floodlight on the frieze, and a stone cornice.

The ca. 1918 addition's south elevation abuts the north elevation of the ca. 1950 addition while its west elevation is partially covered by the ca. 1950 switch house; the west elevation was not accessible during survey. The ca. 1950 addition is a two-story, square block that is nearly indistinguishable from the ca. 1918 addition in appearance. Indications of the transition between the two buildings on their east elevations include slightly lighter brick and mortar on the ca. 1950 facade, a slightly different brick pattern on the ninth bay, and a visible crack in the foundation between the two additions. The ca. 1950 addition's east elevation has two openings. The north opening has a centered overhung garage door opening under a brick-filled window opening with header brick surrounds, similar to the ca. 1918 addition's southernmost opening on the east elevation. The ca. 1950 addition's south opening is nearly identical to the ca. 1918 addition's northernmost bay, except it has a first story door with a metal grate screen and slightly projecting brick surrounds. Its second story window has been infilled with metal siding and a metal grate vent has been installed underneath the opening. The ca. 1950 addition's south elevation faces I-290 and has no openings. Its west elevation abuts the east elevation of the ca. 1950 switch house.

The ca. 1950 switch house is two stories and has a flat roof with an irregular roofline. The east half of the roof is several feet taller than the west half. The east elevation abuts the ca. 1950 addition and a portion of the ca. 1918 addition. Its south elevation, which has no openings, faces I-290. The ca. 1950 switch house's west elevation was not accessible during survey.

The ca. 1980 CTA substation is located at the complex's north end; its south elevation abuts the ca. 1908 converter station's north elevation. It is a modern, two-story, rectangular, flat-roof, brick-clad building. The bottom portion of the building is painted cream while the upper portion is red brick. Metal flashing runs along the roofline. Facing South Kolmar Avenue, the east elevation has a metal entrance door at the elevation's north end. A brick-filled window opening is above the door. There is a square utility light at both ends of the elevation. Off-centered metal letters spelling "cta" are affixed to the east elevation. The north elevation has overhung garage doors at the east end and in the middle of the elevation. Square utility lights are located next to each entrance and at the elevation's west end. A portion of the south elevation abuts the north elevation of the ca. 1908 converter station. The west elevation was not accessible during survey.

An asphalt-paved lot surrounds the complex and several cell phone towers are located at the property's north end. The surrounding neighborhood is largely industrial and includes industrial and warehouse buildings along with a few houses and some apartment buildings.

HISTORY/DEVELOPMENT

According to the 1909 Chicago Sanborn Map, the oldest building in the Commonwealth Edison Kolmar Substation complex was constructed ca. 1908 as part of the Metropolitan West Side Elevated Railroad Converter Station in southwest West Garfield Park. The Metropolitan West Side Elevated Railroad constructed the converter station directly south of the Garfield Park branch of the Metropolitan West Side "L." This L-shaped complex included a gabled wing converter house that contained two converters and six transformers. A large non-existent storage building was located perpendicular to the converter house's west elevation. A small square building was located within the interior corner of the L-shape. In 1915, the substation was equipped for DC conversion. By 1918, Commonwealth Edison owned the Commonwealth Edison Kolmar Avenue Substation. Around the same time, the small square building was demolished and a large addition was constructed along the south elevation of the converter house and east elevation of the warehouse. The facade of the new addition extended to cover the east elevation of the converter house. At this time, the station continued to power the

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Commonwealth Edison Kolmar Substation
SURVEY ID 1-24

elevated Garfield Park branch of the Metropolitan West Side "L." The substation converted raw alternating current (AC) to 600 volts direct current (DC) utilizing 25 hertz rotary. The original ca. 1908 building housed the rotary converters.

By 1950, two additions were added to the south elevation of the ca. 1918 building, including a square building adjacent to the ca. 1918 building and a switch house. During the Eisenhower Expressway construction in the mid-1950s, the Garfield Park "L" branch directly north of the substation along the Eisenhower Expressway. The CTA began using the substation to power the new CTA Congress Line. Commonwealth Edison modernized the station in the early 1970s by installing 60 hertz rectifiers.

Ten years later, the CTA built a new substation along the north elevation of the original ca. 1908 converter building. By this time, the original ca. 1908 warehouse wing had been demolished. The CTA discontinued use of the older buildings and today uses only the 1980 substation to power the CTA Blue Line (previously Congress Line).

Metropolitan West Side Elevated Railroad and the Garfield Park Branch

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 serviced the area beginning in 1848. It was a rural area characterized by scattered farms. Urbanization began after the West Side Park Board established three major West Side parks in 1870. The Chicago Fire of 1871 prompted land speculators and residents to move further west to rebuild and avoid the crowded conditions of the city. Around the same time, the Chicago & Northwestern Railway established train shops in 1873 north of Kinzie Street, which contributed to the growth of West Garfield Park. The employees of the Chicago & Northwestern Railroad formed the first major wave of settlement in West Garfield Park; the group comprised mainly Scandinavian and Irish immigrants. 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. At the turn of the twentieth century, another surge of settlement brought a group of police officers and factory workers employed at the new Sears plant in North Lawndale.

The Metropolitan West Side Elevated Railroad was the third elevated railroad company in Chicago. The company incorporated in 1892 to service the growing western suburban population, and was the first to use electric traction technology from the start. 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. The Garfield Park Branch officially entered service on June 19, 1895, and 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 Des Plaines 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.

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. 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, which followed Congress Street out of Chicago along the elevated Garfield Park Line route. The old Garfield Park Line was demolished to

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Commonwealth Edison Kolmar Substation
SURVEY ID 1-24

accommodate the expressway; in its place, a new rapid transit line was 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 Des Plaines 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 elevated Garfield Park Line, which was more than fifty years old. 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.

Commonwealth Edison

The “L” system is powered by substations that convert electricity from the local power utility to usable direct current volts. The Commonwealth Edison Kolmar Substation is one of these substations, owned and operated by the Commonwealth Edison (ComEd) power company. The company was founded as the Western Edison Light Company in 1882 after Thomas Edison invented a practical lightbulb. The company became the Chicago Edison Company in 1887. Samuel L. Insull, president of the company in 1892, founded a second utility company, the Commonwealth Electric Light and Power Company, in 1897. He merged the two companies in 1907 and created the Commonwealth Edison Company. The new Commonwealth Edison Company had a monopoly on the electric utilities of the growing city of Chicago. This included servicing the growing “L” industry with substations scattered along the routes. The company survived the Great Depression, though Insull went bankrupt. Chicago granted Commonwealth Edison a 42-year contract with the city after World War II, and over the following decades, the company grew to become a nationwide nuclear power plant operator. Commonwealth Edison merged with Unicom in 1994, and Unicom merged with PECO Energy Company in 1999 to form Exelon. Today, ComEd continues to serve the Chicago area under the Exelon corporate name .

Chicago Substations

Commonwealth Edison substations in Chicago served an important role in the development of transportation in Chicago. The “L” system was the impetus for growth in neighborhoods such as Garfield Park, allowing residents of the community to commute into downtown Chicago for work. Much like the Commonwealth Edison Kolmar Substation, early and mid-twentieth century substations were largely replaced in the late twentieth century by the CTA, and many have been demolished.

Other extant substations in the Chicago area include in-service and out-of-service branches. The Franklin substation, located at 321 South Franklin Avenue, features Neoclassical architectural details and continues to service the Elevated Loop. The tall Art Moderne substation designed by Holabird & Root at 115 North Dearborn Street (1931) still houses electrical equipment. The Clifton substation, located at 4401 North Clifton Avenue, remains a Commonwealth Edison substation but was replaced by a separate CTA substation in the mid-1970s. It has a similar footprint to the ca. 1918 Commonwealth Edison Kolmar Substation , and retains much of its original fenestration pattern and Art Deco and Prairie Style details. The School Street substation, located at 6405 West School Street, also remains a Commonwealth Edison substation but was decommissioned as a CTA substation. The station is also similar in footprint to the ca. 1918 Commonwealth Edison Kolmar Substation, and its Beaux Arts and Tudor-Revival architectural details and original fenestration pattern remain largely intact.

NRHP STATUS **DATE LISTED**
 Not Eligible

NRHP CRITERIA
 A B C D Not Applicable

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Commonwealth Edison Kolmar Substation
SURVEY ID 1-24

NRHP CRITERIA CONSIDERATIONS

A B C D E F G Not Applicable

NRHP EVALUATION/JUSTIFICATION

The Commonwealth Edison Kolmar Substation 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."

The Commonwealth Edison Kolmar Substation is associated with the Metropolitan West Side Elevated Railroad, which constructed the substation in ca. 1908 to power the Garfield Park branch that serviced the growing West Garfield Park neighborhood in the early twentieth century. This substation is associated with the growth of the area through the arrival of the "L," which provided residents with an efficient and affordable means to travel to employment in Chicago while enjoying the benefits of suburban life. However, numerous additions and replacements to the original ca. 1908 building diminish its ability to convey this association, and therefore, the Commonwealth Edison Kolmar Substation is not eligible for the NRHP under Criterion A.

The substation is not known to be associated with the lives of persons significant in the past. Therefore, Commonwealth Edison Kolmar Substation is not eligible under Criterion B.

The Commonwealth Edison Kolmar Substation is an example of growing and changing infrastructure supporting the "L" and other electric transit operations. A substation is a unique building type in Chicago representing the development of the transportation system in Chicago. Although the ca. 1908 station is one of the oldest extant, over the years, it has experienced extensive alterations that diminish its integrity and alter its historic appearance, including multiple large additions as recently as the 1980s and the demolition of a significant portion of the original building. The original ca. 1908 converter station is almost completely obscured by additions. Though it retains modest vernacular architectural detail, the Commonwealth Edison Kolmar Substation is utilitarian in design and has been substantially altered by non-historic openings and additions. Better examples of intact substations remain in Chicago that have kept their original form and have greater architectural detail. The Commonwealth Edison Kolmar Substation 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 Commonwealth Edison Kolmar Substation 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

Commonwealth Edison Kolmar Substation
SURVEY ID 1-24

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Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Commonwealth Edison Kolmar Substation
SURVEY ID 1-24

Photo 1 - Commonwealth Edison Kolmar Substation



Facing southwest to east-facing facade of ca. 1980 CTA substation (at right), north side elevation of ca. 1908 converter station (at center), and east-facing facade of ca. 1918 addition from South Kol

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Commonwealth Edison Kolmar Substation
SURVEY ID 1-24

Photo 2 - Commonwealth Edison Kolmar Substation



Facing southwest to east-facing facade and north side elevation of ca. 1980 CTA substation from South Kolmar Avenue

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Commonwealth Edison Kolmar Substation
SURVEY ID 1-24

Photo 3 - Commonwealth Edison Kolmar Substation



Facing southwest to north side elevation of ca. 1908 converter station (at center) and east-facing facade of ca. 1918 addition (at center, left) from South Kolmar Avenue

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Commonwealth Edison Kolmar Substation
SURVEY ID 1-24

Photo 4 - Commonwealth Edison Kolmar Substation



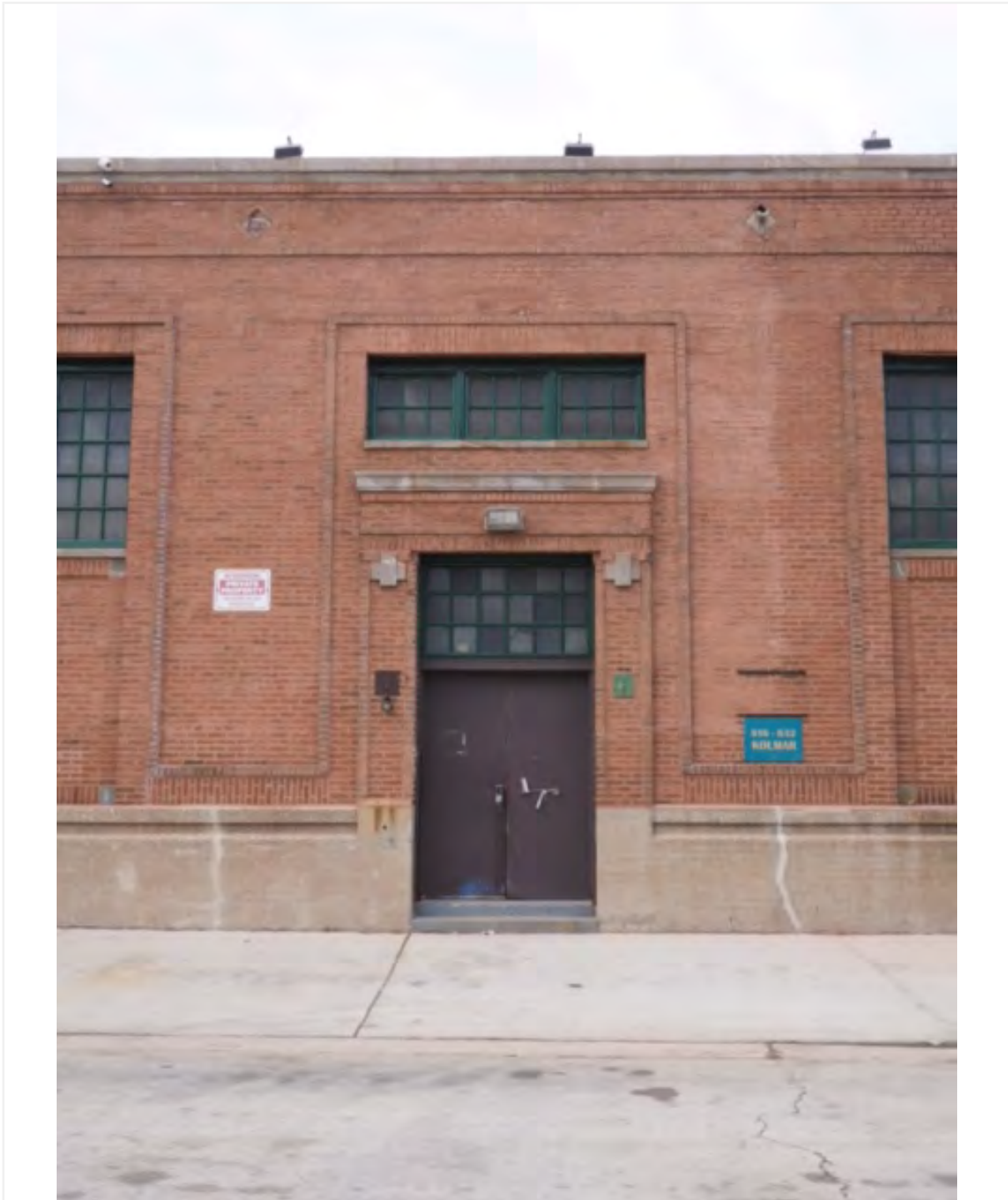
Facing west to east-facing facade of ca. 1918 addition (at right, center) and ca. 1950 addition (at left)

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Commonwealth Edison Kolmar Substation
SURVEY ID 1-24

Photo 5- Commonwealth Edison Kolmar Substation



Facing west to the central entrance on east-facing facade of ca. 1918 addition

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Commonwealth Edison Kolmar Substation
SURVEY ID 1-24

Photo 6- Commonwealth Edison Kolmar Substation



Facing west to east-facing facade of the ca. 1950 addition

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Commonwealth Edison Kolmar Substation
SURVEY ID 1-24

Photo 7- Commonwealth Edison Kolmar Substation



Facing northeast to west side elevation and south rear elevation

Historic Resources Survey

RESOURCE TYPE Property
 NRHP STATUS Not Eligible

Commonwealth Edison Kolmar Substation
 SURVEY ID 1-24

Figure 1 - Comparative Examples



Top Left Photo: 4401 North Clifton Avenue (Cook County Assessor's Office); Top Right Photo: 321 South Franklin Avenue (Google Maps November 2015); Bottom Left Photo: 6405 West School Street; Bottom Right Photo: 115 North Dearborn Street

Historic Resources Survey

RESOURCE TYPE Property
 NRHP STATUS Not Eligible

Commonwealth Edison Kolmar Substation
 SURVEY ID 1-24

Map - Commonwealth Edison Kolmar Substation



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Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Eligible

St. Eulalia Church
SURVEY ID 1-36

NAME

St. Eulalia Church

OTHER NAME(S)

N/A

STREET ADDRESS

1851 South 9th Avenue

CITY

Maywood

OWNERSHIP

St. Eulalia Parish

TAX PARCEL NUMBER

15-14-300-025-0000, 15-14-300-012-0000

YEAR BUILT SOURCE

1964 St. Eulalia Parish, "Brief History."

DESIGNER/BUILDER

Gaul & Voosen

STYLE

Neo-Formalism

PROPERTY TYPE

Religion/Funerary

FOUNDATION

Concrete

WALLS

Brick

ROOF

Built-Up

DESCRIPTIVE NOTES

St. Eulalia Church is located at the southeast corner of Bataan Drive and South 9th Avenue. A church-related school and parsonage are also located on the block, but the 1964 church building is the subject of this determination of eligibility. Other buildings on the parcel were not evaluated as part of this assessment.

St. Eulalia Church is a Neo-Formalist church design built in 1964. The open congregation plan results in a tall, single story with an open interior space. The side elevations are dominated by a striking round-arch colonnade. The church embodies mid-century Modernist architectural ideals and is an excellent example of the Neo-Formalist style of architecture as applied to a religious building.

The north elevation that faces Bataan Drive has three bays that are each surrounded by an individual projecting concrete gable frame. The bays on each end are filled with concrete panels that are slightly irregularly arranged, resulting in a dimensional surface. The center bay contains a set of double pedestrian doors with a centrally placed cross that is inset in concrete panels. The top of the cross, which is formed from pale blue painted metal, is located above the doors, and the bottom is integrated into the door design, which results in a door design that is well-incorporated into the greater building concept. Full-height, multi-pane stained glass windows, executed in a geometric motif and inset in small panes with metal frames flank the entrance. The underside of the projecting concrete gable form in the central bay is covered with blue mosaic tiles.

The building's east and west side elevations are identical. On these elevations, the building is clad in pale buff-colored brick and dominated by full-height, round-arch colonnades executed in concrete. The brick walls are only partial height, with clear glass panes comprising the round-arch areas formed by the arcade that surmounts the colonnade.

Both side elevations contain projecting, double, metal, pedestrian doors at their south and north ends. The entrances are enclosed in vestibule boxes clad in stone with copper coping. An attenuated cross adorns each door. Three-pane vertical glass sidelights flank the entrances. The central bays feature vertical bands of multi-pane stained glass in both geometric and allegorical arrangements that extend to the full brick-wall height. The stained glass bands alternate with partial-height, concrete-panel projecting bays that are adorned with simple incised centrally placed crosses. The flat roofs of these projecting bays are topped with copper.

The south rear elevation contains a single-story extension with a semi-circular footprint. This portion of the

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Eligible

St. Eulalia Church
SURVEY ID 1-36

church is largely devoid of openings or ornament with the exception of brightly colored square glass blocks that are arranged randomly. Cement coping tops the wall and surrounds the flat roof.

The undulating roof form results from the rounded arches that are present on the side elevations. The reinforced concrete shell roof is covered in synthetic sheathing.

The interior of St. Eulalia Church could not be accessed as part of this survey. However, research indicates that Kramer + Olson Architecture recently completed an interior renovation and restoration for the church. Photographs from 1965 were also identified and reviewed to compare the original conditions to the recent renovation and restoration. Photographs of the restoration work show that the interior retains many original mid-century character-defining features and materials, and has a high degree of integrity.

A stylized bell tower is located northeast of the church building. Constructed of poured concrete in a three-point form, the tall tower is topped with a spire and features panels depicting the crucifixion.

Landscaping around the church is limited to grassy panels and some evergreen foundation plantings. Concrete sidewalks and a parking lot are also adjacent. The church is in an urban setting, and the building and its associated facilities occupy the block on which it is located. The Interstate 290 (I-290) expressway is located directly to the north of the parcel.

HISTORY/DEVELOPMENT

Maywood Community History

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.

Parish History

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Eligible

St. Eulalia Church
SURVEY ID 1-36

On June 13, 1927, George Cardinal Mundelein created the parish of St. Eulalia and appointed the Reverend William F. Owens as its first pastor. Serving the people of Maywood, Broadview and portions of Westchester, Owens quickly established an associated parochial school, which opened in September 1928 with 279 pupils. The Parish and School flourished over the next 40 years, adding a smaller school building across Lexington Avenue in 1963. The school remained an important centerpiece in the community until it closed in 2002 due to declining enrollment.

Under the leadership of Monsignor Martin Muzik, the church launched an ambitious campaign in 1962 to secure funds to expand the church. The existing church accommodated 525 parishioners, and the church hoped to build a sanctuary that would hold up to 1,250 people.

The same campaign, which had a goal of \$1 million, also supported expanding school facilities and a new rectory. The church had retained local architecture firm Gaul & Voosen to develop a church that was “unique in design.” The church was to retain the Roman basilica form while incorporating Modern design appeal. Plans also included air conditioning, forced-air heating, a suspended ornamental ceiling, permanent marble altar, free standing baptistry, and concealed lighting.

As built, the new church, which was completed in 1964, strongly resembles a rendering in the Chicago Daily Tribune in 1962. The new church building was built in 1964 and remains in use. Monsignor William Quinn, who was committed to social justice—a cause that remains at the center of the church community today—was named pastor after the death of Monsignor Muzik in 1967.

In 1986, Father James Quinlan was named pastor. Father Quinlan was committed to maintaining and improving the church buildings, and proved to be a gifted fundraiser.

Father Frank Latzko arrived at St. Eulalia in 2004 and under his tenure, the church consolidated with nearby St. James. This change, which was at times difficult, ultimately improved both the enrollment and diversity of the church.

In 2008, Father Carmelo Mendez assumed responsibility as the pastor. He began utilizing the school building as a community center that has taken on an important role in the neighborhood by offering various classes to local residents as well as offering the services of a food pantry and soup kitchen.

Mid-Century Catholic Design Tenets

Thousands of new churches were constructed across the United States in the period between the end of World War II and the late 1960s. This era was one of the largest religious building booms in American history, coinciding with the development of postwar suburbs. Architects designed mid-twentieth century sacred buildings in a wide variety of styles, including modest vernacular examples, traditional styles and forms that referenced both the Colonial and Gothic Revivals, and designs that embraced Modernist design tenets.

Architectural symbolism was a defining factor in nearly all of the styles associated with the eclectic revivals of the late nineteenth and early twentieth centuries. Church steeples pointed heavenward and bell towers called people to worship. However, the Modernist movement discarded nearly all traditional symbolism, instead attempting to express religious identity using new, often abstract forms. The Catholic Church, with a rich tradition of form, imagery, and decoration, found the new language of Modernism quite challenging.

Traditionally, both Catholic and Protestant worship space was basilican in form, with the worship space longitudinally arranged with a long, narrow nave for the laity who sat in two rows separated by a central aisle and faced the chancel where the clergy performed their religious duties. A popular late nineteenth- and early twentieth-century American contrast to this was called the Akron Plan. The worship space in the Akron Plan was akin to an auditorium plan, with the congregation facing a prominent pulpit, sometimes located in the off-center or in the corner of the space. In the 1960s, the central plan, also called church in the round, where the altar was the focus emerged. The central plan was the result of a movement within the church for a more liturgical, or public, worship space where the focus was on the altar rather than on the pulpit only as was common in Calvinist or Evangelical architecture. Postwar religious architecture indicates that mainline Protestantism came to embrace

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Eligible

St. Eulalia Church
SURVEY ID 1-36

liturgical worship while American Catholics sought greater participation by the laity.

Established in 1928, the Liturgical Arts Society advocated for improved architecture and art. The society's journal raised awareness of the integration of liturgy, art and architecture while resisting a staid liturgy whereby congregations engaged in repetitive practices or were passive observers witnessing priests conduct services equally devoted to ceremony.

Another stimulus for change was *Mediator Dei*, a papal encyclical issued by Pope Pius XII in 1947. It suggested a new direction for active participation in the liturgy by the faithful instead of a passive role. It also addressed Modern-era architecture, cautioning that these designs were acceptable only if they were not too radical. The first National Catholic Building Convention was held in 1948. The conference emphasized the modern style over a revival style and embraced an approach to design that was both Catholic and contemporary. The Business and Industry Foundation evolved from the convention, serving to guide support for the massive American Catholic postwar construction program.

Pragmatism was central to Catholic postwar construction, whereby the church plant, consisting of a church, school and rectory, was designed to serve a community that was already part of the Catholic Church. Efficient function and community service was given a high priority.

During the post-war era, many Americans were intrigued by Modern architecture, but people wanted their religious structures to be more expressive or indicative of their use and not easily confused with public architecture, which was also embracing Modernism in governmental and educational buildings. While some of these secular designs were truly remarkable, much of it was undistinguished. Modern-era styles often proved to be cost-efficient and time-efficient to build due to the lack of ornamentation and the use of less expensive materials. Skilled architects were able to create successful designs that incorporated the benefits of Modernism while retaining the sacred appeal that congregants desired. Post-war economic prosperity, changing generational tastes, and American mass-production technology also spurred design changes. In addition, much of postwar construction was so common as to be unremarkable.

Modern Movement

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.

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Eligible

St. Eulalia Church
SURVEY ID 1-36

Modernism and Sacred Architecture

While many Modern-era architects, including some of the more renowned practitioners, experimented with designs for religious architecture, many scholars identify master architects Eliel and Eero Saarinen as the most influential and successful. They brought a sophisticated sense of liturgical design and sacred architecture, which was well-suited for creating a new simplified style of church design that also satisfied a sense of spiritual drama (Howe 2003: 311).

Eliel Saarinen's 1949 design for Christ Church Lutheran uses concrete, wood, brick, and stone with a resulting simplicity that is stunning, ushering in an era of minimalism in sacred architecture. Taking over the mantle from his father, Eero Saarinen became well-known for his simple, sweeping and arching structural curves. The younger Saarinen's inspiration derived from a combination of medieval and modern forms. His church plans used soaring heights, liturgical arrangements, and stained glass that hearkened back to medieval designs, seeking to regain the monumentality if not the ornament of traditional cathedrals (Price 2013:132, 151). His work also established the trend of symbolic rather than realistic expression to elicit emotional responses.

Other trained architects followed the lead of the Saarinens and other master architects who executed high-profile commissions that applied modern concepts to religious buildings. Results were decidedly mixed, with successes and failures. Generally, many designs were solid attempts to integrate new approaches, but budget constraints, client reticence, and a desire to not stray too far into untested design led to designs that did not fully embrace Modern-era forms and materials.

Modern architecture received additional support from the Second Vatican Council (known as Vatican II), which was held in Rome from 1962 to 1965. Religious architecture ideals were described in the Constitution of the Sacred Liturgy (Sacrosanctum Concilium) promulgated by Pope Paul VI in 1963; it was the most influential document to come out of Vatican II. Among the significant changes was the requirement for freestanding altars and the removal of traditional elements, such as altar rails, from worship spaces (Price 2013: 152). Discussions centering on the issue of whether bell towers and steeples remained necessary in designating a building as a church were often heated.

Architects of St. Eulalia Church

The architecture firm of Gaul & Voosen designed the 1964 Neo-Formalist church building for the St. Eulalia Parish. In 1902, Hermann J. Gaul established the firm's earliest iteration as Hermann J. Gaul & Sons. Gaul began his career in Louis Sullivan's office before venturing out on his own. He was known for his ecclesiastical designs, developing architectural plans for numerous Catholic Churches in the Midwest during the first half of the twentieth century.

John C. Voosen joined the firm, and later partnered with Gaul's son, Michael F. Gaul. Educated at the University of Notre Dame, the younger Gaul joined his father's firm upon graduation and assumed responsibility for the business in 1948, the year before his father passed away.

Gaul & Voosen continued the tradition of designing sacred buildings. In addition to their sophisticated Neo-Formalist design for St. Eulalia Church, their other notable Modern-era designs are St. Mary of the Woods (1953) in Chicago, where they were both parishioners; Divine Providence Parish (1958) in Westchester, Illinois; St. Mel-Holy Ghost community center (1961-1962) in Chicago; St. Walter Church's rectory admission center (1963) in Chicago; and St. John Brebauf (1964-1966) in Niles, Illinois. The partners worked skillfully in a range of Modern-era designs, including various interpretations of Neo-Formalism, Expressionism, and the International Style for these church buildings. They also designed libraries, hospitals, and university buildings, employing Modern-era designs for these clients as well.

As a whole, the firm's body of work is a refined collection. Unlike other Modern-era buildings that were undistinguished, Gaul & Voosen employed unique elements, forms, and high-quality materials that resulted in successful designs that conveyed importance, permanence, and for their sacred buildings, a sense of spirituality in ways that were new and interpretive at the time.

In 1968, Voosen's son, also named John C. Voosen, joined the firm. However, by the mid-1970s, the Voosens

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Eligible

St. Eulalia Church
SURVEY ID 1-36

had left the partnership to form their own eponymous firm. Michael F. Gaul went on to serve as a consultant architect and engineer for the Chicago Archdiocesan Cemetery Association, where he was widely respected for his professional skills.

Neo-Formalism and Modern-Era Architecture

In the 1950s, 60s, and 70s, Modern architecture took many forms in numerous styles, some academically recognized and others less stylistically distinct. As in previous eras, many buildings blended elements of more than one style or adopted only one or two elements of a style. Gaul & Voosen skillfully executed St. Eulalia Church in the Neo-Formalist style of architecture. Generally, high-style examples are characterized by flat, projecting rooflines; smooth wall surfaces; high-quality materials; columnar supports; and strict symmetry. Neo-Formalism, more than other Modern-era styles such as Expressionism or the International Style, evokes classicism in form and motif. However, Neo-Formalism interprets these elements in a way that is wholly new and not simply derivative or revivalist. St. Eulalia Church embodies the tenets of the style. The reserved symmetrical facade that faces Bataan Street is appropriate for a sacred building, while the stately, tall, arched colonnades on the two side elevations evoke classical precedents while eschewing ornament and idealizing mid-century stylized forms.

NRHP STATUS Eligible DATE LISTED

NRHP CRITERIA

A B C D Not Applicable

NRHP CRITERIA CONSIDERATIONS

A B C D E F G Not Applicable

NRHP EVALUATION/JUSTIFICATION

St. Eulalia Church 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."

St. Eulalia Church is not associated with significant events in history and is not eligible under Criterion A.

Research did not reveal any significant associations with the lives of persons significant in the past and therefore, St. Eulalia Church is not eligible under Criterion B.

St. Eulalia Church is eligible under Criterion C. It is an excellent example of Neo-Formalism applied to a religious building. The church's design exemplifies Neo-Formalist design principles, including the use of high-quality materials and symmetry with forms that are derived from classicism, as interpreted during the Modern era. In an era when many church designs still exemplified Colonial Revival precedents or alluded to Modern-era tenets with hesitation, St. Eulalia Church is both a skillful and sophisticated design that embodies Neo-Formalism.

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

Because the church is a religious property, it must also meet Criteria Consideration A, which requires that religious buildings be eligible for historic, architectural, or artistic merit rather than religious associations only. St. Eulalia Church is eligible for its architectural merit as an excellent example of Neo-Formalism and is eligible under Criteria Consideration A.

St. Eulalia Church retains high levels of integrity. It retains integrity of location, setting, design, workmanship, materials, feeling, and association. The period of significance for St. Eulalia Church is 1964, the year of construction.

NRHP BOUNDARY

The NRHP boundary for St. Eulalia Church includes the footprint of the 1964 building, the bell tower, and landscaping on the north, east, and west elevations. This includes portions of legal parcels 15-14-300-025-0000 and 15-14-300-012-0000. This is the historic location of the 1964 building and bell tower and contains all

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Eligible

St. Eulalia Church
SURVEY ID 1-36

associated historic features.

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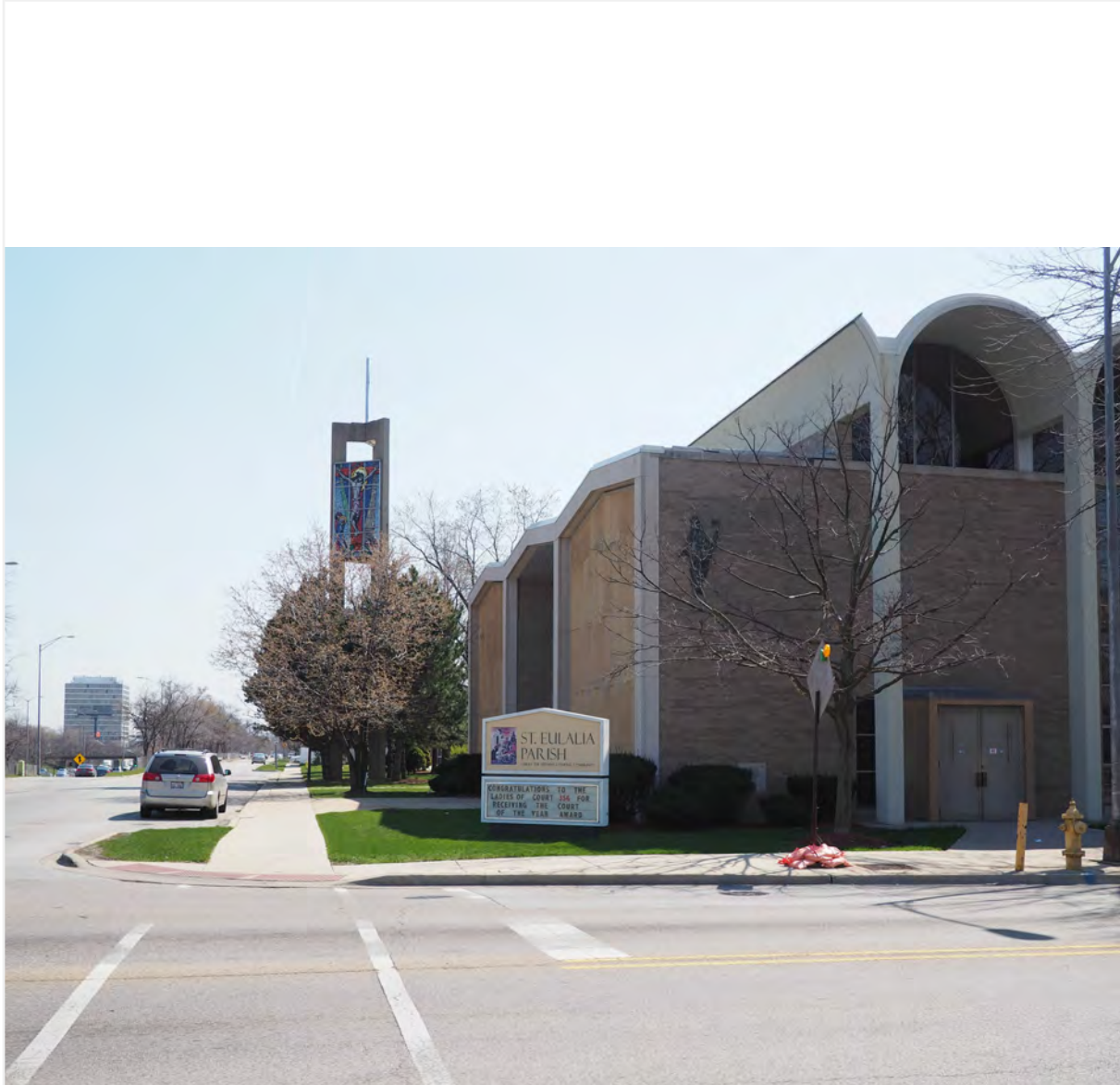
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Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Eligible

St. Eulalia Church
SURVEY ID 1-36

Photo 1 - St. Eulalia Church



Facing southeast to north-facing facade and west side elevation from South 9th Avenue and West Bataan Drive. Bell tower visible at left

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Eligible

St. Eulalia Church
SURVEY ID 1-36

Photo 2 - St. Eulalia Church



Facing south to north-facing facade and west side elevation from West Bataan Drive

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Eligible

St. Eulalia Church
SURVEY ID 1-36

Photo 3 - St. Eulalia Church



Facing southeast to north-facing facade and bell tower from West Bataan Drive

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Eligible

St. Eulalia Church
SURVEY ID 1-36

Photo 4 - St. Eulalia Church



Facing west to east side elevation from South 8th Avenue

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Eligible

St. Eulalia Church
SURVEY ID 1-36

Photo 5 - St. Eulalia Church



Facing northeast to south rear and west side elevations from South 9th Avenue

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Eligible

St. Eulalia Church
SURVEY ID 1-36

Photo 6 - St. Eulalia Church



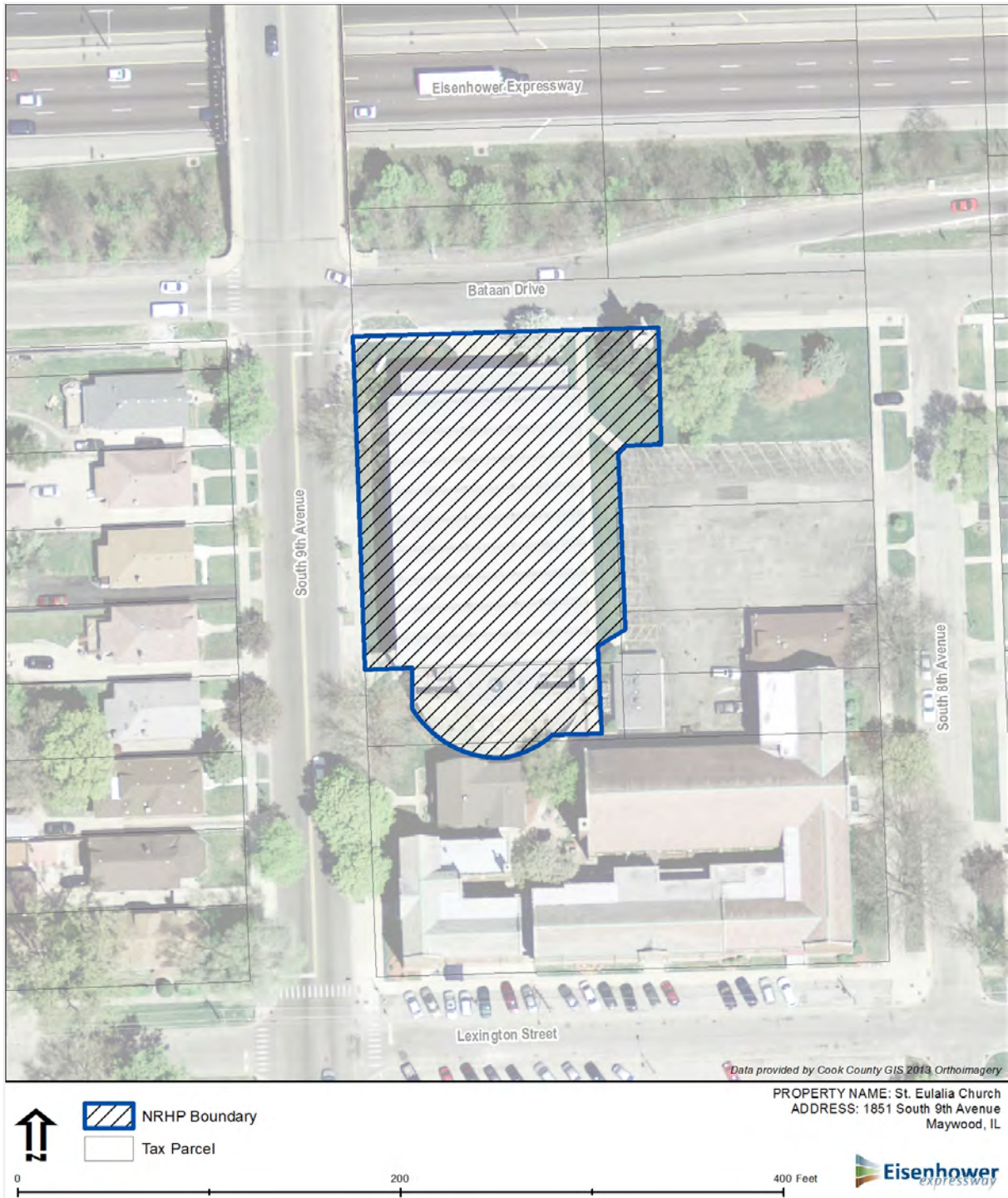
1965 historic photograph of St. Eulalia Church (University of Michigan Library Digital Collections)

Historic Resources Survey

RESOURCE TYPE Property
 NRHP STATUS Eligible

St. Eulalia Church
 SURVEY ID 1-36

Map - St. Eulalia Church



Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Eisenhower Tower
SURVEY ID 1-37

NAME

Eisenhower Tower

OTHER NAME(S)

Intercontinental Center

STREET ADDRESS

1701 South 1st Avenue

CITY

Maywood

OWNERSHIP

Imperial Realty

TAX PARCEL NUMBER

15-14-210-013-0000

YEAR BUILT SOURCE

1973 Emporis, "Eisenhower Tower."

DESIGNER/BUILDER

George Schipporeit, Schipporeit, Inc. Architects/Planners

STYLE

International Style

PROPERTY TYPE

Commerce

FOUNDATION

Concrete

WALLS

Glass

ROOF

Built-Up

DESCRIPTIVE NOTES

Eisenhower Tower is a thirteen-story office building completed in 1973. The exterior is a curtain wall with alternating bands of dark glass windows and metal spandrel panels with no architectural ornament. The building is an interesting example of the International Style of architecture. It is located on the northeast corner of Harrison Street and South 1st Avenue in Maywood, Illinois.

Eisenhower Tower has a square footprint and is essentially identical on all elevations. Concrete pilotis at the ground floor support the upper stories, which are slightly cantilevered at an equal distance over the pilotis on all sides. The exterior of the ground floor is clad in black glass and metal panels. Entrances consist of glazed pedestrian doors. The upper stories are clad in horizontal bands of black glass windows that are individually oriented vertically and are set in metal frames. Narrow horizontal bands of metal spandrel panels alternate with the bands of windows. Throughout the building, only a few windows have been replaced, some with a two-pane vertical configuration and some with a four-pane horizontal replacement. These alterations are minimal and do not detract from the overall impact of the repetitive window design. The building is devoid of any other architectural detail or ornament.

The flat roof is covered in built-up roofing. A mechanical room, also with a flat roof, covers a portion of the roof.

A single-story, flat-roof hyphen clad in bronzed dark glass set in black metal frames extends from the north of the building's first story. The hyphen connects to a single-story concrete parking structure to the north.

Eisenhower Tower is located directly north of Interstate 290 (I-290). Landscaping directly around the building consist of grass panels and deciduous trees. Parking lots surround the building on its west, south, and east sides.

HISTORY/DEVELOPMENT

Maywood Community History

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

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Eisenhower Tower
SURVEY ID 1-37

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.

Modern Era Architecture

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.

The International Style

Eisenhower Tower is an example of the International Style of architecture. Emerging in the 1920s and 30s, the name was first applied by Henry-Russell Hitchcock and Philip Johnson, curators of the 1932 exhibition "Modern

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Eisenhower Tower
SURVEY ID 1-37

Architecture: International Exhibition.” European precedents focused on the social aspects of this new architecture, while American examples focused more on the architectural aesthetics. Character-defining features of the International Style are the absence of architectural ornamentation; box-shaped buildings; expansive window areas; smooth wall surfaces; cantilevered building extensions; and glass and steel as predominant building materials.

German-American architect Ludwig Mies van der Rohe (1886-1969) was perhaps the leading International Style architect in the United States. Departing from Germany in 1937, he soon settled in Chicago and began designing the sleek glass-and-steel buildings that would become synonymous with his name. His most notable designs include S.R. Crown Hall (1956) at the Illinois Institute of Technology and Lakeshore Drive Apartments (1949-1951), both in Chicago; and the Seagram Building (1958) in Manhattan.

The International Style of architecture was interpreted and applied to numerous public and private office buildings throughout the United States from the 1950s through the 1970s. Eisenhower Tower is a late example.

Architect George Schippleit

George Schippleit (1933-2013) designed Eisenhower Tower, which was initially called the Intercontinental Center. Schippleit attended the Illinois Institute of Technology (IIT) from 1955-1957 and was a student of Ludwig Mies van der Rohe, dropping out before graduation to work for Mies from 1957-1960. Mies was reportedly impressed with Schippleit’s drawing skills and initially paid him ninety cents per hour. While at Mies’ office, he worked on the Lafayette Park urban redevelopment complex in Detroit and three residential towers in Newark, New Jersey. He then went on to work for New York developer Hartnett-Shaw, Inc. in 1963 and then formed a partnership with John Heinrich, an IIT classmate. Lake Point Tower (1968) is his most well-known and first commission in Chicago. He and Heinrich were co-designers of the building, which was inspired by an unrealized Mies design. The 70-story, Y-shaped, high-rise was the first skyscraper with curved glass walls and the tallest residential high-rise until 1993. It is also notable for being the only building east of Lake Shore Drive. Schippleit received an American Institute of Architects National Honor Award (1970) for Lake Point Tower, and the AIA’s Chicago Chapter 25-Year Award, also for Lake Point Tower, which honors “design of enduring significance.”

He later formed Schippleit, Inc. Architects/Planners in 1970, and it was during that time that he developed the plan for the Intercontinental Center, which was renamed Eisenhower Tower approximately twenty years ago.

Schippleit was also a longtime associate professor at IIT where he established the International Center for Sustainable New Cities; was chairman of the Department of Architecture; and twice served as the College of Architecture’s interim dean in the 1990s. While Lake Point Tower was by far his best-known work, other projects include the IBM self-park garage at 401 North State Street and Asbury Plaza at 750 North Dearborn Street, both in Chicago; the former Searle headquarters in Skokie, Illinois; and the Chase Building and One Rotary Center in Evanston, Illinois.

Eisenhower Tower Building History

Constructed in 1973 as the Intercontinental Center, Eisenhower Tower is a multi-story office building that embodies the design principles of the International Style. The building is currently occupied by various offices/tenants, including the Cook County Department of Public Health; Illinois Department of Human Services – Maywood Women, Infants, and Children; and Maywood Workforce Center Employment & Employer Services, among others.

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

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Eisenhower Tower
SURVEY ID 1-37

NRHP EVALUATION/JUSTIFICATION

Eisenhower Tower 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."

Eisenhower Tower is not associated with significant events in history and is not eligible under NRHP Criterion A.

Eisenhower Tower is also not associated with persons significant in the past and is not eligible under Criterion B. Although the building is named for President Dwight Eisenhower, it derives its name as a locational reference to its proximity to I-290, the Eisenhower Expressway. The building was originally named the Intercontinental Center and is not associated with President Eisenhower's productive life.

Eisenhower Tower is significant under Criterion C. It is a good example of the International Style of architecture, a popular style in Chicago in the 1960s and early 1970s. The building embodies character-defining features including the absence of architectural ornamentation; a box-like shape; expansive window areas; smooth wall surfaces; cantilevered building extensions; and glass and steel as predominant building materials. Eisenhower Tower retains a high level of integrity of location, design, setting, materials, workmanship, association, and feeling.

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

Because Eisenhower Tower is less than fifty years of age, it must also meet Criteria Consideration G. Criteria Consideration G requires that buildings less than fifty years of age meet the requirement of exceptional importance in order to be eligible for listing in the NRHP, as described in the NRHP publication entitled Guidelines for Evaluating and Nominating Properties that Have Achieved Significance Within the Past Fifty Years. Eisenhower Tower is a good example of the International Style of architecture, but it is a late interpretation of the style. Research did not indicate that it was influential in Chicago, an omphalos of excellent International Style buildings, or elsewhere. Scholarly documentation on the International Style and Modern-era architecture in the Chicago area exists, as do comparative examples of the International Style in the region, and Eisenhower Tower is not an exceptionally important example of architecture. At the time of its construction, many private office buildings and public buildings with similar appearances—box-like forms with bands of windows—were being built. While the building remains a good example of the style, it cannot be classified as an exceptional example when evaluated comparatively as required for assessments for properties that are less than fifty years of age. The building is also not a fragile or short-lived resource and therefore it is not eligible under Criteria Consideration G at this time as a building that is less than fifty years of age. However, upon reaching fifty years of age, the building may be eligible for the NRHP under the standard criteria when the requirement for exceptional importance under Criteria Consideration G does not need to be met. It should be re-evaluated in the future after reaching fifty years of age.

Therefore, Eisenhower Tower is not eligible for listing in the NRHP.

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Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Eisenhower Tower
SURVEY ID 1-37

Urbana, Chicago, and Springfield, Illinois, 2014.

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Eisenhower Tower
SURVEY ID 1-37

Photo 1 - Eisenhower Tower



Facing east to west-facing facade from South 1st Avenue

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Eisenhower Tower
SURVEY ID 1-37

Photo 2 - Eisenhower Tower



Facing east to west-facing facade from South 1st Avenue

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Eisenhower Tower
SURVEY ID 1-37

Photo 3 - Eisenhower Tower



Facing northwest to south side and east rear elevations from West Harrison Street

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Eisenhower Tower
SURVEY ID 1-37

Photo 4 - Eisenhower Tower



Facing southwest to east rear and north side elevations from south rear parking lot

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Eisenhower Tower
SURVEY ID 1-37

Photo 5 - Eisenhower Tower



Facing southeast to north side and west-facing facade from South 1st Avenue

Historic Resources Survey

RESOURCE TYPE Property
 NRHP STATUS Not Eligible

Eisenhower Tower
 SURVEY ID 1-37



Map - Eisenhower Tower



Data provided by Cook County GIS 2013 Orthomogery

PROPERTY NAME: Eisenhower Tower
 ADDRESS: 1701 South 1st Avenue
 Maywood, IL



 Property Boundary
 Tax Parcel

0 200 400 Feet

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Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Michele Clark High School
SURVEY ID 1-38

NAME

Michele Clark High School

OTHER NAME(S)

Austin Middle School; Michele Clark Middle School; Michele Clark Magnet High School

STREET ADDRESS

5101 West Harrison Street

CITY

Chicago

OWNERSHIP

Chicago Public Schools

TAX PARCEL NUMBER

16-16-400-026-0000

YEAR BUILT SOURCE

1972 Michele Clark Academic Preparatory High School, "History of the School."

DESIGNER/BUILDER

Vickrey, Wines Associates, Inc.

STYLE

International Style

PROPERTY TYPE

Education

FOUNDATION

Concrete

WALLS

Brick

ROOF

Built-Up

DESCRIPTIVE NOTES

Michele Clark High School is a 1972 school building that was designed with elements of the International Style. The two-story building is clad in alternating areas of dark polychrome brick and black glass with metal spandrels. The school has a cruciform footprint with two interior courtyards and a flat roof. The appearance, form, and materials are consistent on each elevation. The school is located on the western half of the block bound by West Harrison Street, South Laramie Avenue, South Lavergne Street, and West Flournoy Street.

The symmetrical facade faces north on West Harrison Street and consists of five bays. The central bay is a projecting brick wall that has no openings. The brick is a polychromatic mix of red, grey, and black with "Michele Clark Magnet High School" spelled out in metal letters on the wall. Two recessed hyphens flank the central bay, and are clad in a dark reflective glass with many small panes inset in anodized metal frames. Pedestrian entrances with double metal doors are present on the hyphens; the entrances are sheltered by flat-roof marquees. The end bays project slightly from the hyphens, but are still set back substantially from the brick center bay. The end bays are clad in bands of horizontal glass windows that alternate with metal spandrel panels.

The east and west side elevations are identical. Each elevation has three bays: a central bay with alternating bands of horizontal glass windows and metal spandrel panels and flanking bays of uninterrupted brick walls.

The south rear elevation is very similar in design to the side elevations, with the exception that the ratio of brick to glazed surface is smaller, and the central bay with windows and spandrels is taller and projects above the flanking brick bays.

The building's exterior within the courtyards is clad in the same horizontal glass windows with alternating spandrels. Landscaping within the courtyards consists of deciduous trees and foundation plantings as well as hardscape features.

The flat roof is covered with built-up roofing and contains various ventilators and HVAC equipment.

Michele Clark High School is in an urban setting and is located directly north of Interstate 290 (I-290). The grounds are landscaped with grass panels, deciduous trees, foundation plantings, and raised concrete planters with evergreen shrubs. A parking lot is located southeast of the building and tennis courts are to its east.

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Michele Clark High School
SURVEY ID 1-38

HISTORY/DEVELOPMENT

Austin Community History

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.

Modern Era Architecture

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

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Michele Clark High School
SURVEY ID 1-38

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.

The International Style

Michele Clark High School is an example of the International Style of architecture. Emerging in the 1920s and 30s, the name was first applied by Henry-Russell Hitchcock and Philip Johnson, curators of the 1932 exhibition "Modern Architecture: International Exhibition." European precedents focused on the social aspects of this new architecture, while American examples focused more on the architectural aesthetics. Character-defining features of the International Style are the absence of architectural ornamentation; box-shaped buildings; expansive window areas; smooth wall surfaces; cantilevered building extensions; and glass and steel as predominant building materials.

German-American architect Ludwig Mies van der Rohe (1886-1969) was perhaps the leading International Style architect in the United States. Departing from Germany in 1937, he soon settled in Chicago and began designing the sleek glass-and-steel buildings that would become synonymous with his name. His most notable designs include S.R. Crown Hall (1956) at the Illinois Institute of Technology and Lakeshore Drive Apartments (1949-1951), both in Chicago; and the Seagram Building (1958) in Manhattan.

The International Style of architecture was interpreted and applied to numerous public and private office and school buildings throughout the United States from the 1950s through the 1970s. Michele Clark High School is a late example.

Chicago Schools History

Chicago's earliest schools were modest buildings dating to the early nineteenth century. Schools provided basic education but also served other purposes to students in the community, including monitoring health and physical development, providing vocational training, acclimating immigrants to America, and addressing problems of social and economic inequality. Chicago's first schools were established in the early 1830s, as the small settlement of Chicago began to expand. By 1850, less than a fifth of eligible children were enrolled in public schools. Larger numbers attended private and parochial schools, but thousands did not enroll at all. Public school classes remained large, often conducted in poorly maintained rooms and with inadequate materials.

During the 1850s and 1860s, progressive reformers worked diligently for improved teachers, a longer school year, smaller class sizes, and better facilities. Chicago gradually developed a system of public education similar to those in large cities elsewhere in the country. In 1872, the state legislature established a Board of Education to oversee all aspects of public education in the city. Throughout the end of the nineteenth century, school enrollment skyrocketed, and the system struggled to improve instruction. Administrators supported efforts to encourage teachers to provide a variety of opportunities and approaches, and to support critical and analytical thought in students.

In the early twentieth century, reformers established new experiential curricula, community programs linked to the schools, and teachers' councils and officials recommended ways of improving the welfare of students. Particular attention was given to exercise and children's physical development. As Chicago's immigrant population expanded, the schools were called upon to assist in its assimilation into American life and to teach loyalty and support of American principles and institutions.

In the 1910s, Chicago's public schools entered a period of enrollment stability at about 400,000 students, and an era of corruption and controversy over issues ranging from the curriculum to school finance. This continued through the 1940s. Suburban communities grew steadily after World War I, and their school systems began to gain public favor. In the 1940s, the ongoing crisis over mismanagement of the Chicago Public Schools resulted in an investigation by the National Education Association and regional accreditors threatened sanctions.

In the post-World War II era, the economy thrived and Chicago schools embarked on a building campaign that added significantly to the system's capacity. Enrollments surged, peaking at nearly 600,000 in the 1960s.

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Michele Clark High School
SURVEY ID 1-38

Specialized vocational training, arts education, and new services, such as free summer programs and expanded guidance counseling were offered. Salaries for teachers increased, but budgets were stable and political interference was minimal.

Also at this time, audio-visual technology enabled teachers to introduce new methods of teaching into everyday instruction. Films, visual aids, and scientific experimentation equipment all contributed to changes in education. At the same time, racial inequality in education was becoming more apparent to the greater public. Schools in African-American neighborhoods were overcrowded and in disrepair.

Leadership attempted to develop integration plans that would send black students to predominantly white schools and hostile demonstrations erupted. The failure of initiatives led to threatened federal intervention, resulting in a 1980 consent decree and school desegregation plan. Also at this time, the enrollment of white school children plummeted as white Chicagoans were moving to the suburbs or enrolling their children in private or parochial schools.

Suburban communities grew rapidly in the postwar period, and their school systems were praised for quality educational offerings. School districts in these areas, funded by an expansive local economy and an electorate willing to invest substantially in education, were able to accommodate the rapid suburban growth. Beginning in the early 1960s, the differences between schools in the city and the suburbs became more apparent as newer suburban facilities and better funding resulted in superior schools.

In the 1980s, declining enrollments, escalating costs, and poor performances on standardized tests, contributed to a perception of failure. In the fall of 1987, U.S. Secretary of Education William Bennett declared Chicago's public schools the "worst in the nation." A coalition of community groups, business leaders, and reformers helped to draft a series of proposals to transform the schools. Passed by the state legislature in 1988, the Chicago School Reform Act created a Local School Council for each of the system's schools. Consisting of parents, community members, and educators, these improved public confidence in the system, although problems remained.

The Chicago Public Schools continue to experience profound demographic changes and organizational issues. The suburban districts enjoy substantial advantages, and the region's private schools serve a largely white and affluent clientele, while urban schools are largely black and Hispanic. By 2000, more than three-quarters of Chicago's public school students were from low-income or poor families. Educational opportunities are highly unequal across the region and improving this situation remains a challenge.

Michele Clark High School History

Michele Clark High School originally opened in 1972 as Austin Middle School. The school was built and financed by the Public Building Commission, which leased the building to the school board. The architect of record was Vickrey, Wines Associates, Inc., a Chicago firm headed by Wilmont Vickrey, who established the office in 1969.

The Public Building Commission of Chicago was established on July 25, 1956. Organized under the Public Building Commission Act passed by the Illinois State Legislature in 1955, this act provided that any county or county seat in the state may organize a Public Building Commission, with the power to issue revenue bonds for the construction of government buildings. In 1968, the Chicago Board of Education requested that the Public Building Commission build a number of school projects. Subsequently, it was decided to develop the recreation facilities for many of these schools through a cooperative agreement with the Chicago Park District as a joint School-Park Program. The School-Park Program encompassed 26 projects that served almost 40,000 students in eight new high schools, five high school additions, three new middle schools and ten new elementary schools - all built within a five-year period. Austin Middle School was one of these projects. In 1969, the school board approved plans to purchase a 5.7-acre parcel of land for the school, and in 1970, the Board of Education approved sites for three West Side schools to be built under cooperative agreement with the Public Building Commission. Austin Middle School was to have a 1,500-pupil capacity and include recreational area in cooperation with the Chicago Park District. Architectural meetings started in 1970 with a September 1971 completion scheduled. Later in 1970, Chicago Public Building Commission authorized issuance of revenue bonds to build schools. The school was completed and opened in 1972.

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Michele Clark High School
SURVEY ID 1-38

The school was renamed in 1974 as Michele Clark Middle School to honor a Chicago-based journalist who was killed in a plane crash in December 1972. Clark, an Indiana native, was the first African-American woman to be a CBS television network correspondent. Her most prominent assignment involved covering the 1972 presidential primaries.

The Public Building Commission of Chicago renovated the school in 1992, primarily removing asbestos, and again in 1996. In 2002, the school transitioned into a high school when its first ninth-grade class was added. In 2013, the school became one of five Early College STEM (science, technology, engineering, mathematics) schools, offering specialized classes and opportunities to students. High-profile corporate partners provide mentors, internships, and feedback on curricula so students are well-prepared for higher education and employment. The school now serves grades 6-12 and is known as Michele Clark Academic Preparatory Magnet High School.

Vickrey, Wines Associates, Inc.

The architect of record for Michele Clark High School, built as Austin Middle School, was Vickrey, Wines Associates, Inc. Established in 1969, shortly before the school commission and with Wilmont "Vic" Vickrey as one of the name partners, the firm has gone through several iterations with various names since that time, including Vickrey, Ovresat, Awsumb Associates and VOA, which remains in practice with Vickrey still actively engaged in project work that includes planning, design, and project management, primarily in the entertainment and cultural markets. Vickrey is a fellow of the American Institute of Architects and board member and past president of the Chicago Architecture Foundation.

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

Michele Clark High School 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."

Michele Clark High School is not associated with significant events in history and is not eligible under NRHP Criterion A.

The school is also not associated with persons significant in the past and is not eligible under Criterion B. While the high school was named to honor Michele Clark and her accomplishments, it is not associated with her productive life and she did not attend classes or teach at the school.

Michele Clark High School is significant under Criterion C. It is a good example of the International Style as applied to an educational building. The building successfully employs bands of glass and box-like forms, both hallmarks of the International Style, with Miesian design tenets that are common in the Chicago area. The school retains a high level of integrity of location, design, setting, materials, workmanship, feeling, and association.

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

Because Michele Clark High School is less than fifty years of age, it must also meet Criteria Consideration G. Criteria Consideration G requires that buildings less than fifty years of age meet the requirement of exceptional importance in order to be eligible for listing in the NRHP, as described in the NRHP publication entitled Guidelines for Evaluating and Nominating Properties that Have Achieved Significance Within the Past Fifty Years. Michele Clark High School is a good example of the International Style of architecture applied to a school

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Michele Clark High School
SURVEY ID 1-38

building, but it is a late interpretation of the style. Research did not indicate that it was influential in Chicago, an omphalos of excellent International Style buildings, or elsewhere. Scholarly documentation on the International Style and Modern-era architecture in the Chicago area exists, as do comparative examples of the International Style in the region, and Michele Clark High School is not an exceptionally important example of architecture. At the time of its construction, many public and private school buildings with similar appearances—box-like forms with bands of windows—were being built. While the building remains a good example of the style, it cannot be classified as an exceptional example when evaluated comparatively as required for assessments for properties that are less than fifty years of age. The building is also not a fragile or short-lived resource. Furthermore, Wilmont Vickery, whose firm was the architect of record, is still practicing and producing new work, so it is not possible to accurately assess the significance of the building within Vickery's canon of work, which is still developing. Therefore, Michele Clark High School is not eligible under Criteria Consideration G at this time as a building that is less than fifty years of age. However, upon reaching fifty years of age, the building may be eligible for the NRHP under the standard criteria when the requirement for exceptional importance under Criteria Consideration G does not need to be met. It should be re-evaluated in the future after reaching fifty years of age.

Therefore, Michele Clark High School is not eligible for listing in the NRHP.

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Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Michele Clark High School
SURVEY ID 1-38

Photo 1 - Michele Clark High School



Facing southeast to north-facing facade and west side elevation from West Harrison Street

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Michele Clark High School
SURVEY ID 1-38

Photo 2 - Michele Clark High School



Facing east to north-facing facade's central bay from west side elevation

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Michele Clark High School
SURVEY ID 1-38

Photo 3 - Michele Clark High School



Facing southwest to north-facing facade and east side elevation from West Harrison Street

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Michele Clark High School
SURVEY ID 1-38

Photo 4 - Michele Clark High School



Facing west to east side elevation from tennis courts near West Harrison Street

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Michele Clark High School
SURVEY ID 1-38

Photo 5 - Michele Clark High School



Facing northwest to south rear elevation from West Flournoy Street

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Michele Clark High School
SURVEY ID 1-38

Photo 6 - Michele Clark High School



Facing northwest to south rear elevation's central bay from West Flournoy Street

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Michele Clark High School
SURVEY ID 1-38

Photo 7 - Michele Clark High School



Facing northeast to south rear elevation from West Flourney Street

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Michele Clark High School
SURVEY ID 1-38

Photo 8 - Michele Clark High School



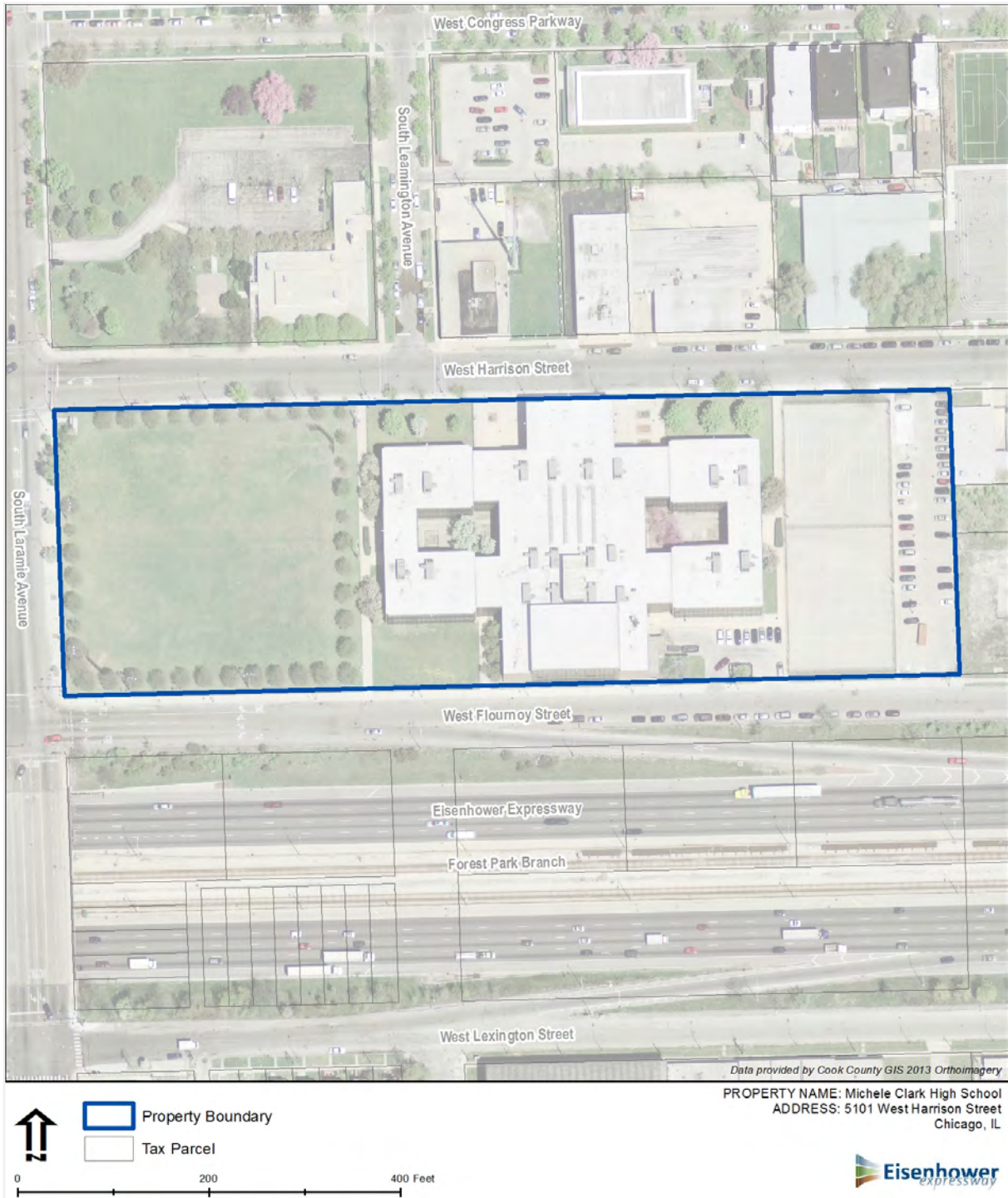
Facing east to west side elevation

Historic Resources Survey

RESOURCE TYPE Property
 NRHP STATUS Not Eligible

Michele Clark High School
 SURVEY ID 1-38

Map - Michele Clark High School



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Historic Resources Survey

RESOURCE TYPE District
NRHP STATUS Not Eligible

West Lexington Street District
SURVEY ID 1-39

NAME

West Lexington Street District

OTHER NAME(S)

N/A

CITY

Chicago

APPROXIMATE BOUNDARIES

West Lexington Street, roughly bounded by South Cicero Avenue to the east and South Lavergne Avenue to the west. Includes all buildings located on the south side of the street.

DATES OF DEVELOPMENT

1906-1950

DESCRIPTIVE NOTES

The West Lexington Street District is located on West Lexington Street between South Lavergne and South Cicero Avenues. All buildings are located on the south side of the street; buildings on the north side of the street were demolished or moved to accommodate the construction on Interstate 290 (I-290), which is a dominant presence within the district. Landscaping in the district is minimal. Buildings are setback slightly from the street and are separated by narrow grass panels. A few deciduous street trees are present on the block and a few houses have evergreen shrubbery or foundation plantings.

There are twenty-eight buildings within the area surveyed. These buildings consist of five basic forms: two-flats, Chicago bungalows, Colonial Revival Foursquare derivations, Chicago worker's cottages, and one multi-family apartment building.

The buildings within the district were constructed between 1906 and 1950, with the majority constructed in 1906 and 1946 specifically. Most of the buildings have been substantially altered by the installation of incompatible replacement windows; application of vinyl siding; porch enclosures; and additions. Seven buildings, all two-flats, in the district were moved to their present location from the north side of West Lexington Street when I-290 was constructed.

The buildings will be described collectively by type.

Chicago Worker's Cottages

A disparate collection of Chicago worker's cottages are located within the district at 4855, 4901, 4903, 4907, 4909, 4911, 4915, 4917, and 4919 Lexington Avenue. They were built between 1906 and 1907 and are the most substantially altered in the district. The cottages all have front-facing gable or gambrel forms and are one-and-one-half-story in height. The roof pitches and heights vary slightly from building to building. Exterior materials include some original brick, but most have been covered in vinyl siding, which has obscured original architectural detail. Most have asymmetrical facades with side hall entrances, but some have been reconfigured to have central entrances above raised basements. These entrances are all reached by small flights of stairs.

Several have first-story additions on the facades; these may be enclosed porches that were added then later enclosed. These alterations are particularly obtrusive as they obscure the buildings and also alter the consistent setback of buildings on the street. Other buildings have first and second-story porches or decks, as well as second-story additions on their side elevations. Replacement windows are prevalent throughout and are one-over-one vinyl configurations.

Two-Flats

Two-flat apartment buildings are located at 4927, 4931, 4935, 4937, 4939, 4943, and 4945 Lexington Street. The buildings were all built in 1930 but were moved in 1954 in preparation for the construction of I-290. They are

Historic Resources Survey

RESOURCE TYPE District
NRHP STATUS Not Eligible

West Lexington Street District
SURVEY ID 1-39

nearly identical in form, and all are executed in brick, although the brick color varies from building to building. The two-flats have an asymmetrical facade with a recessed side entrance that is reached by a small flight of stairs above the raised basement. Windows at the basement level are all filled in with glass block, brick, or concrete block. The entrances all have limestone surrounds and are topped with cartouches. Other limestone trim is featured in keystones, decorative blocks, sills, and beltcourses. Decorative brickwork is located above the second-story windows on the recessed portion of the facade. The three-bay projecting portions of the facade contain larger bay windows flanked by smaller windows. All of the buildings have replacement windows throughout. The flat roofs feature parapet walls with pediment forms topped with limestone coping.

Chicago Bungalows

The houses at 4815, 4819, 4823, 4825, and 4831 are Chicago bungalows or derivations of the type, which was a modest early twentieth-century house form. There is some slightly conflicting information on the construction dates, but it appears as if these buildings were all built in 1946. Although all of these houses have been substantially altered, their common house form remains discernible. They are one-and-one-half-story, cross-gable buildings with asymmetrical facades. All are clad in brick, although the shade and consistency of color varies from building to building and some of the facades have been covered in new brick. The houses all have raised basements, and first-story entrances are reached by a small flight of stairs; all doors have been replaced. Gable-on-gable entrance bays project slightly and bay windows are located next to the entrance bays. Contrasting areas of limestone and formstone have been applied for decorative detail. Common areas for this ornamentation include around doors, below bay windows, and as lintels above windows in the front gables. All of the windows on each of the buildings have been replaced, primarily with incompatible one-over-one vinyl replacement configurations or single-pane fixed configurations in the bay windows. Second-story additions obscure the original form of some houses. Most of the buildings retain their tall brick chimneys. Roofs are covered with asphalt shingles.

American Foursquare Derivations

The West Lexington Street District contains altered and largely unornamented houses that are derivative of American Foursquare designs and show a slight Colonial Revival influence. They are located at 4833, 4837, 4841, 4843, 4847, and 4851 Lexington Street and they were built between 1946 and 1950. The buildings are all clad in brick, although the colors vary from building to buildings. The brick is laid in a running bond pattern; the only decorative brickwork consists of a soldier course above the first-story windows. Brick on secondary elevations is of a lesser quality. The houses are two stories with asymmetrical facades topped by pyramidal roofs. Box-like in form, these buildings have square footprints and minimal architectural ornamentation. They have raised basements and their side entrances are reached by small flights of stairs. The entrance bays are articulated with projecting gable-front vestibules. Decorative alterations proliferate around entrances and are the only distinguishing ornament. Contrasting stone and formstone are the most common elements. Doors have been replaced or are obscured by metal security doors. First story windows are hung in triplicate and have concrete sills. Two evenly placed windows are on the second story. The majority of windows on these buildings have been replaced with one-over-one vinyl configurations although a few original windows are present on a few buildings. Shutters are missing on many buildings, leaving outlines indicating their original locations. Asphalt shingles cover the roofs.

Apartment Building

A single multi-family apartment building, constructed in 1933, is located in the district at 733 South Lavergne Street. It is a two-story brick building with a raised basement and an asymmetrical facade. The bricks are laid in a running bond pattern with a single soldier course extending across the facade as a decorative element; soldier courses are also located above some of the windows. A small area is also laid in a basketweave pattern above one set of windows on the second story. The original entrance has been reconfigured and infilled and contains a replacement door. Basement windows have been infilled and windows, which are hung singly and in triplicate, have all been replaced with incompatible one-over-one vinyl configurations. The southernmost bay is devoid of openings. Contrasting limestone decorative elements provide limited ornamentation in the form of moulded sills and hoods on select windows as well as inset geometric blocks and shields. The flat roof has a parapet with battlements topped with limestone coping.

Historic Resources Survey

RESOURCE TYPE District
NRHP STATUS Not Eligible

West Lexington Street District
SURVEY ID 1-39

HISTORY/DEVELOPMENT

Austin Community History

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.

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

Historic Resources Survey

RESOURCE TYPE District
NRHP STATUS Not Eligible

West Lexington Street District
SURVEY ID 1-39

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 2016 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.

Chicago Worker’s Cottages

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.

The West Lexington Street District’s worker’s cottages are typical examples whose original form has been altered in some cases due to second story additions and porch enclosures or additions. Materials and window replacements further alter their original appearance and design intent.

Historic Resources Survey

RESOURCE TYPE District
NRHP STATUS Not Eligible

West Lexington Street District
SURVEY ID 1-39

Chicago Bungalows

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.

The West Lexington Street District's bungalows are later examples of the typical Chicago bungalow. Although they somewhat incorporate the form and features of the Chicago bungalow, they do not exemplify the form.

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

Historic Resources Survey

RESOURCE TYPE District
NRHP STATUS Not Eligible

West Lexington Street District
SURVEY ID 1-39

along three sides of a courtyard, the six-flat became a module for the courtyard building type.

The West Lexington Street District's two-flats are typical examples of the period and do not indicate architectural or historic significance. Additionally, they were moved to this location due to the construction of the Eisenhower Expressway in 1954. Consequently, they sit on non-historic foundations and have replacement windows throughout.

American Foursquare

Popular throughout the United States from approximately 1890 to 1930, the American Foursquare eschewed the ornate styles popular in the Victorian era and avoided the mass produced building components that were also prevalent on architecture in the late nineteenth and early twentieth centuries. Foursquares were generally plain and show the influence of both the Prairie School and Craftsman styles, although they generally lack ornamentation and sophistication seen in those designs. Foursquares were popular farmhouses in rural areas, but also served as typical houses in the streetcar suburbs of large cities. Foursquares were generally a square, box-like design with four rooms on each floor and a hipped or pyramidal roof. Unlike the buildings in the West Lexington Street District, true Foursquares usually have a central dormer and a full-width front porch. The Lexington Street examples, built from 1946-1950, show the influence of the Foursquare but are not good examples of the style, which reached its peak approximately ten years before these were built. Their austere design and brick construction also demonstrates Colonial Revival design influence at a time when this style that was inspired by earlier design precedents was proliferating in the American suburbs during the post-World War II era.

West Lexington Street District History

The Lexington Street area evolved slowly over time, resulting in a disparate and fragmented appearance that is emphasized by the subsequent alterations to the buildings. No architects for any of the buildings were identified during research.

Neighborhood residents worked primarily in blue-collar and service industry jobs. A review of 1920 census records revealed that occupations included shipping clerk, switchboard operator, billing clerk, locomotive engineer, cashier, bookkeeper, chauffeur, elevator operator, stenographer, postal clerk, candy dipper, and porter. Residents who were born in the United States were primarily from Illinois, while foreign-born residents were from England, Sweden, Germany, or Ireland.

In 1954, seven two-flat buildings within the district were moved from north side of the 4900 block of Lexington Street to the south side of the street to make room to accommodate the construction of the Congress Expressway, now I-290. The buildings were moved on rubber-tired dollies lashed to the underside of steel and timber supports and turned in the middle of the street to slide onto their new foundations. I-290 has substantially altered the neighborhood which directly faces the interstate.

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 West Lexington Street District was evaluated for significance under NRHP Criteria A, B, and C using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

The West Lexington Street District is associated with the continued development of the Austin neighborhood in the 1930s and 1940s as Chicago continued to expand. However, the construction of I-290 to the north and the demolition of buildings on the north side of the street diminish the district's ability to convey this association.

Historic Resources Survey

RESOURCE TYPE District
NRHP STATUS Not Eligible

West Lexington Street District
SURVEY ID 1-39

Research did not indicate any significant associations with events in the past, and therefore, the West Lexington Street District is not eligible under Criterion A.

The West Lexington Street District is not associated with persons significant in the past and is not eligible under Criterion B.

The West Lexington Street District retains modest vernacular interpretations of the Chicago worker's cottage, Foursquare derivations, bungalows, and two-flat forms as well as a multi-family apartment building. The majority of these buildings are typical examples of their type and are not architecturally significant. The buildings retain their overall forms and in some instances ornamentation, but extensive window and wall material replacements, along with additions, diminish the integrity of design, workmanship, and materials. The construction of I-290 resulted in demolition of original buildings in the district, and seven buildings within the district were moved, diminishing the integrity of location, setting, feeling and association. Therefore, the West Lexington Street District is not eligible under Criterion C.

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

Therefore, the West Lexington Street District is not eligible for the NRHP.

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Historic Resources Survey

RESOURCE TYPE District
NRHP STATUS Not Eligible

West Lexington Street District
SURVEY ID 1-39

Photo 1 - West Lexington Street District



Facing southwest to 4815, 4819, and 4823 West Lexington Street (left to right)

Historic Resources Survey

RESOURCE TYPE District
NRHP STATUS Not Eligible

West Lexington Street District
SURVEY ID 1-39

Photo 2 - West Lexington Street District



Streetscape view facing southwest to 4823 West Lexington Street to 733 South Laverne Avenue (left to right)

Historic Resources Survey

RESOURCE TYPE District
NRHP STATUS Not Eligible

West Lexington Street District
SURVEY ID 1-39

Photo 3 - West Lexington Street District



Facing southwest to 4831, 4833, 4837, 4841, 4843, 4847, and 4851 West Lexington Street (left to right)

Historic Resources Survey

RESOURCE TYPE District
NRHP STATUS Not Eligible

West Lexington Street District
SURVEY ID 1-39

Photo 4 - West Lexington Street District



Facing southeast to 4837, 4841, and 4843 West Lexington Street (left to right)

Historic Resources Survey

RESOURCE TYPE District
NRHP STATUS Not Eligible

West Lexington Street District
SURVEY ID 1-39

Photo 5 - West Lexington Street District



Facing southeast to 4901, 4855, 4851, 4847, and 4843 West Lexington Street (right to left)

Historic Resources Survey

RESOURCE TYPE District
NRHP STATUS Not Eligible

West Lexington Street District
SURVEY ID 1-39

Photo 6 - West Lexington Street District



Facing south to 4903 West Lexington Street

Historic Resources Survey

RESOURCE TYPE District
NRHP STATUS Not Eligible

West Lexington Street District
SURVEY ID 1-39

Photo 7 - West Lexington Street District



Facing south to 4907 West Lexington Street

Historic Resources Survey

RESOURCE TYPE District
NRHP STATUS Not Eligible

West Lexington Street District
SURVEY ID 1-39

Photo 8 - West Lexington Street District



Facing south to 4909 West Lexington Street

Historic Resources Survey

RESOURCE TYPE District
NRHP STATUS Not Eligible

West Lexington Street District
SURVEY ID 1-39

Photo 9 - West Lexington Street District



Facing south to 4911 West Lexington Street

Historic Resources Survey

RESOURCE TYPE District
NRHP STATUS Not Eligible

West Lexington Street District
SURVEY ID 1-39

Photo 10 - West Lexington Street District



Facing south to 4915 West Lexington Street

Historic Resources Survey

RESOURCE TYPE District
NRHP STATUS Not Eligible

West Lexington Street District
SURVEY ID 1-39

Photo 11 - West Lexington Street District



Facing southwest to 4917, 4919, 4927, 4931, 4935, 4937, 4939, 4943, and 4945 West Lexington Street and 733 South Lavergne Avenue (left to right)

Historic Resources Survey

RESOURCE TYPE District
NRHP STATUS Not Eligible

West Lexington Street District
SURVEY ID 1-39

Photo 12 - West Lexington Street District



Facing southeast to 733 South Laverne Avenue and 4945, 4943, 4939, 4937, and 4935 West Lexington Street from South Laverne Avenue (right to left)

Historic Resources Survey

RESOURCE TYPE District
NRHP STATUS Not Eligible

West Lexington Street District
SURVEY ID 1-39

Photo 13 - West Lexington Street District



Facing east to west-facing facade of 733 South Lavergne Avenue

Historic Resources Survey

RESOURCE TYPE District
NRHP STATUS Not Eligible

West Lexington Street District
SURVEY ID 1-39

Photo 14 - West Lexington Street District



May 21, 1954 historic photograph of two-flat buildings being moved from the north side of West Lexington Street in the 4900 block to the south side of that street (Central Electric Railfans' Association Archives)

Historic Resources Survey

RESOURCE TYPE District
 NRHP STATUS Not Eligible

West Lexington Street District
 SURVEY ID 1-39

Map - West Lexington Street District



Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Flexible Steel Lacing Company
SURVEY ID 1-40

NAME

Flexible Steel Lacing Company

OTHER NAME(S)

N/A

STREET ADDRESS

4607 West Lexington Street

CITY

Chicago

OWNERSHIP

Jakacki Bag & Barrel

TAX PARCEL NUMBER

16-15-309-011-0000, 16-15-309-023-0000

YEAR BUILT SOURCE

1920 The Economist, "Plant to Cost \$160,000."

DESIGNER/BUILDER

Unknown

STYLE

No Discernible Style

PROPERTY TYPE

Industry

FOUNDATION

Concrete

WALLS

Brick

ROOF

Built-Up

DESCRIPTIVE NOTES

The Flexible Steel Lacing Company, located at 4607 West Lexington Street, occupies the block bound by West Lexington Street on the north, West Polk Street on the south, South Kilpatrick Avenue on the west, and the Belt Line Railroad on the east. The complex consists of an altered office building that faces West Lexington Street, which is the most prominent building on the site; the heating plant directly to its east; the pump house and 50,000-gallon tank to the south of the heating plant; the factory that is directly west and south of the office; and three separate warehouse buildings. The buildings were constructed between 1920 and ca. 1970.

The office is an altered two-story, red brick building with a front-gable parapet roof. It is the most prominent building on the property. Facing West Lexington Street to the north, the central portion of the building is symmetrical although other attached buildings result in an overall asymmetry of the complex. The central portion of the building consists of two bays that are essentially mirror images of each other and these bays are in turn flanked by two additional bays on each side. At the first floor, large openings are filled with industrial metal-frame windows surrounded by replacement glass block and two pedestrian entrances with metal and glass double doors topped by large glass panes that form a transom. Second story windows are all one-over-one replacement windows with anodized metal frames.

All of the bays are divided by stylized brick pilasters that project slightly from the building plane and that are topped with concrete slabs that allude to capitals. Concrete spandrel panels, smaller concrete tiles placed singly and in geometric formations, and a few occurrences of brick laid in a basketweave pattern provide decorative elements to the industrial building. A parapet wall with concrete coping tops the facade.

To the west of this main portion of the building is a series of single-story extensions. The same design elements, such as red brick, decorative concrete panels, and concrete-topped pilasters are continued on these areas. Fenestration includes both original metal-frame, multi-pane windows and glass-block infill.

To the east, two bays that are also two stories in height are attached to the main office building. The first stories contain metal-frame, multi-pane windows, while the second story openings have been filled with brick. This portion of the building has a flat roof.

The 1920 factory is located south of the office building. Brick curtain walls form the exterior, and original sawtooth skylights with wired glass form its roof and admit light into the factory.

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Flexible Steel Lacing Company
SURVEY ID 1-40

Attached and further to the east of the office is the power plant, a single-story, two-bay brick building with a box-like form and a parapet wall at the roofline of one bay. The building, including the facade facing West Lexington Street, is largely devoid of openings and ornamentation as viewed from the right-of-way. It sits atop a concrete foundation and the walls are topped with concrete coping. A large canted chimney stack rises from the building.

Three warehouse buildings are present on the site. The 1920 warehouse is oriented on a north-south axis and faces Polk Street. The symmetrical building sits atop a concrete foundation and is clad in red brick. The building, which faces to the south, consists of a central block that is taller than its two flanking bays. The central block contains a large open central bay that accommodates equipment and vehicles. Above this bay is a multi-pane, metal-frame industrial window. Two pairs of slightly projecting pilasters flank the openings, and two recessed blind panels are found between the paired pilasters. The pilasters are topped with slanted concrete forms that allude to stylized capitals. The second story of the building consists of clerestory windows that are behind the front-gable parapet wall. The parapet is topped by concrete trim. On each side of the central portion of the building is a bay, also clad in brick, which is devoid of openings. They are slightly lower in height and contain recessed, infilled panels.

A more recently constructed warehouse building with a box-like form is directly west of the 1920 warehouse. It is clad in brick, has a flat roof, and is devoid of openings. It was built sometime between 1962 and 1972. A third warehouse building is located within the complex, away from surrounding streets. It is a single-story, flat-roof brick building with a south-facing pedestrian doorway. It is devoid of other openings and ornamentation. It was built sometime between 1951 and 1962.

The manufacturing complex is located directly south of Interstate 290 (I-290) and west of the Belt Line Railroad. The parcel that the complex occupies has a large asphalt parking lot used for trailers for shipping product. Although the area is industrial in character, deciduous street trees are located to the east and south of the property, and are also scattered throughout the parcel.

HISTORY/DEVELOPMENT

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

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Flexible Steel Lacing Company
SURVEY ID 1-40

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.

Manufacturing and Industrial Architecture

Warehouses and storage buildings in the United States predate the Industrial Revolution. Growing towns and cities first needed places for grain storage. In 1789, when the Tariff Act was passed and custom houses were established, warehouses became necessary to store imported goods that were subject to tariffs that provided the primary source of income for the federal government's functions. As the Industrial Revolution changed the nation and manufacturing of goods of all sizes became commonplace, workshop and storage space needs grew exponentially. Early manufacturing buildings were first made of wood, which often created fire hazards, depending on the type of work that occurred in the building. Like the Flexible Steel Lacing Company complex, many industrial buildings were designed by unknown architects and builders. This complex was not on the forefront of innovative design or construction in Chicago but instead incorporated trends that were somewhat outmoded by 1920, its year of construction.

Unlike the builders of the Flexible Steel Lacing Company complex, Detroit architect Albert Kahn developed a new concept of construction where reinforced concrete walls, roofs, and supports replaced wood in factory buildings. There were two benefits from Kahn's approach: improved fire safety, which was especially notable after the devastating 1911 Triangle Shirtwaist Factory fire in Manhattan, and also allowed for larger open interior expanses, which facilitated many types of manufacturing processes. Kahn first implementation of these ideas was at the Packard Motor Car Company's factory, designed in 1903. He later developed Henry Ford's 1909 plant in Highland Park, Michigan. Kahn's industrial buildings often had a distinct Modernist aesthetic that incorporated the European design tenets displayed in the International Style of architecture rather than perpetuating classical design motifs that were found on earlier examples of factory and warehouse buildings in the early twentieth century. Kahn also designed residential and office buildings in other popular styles of the era, such as Art Deco and British-inspired Arts and Crafts. By 1920, the year the Flexible Steel Lacing Company complex was built, many American architects were imitating both the construction methods and design aesthetic that Kahn established for industrial buildings. However, the Flexible Steel Lacing Company complex was designed according to more traditional stylistic standards.

Site and Company History

The first buildings to be constructed on the property were built in 1920 and included the brick office that faces West Lexington Street; the heating plant directly to its east; the pump house and 50,000-gallon tank to the south of the heating plant; the factory that is directly west and south of the office; and the warehouse at the southern end of the property. An additional warehouse was added sometime between 1951 and 1962 and another warehouse was added between 1962 and 1972.

Founded by George E. Purple, Albert B. Beach, and Phillip S. Rinaldo in 1907 in a small workshop in Chicago and using a patented fastener design, the Flexible Steel Lacing Company sought to manufacture a metal-hinged joint lacing to replace rawhide lace, which was the most common method of joining transmission belts at the time.

In an effort to expand operations, the company purchased vacant land approximately 80,000 square feet in size from the Chicago Fire Brick Company in 1920. This land was adjacent and west of the Belt Line Railroad between Lexington and Polk Streets, with a private switch track leading into the property. The Flexible Steel Lacing Company planned to build a one-story building containing about 40,000 square feet for the manufacture of their steel belt lacing. It also manufactured patent lamp guards known as the Flexco LOK lamp guard for electrical lamps. The new plant would employ more than one hundred men. The planned construction was estimated to cost \$160,000, although later information indicates that the actual figure was \$175,000. No architect or builder was named in trade journals. The company moved to the new headquarters from a facility at 522 South Clinton (no longer extant), growing to serve mining, industrial, and agricultural markets on six continents with its steel lacing, which was also known as Alligator Belt Lacing. In addition to transmissions, the company's

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Flexible Steel Lacing Company
SURVEY ID 1-40

mechanical belt fastening systems came to be used in conveyor belts, belt cleaners and plows, pulley lagging, belt cleats, transfer-point systems, and belt maintenance and installation tools.

Flexco no longer occupies the property, but the company does remain in business in nearby Downers Grove, Illinois. After Flexco moved from the property and relocated to Downers Grove, Illinois, in 1971, various manufacturing and light industrial enterprises have occupied the buildings. Jakacki Bag & Barrel, Inc., a leading reconditioner of fiber, steel, and plastic drums, currently occupies the property.

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 Flexible Steel Lacing Company 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."

The Flexible Steel Lacing Company is not associated with significant events in history and is not eligible under Criterion A.

The complex is also not associated with persons significant in the past and is not eligible under Criterion B.

The Flexible Steel Lacing Company is not eligible under Criterion C. The complex consists of buildings built over a fifty-year period and are typical and altered examples of light industrial and manufacturing offices and warehouses. The buildings on the parcel were not particularly innovative and did not embody innovative structural or architectural approaches that were being used in industrial architecture in 1920 at the time of the initial construction. The complex does not have notable architectural design merit and retains only a moderate level of integrity.

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

Therefore, the Flexible Steel Lacing Company is not eligible for listing in the NRHP.

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Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Flexible Steel Lacing Company
SURVEY ID 1-40

Photo 1 - Flexible Steel Lacing Company



Facing southeast to north-facing facade and west side elevation from West Lexington Street

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Flexible Steel Lacing Company
SURVEY ID 1-40

Photo 2 - Flexible Steel Lacing Company



Facing southwest to north-facing facade and east side elevation from West Lexington Street

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Flexible Steel Lacing Company
SURVEY ID 1-40

Photo 3 - Flexible Steel Lacing Company



Facing northwest to south rear elevation from West Polk Street

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Flexible Steel Lacing Company
SURVEY ID 1-40

Photo 4 - Flexible Steel Lacing Company



Facing northeast to south rear elevation additions from West Polk Street

Historic Resources Survey

RESOURCE TYPE Property
 NRHP STATUS Not Eligible

Flexible Steel Lacing Company
 SURVEY ID 1-40

Map - Flexible Steel Lacing Company



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Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Genevieve Melody Elementary School
SURVEY ID 1-41

NAME

Genevieve Melody Elementary School

OTHER NAME(S)

N/A

STREET ADDRESS

412 South Keeler Avenue

CITY

Chicago

OWNERSHIP

Chicago Public Schools

TAX PARCEL NUMBER

16-15-225-048-0000, 16-15-225-049-0000

YEAR BUILT SOURCE

1965 Chicago Tribune, "Genevieve Melody Elementary."

DESIGNER/BUILDER

Chicago Board of Education Architects

STYLE

International Style

PROPERTY TYPE

Education

FOUNDATION

Concrete

WALLS

Brick

ROOF

Built-Up

DESCRIPTIVE NOTES

Genevieve Melody Elementary School is a three-story, flat-roof school building with a rectangular footprint constructed in 1965. It displays an adaptation of the International Style that was often applied to school buildings and other institutional architectural nationwide. The building is on the eastern portion of the block bound by West Van Buren Street, South Keeler Avenue, West Congress Parkway, and South Kildare Avenue in Chicago.

The school's facade faces east to South Keeler Avenue. The facade has thirteen bays and contains projecting and recessed planes. The central nine bays are each divided by vertical concrete piers. At the first story, the building sits atop a concrete foundation and is clad in buff-colored brick. Its original windows have been replaced with single-pane configurations that are hung in sets of four within each bay. A central entrance with three concrete pedestrian metal doors is sheltered by a metal marquee.

The first and second story windows are topped with spandrels of light green tile. Second and third story windows are original and each unit consists of three vertical panes; the upper and lower panes are fixed and the central pane is an operable hopper window. These windows are also arranged in sets of four within each bay. The elevation is topped with a band of buff-colored brick. A metal cornice tops the building. Large areas of the green tile and buff-colored brick are missing and plywood boards cover the voids.

Flanking the central bays are two recessed entrance bays that are clad in replacement concrete block. Entrances consists of double pedestrian metal doors in each bay. The entrances are sheltered by metal marquees. Replacement windows are at the second story, while original metal-frame windows are at the third story. Replacement spandrel panels that appear to be painted wood separate the windows between the second and third story.

The northern and southern end bays consist of solid buff-colored brick walls; at the southern end, metal letters spelling out "GENEVIEVE MELODY PUBLIC SCHOOL" are present. Sections of brick have been painted. These bays are devoid of openings.

The south side elevation is nine bays wide and each bay is divided by vertical concrete piers. At the first story, the building sits atop a concrete foundation and is clad in buff-colored brick. Its original windows have been replaced with single-pane configurations that are hung in sets of four within each bay. The first and second story windows are topped with spandrels of light green tile. Second and third story windows are original and each unit

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Genevieve Melody Elementary School
SURVEY ID 1-41

consists of three vertical panes; the upper and lower panes are fixed and the central pane is an operable hopper window. These windows are also arranged in sets of four within each bay. The elevation is topped with a band of buff-colored brick. A metal cornice tops the building. Large areas of the green tile and buff-colored brick are missing and plywood boards cover the voids.

The north side elevation is identical to the south elevation, with the exception that the north elevation contains only eight bays.

The building's west rear elevation has the most variety of form, setback, and height while the other three elevations are more consistent in detail and appearance; it is also designed as a secondary, service-oriented area. A solid buff-colored brick wall with metal letters spelling out "GENEVIEVE MELODY PUBLIC SCHOOL" is located on the southern end. Various areas of the building are one, two, and three stories, and a tall exterior chimney ascends from the central portion of the elevation. This elevation has large unfenestrated sections of wall space and irregularly placed single pedestrian doors are located throughout the first story. Windows include replacement and original configurations, and louvered vents also punctuate the walls. Non-original metal security fencing surrounds the single-story portions of the building at the rooflines.

The flat roof is covered with built-up roofing. Various ventilators are present on the roof.

The area surrounding the school is urban in character. Sidewalks with intermittent street trees surround the building, and Interstate 290 (I-290) is directly south of the school.

HISTORY/DEVELOPMENT

West Garfield Park History

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

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Genevieve Melody Elementary School
SURVEY ID 1-41

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.

Chicago Schools History

Chicago's earliest schools were modest buildings dating to the early nineteenth century. Schools provided basic education but also served other purposes to students in the community, including monitoring health and physical development, providing vocational training, acclimating immigrants to America, and addressing problems of social and economic inequality. Chicago's first schools were established in the early 1830s, as the small settlement of Chicago began to expand. By 1850, less than a fifth of eligible children were enrolled in public schools. Larger numbers attended private and parochial schools, but thousands did not enroll at all. Public school classes remained large, often conducted in poorly maintained rooms and with inadequate materials.

During the 1850s and 1860s, progressive reformers worked diligently for improved teachers, a longer school year, smaller class sizes, and better facilities. Chicago gradually developed a system of public education similar to those in large cities elsewhere in the country. In 1872, the state legislature established a Board of Education to oversee all aspects of public education in the city. Throughout the end of the nineteenth century, school enrollment skyrocketed, and the system struggled to improve instruction. Administrators supported efforts to encourage teachers to provide a variety of opportunities and approaches, and to support critical and analytical thought in students.

In the early twentieth century, reformers established new experiential curricula, community programs linked to the schools, and teachers' councils and officials recommended ways of improving the welfare of students. Particular attention was given to exercise and children's physical development. As Chicago's immigrant population expanded, the schools were called upon to assist in its assimilation into American life and to teach loyalty and support of American principles and institutions.

In the 1910s, Chicago's public schools entered a period of enrollment stability at about 400,000 students, and an era of corruption and controversy over issues ranging from the curriculum to school finance. This continued through the 1940s. Suburban communities grew steadily after World War I, and their school systems began to gain public favor. In the 1940s, the ongoing crisis over mismanagement of the Chicago Public Schools resulted in an investigation by the National Education Association and regional accreditors threatened sanctions.

In the post-World War II era, the economy thrived and Chicago schools embarked on a building campaign that added significantly to the system's capacity. Enrollments surged, peaking at nearly 600,000 in the 1960s. Specialized vocational training, arts education, and new services, such as free summer programs and expanded guidance counseling were offered. Salaries for teachers increased, but budgets were stable and political interference was minimal.

Also at this time, audio-visual technology enabled teachers to introduce new methods of teaching into everyday instruction. Films, visual aids, and scientific experimentation equipment all contributed to changes in education. At the same time, racial inequality in education was becoming more apparent to the greater public. Schools in African-American neighborhoods were overcrowded and in disrepair.

Leadership attempted to develop integration plans that would send black students to predominantly white schools and hostile demonstrations erupted. The failure of initiatives led to threatened federal intervention, resulting in a 1980 consent decree and school desegregation plan. Also at this time, the enrollment of white school children plummeted as white Chicagoans were moving to the suburbs or enrolling their children in private or parochial schools.

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Genevieve Melody Elementary School
SURVEY ID 1-41

Suburban communities grew rapidly in the postwar period, and their school systems were praised for quality educational offerings. School districts in these areas, funded by an expansive local economy and an electorate willing to invest substantially in education, were able to accommodate the rapid suburban growth. Beginning in the early 1960s, the differences between schools in the city and the suburbs became more apparent as newer suburban facilities and better funding resulted in superior schools.

In the 1980s, declining enrollments, escalating costs, and poor performances on standardized tests, contributed to a perception of failure. In the fall of 1987, U.S. Secretary of Education William Bennett declared Chicago's public schools the "worst in the nation." A coalition of community groups, business leaders, and reformers helped to draft a series of proposals to transform the schools. Passed by the state legislature in 1988, the Chicago School Reform Act created a Local School Council for each of the system's schools. Consisting of parents, community members, and educators, these improved public confidence in the system, although problems remained.

The Chicago Public Schools continue to experience profound demographic changes and organizational issues. The suburban districts enjoy substantial advantages, and the region's private schools serve a largely white and affluent clientele, while urban schools are largely black and Hispanic. By 2000, more than three-quarters of Chicago's public school students were from low-income or poor families. Educational opportunities are highly unequal across the region and improving this situation remains a challenge.

Modern Era Architecture

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.

The International Style

Genevieve Melody Elementary School is an example of the International Style of architecture. Emerging in the 1920s and 30s, the name was first applied by Henry-Russell Hitchcock and Philip Johnson, curators of the 1932 exhibition "Modern Architecture: International Exhibition." European precedents focused on the social aspects of this new architecture, while American examples focused more on the architectural aesthetics. Character-defining features of the International Style are the absence of architectural ornamentation; box-shaped buildings; expansive window areas; smooth wall surfaces; cantilevered building extensions; and glass and steel as predominant building materials.

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Genevieve Melody Elementary School
SURVEY ID 1-41

German-American architect Ludwig Mies van der Rohe (1886-1969) was perhaps the leading International Style architect in the United States. Departing from Germany in 1937, he soon settled in Chicago and began designing the sleek glass-and-steel buildings that would become synonymous with his name. His most notable designs include S.R. Crown Hall (1956) at the Illinois Institute of Technology and Lakeshore Drive Apartments (1949-1951), both in Chicago; and the Seagram Building (1958) in Manhattan.

The International Style of architecture was interpreted and applied to numerous public and private office and school buildings throughout the United States from the 1950s through the 1970s.

Genevieve Melody Elementary School History

Genevieve Melody Elementary School was built in response to the need for increased school facilities to accommodate post-war population growth. Prior to the school's opening in 1965, officials agreed to name the building to honor Genevieve Melody, an educator who was born in 1872. She received her bachelor's and master's degrees from the University of Chicago and a law degree from Kent College. Her first teaching job was in 1891 at Kershaw School and a year later she was assigned to Hyde Park High School and later the South Division High School. She then went on to lead the history department of Chicago Normal School and then principal of Park Manor School. In 1925, she became the first female principal of a co-educational high school in Chicago when she was appointed to the position at Calumet High School. She passed away in October 1933.

In 1963, the Chicago Board of Education approved plans for the site purchase at a cost of \$266,544. The plans for the school included thirty-six classrooms, three kindergartens, a library/lunchroom, a gymnasium/all-purpose room with a stage, and administrative and health suites. The estimated cost for the building was approximately \$1.1 million dollars and the new school would accommodate 1,470 students. Also in 1963, the board approved a \$7,640 contract to demolish existing buildings on the site.

The 1965 building was designed by the Chicago Board of Education Architects, but research did not reveal a specific architect. The general contractor responsible for construction was William A. Burger and Company

Genevieve Melody Elementary School continued to serve the neighborhood until it was closed in 2013; the building is currently vacant. However, the school continues to operate in name at the former Edward C. Delano Elementary School building.

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

Genevieve Melody Elementary School 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."

Genevieve Melody Elementary School is not associated with significant events in history and is not eligible under NRHP Criterion A.

The school is also not associated with persons significant in the past and is not eligible under Criterion B. Although the building was named to honor Genevieve Melody, a venerable figure in Chicago's educational history, the school property bearing her name is not associated with her productive life and was constructed more than thirty years after her death.

Genevieve Melody Elementary School is not eligible under Criterion C. It is an altered example of the

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Genevieve Melody Elementary School
SURVEY ID 1-41

International Style of architecture, which was applied to educational buildings nationwide. It is neither an early or influential example of the style and within the canon of Chicago Modernism, and specifically the International Style in the city, is not a significant building. The integrity of design, materials, workmanship, and feeling of the school has been compromised by the replacement of first-story windows throughout the building. The replacement windows are not compatible in design and are a substantial alteration on a building with little ornamentation that is defined largely by its fenestration. Conditions issues have resulted in the removal of original materials in certain areas, which compromises the integrity additionally.

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

Therefore, Genevieve Melody Elementary School is not eligible for listing in the NRHP.

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Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Genevieve Melody Elementary School
SURVEY ID 1-41

Photo 1 - Genevieve Melody Elementary School



Facing southwest to east-facing facade on South Keeler Avenue

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Genevieve Melody Elementary School
SURVEY ID 1-41

Photo 2 - Genevieve Melody Elementary School



Facing southeast to north side and west rear elevations from West Van Buren Street

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Genevieve Melody Elementary School
SURVEY ID 1-41

Photo 3 - Genevieve Melody Elementary School



Facing northeast to south rear and west side elevations from West Congress Parkway

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Genevieve Melody Elementary School
SURVEY ID 1-41

Photo 4 - Genevieve Melody Elementary School



Facing northeast to south rear and west side elevations from West Congress Parkway

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Genevieve Melody Elementary School
SURVEY ID 1-41

Photo 5 - Genevieve Melody Elementary School



Facing west to south end of north-facing facade from South Keeler Avenue

Historic Resources Survey

RESOURCE TYPE Property
 NRHP STATUS Not Eligible




Genevieve Melody Elementary School
 SURVEY ID 1-41

Map - Genevieve Melody Elementary School



Data provided by Cook County GIS 2013 Orthoimagery

PROPERTY NAME: Genevieve Melody Elementary School
 ADDRESS: 412 South Keeler Avenue
 Chicago, IL


 Property Boundary
 Tax Parcel

0 200 400 Feet

Historic Resources Survey

RESOURCE TYPE District
NRHP STATUS Not Eligible

West Harrison Street District
SURVEY ID 1-42

NAME

West Harrison Street District

OTHER NAME(S)

N/A

CITY

Chicago

APPROXIMATE BOUNDARIES

West Harrison Street, roughly bounded by West 5th Avenue to the east, Interstate 290 to the north, South Kedvale Avenue to the west, and the alley immediately south of the properties along West Harrison Street.

DATES OF DEVELOPMENT

Ca. 1904 to ca. 1920

DESCRIPTIVE NOTES

The West Harrison Street District is located in Chicago's West Garfield Park neighborhood and includes the properties located on the south side of West Harrison Street between West 5th Avenue to the east, Interstate 290 (I-290) to the north, South Kedvale Avenue to the west, and the alley immediately south of the properties on West Harrison Street.

The majority of the properties within the West Harrison Street District, west of South Pulaski Road, are part of the larger Gunderson's Addition to Chicago in the West Garfield Park neighborhood. This subdivision was platted in 1903 by real estate developer and builder S.T. Gunderson and Sons on West Harrison Street and West 5th Avenue between South Pulaski Road and South Keeler Avenue. The larger subdivision includes Chicago worker's cottages and two-flat apartment buildings identical to those found on West Harrison Street between South Pulaski Road and South Kedvale Avenue within the district boundaries.

The streets within and outside of the West Harrison Street District are generally laid out on a linear grid with West 5th Avenue bisecting it at an angle. The district is dominated by low-scale residential and commercial development. Sidewalks line the streets and the buildings are sited close to the street. Lots for buildings are typically small and mature trees are located along the residential portion of West Harrison Street between South Pulaski Road and South Kedvale Avenue. The neighborhood retains a modest building stock of single-family and multi-family residential and commercial buildings that convey the area's early twentieth century growth and development. Residential buildings are typically modest and include vernacular Chicago worker's cottages and two-flat forms exhibiting minimal Classical Revival and Tudor Revival stylistic influences. Within the district, there are seven one-and-a-half-story, gable-front Chicago worker's cottages; thirteen two-story, stone-clad two-flat apartment buildings; and one two-story, brick-clad four-flat apartment building. A portion of a commercial corridor along South Pulaski Road and West Harrison Street within the district consists of seven one-to-three-story commercial buildings, dating from the 1910s to the 1920s. These commercial buildings provide services to residents within the confines of the neighborhood.

1. 3937 West 5th Avenue (16143000040000)

The ca. 1906 building at 3937 West 5th Avenue is a modest and altered one-story, brick and concrete-clad, flat-roof commercial building. A review of the 1951 Sanborn Fire Insurance Map and historic aerial imagery indicates the building was originally twice its current size; the former eastern section of the building was likely removed between the mid-1950s and 1960s. The building was formerly used as an auto repair shop. It has a rectangular footprint and concrete foundation. The south-facing facade is clad in replacement concrete blocks. The east side and north rear elevations are clad in red brick. The building is topped by a built-up flat roof.

Facing south to West 5th Avenue, the facade contains a single metal overhead garage door opening at its westernmost end. The east side elevation has a large central opening framed by brick piers topped by stone blocks. The opening contains a replacement metal overhead garage door and the remainder is infilled with replacement brick. At the elevation's south end, there is a brick-infilled former window opening and a steel door covered by an iron bar security door. The north rear elevation has three former window openings at the west end

Historic Resources Survey

RESOURCE TYPE District
NRHP STATUS Not Eligible

West Harrison Street District
SURVEY ID 1-42

and what appears to be a former door opening at the east end; all are infilled with bricks. The west side elevation abuts the adjacent building at 3953 West Harrison Street.

2. 3953 West Harrison Street (16143000030000)

The 1909 building at 3953 West Harrison Street is a modest and altered three-story, brick-clad, Beaux Arts-style, two-part commercial block. It was designed by Chicago architect W.G. Williamson for Matte Locci (also known as Mattie Locci), who operated the Napoleon Buffet and Café in the building. The business was located there through at least 1941, when it was also known as Napoleon Hall. The building had an address at 3953 West Harrison Street and 773 Colorado Avenue (now West 5th Avenue). It appears to be currently unoccupied.

Although the building's address is listed on West Harrison Street, it is oriented south to West 5th Avenue. The building has a rectangular footprint and concrete foundation. The south-facing facade is clad in brick with replacement fieldstone on the first story and a portion of the second story. The north rear elevation is similarly clad, but has replacement concrete block on most of the third story. Clad in common brick, the east side elevation terminates in a brick parapet wall and the west side elevation terminates in a shorter concrete block parapet wall. The building is topped by a built-up flat roof.

Facing south to West 5th Avenue, the facade comprises three bays. All the door openings are infilled with concrete blocks and all the window openings are infilled with painted plywood panels. The west bay appears to have served as a stairwell with a wide door opening on the first story and a single large arched window opening located between the first and second stories and again between the second and third stories. Each of these window openings has a stone sill and an arched brick lintel topped by a stone keystone. A date stone incised with "1909" is located at the third story in the west bay. Brick piers frame the west bay. The facade's middle and east bays are nearly identical, differing only on the first story with a door opening in the middle bay and a small rectangular window opening in the east bay. The second story has two rectangular window openings on a stone sill and the third story has two arched window openings on a stone sill and topped by an arched brick lintel and stone keystone. At the facade's third story, five pointed stone square panels are evenly spaced across the facade between the windows. Above, the facade retains a highly decorative stone and brick cornice. Supported by five scroll modillions with an acanthus leaf carving, the cornice has a running course with a Greek key motif. The facade is topped by a running egg-and-dart course.

The east side elevation abuts the adjacent one-story commercial building at 3937 West 5th Avenue and its upper stories are largely covered by a billboard. It has no window openings. The west side elevation has what appears to be a narrow recessed light well from the second story to the roof; no windows were visible during field survey. The remainder of the west side elevation has no window or door openings. The south rear elevation's first story has a center recessed entrance flanked by small infilled window openings. The second story has a concrete block-infilled window opening on a stone sill to the east and a concrete block-infilled door opening to the west, which leads to the metal fire escape affixed to this elevation; both openings have a stone keystone. The third story appears to have once had a door opening to the east, which led to the fire escape, but this floor has been completely infilled with concrete blocks. A portion of the original cornice and decorative pointed square panels, identical to those on the south-facing facade, remain on the east end of the elevation.

3. 3959 West Harrison Street (16143000010000)

The ca. 1905 building at 3959 West Harrison Street is a modest and altered three-story, brick-clad, two-part commercial block with minimal brick and stone ornamentation. It was designed by Chicago architect George G. Purcell for John Buetter. Research indicates the building was occupied by a Walgreen Co. drugstore and a dentist in the 1920s. The building was most recently occupied by Tony's Subs. The storefronts appear to be currently unoccupied and it is unknown whether the upper floors' four apartments are occupied.

Although the building's address is listed on West Harrison Street, it is oriented south to West 5th Avenue and distinguished by a rounded southwest corner. The building's two storefronts are located at the building's southwest and northwest corners. The building has a rectangular footprint and concrete foundation. The south-facing facade, west side elevation, and north rear elevation are clad in brick. These elevations share a continuous, slightly projecting, stone course below the second story windows; a continuous stone course at the third story windows; and a continuous brick corbel table cornice. The east side elevation is clad in common brick. The building is topped by a built-up flat roof.

Historic Resources Survey

RESOURCE TYPE District
NRHP STATUS Not Eligible

West Harrison Street District
SURVEY ID 1-42

The south-facing facade on West 5th Avenue and the north rear elevation on West Harrison Street are nearly identical. Comprising two bays, the first story's east bay has an original wood door surround with a simple engaged column separating it from the west storefront bay. The door surround contains a plywood-covered door topped by a wood-infilled transom. The first story's west bay comprises the storefront; the southwest storefront is clad in replacement wood siding and paneling and the northwest storefront is clad in wood siding and metal panels. The storefront entrances are located at the building's corners and consist of a replacement door topped by an infilled transom. The northwest storefront has a series of single-light windows along the north and west elevations, while the southwest storefront has three two-light windows along the west elevation. Both elevations' second and third stories have a single one-over-one, double-hung, replacement vinyl-sash window in each bay. The north rear elevation's windows have stone lintels and keystones, while those on the facade windows have been removed.

Facing South Pulaski Road, the west side elevation's first story consists of the two storefronts and a single recessed door near the north end. The west side elevation's upper stories comprise six asymmetrical bays of one-over-one, double-hung, replacement vinyl-sash windows; the majority are topped by stone lintels and keystones. The east side elevation has no window or door openings.

4. 600-604 South Pulaski Road (16154070350000)

The ca. 1905 building at 600-604 South Pulaski Road consists of a two-story, two-part commercial block with a corner storefront at 600 South Pulaski Road to the north and a one-story commercial building with two storefronts at 602 and 604 South Pulaski Road to the south. The building is located at the southwest corner of South Pulaski Road and West Harrison Street. Research indicates the building was occupied by various small businesses throughout its history, including a dentist, bakery, barber, food market, and beauty salon, among others. The storefront at 600 South Pulaski Road is currently occupied by a currency exchange store, while A Playas Cut Barber & Beauty Salon and Hot Spot Inc. Food Market occupy 602 and 604 South Pulaski Road, respectively. The two-story portion's second story appears to be currently unoccupied as all the windows are boarded up.

The two-story portion's north-facing facade and east side elevation are clad in buff-colored brick, as is the one-story building's north-facing facade. The remaining elevations are clad in common brick. Both buildings are distinguished by a brick parapet wall ornamented with a brick corbel table supporting a simple projecting stone cornice; it is continued onto the east side elevation of the two-story portion. The buildings are topped by a built-up flat roof.

The two-story, two-part commercial block has a northeast corner storefront with the entrance recessed into the building corner. The entrance consists of a replacement glass and metal door topped by a transom window and flanked by replacement single-light, metal-sash windows topped by transoms. The second story projects over the storefront entrance, supported by a metal pole. The first story of the two-part commercial block's east side elevation has three storefront windows to the east, two smaller brick-infilled windows, and a replacement pedestrian door topped by an infilled transom to the west. The second story has five bays divided by engaged brick columns with stone capitals and bases. The columns sit on a continuous stone sill and support the brick parapet wall. The easternmost bay has a brick-infilled window opening and infilled window openings in the remaining bays. The two-part commercial block's north-facing facade has two storefront windows and a replacement pedestrian door to the south. A replacement awning spans the facade above the first story. The second story has two bays identical to those on the east side elevations with brick piers and an infilled window opening in each bay. Its south side elevation abuts the one-story commercial building at 602 and 604 South Pulaski Road; its second story has brick-infilled window openings. Its west rear elevation has no window or door openings.

The one-story commercial building's north-facing facade is symmetrical with mirrored storefronts. The storefronts have a shared center recessed entrance with adjacent doors. The doors are replacement glass and metal, topped by an infilled transom. The storefront windows are replacement glass and metal divided into several lights and topped by transoms. The windows sit on replacement brick bulkheads. A replacement awning is located above each storefront. The one-story building's south side elevation abuts a newer building and has no window or door openings. Its west rear elevation has two pedestrian doors.

Historic Resources Survey

RESOURCE TYPE District
NRHP STATUS Not Eligible

West Harrison Street District
SURVEY ID 1-42

5. 4011 West Harrison Street (16154070180000)

The ca. 1909 building at 4011 West Harrison Street is a modest and altered two-story, limestone and concrete block-clad, flat-roof, two-part commercial block with minimal limestone ornamentation. Research indicates it was formerly occupied by a contractor and other offices from at least the 1910s to 1950. It is currently occupied by That'z It. The building has a roughly rectangular footprint and concrete foundation. The north-facing facade is clad in replacement concrete blocks and limestone. The east side elevation is clad in common brick and concrete. The west side elevation abuts the building at 4013 West Harrison Street. The building is topped by a built-up flat roof and a limestone parapet.

The north-facing facade comprises a storefront on the first story and apartments or offices on the second story. The storefront has a recessed entrance, consisting of a replacement door and infilled transom, west of the former storefront display windows that have been infilled with replacement concrete blocks. The storefront has five small openings of two glass blocks and a sign for That'z It is affixed to the concrete blocks. A fluted pilaster divides the storefront from the west entrance to the second story. The entrance has a wood paneled door topped by a transom window. The first story is framed by engaged limestone columns with foliated capitals and topped by a limestone entablature and dentil course. The second story has two different sized window openings with stone sills and denticulated lintels. Each has paired replacement one-over-one, double-hung, vinyl-sash windows. Above, a limestone cornice with dentils extends across the facade.

The east side elevation has a variety of randomly arranged windows. The windows include single or paired replacement vinyl sashes and wood sashes. The south rear elevation has a one-story, brick-clad, flat-roof garage addition. It has an overhead garage door on its south elevation that accesses the south rear alley.

6. 4013 West Harrison Street (16154070170000)

The ca. 1909 building at 4013 West Harrison Street is a modest and altered two-story, limestone-clad, flat-roof, Neo-Gothic two-part commercial block. Research indicates it was a dry goods store in the 1910s; an undertaker occupied the building from at least the 1920s to 1950. It is currently owned and occupied by Mt. Moriah 2 Missionary Baptist Church. The building has a rectangular footprint and concrete foundation. The north-facing facade is clad in rusticated limestone. The east side elevation abuts the building at 4011 West Harrison Street and the west side elevation abuts the building at 4015 West Harrison Street. The building is topped by a built-up flat roof and a crenellated parapet of rusticated limestone. The two rectangular crenellations have slightly projecting rounded corners and stone coping. The east crenellation is further ornamented by a gable with a recessed arch and corbel.

The north-facing facade comprises four bays of alternating pointed-arch door and window openings, divided by fluted limestone engaged columns. The east outer bay and the west middle bay contain the door openings. The east outer bay has a single wood paneled door with a pentagon-shaped window, topped by a three-light transom of stained glass set into cusped arches. The wider west middle bay has double wood paneled doors with a pentagon-shaped window, topped by a five-light transom of stained glass set into cusped arches. The east middle bay and west outer bay contain the window openings, which are three-light, wood-sash pointed arch window with stained glass; the outer lights are set into cusped arches. The windows sit on stone sills and a rusticated limestone bulkhead with a smooth rectangular limestone panel. Two projecting stone courses divide the first and second stories, and a perpendicular metal sign for the church is affixed to this section. The second story has a large glass block-infilled window opening to the east and a smaller glass block-infilled window opening to the west; a continuous stone sill extends across the facade below the windows and a continuous smooth limestone lintel extends above. A course of smooth limestone blocks with alternating rusticated blocks extends below a simple limestone cornice.

The south rear elevation has a one-story, brick-clad, flat-roof garage addition. It has an overhead garage door on its south elevation that accesses the south rear alley.

7. 4015 West Harrison Street (16154070160000)

The ca. 1909 building at 4015 West Harrison Street is a modest and altered one-story, brick-clad, flat-roof, two-part commercial block with minimal terra cotta ornamentation. Research indicates it was formerly occupied by the Mollan Bros. real estate company in the late 1920s. It is currently occupied by the Light Café. The building

Historic Resources Survey

RESOURCE TYPE District
NRHP STATUS Not Eligible

West Harrison Street District
SURVEY ID 1-42

has a rectangular footprint and concrete foundation. The north-facing facade is clad in red-colored brick. The east and west side elevations are clad in common brick. The building is topped by a built-up flat roof and a brick parapet ornamented with a brick dentil course and several stone courses. A course of foliated terra cotta tiles topped by rounded decorative terra cotta tiles form the parapet coping.

The north-facing facade comprises a storefront on the first story and apartments or offices on the second story. A painted stone and terra cotta surround frames the first story storefront and recessed entrance to the second story. The surround sits on a granite block and has foliated terra cotta tiles similar to the parapet coping. The storefront appears to be a replacement and consists of a recessed metal and glass entry door topped by two transoms and flanked on either side by storefront windows with transoms. The storefront windows sit on bulkheads clad in thin red-colored bricks. A narrow column of those bricks separates the storefront from the easternmost recessed entryway that contains a single replacement wood door leading to the second story.

The second story consists of paired six-over-six, double-hung, replacement vinyl-sash windows to the east and a ribbon of three of the same windows to the west. Each set of windows has a foliated terra cotta lintel and a continuous terra cotta sill extends across the facade.

The east side and west side elevations do not have any window or door openings. The south rear elevation was not accessible during field survey, but aerial imagery indicates the second story has a single one-over-one window and a door leading to a wooden deck and fire escape. At the rear of the property, a one-story, brick-clad, flat-roof garage accesses the south rear alley.

8. 4019 West Harrison Street (16154070150000)

The ca. 1905 worker's cottage at 4019 West Harrison Street is a modest one-and-a-half-story, brick-clad, gable-front house with minimal ornamentation. It has a rectangular footprint. The house sits on a raised basement, clad in stone on the north-facing facade and common brick on the secondary elevations. The remainder of the facade is clad in buff-colored face brick and the secondary elevations are clad in common brick. The building is topped by an asphalt-shingled, cross-gable roof with a brick chimney near the west side elevation's gable end.

The north-facing facade comprises a one-story, hipped-roof replacement porch to the east and a three-sided, hipped-roof bay window to the west. The porch consists of a raised replacement concrete foundation and steps, and decorative replacement iron scroll railings and posts. The porch leads to the offset front door, which is topped by an infilled transom, and a small replacement vinyl window with a stone sill and arched brick lintel. The bay window's basement-level has a replacement glass block-infilled window on the northwest and north sides. The bay window's first story has a one-over-one, replacement vinyl-sash window with an awning or hopper window in the smaller upper sash on the bay's north side. It is flanked by narrower one-over-one, double-hung, replacement vinyl-sash windows on the northeast and northwest sides; all windows have stone sills. A continuous stone lintel tops the first story windows. The facade's gable end has paired arched window openings with arched brick lintels topped by a continuous double arched stone label mold. The window openings have replacement one-over-one, double-hung, rectangular vinyl-sashes topped by semi-circular wood infilling the arch. Simple vinyl gable returns punctuate the gable ends.

The east and west side elevations and south rear elevation were not accessible during field survey. Based on aerial imagery, the south rear elevation's first story has a one-story addition to the east and a bay window to the west; the gable end has a single window.

9. 4021 West Harrison Street (16154070140000)

The ca. 1905 worker's cottage at 4021 West Harrison Street is a modest one-and-a-half-story, brick-clad, gable-front house with minimal ornamentation. It has a rectangular footprint. The house sits on a raised basement, clad in rusticated stone on the north-facing facade and common brick on the secondary elevations. The remainder of the facade is clad in red-colored face brick and the secondary elevations are clad in common brick. The building is topped by an asphalt-shingled, cross-gable roof with a brick chimney near the west side elevation's gable end.

The north-facing facade comprises a one-story, hipped-roof porch to the east and a three-sided, hipped-roof bay window to the west. The porch consists of a raised wood foundation and steps, and replacement metal railings and posts with a streamlined modern appearance. The porch's gable end is clad in vinyl siding. The porch leads

Historic Resources Survey

RESOURCE TYPE District
NRHP STATUS Not Eligible

West Harrison Street District
SURVEY ID 1-42

to the offset front door, which has a replacement iron scroll storm door and is topped by a transom window. West of the door is a segmental arch window opening with glass block infill, a stone sill, and arched brick lintel. The bay window's basement-level has a replacement glass block-infilled window on the northwest and north sides. The bay window's first story has a single light replacement vinyl-sash window on the north side flanked by narrower nine-over-nine, double-hung, replacement vinyl-sash windows on the northeast and northwest sides; all windows have stone sills. A continuous stone lintel tops the first story windows. The facade's gable end has a single nine-over-one, double-hung, vinyl-sash window topped by a prominent stone lintel and keystone. Simple vinyl gable returns punctuate the gable ends.

The east and west side elevations and south rear elevation were not accessible during field survey. Based on aerial imagery, the south rear elevation has a one-and-a-half-story, shed-roof addition. The addition's first story has a door to the rear deck and a one-over-one window; the second story has three one-over-one windows.

10. 4023 West Harrison (16154070130000)

The ca. 1905 worker's cottage at 4023 West Harrison Street is a modest one-and-a-half-story, brick-clad, gable-front house with minimal ornamentation. It has a rectangular footprint. The house sits on a raised basement, clad in painted stone panels on the north-facing facade and common brick on the secondary elevations. The remainder of the facade is clad in brown-colored face brick and the secondary elevations are clad in common brick. The building is topped by an asphalt-shingled, cross-gable roof with a brick chimney near the west side elevation's gable end.

The north-facing facade comprises a one-story, gable-roof replacement porch to the east and a three-sided, hipped-roof bay window to the west. The porch consists of a raised replacement wooden deck foundation, steps, railings, and posts. The porch's gable end is clad in vinyl siding. The porch leads to the offset front door, which is topped by an infilled transom, and a small replacement vinyl window with a stone sill and arched brick lintel. The bay window's basement-level has a replacement glass block-infilled window on the northwest and north sides. The bay window's first story has a one-over-one, replacement vinyl-sash window with an awning or hopper window in the smaller upper sash on the bay's north side. It is flanked by narrower one-over-one, double-hung, replacement vinyl-sash windows on the northeast and northwest sides; all windows have a stone sill. A continuous stone lintel tops the first story windows. The facade's gable end has a single arched window opening with an arched brick lintel. The window opening has a replacement one-over-one, double-hung, rectangular vinyl-sash. Simple vinyl gable returns punctuate the gable ends.

The east and west side elevations and south rear elevation were not accessible during field survey. Based on aerial imagery, the south rear elevation has a shed-roof porch to the east and a bay window to the west on the first story, and a single one-over-one window in the gable end.

11. 4025 West Harrison Street (16154070120000)

The ca. 1905 worker's cottage at 4025 West Harrison Street is a modest one-and-a-half-story, brick-clad, gable-front house with minimal ornamentation. It has a rectangular footprint. The house sits on a raised basement, clad in rusticated stone on the north-facing facade and common brick on the secondary elevations. The remainder of the facade is clad in red-colored face brick and the secondary elevations are clad in common brick. The building is topped by an asphalt-shingled, cross-gable roof with a brick chimney near the west side elevation's gable end and a second brick chimney near the south rear elevation's gable end.

The north-facing facade comprises a one-story, gable-roof replacement porch to the east and a three-sided, hipped-roof bay window to the west. The porch consists of a raised replacement concrete block foundation and wood steps, railings, and posts. The porch leads to the offset front door, which is topped by an infilled transom, and a small single light wood-sash window with a stone sill and arched brick lintel. The bay window's basement-level has a replacement glass block-infilled window on the northwest and north sides. The bay window's first story has a one-over-one, replacement vinyl-sash window with an awning or hopper window in the smaller upper sash on the bay's north side. It is flanked by narrower one-over-one, double-hung, replacement vinyl-sash windows on the northeast and northwest sides; all windows have a stone sill. A continuous lintel tops the first story windows. The facade's gable end has paired arched window openings with arched brick lintels topped by a continuous double arched stone label mold. The window openings have original one-over-one, double-hung, arched wood-sashes. Simple vinyl gable returns punctuate the gable ends.

Historic Resources Survey

RESOURCE TYPE District
NRHP STATUS Not Eligible

West Harrison Street District
SURVEY ID 1-42

The east and west side elevations and south rear elevation were not accessible during field survey. Based on aerial imagery, the south rear elevation's gable end has a single door accessing a rear staircase.

12. 4029 West Harrison Street (16154070110000)

The ca. 1905 worker's cottage at 4029 West Harrison Street is a modest one-and-a-half-story, brick-clad, gable-front house with minimal ornamentation. It has a rectangular footprint. The house sits on a raised basement, clad in stone on the north-facing facade and common brick on the secondary elevations. The remainder of the facade is clad in rusticated brick and the secondary elevations are clad in common brick. The building is topped by an asphalt-shingled, cross-gable roof with a brick chimney near the south rear elevation's gable end.

The north-facing facade comprises a projecting one-story, hipped-roof, enclosed porch to the east and a three-sided, hipped-roof bay window to the west. The enclosed porch is clad in vinyl siding. The porch's north elevation has offset concrete steps leading to the front door to the east and a single pane vinyl window to the west; its east elevation has a one-over-one, double-hung, vinyl-sash window. The bay window's basement-level has a replacement glass block-infilled window on the northwest and north sides. The bay window's first story has a four-light wood-sash window on the north side flanked by a narrower one-over-one, double-hung, replacement vinyl-sash window on the northwest side; all windows have stone sills. A continuous lintel tops the first story windows. The facade's gable end has a single one-over-one, double-hung, vinyl-sash window topped by a prominent stone lintel and keystone.

The east and west side elevations and south rear elevation were not accessible during field survey. Based on aerial imagery, the south rear elevation's gable end has a single door accessing a rear porch roof deck.

13. 4031 West Harrison Street (16154070100000)

The ca. 1905 worker's cottage at 4031 West Harrison Street is a modest one-and-a-half-story, brick-clad, gable-front house with minimal ornamentation. It has a rectangular footprint. The house sits on a raised basement, clad in rusticated stone on the north-facing facade and common brick on the secondary elevations. The remainder of the facade is clad in brown-colored face brick and the secondary elevations are clad in common brick. The building is topped by an asphalt-shingled, cross-gable roof with a brick chimney near the south rear elevation's gable end.

The north-facing facade comprises a one-story, gable-roof porch to the east and a three-sided, hipped-roof bay window to the west. The porch consists of a raised stone foundation, wood steps, replacement wood railings, and simple round columns supporting the gable roof. The porch leads to the offset front door, which is topped by a glass block-infilled transom, and a small glass block-infilled window with a stone sill and arched brick lintel. The bay window's basement-level has paired one-over-one, double-hung, wood-sash windows on the north side and a single one-over-one, double-hung, wood-sash window on the northwest side. The bay window's first story has a replacement single-light vinyl-sash window on the north side, flanked by narrower one-over-one, double-hung, replacement vinyl-sash windows on the northeast and northwest sides; all windows have a stone sill. A continuous stone lintel tops the first story windows. The facade's gable end has three replacement one-over-one, double-hung, vinyl-sash windows with stone sills. A continuous stone label mold runs above the windows. Simple wood gable returns punctuate the gable ends.

The east and west side elevations and south rear elevation were not accessible during field survey. Based on aerial imagery, the south rear elevation's gable end has a single one-over-one window. A metal fence encloses the small front yard.

14. 4033 West Harrison Street (16154070090000)

The ca. 1905 worker's cottage at 4033 West Harrison Street is a modest one-and-a-half-story, brick-clad, gable-front house with minimal ornamentation. It has a rectangular footprint. The house sits on a raised basement, clad in painted stone panels on the north-facing facade and common brick on the secondary elevations. The remainder of the facade is clad in brown-colored face brick with a rusticated appearance and the secondary elevations are clad in common brick. The building is topped by an asphalt-shingled, cross-gable roof with a brick chimney near the south rear elevation's gable end.

Historic Resources Survey

RESOURCE TYPE District
NRHP STATUS Not Eligible

West Harrison Street District
SURVEY ID 1-42

The north-facing facade comprises a one-story, hipped-roof replacement porch to the east and a three-sided, hipped-roof bay window to the west. The front door and all the windows are currently covered by plywood panels, but a 2008 Cook County Assessor photograph shows the area that is obscured. The porch consists of a raised replacement concrete block foundation and wooden steps, railings, and posts. The porch leads to the offset single-light, wood front door, which is topped by a wood transom window that contains the address. West of the door is a small single-light, wood-sash window set into a segmental arch opening with a stone sill and arched brick lintel. The bay window's basement-level windows are infilled with painted plywood on the northwest and north sides. The bay window's first story has a one-over-one, wood-sash window with an awning or hopper window in the smaller upper sash on the bay's north side. It is flanked by narrower one-over-one, double-hung, replacement vinyl-sash windows on the northeast and northwest sides; all windows have a stone sill. A continuous lintel tops the first story windows. The facade's gable end has a single arched window opening with an arched brick lintel. The window opening has a replacement one-over-one, double-hung, rectangular vinyl-sash.

The east and west side elevations and south rear elevation were not accessible during field survey. Based on aerial imagery, the south rear elevation's gable end has a single one-over-one window. A low metal fence encloses the small front yard.

15. 4035 West Harrison Street (16154070080000)

The ca. 1905 four-flat at 4035 West Harrison Street is a modest two-story, brick-clad, flat-roof apartment building with minimal limestone ornamentation. It has a roughly rectangular footprint. The building sits on a raised basement. The north-facing facade has a limestone-clad basement-level and red-colored face brick on the first and second stories. A wide limestone band extends across the facade above the second story windows and the short parapet above is clad in red-colored brick. The building's secondary elevations are clad in common brick. The building is topped by a built-up flat roof and the facade has a center gable parapet and wood coping.

The north-facing three-bay facade comprises a central entrance bay flanked on either side by a projecting two-story, full-height, three-sided bay window. All the windows are replacement one-over-one, double-hung, vinyl-sashes of varying sizes. The central bay's first story has a replacement metal and glass entrance consisting of a glass door flanked by single-light sidelights, all topped by short transoms. A decorative limestone panel with swags and floral motifs is located above the entrance. Above the panel, a continuous limestone label mold extends across the central bay and below the outer bays' first story windows. The central bay's second story has a replacement rectangular window set into an arched opening on a stone sill and topped by an arched brick lintel with brick and limestone label stops. The outer full-height bay windows are identical. The basement-level and each floor have paired windows on the bay's north side and a single window on the bay's northeast and northwest sides.

The east and west side elevations appear to be nearly identical. A two-story, three-sided wide bay projects from the center of the elevation. Replacement one-over-one, double-hung, vinyl-sash windows are located at each story on the angled sides of the bay.

The south rear elevation was not accessible during field survey. Based on aerial imagery, the south rear elevation appears to have a two-story T-shaped addition with one-over-one, double-hung windows at each story. A low metal fence encloses the small front yard and a one-story garage is located at the rear of the property, accessing the south rear alley.

16. 4043 West Harrison Street (16154070060000)

The ca. 1905 two-flat at 4043 West Harrison Street is a modest two-story, stone-clad, flat-roof apartment building. It has a roughly rectangular footprint. The building sits on a raised basement. The north-facing facade is clad in smooth stone with alternating narrow courses of rusticated stone. The building's secondary elevations are clad in common brick. The building is topped by a built-up flat roof and the facade has a crenellated parapet wall. A brick chimney is located on the building's west side elevation.

The north-facing facade comprises a one-story, shed-roof replacement porch to the east and a two-story, full-height, three-sided bay window to the west. The porch consists of a raised replacement concrete foundation and steps, and ornamented iron scrollwork railings and posts. The porch leads to the offset front door, which is

Historic Resources Survey

RESOURCE TYPE District
NRHP STATUS Not Eligible

West Harrison Street District
SURVEY ID 1-42

topped by a transom window that contains the address. East of the door is a small single-light, wood-sash window with a stone sill. Above, the second story contains two one-over-one, double-hung, wood-sash windows. The two-story bay window's basement-level windows were not visible during survey due to foundation plantings. The bay window's identical first and second stories have a single-light, vinyl window on the north side, flanked by narrower one-over-one, double-hung, replacement vinyl-sash windows on the northeast and northwest sides. A simple stone cornice projects above the second story below the crenellated parapet.

The east and west side elevations appear to be nearly identical. A two-story, three-sided wide bay projects from the center of the elevation. Replacement one-over-one, double-hung, vinyl-sash windows are located at each story on the angled sides of the bay.

The south rear elevation was not accessible during field survey. Based on aerial imagery, the south rear elevation appears to have a two-story T-shaped addition with one-over-one, double-hung windows at each story. A low metal fence encloses the small front yard and a one-story garage is located at the rear of the property, accessing the south rear alley.

17. 4047 West Harrison Street (16154070050000)

The ca. 1905 two-flat at 4047 West Harrison Street is a modest two-story, stone-clad, flat-roof apartment building. It has a roughly rectangular footprint. The building sits on a raised basement. The north-facing facade is clad in rusticated stone with continuous smooth stone lintels above each floor's windows. The building's secondary elevations are clad in common brick. The building is topped by a built-up flat roof and the facade has a simple parapet wall of alternating rusticated stone piers and smooth stone panels. A brick chimney is located on the building's west side elevation.

The north-facing facade comprises the entrance to the east and a two-story, full-height, three-sided bay window to the west. A raised replacement concrete porch and flight of steps leads to the offset front door, which is topped by an infilled transom. East of the door is a small single-light, vinyl-sash window with a stone sill. Above, the second story contains two one-over-one, double-hung, replacement vinyl-sash windows on a shared continuous stone sill. The full-height bay window's basement-level windows consist of paired one-over-one, double-hung, replacement vinyl-sashes on the north side and a single identical window on the northwest side. The bay window's first story has a four-light, vinyl-sash window on the north side, flanked by narrower one-over-one, double-hung, replacement vinyl-sash windows on the northeast and northwest sides. The second story is nearly identical, but has a single-light, vinyl window on the bay's north side. A simple stone cornice projects above the second story below the parapet.

The east and west side elevations appear to be nearly identical. A two-story, three-sided wide bay projects from the center of the elevation. Replacement one-over-one, double-hung, vinyl-sash windows are located at each story on the angled sides of the bay.

The south rear elevation was not accessible during field survey. Based on aerial imagery, the south rear elevation appears to have a two-story T-shaped addition with one-over-one, double-hung windows at each story. A low metal fence encloses the small front yard.

18. 4049 West Harrison Street (16154070040000)

The ca. 1905 two-flat at 4049 West Harrison Street is a modest two-story, stone-clad, flat-roof apartment building. It has a roughly rectangular footprint. The building sits on a raised basement. The north-facing facade is clad in rusticated stone with continuous smooth stone lintels above each floor's windows. The building's secondary elevations are clad in common brick. The building is topped by a built-up flat roof and the facade has a simple, rusticated stone-clad parapet wall. A smooth stone pediment projects above the parapet wall on the facade's full-height bay window. A brick chimney is located on the building's west side elevation.

The north-facing facade comprises the entrance to the east and a two-story, full-height, three-sided bay window to the west. A raised replacement concrete porch and flight of steps leads to the offset replacement front door, which is topped by an infilled transom. East of the door is a one-over-one, double-hung, replacement vinyl-sash window on a stone sill. Above, the second story has a one-over-one, double-hung, replacement vinyl-sash window. The full-height bay window's basement-level windows consist of a replacement sliding vinyl casement

Historic Resources Survey

RESOURCE TYPE District
NRHP STATUS Not Eligible

West Harrison Street District
SURVEY ID 1-42

on the north side and a smaller identical window on the northwest side. The bay window's nearly identical first and second stories have a single-light, vinyl window on the north side, flanked by narrower one-over-one, double-hung, replacement vinyl-sash windows on the northeast and northwest sides; the first story windows have a continuous stone sill and the second story windows have individual stone sills. Above the second story, a narrow stone beltcourse extends across the facade below a stone course and a simple projecting stone cornice. The parapet's smooth stone pediment above the full-height bay window has a narrow semi-circular indentation.

The east and west side elevations appear to be nearly identical. A two-story, three-sided wide bay projects from the center of the elevation. Replacement one-over-one, double-hung, vinyl-sash windows are located at each story on the angled sides of the bay.

The south rear elevation was not accessible during field survey. A low metal fence encloses the small front yard.

19. 4053 West Harrison Street (16154070030000)

The ca. 1905 two-flat at 4053 West Harrison Street is a modest two-story, stone-clad, flat-roof apartment building. It has a roughly rectangular footprint. The building sits on a raised basement. The north-facing facade is clad in rusticated stone with continuous smooth stone lintels above each floor's windows. The building's secondary elevations are clad in common brick. The building is topped by a built-up flat roof and the facade has a crenellated parapet wall of rusticated stone topped by smooth stone coping. A brick chimney is located on the building's west side elevation.

The north-facing facade comprises a one-story, flat-roof replacement porch to the east and a two-story, full-height, three-sided bay window to the west. The porch consists of a raised, rusticated stone block foundation, wooden steps and decking, and ornamented iron scrollwork railings and posts. The porch leads to the offset front door, which has a replacement ornamented iron scrollwork storm door and is topped by a transom window that contains the address. East of the door is a narrow one-over-one, double-hung, replacement vinyl-sash window with a stone sill. Above, the second story has two one-over-one, double-hung, replacement vinyl-sash windows on wide smooth stone sills. The two-story bay window's basement-level windows have replacement glass blocks on the north and northwest sides. The bay window's identical first and second stories have a single-light, vinyl window on the north side, flanked by narrower one-over-one, double-hung, replacement vinyl-sash windows on the northeast and northwest sides; a continuous stone sill runs below each floor's windows. Above the second story, a narrow stone beltcourse extends across the facade below a stone course and a simple projecting stone cornice.

The east and west side elevations appear to be nearly identical. A two-story, three-sided wide bay projects from the center of the elevation. Replacement one-over-one, double-hung, vinyl-sash windows are located at each story on the angled sides of the bay.

The south rear elevation was not accessible during field survey. A low metal fence encloses the small front yard.

20. 4055 West Harrison Street (16154070020000)

The 1905 two-flat at 4055 West Harrison Street is a modest two-story, stone-clad, flat-roof apartment building. It has a roughly rectangular footprint. The building sits on a raised basement. The north-facing facade is clad in smooth stone with alternating narrow courses of rusticated stone. The building's secondary elevations are clad in common brick. The building is topped by a built-up flat roof and the facade has a simple parapet wall with four minimal rectangular smooth stone panels between smooth stone blocks. A brick chimney is located on the building's west side elevation and south rear elevation.

The north-facing facade comprises a one-story, shed-roof replacement porch to the east and a two-story, full-height, three-sided bay window to the west. The porch consists of a raised replacement concrete foundation and steps, and ornamented iron scrollwork railings and posts supporting a replacement metal awning roof. The porch leads to the offset wooden front door, which has a replacement ornamented iron scrollwork storm door and is topped by an infilled transom. East of the door is a small single-light, replacement vinyl-sash window on a stone sill. Above, the second story has a one-over-one, double-hung, replacement vinyl-sash window on a stone sill. The full-height bay window's basement-level windows consist of a single-light, vinyl window on the north side and a smaller identical window on the northwest side. The bay window's identical first and second stories have a

Historic Resources Survey

RESOURCE TYPE District
NRHP STATUS Not Eligible

West Harrison Street District
SURVEY ID 1-42

single-light, vinyl-sash window on the north side, flanked by narrower one-over-one, double-hung, replacement vinyl-sash windows on the northeast and northwest sides; a continuous stone sill runs below each floor's windows. Above the second story, a narrow stone beltcourse extends across the facade below a stone course and a simple projecting stone cornice.

The east and west side elevations appear to be nearly identical. A two-story, three-sided wide bay projects from the center of the elevation. Replacement one-over-one, double-hung, vinyl-sash windows are located at each story on the angled sides of the bay.

The south rear elevation has a two-story, shed-roof addition clad in vinyl siding. A low metal fence encloses the small front yard.

21. 4057 West Harrison Street (16154070010000)

The 1905 two-flat at 4057 West Harrison Street is a modest two-story, stone-clad, flat-roof apartment building. It is located at the southeast corner of West Harrison Street and South Karlov Avenue. It has a rectangular footprint. The building sits on a raised basement. The north-facing facade is clad in rusticated stone with continuous smooth stone lintels above each floor's windows. The building's secondary elevations are clad in common brick. The building is topped by a built-up flat roof and the facade has a crenellated parapet wall of smooth stone with a single rusticated stone course and topped by smooth stone coping. A brick chimney is located on the building's west side elevation.

The north-facing facade comprises a one-story, shed-roof replacement porch to the east and a two-story, full-height, three-sided bay window to the west. The porch consists of a raised replacement wood foundation and steps, and ornamented iron scrollwork railings and posts supporting a replacement metal awning roof. The porch leads to the offset front door, which has a replacement ornamented iron scrollwork storm door and is topped by a transom window that contains the address number. East of the door is a narrow single-light, wood-sash window with a stone sill, covered by ornamented iron scrollwork security bars. Above, the second story has two one-over-one, double-hung, replacement vinyl-sash windows on smooth stone sills. The two-story bay window's basement-level windows have replacement glass blocks on the north and northwest sides. The bay window's identical first and second stories have a single-light, vinyl window on the north side, flanked by narrower one-over-one, double-hung, replacement vinyl-sash windows on the northeast and northwest sides; a continuous stone sill runs below each floor's windows. Above the second story, a narrow stone beltcourse extends across the facade below a stone course and a simple projecting stone cornice.

The east side elevation has no window or door openings. The west side elevation comprises three bays. The northernmost bay has a replacement glass block basement-level window with a smooth stone lintel and a single-light, replacement vinyl window on a stone sill on the upper stories. The middle bay has a plywood-covered basement-level window with a smooth stone lintel and a one-over-one, double-hung, replacement vinyl-sash window on the upper stories. The southernmost bay is nearly identical to the middle bay, but with smaller window openings.

The south rear elevation has a vinyl-clad second story addition to the east and a wooden fire escape to the west. A low metal fence encloses the small front yard and a one-story garage is located at the rear of the property, accessing South Karlov Avenue.

22. 4101 West Harrison Street (16154060090000)

The commercial building at 4101 West Harrison Street is a modest and altered one-story, brick-clad, flat-roof building with minimal ornamentation. It is located at the southwest corner of West Harrison Street and South Karlov Avenue. Research indicates it was constructed ca. 1920 and was formerly occupied by a confectioner and dry goods store in the late 1920s and early 1930s. It is currently occupied by the New Star of Bethlehem church. The building has a rectangular footprint. The north-facing facade and the northernmost portion of the east side elevation are clad in orange-colored brick that appears to be a more recent replacement. The remainder of the east side elevation has a concrete foundation and is clad in the original red and brown brick. The west side elevation has a stone-clad foundation and is clad in common brick. The south rear elevation appears to be clad in concrete. The building is topped by a built-up flat roof and a brick parapet topped by stone coping extends across the north-facing facade and east side elevation. A brick chimney is located near the building's southwest

Historic Resources Survey

RESOURCE TYPE District
NRHP STATUS Not Eligible

West Harrison Street District
SURVEY ID 1-42

corner.

The north-facing facade has an offset and recessed entrance consisting of double doors with a diamond-shaped window. Decorative foliated iron security doors are affixed to the entrance, flush with the facade wall. The entrance is framed by angled bands of narrow, rectangular stone panels. East of the entrance, there is a small round wood window just below the parapet. West of the entrance is a pointed window opening on a stone sill, infilled with bricks and a glass block cross. A single stone course extends across the facade above the door and windows below the brick parapet. The parapet is unornamented except for a single stone cross above the entrance.

The east side elevation has a single window opening, infilled with vinyl siding, on a stone sill. A stone beltcourse extends across the full width of the east side elevation above the window. Above, the original red and brown brick-clad portion of the east side elevation has a minimally ornamented parapet wall. The parapet has two long rectangular brick panels, outlined in brick headers with a square stone at each corner and a small stone panel with a raised diamond in the center. A third rectangular brick panel is bisected at the start of the newer orange brick section at the north end. The west side elevation does not appear to have any window or door openings.

The south rear elevation has five segmental arch openings and a small vinyl-clad shed addition at the west end. The easternmost opening has a door and infilled transom. The remaining four openings have vinyl windows of various sizes.

23. 4103 West Harrison Street (16154060080000)

The ca. 1904 two-flat at 4103 West Harrison Street is a modest two-story, stone-clad, flat-roof apartment building. It has a roughly rectangular footprint. The building sits on a raised basement. The north-facing facade is clad in rusticated stone with continuous smooth stone lintels above each floor's windows. The building's secondary elevations are clad in common brick. The building is topped by a built-up flat roof and the facade has a simple parapet wall with four minimal rectangular smooth stone panels between rusticated stone blocks. A brick chimney is located on the building's west side elevation.

The north-facing facade comprises a one-story, flat-roof porch to the east and a two-story, full-height, three-sided bay window to the west. The porch consists of a raised replacement concrete foundation and steps, and ornamented iron scrollwork railings and posts. The porch leads to the offset wooden front door, which has a replacement ornamented iron scrollwork storm door and is topped by a transom window. East of the door is a small single-light, replacement vinyl-sash window on a stone sill. Above, the second story has a one-over-one, double-hung, replacement vinyl-sash window on a continuous stone sill that extends across the facade. The full-height bay window's basement-level windows consist of a replacement sliding vinyl casement window on the north side and a one-over-one, vinyl-sash window on the northwest side. The bay window's first story has a one-over-one, wood-sash window with an awning or hopper window in the smaller upper sash on the north side. It is flanked by narrower one-over-one, double-hung, replacement vinyl-sash windows on the northeast and northwest sides; a continuous stone sill runs below the windows. The bay window's second story is nearly identical, but the bay's north side has paired one-over-one, double-hung, replacement vinyl-sash windows. Above the second story, a narrow stone beltcourse extends across the facade below a stone course and a simple projecting stone cornice.

The east and west side elevations appear to be nearly identical. A two-story, three-sided wide bay projects from the center of the elevation. Replacement one-over-one, double-hung, vinyl-sash windows in segmental arch openings are located at each story on the angled sides of the bay. Additional vinyl windows are located on the southernmost portion of these elevations.

The south rear elevation has a two-story, flat-roof addition clad in vinyl siding. A low metal fence encloses the small front yard and a one-story garage is located at the rear of the property accessing the rear alley.

24. 4111 West Harrison Street (16154060060000)

The ca. 1904 two-flat at 4111 West Harrison Street is a modest two-story, stone-clad, flat-roof apartment building. It has a roughly rectangular footprint. The building sits on a raised basement. The north-facing facade is clad in rusticated stone with continuous smooth stone lintels above each floor's windows. The building's

Historic Resources Survey

RESOURCE TYPE District
NRHP STATUS Not Eligible

West Harrison Street District
SURVEY ID 1-42

secondary elevations are clad in common brick. The building is topped by a built-up flat roof and the facade has a simple, rusticated stone-clad parapet wall. A smooth stone pediment projects above the parapet wall on the facade's full-height bay window. A brick chimney is located on the building's west side elevation.

The north-facing facade comprises a one-story, flat-roof porch to the east and a two-story, full-height, three-sided bay window to the west. A porch of raised replacement concrete foundation and wooden steps leads to the offset replacement front door, which has a replacement ornamented iron scrollwork storm door and is topped by an infilled transom. East of the door is a single-light, replacement vinyl-sash window on a stone sill. Above, the second story has a one-over-one, double-hung, replacement vinyl-sash window. The full-height bay window's basement-level windows consist of paired one-over-one, double-hung, replacement vinyl-sash windows on the north side and an infilled window opening on the northwest side. The bay window's identical first and second stories have a one-over-one, wood-sash window with an awning or hopper window in the smaller upper sash on the north side, flanked by narrower one-over-one, double-hung, replacement vinyl-sash windows on the northeast and northwest sides. All the windows have a stone sill. Above the second story, a narrow stone beltcourse extends across the facade below a stone course and a simple projecting stone cornice. The parapet's smooth stone pediment above the full-height bay window has a narrow semi-circular indentation.

The east and west side elevations appear to be nearly identical. A two-story, three-sided wide bay projects from the center of the elevation. Replacement one-over-one, double-hung, vinyl-sash windows in segmental arch openings are located at each story on the angled sides of the bay. The south rear elevation was not accessible during field survey.

25. 4113 West Harrison Street (16154060050000)

The ca. 1904 two-flat at 4113 West Harrison Street is a modest two-story, stone-clad, flat-roof apartment building. It has a roughly rectangular footprint. The building sits on a raised basement. The north-facing facade is clad in rusticated stone with continuous smooth stone lintels above each floor's windows. The building's secondary elevations are clad in common brick. The building is topped by a built-up flat roof and the facade has a simple parapet wall with four minimal rectangular smooth stone panels between rusticated stone blocks. A brick chimney is located on the building's west side elevation.

The north-facing facade comprises a one-story, replacement metal awning porch to the east and a two-story, full-height, three-sided bay window to the west. The porch consists of a raised replacement concrete foundation and steps, and ornamented iron scrollwork railings and posts supporting a replacement metal awning. The porch leads to the offset wooden front door, which appears to be original, and is topped by a transom window. East of the door is a small single-light, wood-sash window on a stone sill. Above, the second story has a one-over-one, double-hung, replacement vinyl-sash window on a continuous stone sill that extends across the facade. The full-height bay window's basement-level windows consist of replacement glass blocks on a row of bricks on the north and northwest side. The bay window's identical first and second stories have a one-over-one, wood-sash window with an awning or hopper window in the smaller upper sash on the north side. It is flanked by narrower one-over-one, double-hung, wood-sash windows on the northeast and northwest sides; a continuous stone sill runs below the windows. Above the second story, a narrow stone beltcourse extends across the facade below a stone course and a simple projecting stone cornice.

The east and west side elevations appear to be nearly identical. A two-story, three-sided wide bay projects from the center of the elevation. Replacement one-over-one, double-hung, vinyl-sash windows in segmental arch openings are located at each story on the angled sides of the bay. The south rear elevation was not accessible during field survey.

26. 4117 West Harrison Street (16154060040000)

The ca. 1904 two-flat at 4117 West Harrison Street is a modest two-story, stone-clad, flat-roof apartment building. It has a roughly rectangular footprint. The building sits on a raised basement. The north-facing facade is clad in rusticated stone with continuous smooth stone lintels above each floor's windows. The building's secondary elevations are clad in common brick. The building is topped by a built-up flat roof and the facade has a crenellated parapet wall of rusticated stone and topped by smooth stone coping. A brick chimney is located on the building's west side elevation.

Historic Resources Survey

RESOURCE TYPE District
NRHP STATUS Not Eligible

West Harrison Street District
SURVEY ID 1-42

The north-facing facade comprises a one-story, metal awning replacement porch to the east and a two-story, full-height, three-sided bay window to the west. The porch consists of a raised replacement concrete foundation and steps, and ornamented iron scrollwork railings. An unsupported replacement metal awning projects out from the facade above the porch. The porch leads to the offset replacement wood front door, which has a replacement ornamented iron storm door and is topped by a transom window that contains the address. East of the door is a narrow glass block-infilled window opening with a stone sill. Above, the second story has two single-light, replacement vinyl-sash windows on smooth stone sills. The two-story bay window's basement-level windows have replacement glass blocks on the north and northwest sides. The bay window's identical first and second stories have a single-light, replacement vinyl window on the north side, flanked by narrower single-light, replacement vinyl-sash windows on the northeast and northwest sides; a continuous stone sill runs below each floor's windows. Above the second story, a narrow stone beltcourse extends across the facade below a stone course and a simple projecting stone cornice.

The east and west side elevations appear to be nearly identical. A two-story, three-sided wide bay projects from the center of the elevation. Replacement one-over-one, double-hung, vinyl-sash windows in segmental arch openings are located at each story on the angled sides of the bay. The south rear elevation has a two-story, shed-roof addition clad in vinyl siding.

27. 4119 West Harrison Street (16154060030000)

The ca. 1904 two-flat at 4119 West Harrison Street is a modest two-story, stone-clad, flat-roof apartment building. It has a roughly rectangular footprint. The building sits on a raised basement. The north-facing facade's first story is clad in rusticated stone, while the second story is clad in smooth stone with narrow rusticated stone courses. The building's secondary elevations are clad in common brick. The building is topped by a built-up flat roof and the facade has a simple parapet wall with four minimal rectangular smooth stone panels between rusticated stone blocks. A brick chimney is located on the building's west side elevation.

The north-facing facade comprises a one-story, replacement metal awning porch to the east and a two-story, full-height, three-sided bay window to the west. The porch consists of a raised replacement concrete foundation and steps, and ornamented iron railings and posts supporting a replacement metal awning. The porch leads to the offset wood and glass front door, which is topped by a transom window that contains the address. East of the door is a small single-light, replacement vinyl-sash window on a stone sill. Above, the second story has two one-over-one, double-hung, replacement vinyl-sash windows on a continuous shared stone sill. The full-height bay window's basement-level windows consist of replacement glass blocks on the north and northwest sides. The bay window's identical first and second stories have a single-light, replacement vinyl window on the north side, flanked by narrower one-over-one, double-hung, replacement vinyl-sash windows on the northeast and northwest sides; a continuous stone sill runs below the windows. Above the second story, a narrow stone beltcourse extends across the facade below a stone course and a simple projecting stone cornice.

The east and west side elevations appear to be nearly identical. A two-story, three-sided wide bay projects from the center of the elevation. Replacement one-over-one, double-hung, vinyl-sash windows in segmental arch openings are located at each story on the angled sides of the bay. The south rear elevation has a two-story, shed-roof addition clad in vinyl siding.

28. 4123 West Harrison Street (16154060020000)

The ca. 1904 two-flat at 4123 West Harrison Street is a modest two-story, stone-clad, flat-roof apartment building. It has a roughly rectangular footprint. The building sits on a raised basement. The north-facing facade is clad in rusticated stone with continuous smooth stone lintels above each floor's windows. The building's secondary elevations are clad in common brick. The building is topped by a built-up flat roof and the facade has a simple, rusticated stone-clad parapet wall. A smooth stone pediment projects above the parapet wall on the facade's full-height bay window. A brick chimney is located on the building's west side elevation.

The north-facing facade comprises a one-story, metal awning replacement porch to the east and a two-story, full-height, three-sided bay window to the west. The porch consists of a raised replacement concrete foundation and steps, and ornamented iron railings. An unsupported replacement metal awning projects out from the facade above the porch. The porch leads to the offset wood and glass front door, and is topped by a transom. East of the door is a single-light, replacement vinyl-sash window on a stone sill. Above, the second story has a one-over-

Historic Resources Survey

RESOURCE TYPE District
NRHP STATUS Not Eligible

West Harrison Street District
SURVEY ID 1-42

one, double-hung, replacement vinyl-sash window. The full-height bay window's basement-level windows consist of replacement glass blocks on the north and northwest sides. The bay window's identical first and second stories have a single-light, replacement vinyl window on the north side, flanked by narrower one-over-one, double-hung, replacement vinyl-sash windows on the northeast and northwest sides. The first story windows have a continuous sill and those on the second story have individual stone sills. Above the second story, a narrow stone beltcourse extends across the facade below a stone course and a simple projecting stone cornice. The parapet's rusticated stone pediment above the full-height bay window has a narrow semi-circular indentation.

The east and west side elevations appear to be nearly identical. A two-story, three-sided wide bay projects from the center of the elevation. Replacement one-over-one, double-hung, vinyl-sash windows in segmental arch openings are located at each story on the angled sides of the bay. The south rear elevation was not accessible during field survey.

29. 4125 West Harrison Street (16154060010000)

The 1904 two-flat at 4125 West Harrison Street is a modest two-story, stone-clad, flat-roof apartment building. It is located at the southeast corner of West Harrison Street and South Kedvale Avenue. It has a rectangular footprint. The building sits on a raised basement. The north-facing facade is clad in smooth stone with alternating narrow rusticated stone courses. The building's secondary elevations are clad in brick. The building is topped by a built-up flat roof and the facade has a crenellated parapet wall of smooth stone and topped by smooth stone coping. Two brick chimneys are located on the building's west side elevation.

The north-facing facade comprises a one-story, flat-roof replacement porch to the east and a two-story, full-height, three-sided bay window to the west. The porch consists of a raised brick and wood foundation and wooden steps, railings, and posts. The porch leads to the offset replacement front door, which is topped by a transom window. East of the door is a single-light, replacement vinyl window with a stone sill. Above, the second story has two one-over-one, double-hung, replacement vinyl-sash windows. The two-story bay window's basement-level windows have replacement glass blocks on the north and northwest sides; the northeast side has a door and is accessible by concrete steps leading to the sidewalk. The bay window's identical first and second stories have a single-light, replacement vinyl window on the north side, flanked by narrower single-light, replacement vinyl-sash windows on the northeast and northwest sides; a continuous stone sill runs below each floor's windows. Above the second story, a narrow stone beltcourse extends across the facade below a stone course and a simple projecting stone cornice.

The east side elevation has no window or door openings. The west side elevation comprises three bays. Each bay has a replacement glass block basement-level window and one-over-one, double-hung, replacement vinyl-sash windows of varying sizes on the upper stories.

The south rear elevation has a two-story, shed-roof addition clad in vinyl siding. A wood fence encloses the rear yard.

HISTORY/DEVELOPMENT

West Garfield Park

The West Harrison Street District is located in Chicago's 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.

Historic Resources Survey

RESOURCE TYPE District
NRHP STATUS Not Eligible

West Harrison Street District
SURVEY ID 1-42

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 in 1895. 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. Near the West Harrison Street District, the north side of West Harrison Street was demolished for the expressway construction. 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.

Metropolitan West Side Elevated Railroad Company

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. The line ran through Gunderson's Addition to Chicago, immediately south of the south properties along West Harrison Street within the West Harrison Street District. The nearest station was located at the southeast corner of South Pulaski Road and West 5th Avenue; it is no longer extant.

The Garfield Park Line 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 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 Chicago Surface Lines (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

Historic Resources Survey

RESOURCE TYPE District
NRHP STATUS Not Eligible

West Harrison Street District
SURVEY ID 1-42

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 was 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.

Architects, Builders, and Developers of the West Harrison Street District

S.T. Gunderson and Sons

In 1885, Severt T. Gunderson formed the real estate and "homebuilders" firm of S.T. Gunderson and Sons with his two sons, Seward and George, in Chicago. Severt was a Norwegian immigrant who began his career as a builder, going into the timber and mill business in the mid-nineteenth century. After a fire destroyed the business in 1875, Severt went into business with his son, Seward, manufacturing doors and sashes; that business was also destroyed by fire. Seward and George joined their father as partners in the formation of S.T. Gunderson and Sons in 1885, though George was not as active in the business as his brother. The firm was mostly engaged in subdividing tracts of land and building homes on those plats; in the 1920s, the firm continued to subdivide land, but acted in a realtor capacity rather than as a builder.

Between 1889 and 1925, S.T. Gunderson and Sons developed several subdivisions in Chicago and Oak Park. The earliest subdivisions were on the west side of Chicago in the West Garfield Park neighborhood and centered around Pulaski Road and what is now I-290. These earlier Chicago developments foreshadowed Gunderson's later method of choosing a lot size, building size, and building style appropriate for the location, time period, and residents. Large numbers of building permits for Gunderson homes were issued simultaneously and homes were built one block at a time in an assembly-line method of construction. This was further facilitated by the use of identical floor plans for each home with varying stylistic differences. All residences were uniformly set back from the street and the streets were laid out identically with an alley extending along the rear of the properties to allow access to garages. In Chicago, the lot sizes were narrow with smaller, more modest Chicago worker's cottages or two-flats with minimal limestone ornamentation built closely together. These homes were typically clad in brick or stone on the facade with simple limestone ornamentation, such as beltcourses, lintels, and cornices. The most common variation in the Chicago worker's cottages was the fenestration pattern in the gable-front, incorporating single or paired windows or arched openings. These homes were built for working class families. The later Oak Park developments were generally built on larger double lots with larger American Foursquare homes exhibiting various architectural styles of the period, including Colonial Revival, Dutch Colonial Revival, Arts and Crafts, and Prairie styles; Oak Park two-flats were similar to the earlier Chicago developments in building and lot size, and ornamentation. These homes were built to appeal to upwardly mobile middle class families, particularly those

Historic Resources Survey

RESOURCE TYPE District
NRHP STATUS Not Eligible

West Harrison Street District
SURVEY ID 1-42

moving from Chicago to the Oak Park suburb in the early twentieth century.

In 1889, the firm developed Colorado (now West 5th Avenue) and Lexington Streets between 43rd and 44th Avenues (now South Kildare and Kostner Avenues, respectively), constructing simple one-and-a-half-story, brick, gable-front Chicago worker's cottages with front porches on narrow lots. The majority of this first development was demolished for the construction of the I-290 expressway in the 1950s and only ten or less homes remain on Lexington Street. A similar second development of Chicago worker's cottages was completed in 1901 and 1902 on the south side of Lexington Street between 43rd and 44th Avenues; approximately twenty of these homes remain.

In 1903, the third Chicago Gunderson development was platted on Harrison and Colorado Streets (now West 5th Avenue) between 40th and 42nd Avenues, now Pulaski Road and Keeler Avenue respectively. It was called Gunderson's Addition to Chicago. Construction permits were issued between 1903 and 1905, listing S.T. Gunderson & Sons as the owner and F.O. DeMoney as the architect. The residences in the block between South Pulaski Road and South Karlov Avenue were constructed ca. 1905, according to building permits pulled in December 1904 and July 1905. The residences in the block between South Karlov and South Kedvale Avenues were constructed ca. 1904, according to building permits pulled in December 1903 and January 1904. This development consisted of similar Chicago worker's cottages on narrow lots, nearly identical to the earlier Gunderson developments, as well as two-flat apartment buildings. Based on the similarity of these cottages and two-flats in the same subdivision and to the earlier Chicago subdivisions, it is reasonable to assume F.O. DeMoney also designed the earlier Gunderson developments. Of these residences, only the properties on the south side of Harrison Street remain as the north side was demolished for the construction of the I-290 expressway in the 1950s. These properties are being evaluated as part of this determination of eligibility.

In Oak Park, the first Gunderson development was the Gunderson and Gaugers addition, platted in 1890 on Home and Wenonah Avenues between Lexington and Filmore Streets. The first homes were not built until 1905 and 1906, when the railroad fares to Chicago became five cents. At his own expense, Gunderson also constructed a Metropolitan elevated train station at Maple Avenue for the convenience of his residents. These Colonial Revival homes were built on double lots. The second Gunderson development in Oak Park, located between Harrison and Madison Streets, and Gunderson and Ridgeland Avenues, was constructed shortly after the first Gunderson Oak Park development. This subdivision was also conveniently located just north of the Metropolitan Garfield elevated train line with a station at Gunderson Avenue to connect residents to Chicago. The homes in this second development were larger than the first development, consisting of boxy American Foursquares in a variety of styles. The firm built two branch offices within this neighborhood at South Elmwood Avenue and Harrison Street and South Elmwood Avenue and Adams Street. The second Gunderson development is listed in the National Register of Historic Places (NRHP) and is a designated local Oak Park Historic District. In total, the firm built, financed, and sold more than 600 single family homes in Oak Park between 1905 and 1920. Later Oak Park subdivisions included the neighborhood along Columbian and Fair Oaks Avenues north of August Street (1922) and the Greenfield subdivision at Harlem Avenue and Division Street (1925).

The later Oak Park developments were extensively advertised by S.T. Gunderson and Sons in postcards, brochures, a weekly ad in the local newspaper, and a monthly magazine called "Homes: A Magazine for Rent Payers." The promotional material touted the benefits of home ownership over renting, life in the suburbs, the easy accessibility to Chicago, the quality of the homes and construction, and the affordability of single-family residences in Oak Park. These advertisements and tactics likely contributed to the quick sales of homes in the Gunderson developments. The Gunderson family also moved to Oak Park in 1907 to a home in their second development from their Norwegian neighborhood in Chicago to further promote the subdivision. The family became actively involved in the Oak Park community, coming to represent a public image of successful middle-class businessmen: the very people they hoped to attract to their Oak Park subdivisions. Research did not indicate whether the firm employed the same methods for its earlier Chicago subdivisions.

F.O. DeMoney/Frank Osborn DeMoney

A friend of Seward T. Gunderson, Chicago architect Frank Osborn DeMoney (1872-1947) was hired by the Gunderson firm to design their prototypical homes and, in essence, became the firm's chief architect. Research

Historic Resources Survey

RESOURCE TYPE District
NRHP STATUS Not Eligible

West Harrison Street District
SURVEY ID 1-42

indicates the firm engaged DeMoney's services as early as the first 1889 Chicago development, given the similarity of those homes in style and appearance to the 1903 Gunderson's Addition to Chicago development. DeMoney also designed all five of Gunderson's Oak Park developments, where he created numerous style and floor plan variations that were included in the sales literature. In 1907, DeMoney designed Seward T. Gunderson's own home in Oak Park.

Research did not reveal much information about DeMoney's life. A lifelong Chicago resident, he was an architect there for 53 years and had offices on LaSalle Street in Chicago. In addition to his work for the Gunderson firm, DeMoney designed a fire station in Oak Park (1912); various two-flats throughout Chicago; a theater and office building in Waukegan, Illinois; the Hafner Manufacturing Company plant at Carroll and North Kedzie Avenues in Chicago; funeral chapels across the United States; the Hiawatha train that traveled between Chicago and Minneapolis, and a series of Pixley and Ehlers restaurants in Chicago. The Pixley and Ehlers commission was likely a result of DeMoney's relationship to the Pixley family; his sister was married to restaurant founder Albert Pixley. DeMoney also designed homes in the Prairie style for Pixley and his partner, B.C. Ehlers, in 1936 at 830 and 1005 Ashland in River Forest, Illinois.

W.G. Williamson

W.G. Williamson was a Chicago architect who designed the Beaux Arts-style commercial building at 3953 West Harrison Street within the commercial area of the district. Williamson was well-versed in the Beaux Arts style, designing the Carnegie-Stout Library in the style in 1901 in Dubuque, Iowa. He also designed the Bank and Insurance Building, Julien House, and Henry L. Stout mansion in Dubuque. His earlier work includes the Romanesque Revival-style Calvary Memorial Church in 1886 in Oak Park, Illinois. Research indicates he was a prolific architect throughout Chicago, greater Illinois, and Iowa in the late nineteenth and early twentieth centuries.

George G. Purcell

Research did not reveal much information about Chicago architect George G. Purcell. In addition to the commercial building at 3959 West Harrison Street within the West Harrison Street District, he appears to have designed numerous two-flats throughout Chicago in the early twentieth century.

Chicago 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.

The seven worker's cottages within the West Harrison Street District are typical, modest later brick examples that have been altered to varying degrees. All are one-and-a-half-story, brick-clad, gable-front buildings with a one-story bay window and front porch. Different colored brick, basement-level cladding, and window openings in the front gable give each house a slightly different appearance. While all retain their overall form and appearance, most all of them have replacement vinyl or glass block windows on all floors and replacement front porches. Some have infilled transoms above the front door or infilled basement-level windows. In one instance, the house at 4029 West Harrison Street has an enclosed vinyl-clad addition in lieu of a front porch.

Historic Resources Survey

RESOURCE TYPE District
NRHP STATUS Not Eligible

West Harrison Street District
SURVEY ID 1-42

Two-Flat

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.

The West Harrison Street District has thirteen two-story two-flats and one two-story four-flat that are typical, modest examples of their type that have been altered to varying degrees. All retain their overall form, appearance, cladding materials (smooth or rusticated stone and brick), and minimal limestone ornamentation. Their parapet walls alluding to classical precedents also remain intact. However, all have replacement vinyl windows in various configurations (single-light, one-over-one, sliding) or glass blocks infilling the basement-level windows. In some cases, the transom above the door has been infilled with replacement materials. Most have replacement front porches; at least half of those are replacement metal awnings incompatible with the building’s original design intent and appearance.

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. Although similar to other classical Renaissance-inspired styles, the Beaux Arts style applies more exuberant surface ornamentation. The commercial building at 3953 West Harrison Street is an example of the Beaux Arts style applied to a commercial building in the early twentieth century, but it has been altered by replacement materials and its original ornamentation does not capture the exuberance of the style.

Historic Resources Survey

RESOURCE TYPE District
NRHP STATUS Not Eligible

West Harrison Street District
SURVEY ID 1-42

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 West Harrison Street District was evaluated for significance under NRHP Criteria A, B, and C using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

The West Harrison Street District is associated with the continued development of the West Garfield Park neighborhood from the 1890s through the 1920s as Chicago continued to grow westward. However, it is not representative of the overall development pattern of the West Garfield Park neighborhood; the construction of I-290 to the north and the demolition of the former elevated Garfield Park Line immediately south diminish the district's ability to convey this association. Research did not indicate any significant associations with events in the past, and therefore, the West Harrison Street District is not eligible under Criterion A.

The West Harrison Street District is part of the larger Gunderson's Addition to Chicago, platted in 1903 by Chicago real estate firm S.T. Gunderson and Sons and the firm's third development in the West Garfield Park neighborhood. Although it is associated with the S.T. Gunderson and Sons firm and their earlier Chicago subdivisions, the West Harrison Street District is not representative of the firm's success in real estate development that was fully realized in their later Oak Park developments. Background research did not indicate any significant associations, and therefore, the West Harrison Street District is not eligible under Criterion B.

The West Harrison Street District retains modest vernacular interpretations of the Chicago worker's cottage and two-flat forms as well as the Beaux Arts and Neo-Gothic styles applied to commercial buildings. The majority of these buildings are typical examples of their type and do not indicate architectural or artistic significance. The buildings retain their overall form, appearance, and in some instances ornamentation, but extensive window replacements, infilled window openings, replacement front porches, replacement storefronts, and replacement wall materials contribute to substantially diminished integrity of design, workmanship, and materials. Therefore, the West Harrison Street District is not eligible under Criterion C.

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

Therefore, the West Harrison Street District is not eligible for listing in the NRHP.

SOURCES

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Find A Grave. Frank Osborn DeMoney. October 16, 2012. <http://www.findagrave.com/cgi-bin/fg.cgi?page=gr&GRid=99033017>.

National Register of Historic Places. Gunderson Historic District, Oak Park, Cook County, Illinois. National Register #02000100.

Sanborn Map Company. Chicago 1905-1951. New York: Sanborn Map Company, 1923, Sheets 1, 15, 16.

The Economist. April 12, 1902. <https://books.google.com/books?id=-UROAAAAYAAJ&pg=PA3#v=onepage&q&f=false>.

Historic Resources Survey

RESOURCE TYPE District
NRHP STATUS Not Eligible

West Harrison Street District
SURVEY ID 1-42

The Economist. February 29, 1908. https://books.google.com/books?id=jEw_AQAAMAAJ&pg=PA41#v=onepage&q&f=false.

The Economist. October 16, 1909. <https://books.google.com/books?id=QVdOAAAAYAAJ&pg=PA9#v=onepage&q&f=false>.

The Iron Age. May 13, 1920. <https://books.google.com/books?id=DirKAQAAMAAJ&pg=PA1291#v=onepage&q&f=false>.

Historic Resources Survey

RESOURCE TYPE District
NRHP STATUS Not Eligible

West Harrison Street District
SURVEY ID 1-42

Photo 1 - West Harrison Street District



Facing southwest to commercial buildings at 3937, 3953, and 3959 West Harrison Street from West 5th Avenue (left to right)

Historic Resources Survey

RESOURCE TYPE District
NRHP STATUS Not Eligible

West Harrison Street District
SURVEY ID 1-42

Photo 2 - West Harrison Street District



Facing southeast to commercial buildings at 3959 West Harrison Street and 3953 West Harrison Street from South Pulaski Road (right to left)

Historic Resources Survey

RESOURCE TYPE District
NRHP STATUS Not Eligible

West Harrison Street District
SURVEY ID 1-42

Photo 3 - West Harrison Street District



Facing southwest to 600-604 South Pulaski Road from West Harrison Street and South Pulaski Road intersection

Historic Resources Survey

RESOURCE TYPE District
NRHP STATUS Not Eligible

West Harrison Street District
SURVEY ID 1-42

Photo 4 - West Harrison Street District



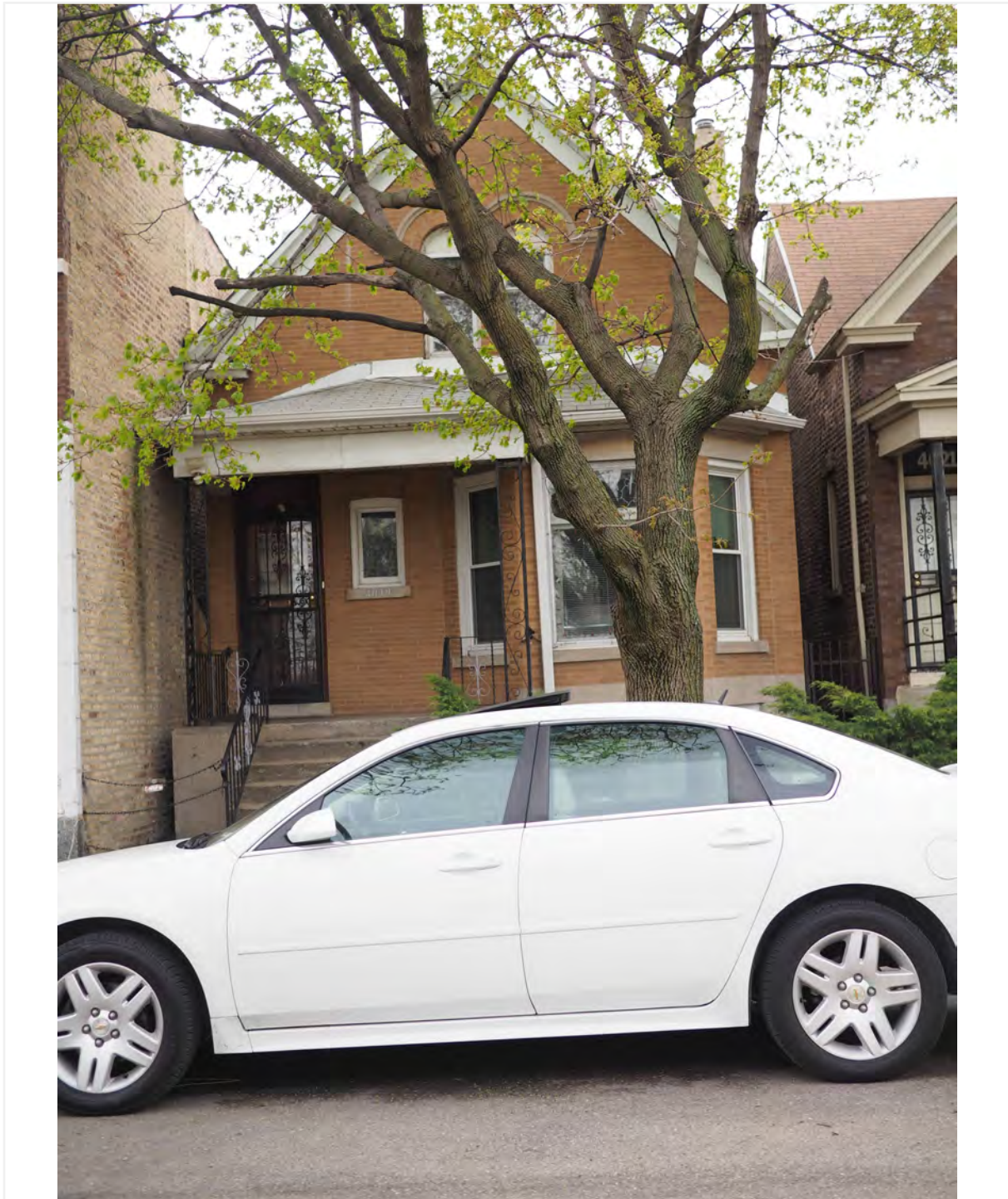
Facing south to commercial buildings at 4011, 4013, and 4015 West Harrison Street and worker's cottage at 4019 West Harrison Street (left to right)

Historic Resources Survey

RESOURCE TYPE District
NRHP STATUS Not Eligible

West Harrison Street District
SURVEY ID 1-42

Photo 5 - West Harrison Street District



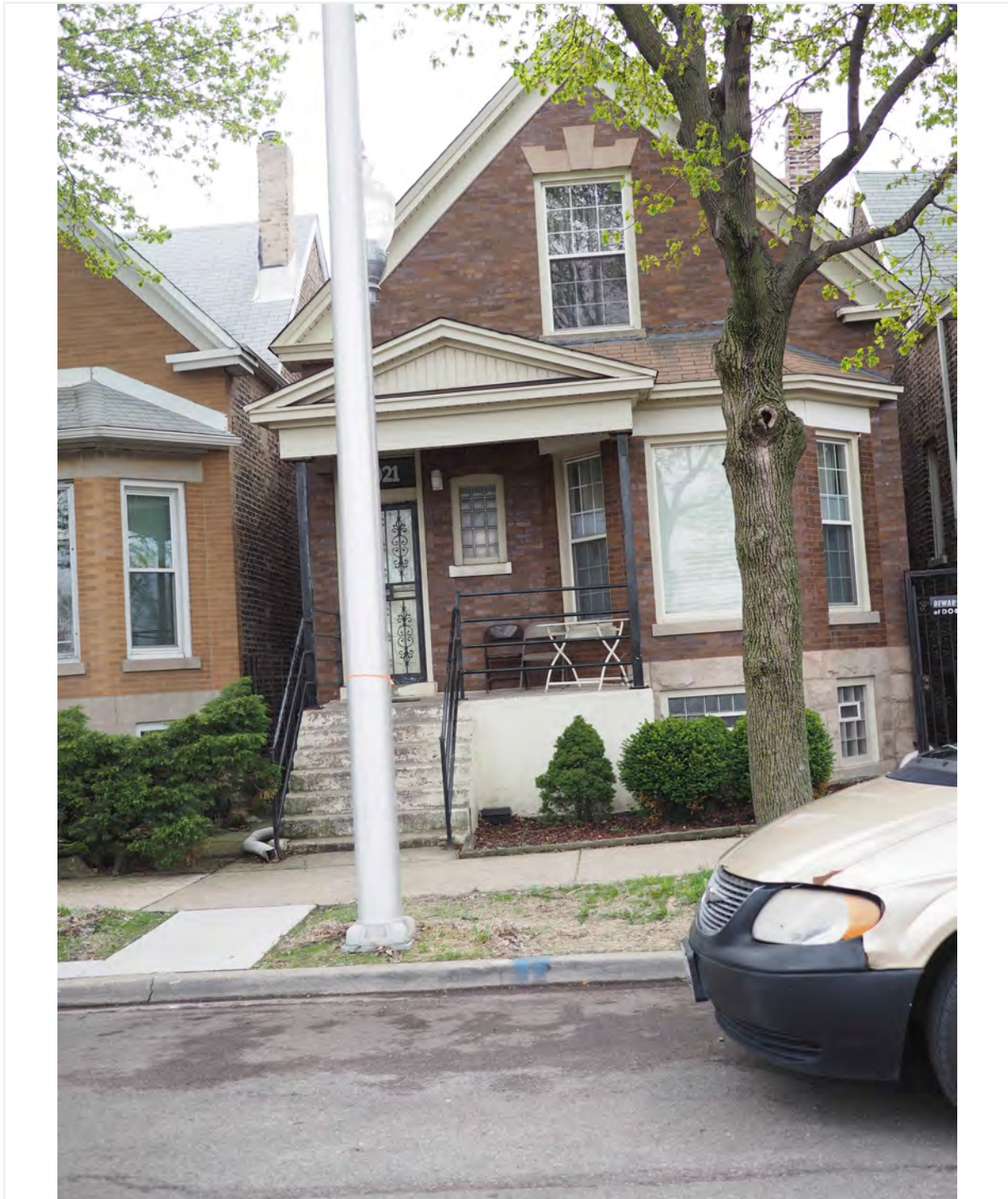
Facing south to 4019 West Harrison Street

Historic Resources Survey

RESOURCE TYPE District
NRHP STATUS Not Eligible

West Harrison Street District
SURVEY ID 1-42

Photo 6 - West Harrison Street District



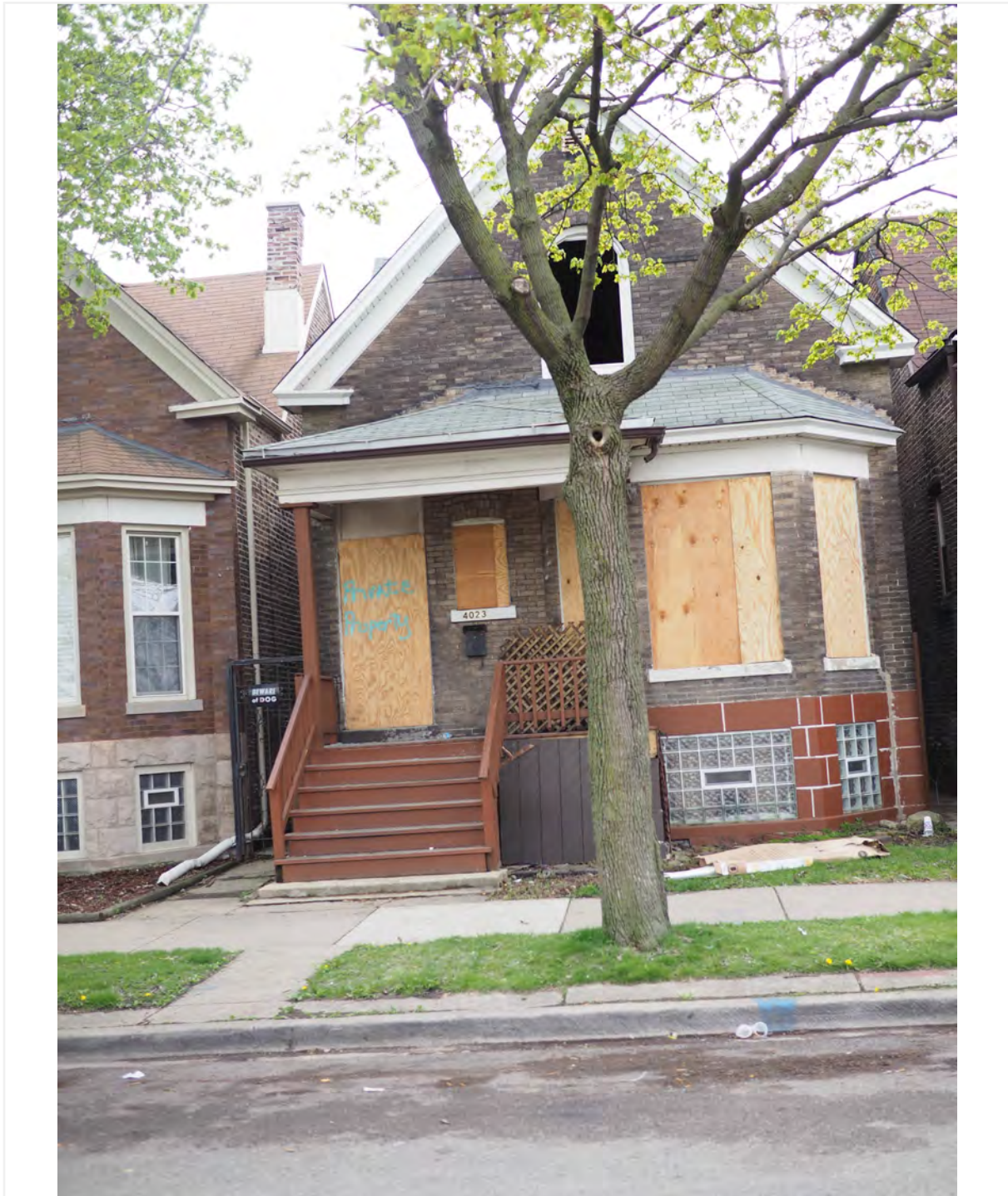
Facing south to 4021 West Harrison Street

Historic Resources Survey

RESOURCE TYPE District
NRHP STATUS Not Eligible

West Harrison Street District
SURVEY ID 1-42

Photo 7 - West Harrison Street District



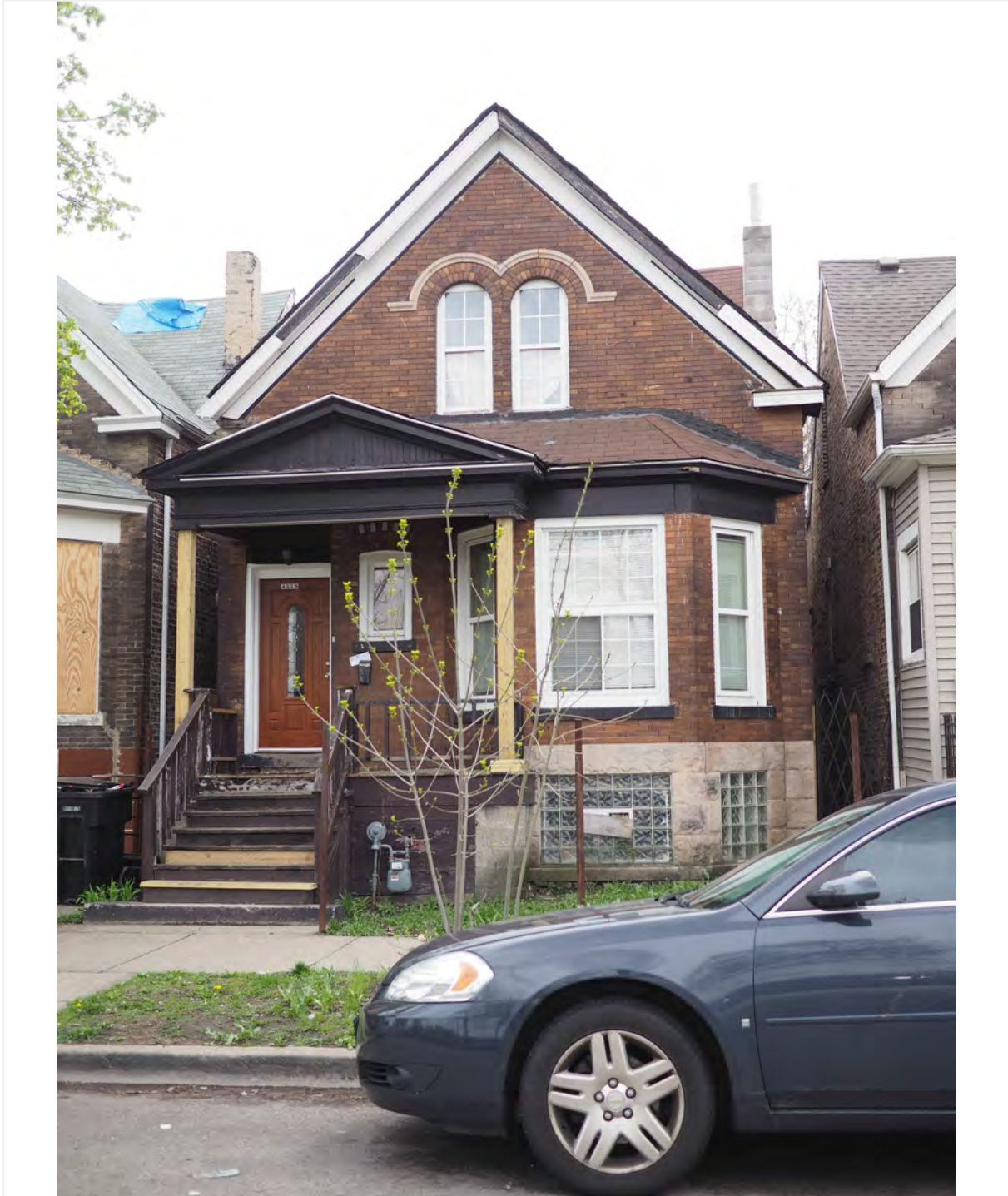
Facing south to 4023 West Harrison Street

Historic Resources Survey

RESOURCE TYPE District
NRHP STATUS Not Eligible

West Harrison Street District
SURVEY ID 1-42

Photo 8 - West Harrison Street District



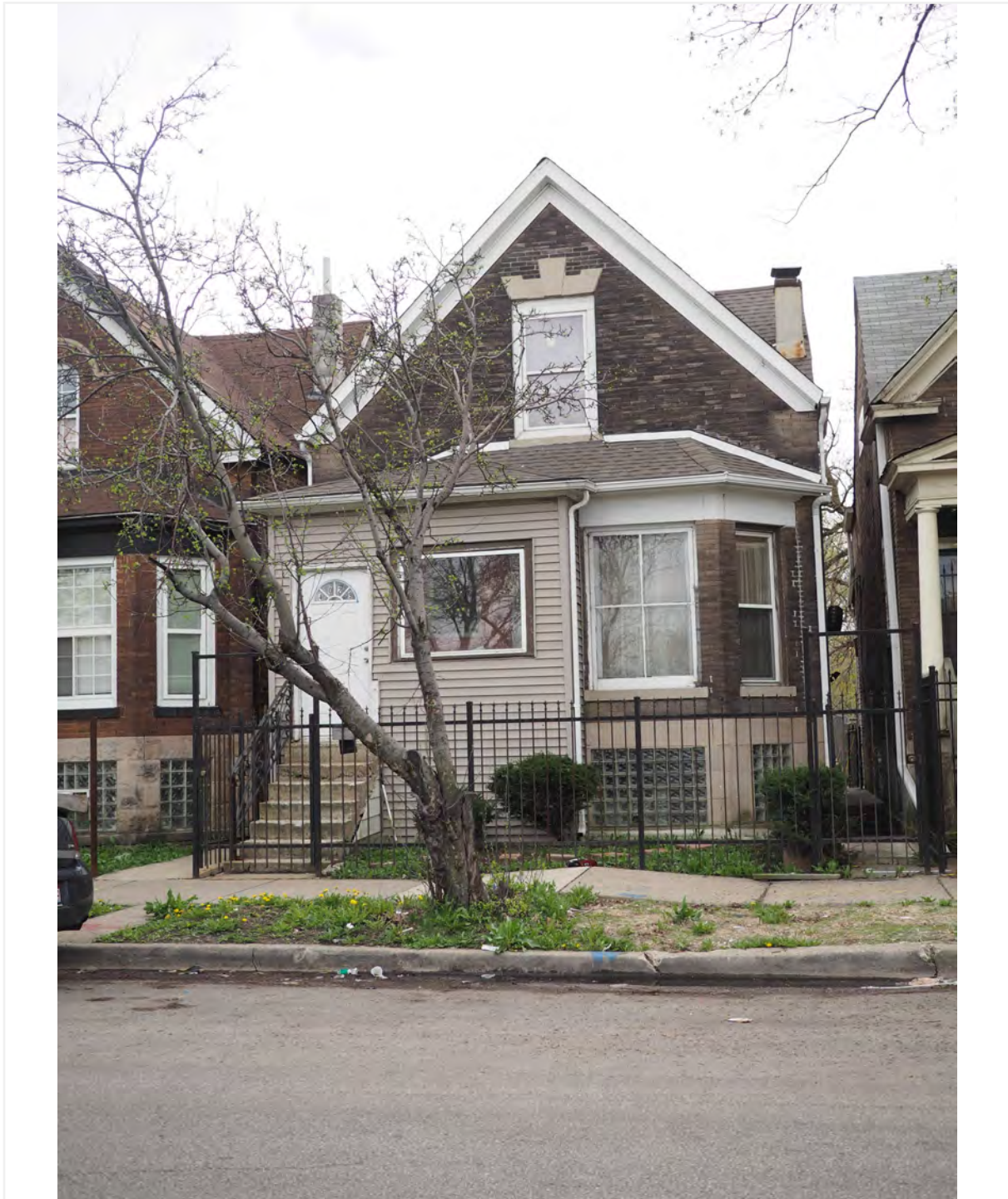
Facing south to 4025 West Harrison Street

Historic Resources Survey

RESOURCE TYPE District
NRHP STATUS Not Eligible

West Harrison Street District
SURVEY ID 1-42

Photo 9 - West Harrison Street District



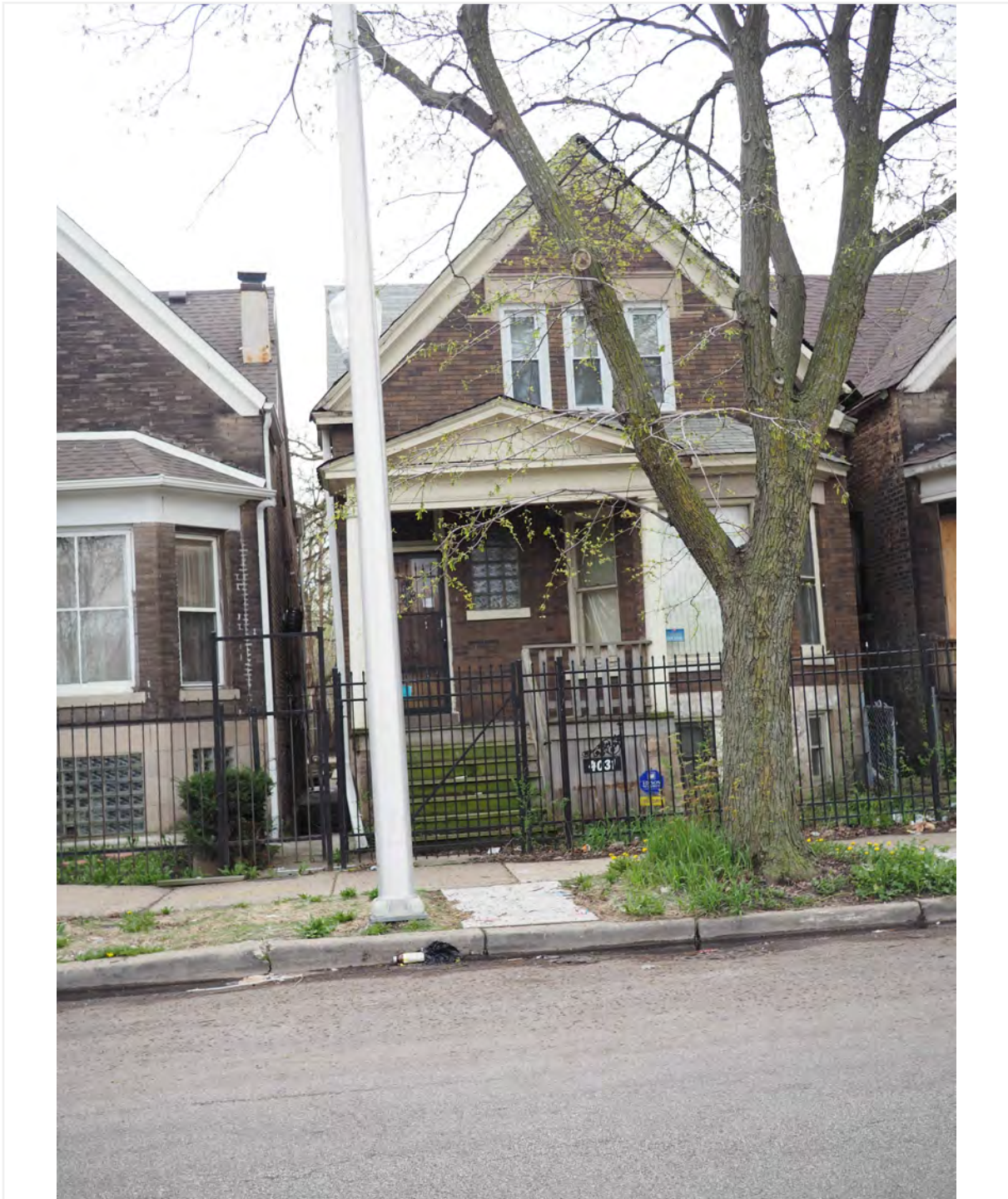
Facing south to 4029 West Harrison Street

Historic Resources Survey

RESOURCE TYPE District
NRHP STATUS Not Eligible

West Harrison Street District
SURVEY ID 1-42

Photo 10 - West Harrison Street District



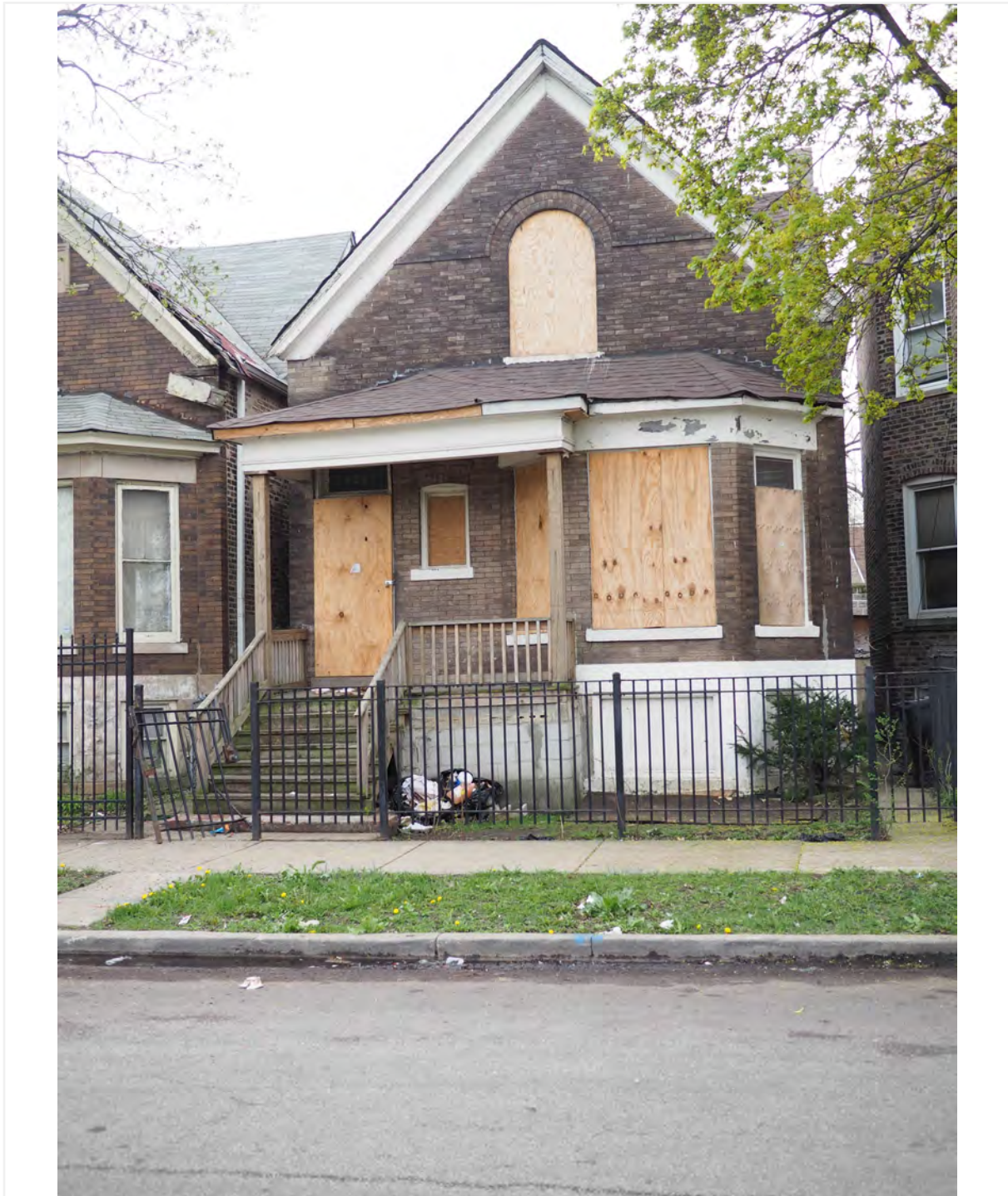
Facing south to 4031 West Harrison Street

Historic Resources Survey

RESOURCE TYPE District
NRHP STATUS Not Eligible

West Harrison Street District
SURVEY ID 1-42

Photo 11 - West Harrison Street District



Facing south to 4033 West Harrison Street

Historic Resources Survey

RESOURCE TYPE District
NRHP STATUS Not Eligible

West Harrison Street District
SURVEY ID 1-42

Photo 12 - West Harrison Street District



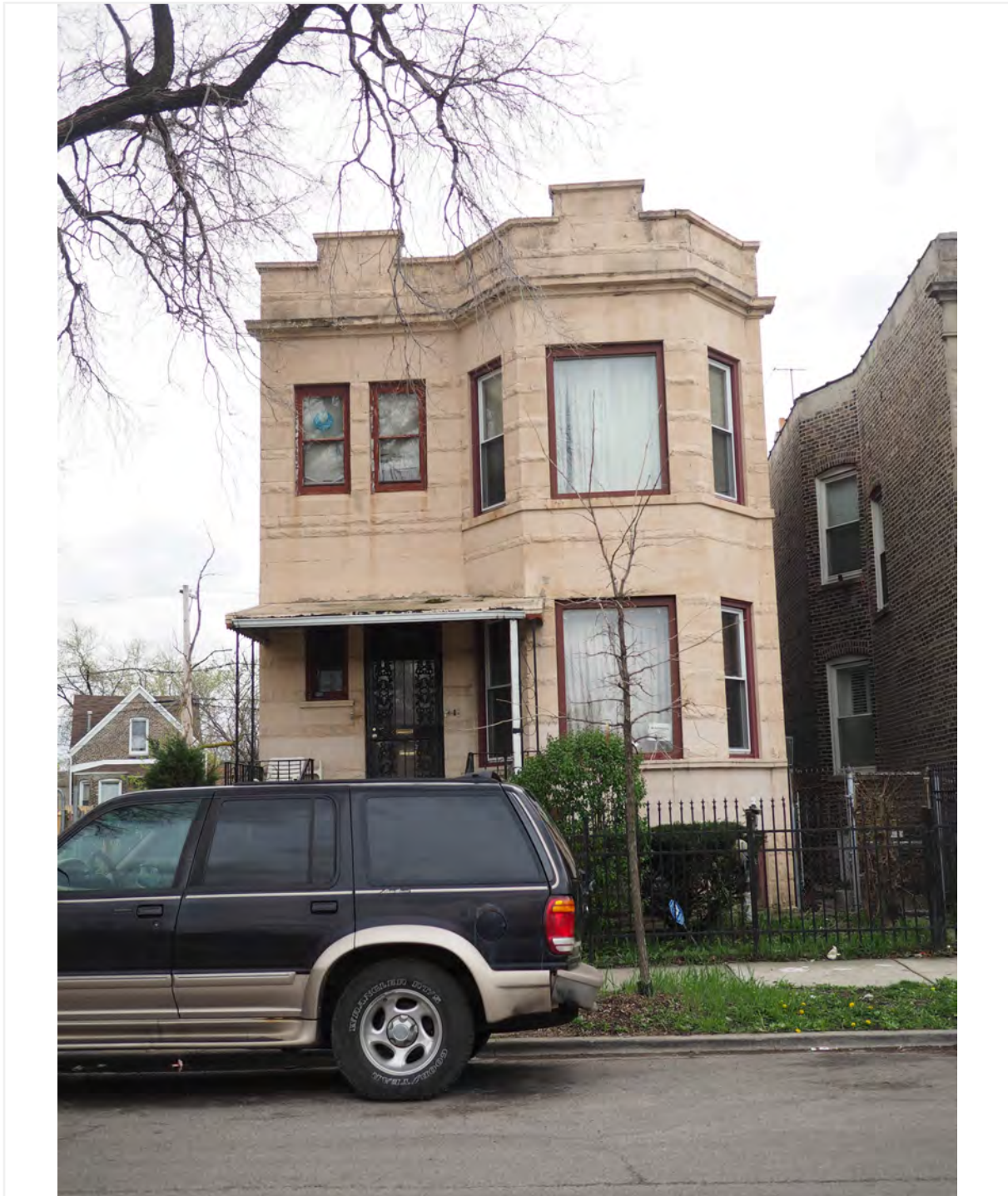
Facing south to 4035 West Harrison Street

Historic Resources Survey

RESOURCE TYPE District
NRHP STATUS Not Eligible

West Harrison Street District
SURVEY ID 1-42

Photo 13 - West Harrison Street District



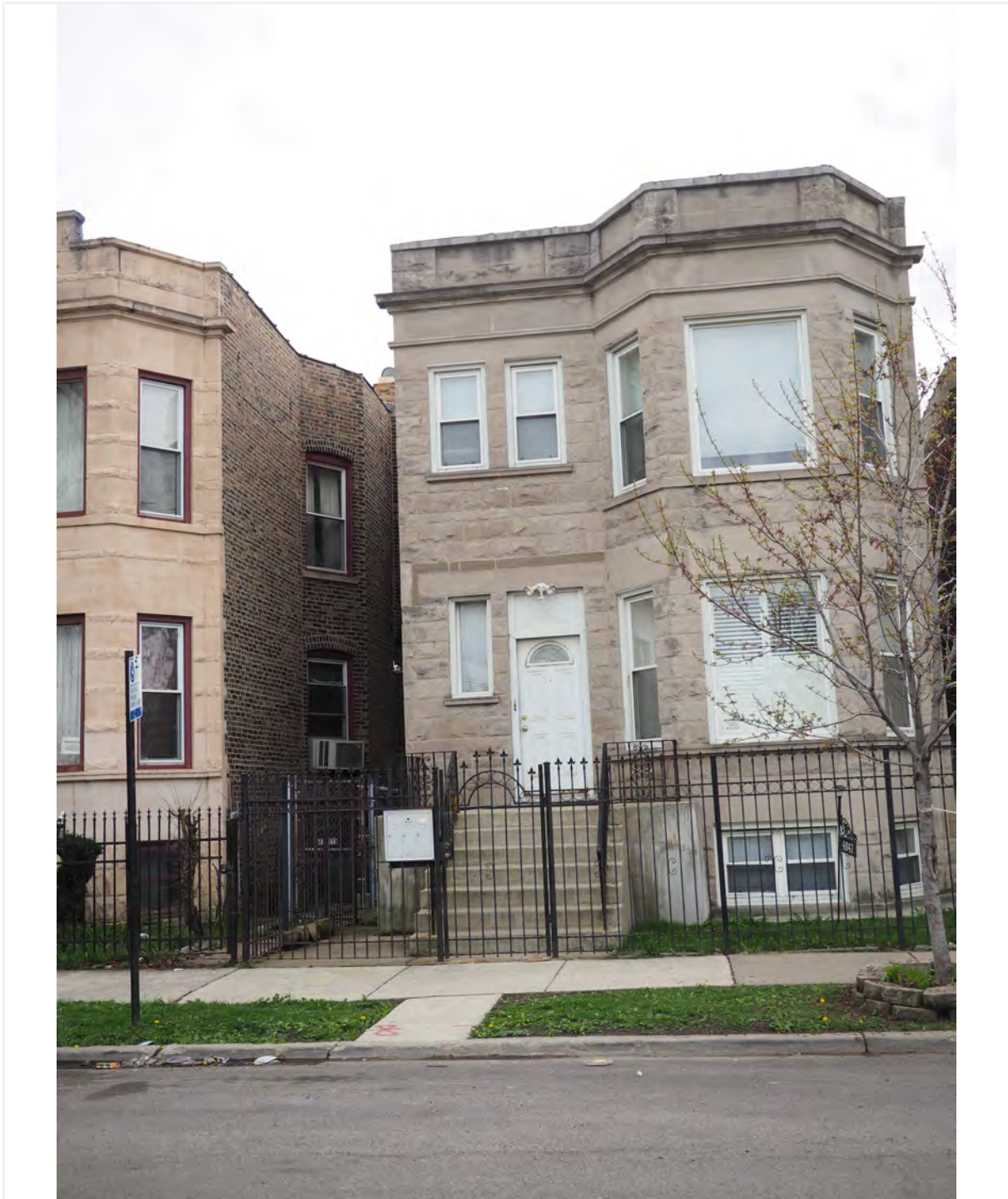
Facing south to 4043 West Harrison Street

Historic Resources Survey

RESOURCE TYPE District
NRHP STATUS Not Eligible

West Harrison Street District
SURVEY ID 1-42

Photo 14 - West Harrison Street District



Facing south to 4047 West Harrison Street

Historic Resources Survey

RESOURCE TYPE District
NRHP STATUS Not Eligible

West Harrison Street District
SURVEY ID 1-42

Photo 15 - West Harrison Street District



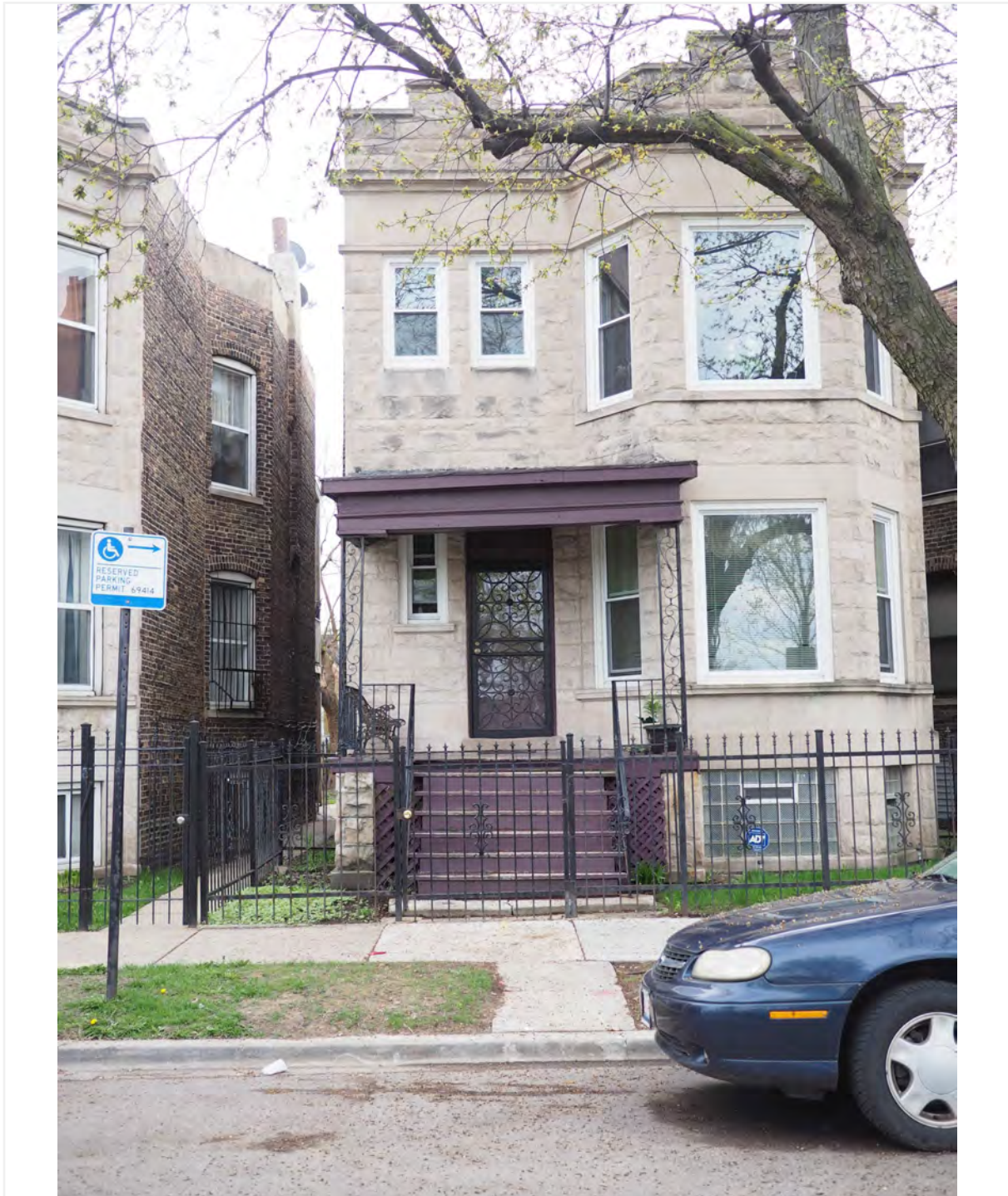
Facing south to 4049 West Harrison Street

Historic Resources Survey

RESOURCE TYPE District
NRHP STATUS Not Eligible

West Harrison Street District
SURVEY ID 1-42

Photo 16 - West Harrison Street District



Facing south to 4053 West Harrison Street

Historic Resources Survey

RESOURCE TYPE District
NRHP STATUS Not Eligible

West Harrison Street District
SURVEY ID 1-42

Photo 17 - West Harrison Street District



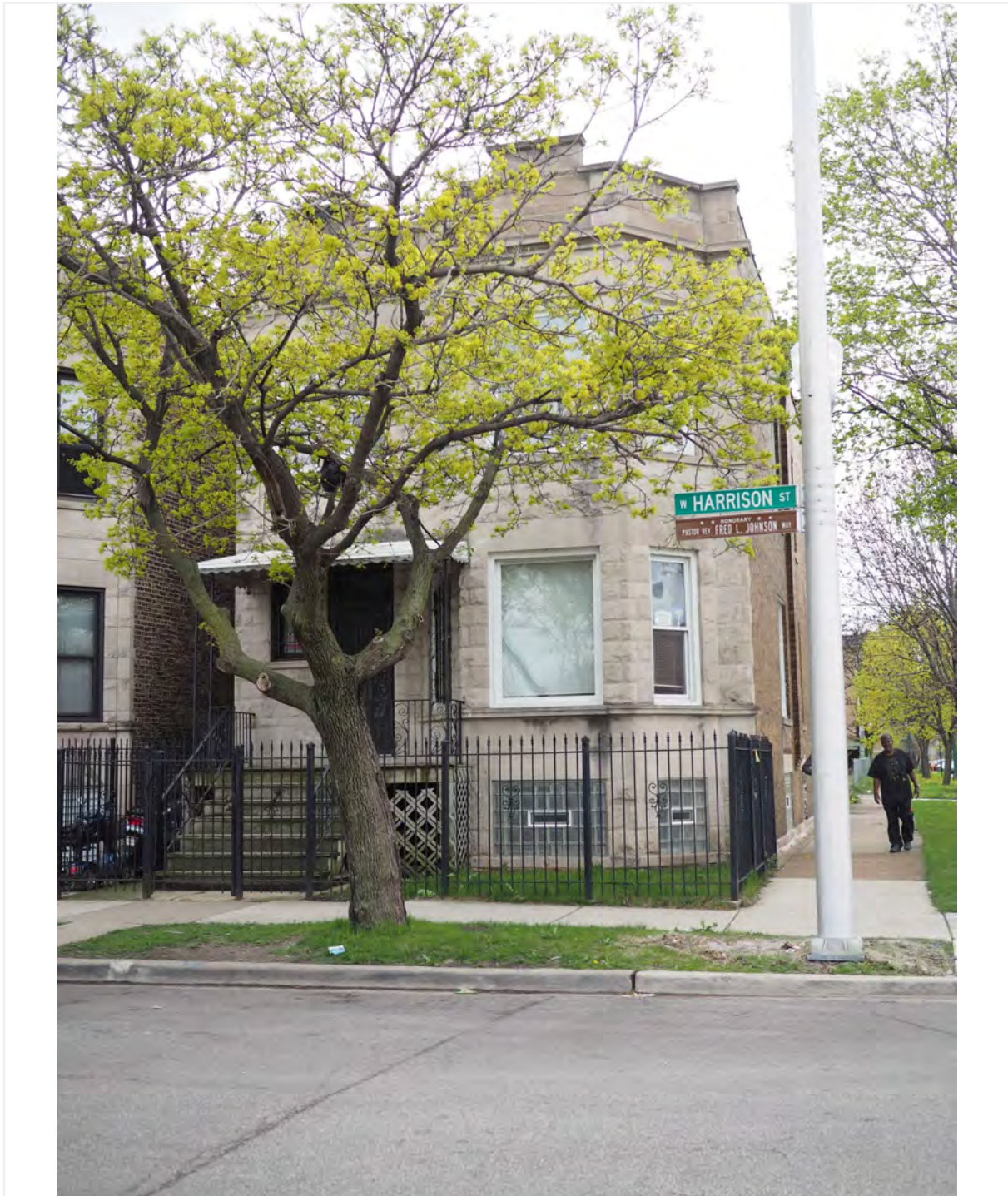
Facing south to 4055 West Harrison Street

Historic Resources Survey

RESOURCE TYPE District
NRHP STATUS Not Eligible

West Harrison Street District
SURVEY ID 1-42

Photo 18 - West Harrison Street District



Facing south to 4057 West Harrison Street

Historic Resources Survey

RESOURCE TYPE District
NRHP STATUS Not Eligible

West Harrison Street District
SURVEY ID 1-42

Photo 19 - West Harrison Street District



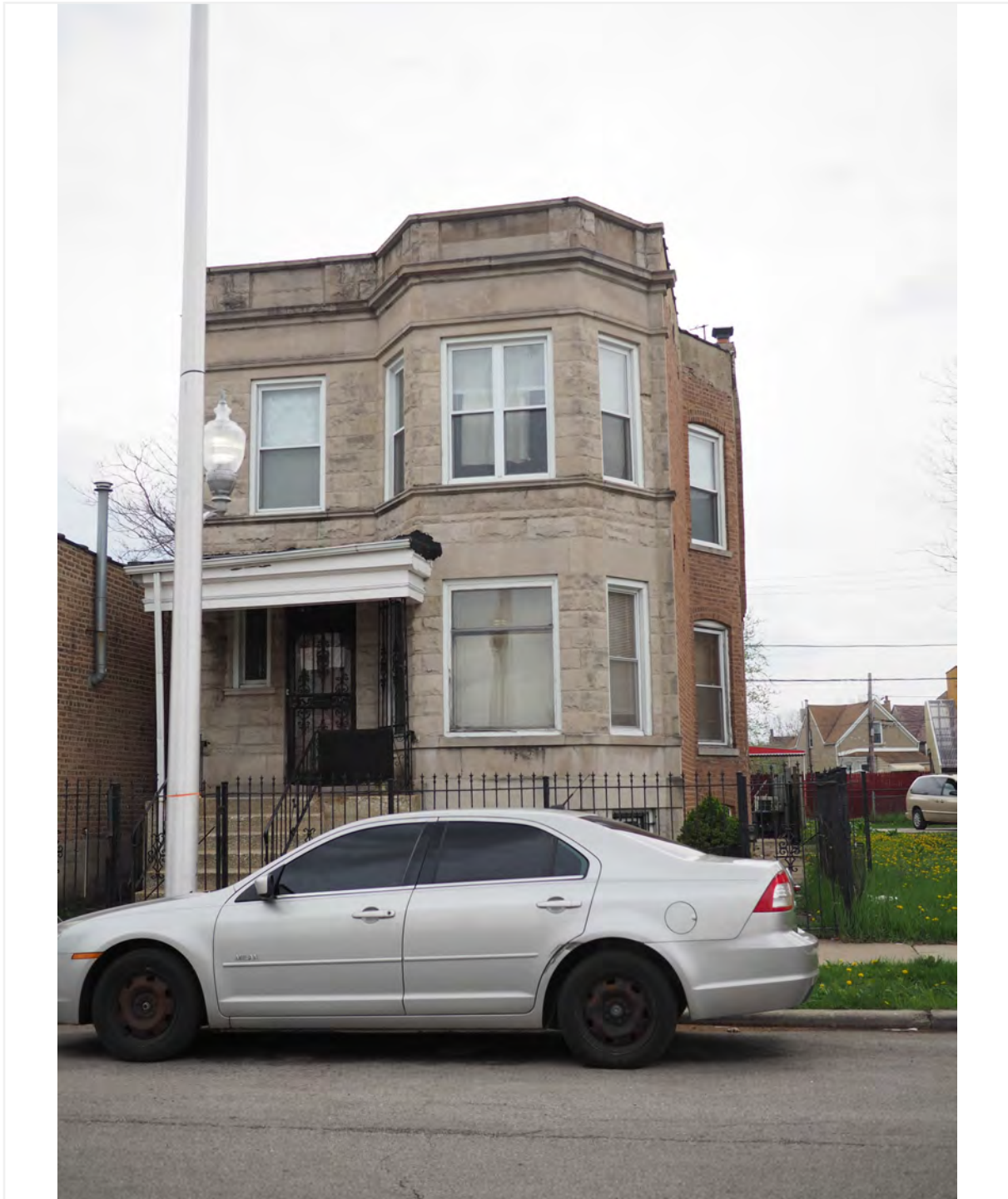
Facing south to 4101 West Harrison Street

Historic Resources Survey

RESOURCE TYPE District
NRHP STATUS Not Eligible

West Harrison Street District
SURVEY ID 1-42

Photo 20 - West Harrison Street District



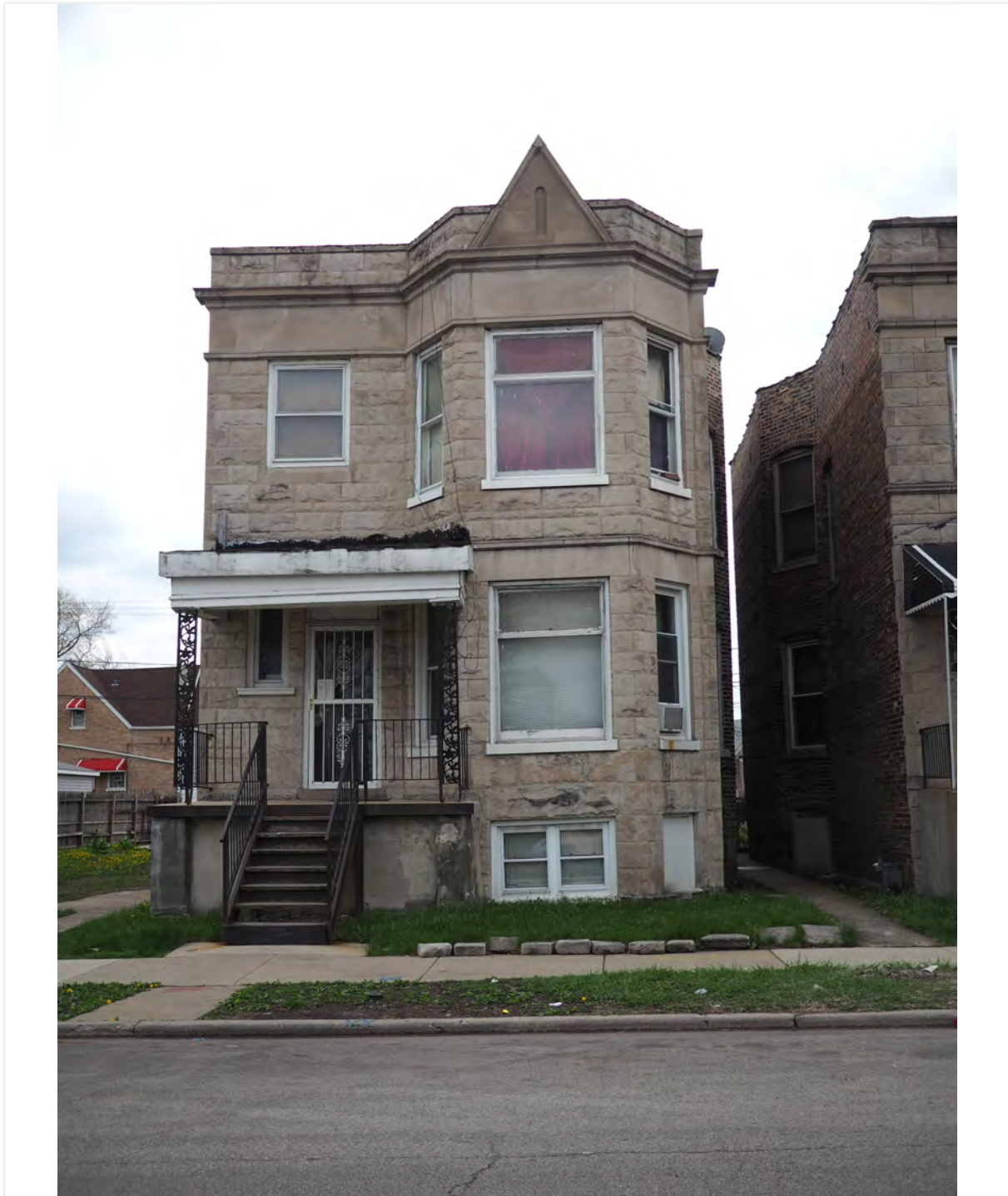
Facing south to 4103 West Harrison Street

Historic Resources Survey

RESOURCE TYPE District
NRHP STATUS Not Eligible

West Harrison Street District
SURVEY ID 1-42

Photo 21 - West Harrison Street District



Facing south to 4111 West Harrison Street

Historic Resources Survey

RESOURCE TYPE District
NRHP STATUS Not Eligible

West Harrison Street District
SURVEY ID 1-42

Photo 22 - West Harrison Street District



Facing southeast to 4125, 4123, 4119, 4117, and 4113 West Harrison Street from South Kedvale Avenue (right to left)

Historic Resources Survey

RESOURCE TYPE District
NRHP STATUS Not Eligible

West Harrison Street District
SURVEY ID 1-42

Photo 23 - West Harrison Street District



Facing southeast to 4125, 4123, and 4119 West Harrison Street from South Kedvale Avenue (right to left)

Historic Resources Survey

RESOURCE TYPE District
 NRHP STATUS Not Eligible




West Harrison Street District
 SURVEY ID 1-42

Map - West Harrison Street District



Data provided by Cook County GIS 2013 Orthoimagery

PROPERTY NAME: West Harrison Street District
 ADDRESS: West Harrison Street between South Kedvale and West 5th Avenues
 Chicago, IL


 Property Boundary
 Tax Parcel
 0 200 400 Feet

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Eligible

First Church of the Brethren
SURVEY ID 1-43

NAME

First Church of the Brethren

OTHER NAME(S)

Seventh United Presbyterian Church

STREET ADDRESS

425 South Central Park Boulevard

CITY

Chicago

OWNERSHIP

First Church of the Brethren

TAX PARCEL NUMBER

16-14-224-005-0000, 16-14-224-004-0000, 16-14-224-003-0000, 16-14-224-002-0000, and 16-14-224-001-0000

YEAR BUILT SOURCE

1897 The Economist, "Building Department."

DESIGNER/BUILDER

Daniel Everett Waid

STYLE

Tudor Revival

PROPERTY TYPE

Religion/Funerary

FOUNDATION

Stone

WALLS

Brick

ROOF

Asphalt

DESCRIPTIVE NOTES

The First Church of the Brethren, built in 1897, is an interesting and skillful interpretation of Tudor Revival architecture as applied to an ecclesiastical building. The building is located at 425 South Central Park Boulevard on the northeast corner of South Central Park Boulevard and West Congress Parkway. The church complex includes the original Tudor Revival church building and an attached parsonage residence, both of which are stylistically similar and physically connected, as well as a Sunday school building executed in a Romanesque Revival aesthetic and a free-standing ca. 1908 Romanesque Revival two-flat residence that is used for volunteer housing. A community garden is located north of the church complex. All of the buildings date to the same period and are considered contributing elements.

The church is clad in pale red brick with contrasting pale buff-colored brick and limestone trim. Building corners and door and window openings are articulated with this contrasting trim in the form of quoins, sills, lintels, and surrounds, as well as water tables and beltcourses. The original church building has a cruciform plan with a flat-roof tower at the corner of the street intersection. Shallow buttresses adorn the building and allude to the revivalist precedents that inspired the stylistic references displayed on the church.

The tower is approximately three stories in height and on its west elevation, it contains an entrance housed within a pointed-arch opening. The door is reached by a short flight of concrete steps flanked by metal railings. A wood pedestrian door, which is slightly recessed, is flanked by sidelights and topped with a tripartite pointed-arch transom. The entrance surround is ornamented with pale brick and limestone molding. Above the entrance, a small, rectangular, fixed, single-pane, loophole window is present and is surrounded with contrasting pale brick and topped with limestone window-hood molding. The south elevation contains a replacement one-over-one, double-hung, vinyl-sash window with a brick and limestone surround at the first story; the upper stories are identical to the west elevation. The upper portion of the tower is encircled by a projecting molded limestone sub-cornice beneath a louvered vent opening. The tower is topped by a classically inspired cornice with geometric inset panel motifs.

The tower is connected to the cruciform-plan church. The front-facing gables dominate both the west and south elevations. On each elevation, a large pointed-arch opening is filled with a multi-pane, stained-glass window, which is identical on each elevation. The window is a stylized, geometric design with a central cross surrounded

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Eligible

First Church of the Brethren
SURVEY ID 1-43

by religious motifs such as doves, hands clasped in prayer, and open Bibles. A figure in the left corner of each window is a depiction of Dr. Martin Luther King, Jr., with a group of children facing him in the right corner; research indicates that these panes were added in 2000, but they are consistent with the style and materials of the remaining portion of the window. The red-brick facing is ornamented with contrasting brick and limestone. The window openings are surrounded by pale brick and limestone, and pale brick horizontal courses extend across the front-facing gables. No other openings are present on these areas on either elevation. Corners are adorned with contrasting color trim that alludes to quoins.

On the west elevation, the gable section connects to the north to a flat-roof bay with another arched entrance that is similar to the one located on the tower, except that the door is a more recent metal and glass configuration. A small, rectangular, fixed, single-pane, loophole window is centered above the doorway. A metal side door is also present on the projecting northern face of this bay. Both openings and the building corners feature contrasting brick and limestone trim. This bay is surmounted with an ornate parapet wall that consists of a central pediment with inset, graduated, blind, pointed arches flanked by corner posts; collectively, the configuration evokes crenellations or battlements.

A flat-roof wing, which contains the Sunday school and was built at the same time as the church and parsonage, is attached to the north of the brick portions of the building. It is recessed slightly from the brick portion of the main church. Clad in rough-faced ashlar limestone blocks, the wing's facade is dominated by one-over-one, double-hung, vinyl-sash replacement windows that are hung in various configurations. Limestone surrounds encompass the fenestration pattern. A projecting limestone water table, beltcourse, and cornice are the only other ornamentation. The north side elevation is clad in common brick; it was not intended to be a public portion of the building because an adjacent residence is located approximately four feet away, obscuring the view from the street. An accessibility ramp surrounded by a concrete-block wall that is scored to look like stone is located in front of this wing.

The south elevation, which includes the previously described tower and cruciform gable sections, also incorporates a recessed two-story bay with a single-story canted bay-window projection with a crenellated roofline attached to a two-flat residence. The two-story bay, the canted bay window, and the two-flat, which was built as a parsonage, continue the design vocabulary and materials found on the main church. Surfaces are clad in red brick with contrasting pale brick and limestone trim. Both have flat roofs and one-over-one, double-hung, vinyl-sash replacement windows. On all of the connected portions of the building, the flat roofs are covered with built-up roofing, while the cruciform gable roof is covered in asphalt shingles.

A free-standing residence, also executed with Romanesque Revival influences, is north of the church's addition and faces to the west. The building, which is called Faith House, was originally a two-flat constructed in ca. 1908, but is now used by the church for housing for youth services volunteers. Clad in rough-faced ashlar limestone blocks, the house has an asymmetrical facade with classical ornamentation including Doric columns, balustrade, and cornice. The raised entrance is reached by a flight of stairs and contains a replacement pedestrian door. One-over-one, double-hung, vinyl-sash replacement windows are located throughout the building. The north side elevation contains a colorful mural while the south side elevation is clad in red common brick and devoid of openings. A parapet wall tops the facade. The building has a flat roof.

The church is located in an urban setting with minimal setback from the sidewalk. A grass panel and a deciduous street tree are located on the south side of the property, while the west side contains a few foundation plantings. A community garden and grass lawn are located north of Faith House, and Interstate 290 (I-290) is located directly south of the block that contains the church complex.

All of the properties on the parcel that are associated with the church are considered contributing resources and research indicates they were built at the same time. This includes the church, Sunday school, parsonage, and Faith House.

HISTORY/DEVELOPMENT

East Garfield Park

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

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Eligible

First Church of the Brethren
SURVEY ID 1-43

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.

Architect Daniel Everett Waid

Architect Daniel Everett Waid (1864-1939), who is alternately identified as D. Everett Waid, designed the First Church of the Brethren, which was originally called Seventh United Presbyterian Church in 1897. Waid, who was a native of St. Lawrence County, New York, studied architecture at Monmouth College in Illinois, graduating in 1887. Upon graduation, he took additional classes at the Art Institute of Chicago and studied at Columbia University in New York City. From 1888-1894, he worked at Jenney and Mundie, the firm of renowned architect William LeBaron Jenney, rising to the position of head draftsman. From 1894-1898, Waid practiced architecture independently in Chicago. It was during this time that he designed what is now the First Church of the Brethren. He also designed his own home, now called the Waid-Coleman House, at 9332 South Damen Avenue. The house, which has been altered since its construction, is an interpretation of Queen Anne and Stick style architecture.

In 1898, Waid moved to New York City, where his career skyrocketed. He first designed the Long Island Hospital in Brooklyn and began serving as the architect for the Board of Foreign Missions of the Presbyterian Church, which resulted in hospital and school commissions in the United States and abroad. During World War I, Waid worked as the deputy director for an architects' organization that designed housing at 25 shipbuilding yards throughout the nation. He also served from 1915-1923 on the New York State Board of Architectural Examiners, first as a member and later as president. He also served on the New York City Board of Appeals. Some sources

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Eligible

First Church of the Brethren
SURVEY ID 1-43

cite him as a consulting architect for the Empire State Building and Rockefeller Center; however, his work on these buildings may have been in his official capacity with his board work.

He was appointed as the architect of the Metropolitan Life Insurance Company, working first on an annex for the company's original headquarters and eventually a new design, referred to as the North Building. Working with Harvey Wiley Corbett, the building was originally planned to be one hundred stories, but construction was halted at the twenty-ninth floor in 1933 as a result of the Great Depression. The resulting building is still an impressive Art Deco design despite the unplanned alterations. Waid and Corbett also designed a printing office in Long Island City for the Metropolitan Life Insurance Company.

Waid was actively engaged in the American Institute of Architects and was made a fellow in 1910. In 1924, he was elected as president of the American Institute of Architects, an impressive achievement that was underscored when he was elected for a second term the following year. In 1925, Waid donated \$80,000 to his alma mater for a gymnasium. He oversaw the design and the gym was subsequently named after him. He also designed the college's auditorium. He also designed Galpin Hall (1931-32), Douglass Hall (1929), Babcock Hall (1935), President's House (1928), and Henderson Memorial Apartments (1939) at the College of Wooster in Ohio.

Waid was a generous donor throughout his life. He contributed \$100,000 to the Presbyterian Fund, which he founded in memory of his first wife, and left a portion of his estate, reported to be between \$180,000 and \$300,000, to the American Institute of Architects.

Revival Architecture

In the late nineteenth and early twentieth centuries, architects routinely looked to historic precedents when designing new buildings, and these revival styles were extremely popular for residential, educational, religious, and government buildings nationwide. Some architects developed designs that were historically accurate while others interpreted the original styles more broadly, developing innovative designs.

First Church of the Brethren is an example of Tudor Revival architecture; the church may be best categorized as Collegiate Tudor Revival, which was commonly used on academic buildings and executed in brick. The building's form is derived from English Tudor-period gatehouses, including Clock Court's entrance at the Hampton Court Palace in Surrey, the gateways to St. John's College in Cambridge, and the entrance to Tattershall Castle in Lincolnshire. The building reflects the architects' ability to skillfully adapt and apply the Tudor Revival style to a small-scale sacred building, and is an excellent example of the Tudor Revival style. Notable Tudor Revival features found on First Church of the Brethren include a central Tudor-arched opening, towers, and battlement-style ornamentation. These features convey the architect's understanding of the Tudor Revival and its historical prototypes, and represents a skillful adaptation of the style and its application to a church building.

The Romanesque Revival-influenced buildings on the property contribute to the understanding of this trend. Although they are not high-style examples, they embody select character-defining features such as rough-faced blocks and classical forms. The style is particularly notable in Chicago, where master architect Louis Sullivan (1856-1924) promulgated Romanesque Revival designs and Henry Hobson Richardson's Glessner House, built in 1886, influenced other architects to adopt the style.

Church Congregation and Building History

The First Church of the Brethren originated as a Presbyterian Church building. In 1897, the Seventh United Presbyterian Church congregation commenced construction on a new church building at Central Park Boulevard and Congress Street. In June of that year, Thomas H. Gault quitclaimed land at the northeast corner of Central Park Avenue to Seventh United Presbyterian Church and architect Dan Everett Waid commenced work on the foundations for the new church the same month. Newspaper reports stated that the building would be 100 by 106 feet in size, including the church, Sunday school, and parsonage. The architect planned for the building to have a stone front and slate roof, hardwood finishes, gas fixtures, plumbing, and heating. No information regarding the impetus for changes that resulted in the brick-clad Tudor Revival design have been identified during research.

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Eligible

First Church of the Brethren
SURVEY ID 1-43

First United Presbyterian Church, which had roots dating to 1860, merged with Seventh United Presbyterian Church in 1908, retaining the latter's name and the congregation continued to worship at the Central Park Boulevard church. After occupying the building for more than twenty-five years, Seventh United Presbyterian merged with an Oak Park presbytery in 1924, creating a new charter and calling themselves First United Presbyterian Church of Oak Park. The newly formed church built a new building in Oak Park in 1925.

In 1925, First Church of the Brethren purchased the church building at 425 South Central Park Boulevard. First Church of the Brethren traces its origins back to 1885, when its first service was held on State Street. The congregation later moved to Hastings Street in 1892. However, the leadership formed a committee to identify a proper and permanent location for worship. First Church of the Brethren purchased the Central Park Boulevard property for \$40,000 through a generous gift from Mrs. Fahrney, who donated the proceeds from the sale of her house to assist in the purchase. The church remodeled the interior with an addition of a balcony, baptistery, and more Sunday school rooms at a cost of approximately \$26,000. At that time, the membership was 868 and the congregation was predominantly white, but it has been racially integrated since the 1950s.

As the church grew, the congregation purchased the building next door, which is now called Faith House, to accommodate its expanding youth ministry. The building is currently used to house community outreach volunteers.

The church building has a long history of supporting various ethnic groups. From 1908 to the 1960s, a Chinese congregation worshipped in the building and during World War II, the church provided temporary housing for interned Japanese Americans. During the 1950s, a Spanish-language group worshipped in the chapel before moving to Douglas Park.

In 1966, Dr. Martin Luther King, Jr., came to Chicago to protest housing segregation in northern cities. While establishing a long-term presence in the city, King sought an office from which to work and organize his fair-housing campaign. This proved to be particularly difficult because Mayor Richard J. Daley threatened consequences, such as cutting services to their buildings, giving citations, and condemning buildings, to churches supporting King. Unafraid of the intimidation, First Church of the Brethren opened their doors to King, providing him office space in the church's annex for the Southern Christian Leadership Conference and a place to hold hearings on unfair public housing. King's office was a small room that featured a series of windows opening up views onto an empty plot of land across Central Park Boulevard. The building has since been renovated and the interior appearance has changed since King's occupation. King also preached in the church during his tenure in Chicago.

In the mid-1970s, just after celebrating fifty years in the building, a series of maintenance issues, including a broken boiler, frozen pipes, and a ceiling that fell in, forced the congregation into the youth ministry house. In the late 1970s, after minor renovations, the congregation, which numbered approximately 30 people, moved back into the church building using the Sunday school room for its sanctuary, where it remained for the next 13 years. In 1989, after an eight-month renovation, services were moved back to the original sanctuary and the congregation rededicated the building rededicated in March of that year.

Three congregations, First Church of the Brethren, Chicago Community Mennonite Church, and La Iglesia Christiana Roca de Esperanza, currently share the sanctuary.

NRHP STATUS

DATE LISTED

Eligible

NRHP CRITERIA

A B C D Not Applicable

NRHP CRITERIA CONSIDERATIONS

A B C D E F G Not Applicable

NRHP EVALUATION/JUSTIFICATION

First Church of the Brethren 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

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Eligible

First Church of the Brethren
SURVEY ID 1-43

for Evaluation.”

First Church of the Brethren is not associated with significant events in history and is not eligible under NRHP Criterion A.

The church is also not associated with persons significant in the past and is not eligible under Criterion B. Although Martin Luther King, Jr., used the church for office space and he did preach there, it is not the property that is best associated with King's productive life. The Martin Luther King, Jr., National Historic Site in Atlanta, Georgia, contains his boyhood home and Ebenezer Baptist Church where both King and his father were pastors. In Montgomery, Alabama, King's Dexter Avenue Baptist Church has been designated as a National Historic Landmark. Both of these properties are more strongly associated with the civil rights movement in which King was involved.

First Church of the Brethren is eligible under Criterion C. It is an excellent example of an expert interpretation of Tudor Revival architectural forms and ornament integrated into a religious building. The church's design features wide pointed arches and crenellations incorporated into forms and materials found on Tudor Revival architecture commonly used in academic building design. First Church of the Brethren is both a skillful and sophisticated design that exemplifies the revivalist architectural trends of the late nineteenth century.

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

Because the church is a religious property, it must also meet Criterion Consideration A, which requires that religious buildings be eligible for historic, architectural, or artistic merit rather than religious associations only. First Church of the Brethren is eligible for its architectural merit as an excellent example of Tudor Revival architecture and is eligible under Criterion Consideration A.

The First Church of the Brethren retains a high degree of integrity. It retains integrity of location, design, materials, workmanship, feeling, and association; the most notable change is the replacement windows in some areas. Its integrity of setting has been compromised by the presence of I-290, but the church complex continues to convey the importance of religion in the neighborhood in the late nineteenth century. The period of significance for First Church of the Brethren is 1897 to ca. 1908, the year of construction for the church complex and two-flat residence, which encompasses the contributing resources on the property.

NRHP BOUNDARY

The NRHP boundary for First Church of the Brethren is parcels 16-14-224-005-0000, 16-14-224-004-0000, 16-14-224-003-0000, 16-14-224-002-0000, and 16-14-224-001-0000, the legal parcels that contain the 1897 church building, parsonage, and Sunday school, ca. 1908 Faith House, and associated landscape. This includes the historic location of this complex.

SOURCES

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Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Eligible

First Church of the Brethren
SURVEY ID 1-43

Photo 1 - First Church of the Brethren



Facing northeast to south and west elevations from South Central Park Boulevard and West Congress Parkway

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Eligible

First Church of the Brethren
SURVEY ID 1-43

Photo 2 - First Church of the Brethren



Facing southeast to west and north elevations from South Central Park Boulevard (two-flat visible at left)

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Eligible

First Church of the Brethren
SURVEY ID 1-43

Photo 3 - First Church of the Brethren



Facing northwest to south elevation from West Congress Parkway

Historic Resources Survey

RESOURCE TYPE Property
 NRHP STATUS Eligible

First Church of the Brethren
 SURVEY ID 1-43

Map - First Church of the Brethren



Data provided by Cook County GIS 2013 Orthoimagery

PROPERTY NAME: First Church of the Brethren
 ADDRESS: 425 South Central Park Boulevard
 Chicago, IL

↑
 NRHP Boundary
 Tax Parcel

0 200 400 Feet

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Eligible

Precious Blood Roman Catholic Church
SURVEY ID 1-44

NAME

Precious Blood Roman Catholic Church

OTHER NAME(S)

N/A

STREET ADDRESS

2401 West Congress Parkway

CITY

Chicago

OWNERSHIP

Catholic Bishop of Chicago

TAX PARCEL NUMBER

16-13-234-028-0000, 16-13-234-027-0000, 16-13-234-026-0000

YEAR BUILT SOURCE

1907 The American Architect and Building News, "Building News."

DESIGNER/BUILDER

William F. Gubbins

STYLE

Other: See description

PROPERTY TYPE

Religion/Funerary

FOUNDATION

Concrete

WALLS

Brick

ROOF

Built-Up

DESCRIPTIVE NOTES

Precious Blood Roman Catholic Church includes a combined church and school building constructed in 1907-1908 and an adjacent rectory built ca. 1930. They are located at 2401 and 2411 West Congress Parkway on the southwest corner of West Congress Parkway and South Western Avenue. The combined church and school is an interesting mixed use building that more strongly resembles a school than an ecclesiastical form. It has a restrained design with only modest classical design influences. The later rectory contains more ornate architectural detail with Mediterranean Revival design components.

Church and School Building

The main building is three stories atop a tall, raised foundation that consists of rough-faced limestone ashlar blocks topped with a moulded watertable. The building is clad in brown brick laid in a running bond pattern with limestone details. It has a rectangular footprint and is oriented on a north-south axis with the facade, which is one of the shorter sides of the building, facing to the north along West Congress Parkway. The building's decorative details are classically inspired and are used minimally in the building's design.

The facade is symmetrical and has three bays. The central bay is slightly recessed and contains a classically influenced double pedestrian entrance that is reached by a flight of concrete stairs. The entrance consists of a pair of round-arch entrances with double metal doors topped with infilled areas in the arches. The entrance surround is executed in limestone, with articulated keystones and voussoirs surrounding the round-arch openings. Square columns with plain capitals flank the entrance, and round columns, also with plain capitals, are located on either side of each of the doorways and also between the two. A separate single pedestrian entrance is located within the raised foundation at the eastern end of the facade. It consists of a single metal door

The second story of the central bay contains round-arch windows hung in triplicate. Replacement window configurations are located in each arch. An articulated keystone and two articulated voussoirs executed in limestone are present on each arched opening. At the third story, three windows are encased in a continuous limestone surround that includes sills, a moulded cornice, and quoins.

On the outer bays, a single round-arch window opening with replacement window pane configurations is present at each floor. Like the arched window openings in the central bay, an articulated keystone and two articulated voussoirs decorate each arch. The corners of the outer bays feature alternating bands of projecting brick that

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Eligible

Precious Blood Roman Catholic Church
SURVEY ID 1-44

allude to quoins.

The east side elevation has five sections, each with multiple bays. The sections project and recede, resulting in an elevation that is not on a single plane. The first story consists of the same raised foundation as the facade, clad in rough-faced limestone ashlar blocks topped with a moulded watertable. Openings in the basement level have been filled with glass or concrete block. The three center sections are consistent in design, although the central section projects slightly. Round-arch openings with infilled replacement windows are at the first story. Keystones and voussoirs are articulated in limestone and a continuous limestone sill course extends beneath the windows. At the second and third stories, all windows have jack-arch openings with replacement windows. In the central section, the windows are hung in triplicate in two sets. The second story windows are topped with thin limestone moulding and have a continuous limestone sill, while the third story windows are set into prominent limestone surrounds. The flanking central bays' windows are hung singly at the second and third stories and are topped with a limestone band. Select window openings have been infilled and smaller replacement windows are now present.

The outer sections each contain arched entrances that are set in ornate classical limestone surrounds. The entrances contain single metal pedestrian doors; the arched areas are infilled. The limestone surrounds include articulated voussoirs and entablatures with scrolled brackets that support a projecting cornice area above dentil courses. Second-story windows have jack-arch openings while third-story windows are round arch openings; all windows on the outer sections have limestone keystones and brick and limestone voussoirs.

The west side elevation is separated from the rectory by only a few feet. It was designed to be a secondary elevation and does not feature decorative details. Windows have all been replaced and consist of round-arch forms at the first story; segmental-arch forms at the second story; and flat-arch forms at the third story.

The building's south rear elevation is also secondary and lacks the cohesive appearance and design details of the public elevations, most notably in the absence of the raised limestone foundation. Irregularly spaced pedestrian doors covered with iron security gates are located at the ground level. Windows are irregularly placed and contain one-over-one replacement windows and infilled configurations. Some limestone sills are present, but the openings lack limestone keystones and voussoirs found on the other elevations.

The building's flat roof is covered with built-up roofing.

Rectory

A two-story, side-gable rectory is located to the west of the church. The building, which sits atop a concrete foundation, has a slightly irregular rectangular footprint and is also executed in the same brown brick as the church. The rectory displays Mediterranean Revival details not found on the church. The symmetrical facade, which faces to the north along West Congress Parkway, is dominated by a central entry bay with a one-and-one-half-story projecting limestone entrance pediment with a round arch supported by Corinthian columns and pilasters. The door is an original wood panel pedestrian door and the elaborate door surround is also executed in limestone. The word "RECTORY" is carved into the limestone above the door and a blind limestone lunette is located over the lettering. The pediment's front-facing gable contains a bas relief Chi-Ro symbol, invoking an early Christogram invoking the authority of Jesus, and the pediment's roof is clad in clay tiles.

First-story windows have round-arch openings with classical motifs executed in brick. Second-story windows are jack-arch openings hung in pairs. Each pair is set into a limestone surround with quoins on the outside edges. All windows are metal replacements. A pair of scrolled brackets is between each set of first and second-story windows and appears to have supported a now-missing architectural element. The cornice contains a series of round arches with pendant bosses executed in limestone. This feature contributes to the Mediterranean Revival appeal of the building. Above the arches, bricks in the frieze are arranged in a glyph pattern.

The east and west side elevations are not considered public faces of the building and are therefore less ornamental. A flat-roof extension is located on the south side of the side-gable portion of the rectory. Windows on both the side-gable and flat-roof portions are round-arch and jack-arch forms, and are irregularly placed. The only ornamentation is the arched cornice pattern with pendant bosses and two unornamented brick pilasters that

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Eligible

Precious Blood Roman Catholic Church
SURVEY ID 1-44

project slightly. A tall narrow exterior brick chimney extends from the west elevation.

The south rear elevation contains a partial-width brick projecting bay. The surrounding walls do not have openings and one-over-one replacement windows are on the projecting bay.

The rectory's side-gable roof is covered in clay tiles and features a copper gutter system. The side walls extend above the gable forming parapet walls.

The area around the church is urban with a few street trees providing the only landscaping. The rectory has two grass lawn panels and evergreen foundation plantings. Interstate 290 (I-290) is directly north of the church and rectory.

HISTORY/DEVELOPMENT 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

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Eligible

Precious Blood Roman Catholic Church
SURVEY ID 1-44

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.

Precious Blood Roman Catholic Church

Precious Blood Roman Catholic Church and School was organized on July 1, 1907, to serve English-speaking Irish and Italian Catholics in the surrounding Near West Side community. The church building was designed in 1907 by architect William F. Gubbins. An initial announcement stated that he was preparing plans for a building that would contain a church, school classrooms, and an assembly/entertainment hall. The building was to be three stories with a concrete foundation, steel superstructure, pressed brick and stone facing, a composition roof, and a marble and mosaic entrance. Interior spaces were to have oak finishes, concrete and maple floors, steam heat, combination gas and electric light fixtures, school and church furniture, and the total cost was estimated to be \$75,000. A later article stated that the church would be constructed by mason John Killeen at an increased estimated cost of \$85,900. The building was to be constructed at 981-987 West Congress Street, which later became 2401-2407 West Congress Street as part of an area-wide street renumbering system in 1909. A portion of the building dedicated to church use was designed to convert into school rooms, although this option was never exercised.

A site at West Congress Parkway and South Western Avenue was acquired for a combined church and school building and groundbreaking occurred on October 1, 1907. Construction was completed quickly and Archbishop James E. Quigley dedicated the building on March 15, 1908. The church and school building more strongly resembles a school than an early twentieth-century church, an interesting aesthetic choice in an era when sacred architecture was usually distinct and easily identifiable, and was often ornate. According to the 1922 Sanborn Fire Insurance Map, the building's basement was used as a hall, the first floor as the church, and the second and third stories as the school. The parish school was staffed by the Mercy Sisters and served the community until 1990.

The church has undergone several changes since its initial construction. In 1930, Western Avenue was widened and the church and school building was moved eighteen feet to the west. A detailed analysis of available research shows that prior to 1922, two separate two-story buildings built in ca. 1885 were located to the west of the church. These were identified on the 1922 Sanborn map as a dwelling for priests and a dwelling for sisters, presumably the Mercy Sisters. It seems likely that when the church was moved, these buildings were demolished. Additional research indicates that the rectory that is currently to the west of the church and school building was constructed sometime between 1922 and 1938. It is possible that the new rectory was built after the church was moved in 1930. However, an exact construction date and architect have not been identified at this time. For the purposes of this determination of eligibility, the rectory's construction date is being presented as ca. 1930.

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Eligible

Precious Blood Roman Catholic Church
SURVEY ID 1-44

In the early 1940s, a population shift in the community led to a change in the demographics of the congregation as well, with predominately African American and Mexican American parishioners worshipping at the church.

In 1969, the Black Panther Party used the church to hold classes on guerilla tactics and the teachings of Mao Tse-tung. Reverend Francis G. Maloney of Precious Blood Roman Catholic Church stated that while he did not investigate the philosophies of the Black Panthers, he believed in the right of free assembly. Approximately twenty-five people attended the classes at his church. A spokesman for the chancery office of Chicago's Roman Catholic archdiocese were held without the knowledge or authorization of chancery officials.

In 2006, the Catholic Archdiocese of Chicago planned to reconfigure ten struggling Roman Catholic churches on the West Side. Precious Blood Roman Catholic Church parishioners rallied against the proposed merger. The largely Hispanic congregation believed that the church was central to their community and wanted to avoid closure or relocation. While the congregation was able to delay some changes, but Precious Blood Roman Catholic Church merged with St. Malachy in 2012, and is now located at 2248 W. Washington Boulevard in Chicago in the St. Malachy Church.

After Precious Blood Roman Catholic Church vacated the building, the Chicago Public Schools Ombudsman Program opened in the building in 2014. It is part of a nationwide program designed to help students who have dropped out of school find ways to complete their education and graduate from high school. The Chicago program served 482 students in its first year. The rectory is now occupied by the administrative offices of Youth Outreach Services.

Architect William F. Gubbins

William F. Gubbins (ca. 1874-1937) was a Chicago-based architect with an office at 685 Ogden Avenue at the time he designed Precious Blood Roman Catholic Church in 1907. He later moved to an office at 155 N. Clark Street. Research indicates that Gubbins was active from the 1890s through at least 1917, with most commissions seeming to occur in the 1900s and 1910s. Gubbins designed many churches and church-related buildings, such as schools and rectories in Chicago, including Our Lady Help of Christians (1890s) at 851-855 North Leamington Avenue; St. Malachy School (1910s) at 2252-2256 West Washington Boulevard; former Presentation Catholic Church (1902-1909) at Lexington and Harding Streets; St. Agatha Roman Catholic Church Rectory (1897) at 3147 West Douglas Boulevard; and Holy Family Church at 1840 Lincoln St., North Chicago, IL (1914). Gubbins also designed schools including St. Mel High School (1910s) on North LeClaire Ave, Chicago as well as two-flats, three-flats, clubhouses, and at least one factory. A review of Gubbins' works indicates that Precious Blood is one of his most restrained and least ornamented designs. It has more in common with his educational designs than his ecclesiastical work.

Gubbins used classically inspired motifs for the church and rectory. Common in the early twentieth century, when revival architectural designs were inspired by earlier historic precedents, the use of dentils, columns, and symmetrical designs were common. The rectory design was influenced by Mediterranean designs that also incorporated classical motifs while adding tile roofs, porticos, and articulated pendants. Interestingly, Gubbins' design for the church and school embodies characteristics more common to educational buildings of the era rather than typical ecclesiastical forms. It is a unique approach to religious architecture and responded to the proposed mixed use for the building.

NRHP STATUS

DATE LISTED

Eligible

NRHP CRITERIA

A B C D Not Applicable

NRHP CRITERIA CONSIDERATIONS

A B C D E F G Not Applicable

NRHP EVALUATION/JUSTIFICATION

Precious Blood Roman Catholic Church 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

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Eligible

Precious Blood Roman Catholic Church
SURVEY ID 1-44

Register Criteria for Evaluation.” This evaluation includes the main church and school building and the rectory.

Precious Blood Roman Catholic Church is not associated with significant events in history and is not eligible under NRHP Criterion A.

Precious Blood Roman Catholic Church is also not associated with persons significant in the past and is not eligible under Criterion B.

Precious Blood Roman Catholic Church is eligible under Criterion C. The main church and school building is a remarkable and significant example of a purpose-built religious institution that was intended to provide space for worship and education and conveys the proposed uses well. Although its appearance is more akin to educational architecture of the era, it retains classical detailing and symmetry that is appropriately dignified for a sacred building. The adjacent rectory is a good example of Mediterranean Revival architecture and interestingly displays more ornate details than the church and school building. Collectively, the two buildings convey significant design merit and are an important juxtaposition.

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

Because the church is a religious property, it must also meet Criteria Consideration A, which requires that religious buildings be eligible for historic, architectural, or artistic merit rather than religious associations only. Precious Blood Roman Catholic Church and rectory are eligible for architectural merit as an example of a combined school and church building with classically inspired architecture and an associated rectory that is a good example of Mediterranean Revival architecture. The church complex is eligible under Criteria Consideration A.

The church and school building was moved eighteen feet to the west and therefore must meet Criteria Consideration B for moved properties. The church retains its original orientation, setting, and general environment. Its setting after the move is nearly identical to its historic location, which is compatible with the property’s significance. Because the church and school building is eligible for its architectural merit, and the move was only a small shift in setting, the church and school building is eligible under Criteria Consideration B. The rectory was not moved and is not subject to evaluation under Criteria Consideration B.

Precious Blood Roman Catholic Church and its associated rectory retain a moderate degree of integrity. It retains integrity of location, although the church has been moved, it was only shifted eighteen feet on the same parcel and meets Criteria Consideration B. It also retains integrity of design, materials, workmanship, feeling, and association; the most notable change is the replacement windows in some areas. Its integrity of setting has been compromised by the presence of I-290, but the church complex continues to convey the importance of religion and religious education in the neighborhood in the early twentieth century. The period of significance for Precious Blood Roman Catholic Church is 1907-ca. 1930, which also encompasses the construction dates of the church and school building and the rectory on the property. Because research did not reveal an exact construction date for the rectory, the period of significance is not precise, but additional research may yield information in the future.

NRHP BOUNDARY

The NRHP boundary for Precious Blood Roman Catholic Church is parcels 16-13-234-028-0000, 16-13-234-027-0000, and 16-13-234-026-0000, the legal parcels that contain the 1907 church building and school and the ca. 1930 rectory. This includes the historic location of this complex.

SOURCES

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Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Eligible

Precious Blood Roman Catholic Church
SURVEY ID 1-44

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Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Eligible

Precious Blood Roman Catholic Church
SURVEY ID 1-44

Photo 1 - Precious Blood Roman Catholic Church



Facing southwest to north-facing facade and east side elevation of main church and school building from South Western Avenue and West Congress Parkway intersection

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Eligible

Precious Blood Roman Catholic Church
SURVEY ID 1-44

Photo 2 - Precious Blood Roman Catholic Church



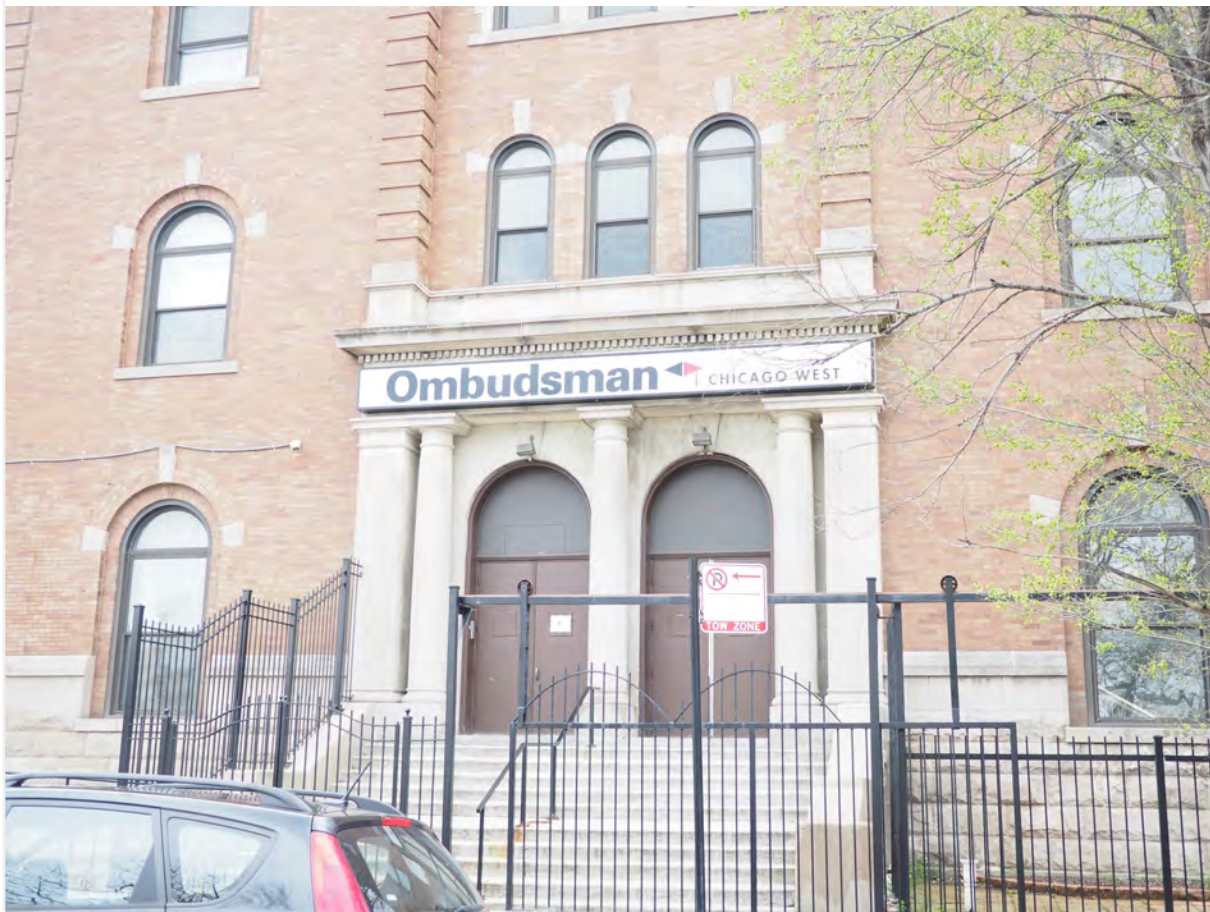
Facing northwest to south rear and east side elevations of main church and school building from South Western Avenue

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Eligible

Precious Blood Roman Catholic Church
SURVEY ID 1-44

Photo 3 - Precious Blood Roman Catholic Church



Facing south to north-facing facade of main church and school building entrance from West Congress Parkway

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Eligible

Precious Blood Roman Catholic Church
SURVEY ID 1-44

Photo 4 - Precious Blood Roman Catholic Church



Facing southeast to north-facing facade of rectory (at right) and north-facing facade and west side elevation of main church and school building (at left) from West Congress Parkway

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Eligible

Precious Blood Roman Catholic Church
SURVEY ID 1-44

Photo 5 - Precious Blood Roman Catholic Church



Facing south to north-facing facade of rectory from West Congress Parkway

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Eligible

Precious Blood Roman Catholic Church
SURVEY ID 1-44

Photo 6 - Precious Blood Roman Catholic Church



Facing southeast to north-facing facade and west side elevation of rectory from West Congress Parkway

Historic Resources Survey

RESOURCE TYPE Property
 NRHP STATUS Eligible

Precious Blood Roman Catholic Church
 SURVEY ID 1-44

Map - Precious Blood Roman Catholic Church



Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Malcolm X College
SURVEY ID 1-45

NAME

Malcolm X College

OTHER NAME(S)

N/A

STREET ADDRESS

1900 West Van Buren Street

CITY

Chicago

OWNERSHIP

Board of Trustees of Community College District No. 508

TAX PARCEL NUMBER

17-18-224-035-0000, 17-18-225-036-0000, 17-18-226-026-0000, 17-18-227-033-0000

YEAR BUILT SOURCE

1971 Chicago Tribune, "New Malcolm X College Opened."

DESIGNER/BUILDER

Gene Summers, C.F. Murphy Associates

STYLE

International Style

PROPERTY TYPE

Education

FOUNDATION

Concrete

WALLS

Glass

ROOF

Built-Up

DESCRIPTIVE NOTES

Malcolm X College, located within the irregularly shaped block bound by West Van Buren Street, West Jackson Boulevard, South Damen Avenue, West Ogden Avenue, and South Wood Street, is an excellent example of Miesian International Style architecture. The building is three stories in height and clad in black glass and metal panels with metal beams geometrically and artistically arranged between them. At the time of the photography and survey of this determination of eligibility, the building was in the initial phases of a planned demolition. Plywood and fencing obscured certain areas of the building as they were being prepared for removal.

The building has a rectangular footprint and a box-like form and is oriented on an east-west alignment. Its main elevations face north and south, and are the longer sides of the building; however, the building is remarkably consistent on all elevations with the north and south elevations distinguished primarily by large metal letters that identify the college. Malcolm X College is impeccably symmetrical and embodies Modernism and the International Style in its long, low form that lacks architectural ornament and is defined by bands of glass and metal.

The first story is recessed behind square steel pilotis that support the upper stories. Large panes of dark glass are held in place by anodized metal frames. The upper stories consist of alternating horizontal bands of dark glass and metal spandrels. The vertically oriented dark glass windows are surrounded on the top and bottom by horizontally oriented spandrels, which collectively wrap around the building.

The anodized black metal beams are placed in parallel pairs between each window and spandrel, resulting in a creative grid pattern that emphasizes the grid design of the windows and spandrels. The corners of the building are treated especially expertly. Each elevation does not meet the flanking sides at a typical corner but instead is flush with its own plane and is intersected by the ninety-degree-angled edge of the pilotis, resulting in a sawtooth or inverted V shape. This treatment reinforces the sharpness and angularity of the entire design.

The flat roof features metal coping and is covered in built-up roofing materials. Two interior square courtyards are present on the building's third story.

The landscape of Malcolm X College is a significant component of the property. The parcel is carefully graded with four berms that encompass the building and visually obscure parking lots located at the east and west ends

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Malcolm X College
SURVEY ID 1-45

of the parcel. The honey locust trees are laid out in linear and grid-like patterns within grass panels, providing an appropriate geometry for the setting of the building. Entrance plazas lead to the building's entrances on the north and south while parking is limited to the east and west. Landscaping is located on the four corners of the parcel.

HISTORY/DEVELOPMENT 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

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Malcolm X College
SURVEY ID 1-45

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.

Modern-Era Architecture

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.

The International Style

Malcolm X College is an example of the International Style of architecture. Emerging in the 1920s and 30s, the name was first applied by Henry-Russell Hitchcock and Philip Johnson, curators of the 1932 exhibition "Modern Architecture: International Exhibition." European precedents focused on the social aspects of this new architecture, while American examples focused more on the architectural aesthetics. Character-defining features of the International Style are the absence of architectural ornamentation; box-shaped buildings; expansive window areas; smooth wall surfaces; cantilevered building extensions; and glass and steel as predominant building materials.

German-American architect Ludwig Mies van der Rohe (1886-1969) was perhaps the leading International Style architect in the United States. Departing from Germany in 1937, he soon settled in Chicago and began designing the sleek glass-and-steel buildings that would become synonymous with his name. His most notable designs include S.R. Crown Hall (1956) at the Illinois Institute of Technology and Lakeshore Drive Apartments (1949-1951), both in Chicago; and the Seagram Building (1958) in Manhattan.

The International Style of architecture was interpreted and applied to numerous public and private office and

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Malcolm X College
SURVEY ID 1-45

school buildings throughout the United States from the 1950s through the 1970s. Malcolm X College is an excellent example of Miesian International Style architecture.

Modern Landscape Architecture and Malcolm X College

As Modernist architects began introducing vastly different and innovative buildings into the American design vocabulary, landscape architects initially struggled to redefine their discipline to keep pace with the changing built environment. In 1936, Harvard University was undergoing a revolutionary curriculum change in the architecture department with the arrival of Walter Gropius and his colleagues from the Bauhaus in Germany. The landscape architecture department, however, was less engaged in Modernism and continued to study estate gardens, Beaux Arts traditions, and naturalism vs. formalism. Three students, Dan Kiley, Garrett Eckbo, and James Rose, while accepting the earlier ideas of the Olmstedes, were extremely interested in emerging European social, spatial, and artistic interests. The three classmates attempted to incorporate the tenets of the new architectural thinking into landscape architecture in both design and theory. The three men went on to coauthor a series of articles in *Architectural Record* in 1939 and 1940, developing what was essentially a manifesto for a new landscape architecture. All three became groundbreaking Modernist landscape architects, revolutionizing the practice and developing designs that were appropriate for the new architecture. Kiley in particular was noted for his designs that were nearly always based on grid forms, a true hallmark of his style.

While the landscape architect of Malcolm X College was not identified during research, the influence of Dan Kiley cannot be denied. The use of a berm, skillfully siting and revealing the building, as Kiley did at Dulles International Airport, and the regular spacing of trees in both allees and grids combine for a masterful landscape setting for the building, as he did at Burlington, Vermont's Cathedral of the Immaculate Conception and Tampa, Florida's NCNB Plaza among many others, and contribute as much to the site as the sophisticated architecture. Finally, Kiley used honey locust trees extensively in his designs; they were both hardy and affordable for his clients. The trees at Malcolm X College are honey locusts, increasing the likelihood of Kiley's influence, if not his direct involvement.

Kiley worked extensively in Chicago, and had gained significant exposure as a Modern master landscape architect. His most notable local works include the Art Institute of Chicago's South Garden (1962); several commissions with Harry Weese in the mid-1960s; and Milton Lee Olive Park (1957, 1965), which he completed with C.F. Murphy Associates, Malcolm X College's architect of record. While research did not reveal Kiley's involvement with Malcolm X College, the prior relationship of the two firms makes it possible that he was the landscape architect. At the very least, C.F. Murphy Associates would have been aware of his aesthetic and may have sought out a landscape architect that would have incorporated similar design principles at Malcolm X College.

C.F. Murphy Associates

C.F. Murphy Associates was one of the largest and most prolific modernist firms in Chicago during the 1960s and 1970s. The firm was established in 1936 by Charles Francis Murphy (1890-1985) as Shaw, Naess & Murphy, later becoming Naess and Murphy (1946), then C.F. Murphy Associates (1959), and finally Murphy/Jahn (1981). After attending Northwestern University in 1911, Murphy began his career as a stenographer under architect Daniel Burnham at D.H. Burnham & Co. Upon Burnham's death, Murphy became Ernest R. Graham's secretary and assistant at Graham, Anderson, Probst and White. The firm was the most prolific architectural firm in the 1920s, designing numerous Chicago landmarks like the Merchandise Mart, the Field Museum, the Wrigley Building, and Union Station.

After forming C.F. Murphy Associates in 1959, Murphy's firm designed many Chicago buildings, including the Prudential Building (1955); the Continental Center (1961-62); O'Hare International Airport (1963); the Central District Water Filtration Plant (1964); the Daley Center as managing architect in a joint venture with Skidmore, Owings & Merrill and Loeb, Schlossman, Bennett and Dart (1965); Mercy Hospital (1968); St. Xavier College; the First National Bank Building (1968-73); the second McCormick Place convention center (1971); the Rehabilitation Institute of Chicago (1974); and Xerox Center (1980). Many of the firm's works were designed in the International Style, following the Miesian idiom of rectangular frames expressed in steel and glass. The firm also designed the J. Edgar Hoover Building, headquarters of the Federal Bureau of Investigation (FBI), in

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Malcolm X College
SURVEY ID 1-45

Washington DC (1965-1975) and the Kemper Arena in Kansas City, MO (1972).

In 1967, architect Gene Summers (1928-2011) joined C.F. Murphy Associates as partner in charge of design, serving as the chief architect for the new McCormick Place, which had burnt down. Chicago Mayor Richard J. Daley had hired C.F. Murphy Associates to design and rebuild the McCormick Place. At that time, the firm was without a lead designer; Murphy asked Ludwig Mies van der Rohe for a recommendation. Mies recommended his former assistant, Gene Summers. Summers had studied under Mies while pursuing his master's from the Illinois Institute of Technology (IIT) and served as a project architect in Mies' office from 1950 to 1966, where he worked on the Seagram Building in New York City and the Chicago Federal Center. In 1966, Summers started his own firm, hiring German architect Helmut Jahn. Both architects joined C.F. Murphy Associates for the McCormick Place commission. During his tenure at C.F. Murphy Associates, Summers was credited with designing Malcolm X College (1971); the Rehabilitation Institute of Chicago (1974); and the O'Hare Hilton Hotel (1973).

In 1973, Summers left C.F. Murphy Associates to co-found an architecture and development firm with Seagram heiress Phyllis Lambert in Newport Beach, CA; they restored historic buildings like the Biltmore Hotel in Los Angeles. Summers moved to France in 1985, where he designed bronze furniture, and returned to Chicago to become dean of IIT's College of Architecture from 1989 to 1993.

Building History

Malcolm X College opened in 1971 as Chicago's first new permanent junior college building. The new west side campus was one of the seven City Colleges of Chicago and one of six similar projects planned by the Board of Trustees of Junior College District No. 508 that operated City Colleges of Chicago. The building's architect was C.F. Murphy & Associates and attributed to the firm's partner and architect Gene Summers. The contractor was W.E. O'Neil Construction Company. Three-fourths of the construction costs were provided by local funds from the City Colleges of Chicago and bonds sold by the Illinois Building Authority. The remaining costs were funded by a \$2,099,000 construction grant awarded by the Department of Health Education and Welfare.

Plans for a new campus were first made in the mid-1960s, but a series of legal and financial problems delayed the project. The old Malcolm X College campus facilities at 1757 West Harrison Street, a former medical school, and 840 West 14th Place, the former Garfield School, were overcrowded and outdated with mobile class units to alleviate these issues. The buildings were not large enough to accommodate the college's 4,053 students. Construction on the new campus began in early 1970 and was more than halfway completed by April 1970. The campus was originally projected to open in fall 1970, was subsequently delayed to January 1971, and again to April 1971. Much of the delays were caused by a lack of funds to fully equip the new building with classroom furniture, office furniture, and lab and library equipment in time for the campus opening.

The \$21-million campus was constructed on a 23-acre site at 1900 West Van Buren Street, two miles west of the Loop. The site was laid out with the 700-foot long building at its center, flanked by two landscaped courtyards. The three-story building of glass and steel construction had a two-level basement, 523,000 square feet of floor space, and a third floor with two open lounge spaces similar to atriums. Built to accommodate 10,000 students, the building featured a student union with dining rooms and study lounges; two 140-seat and two 120-seat lecture halls; 75 classrooms; 14 laboratories; a gymnasium, swimming pool, and audio-visual center; and faculty and administrative offices. The building was equipped with the latest teaching equipment in academic, technical, and occupational fields.

Before the new campus opened, the majority of the thirty-five paintings that hung on the Wall of Truth at 43rd Street and Langley Avenue were moved to the campus for a permanent outside display. The Wall of Truth paintings were done by African-American artists, including William Walker and Eugene Eda, in 1969. They depicted the black experience in America, focusing on recent upheavals and inner-city neighborhood conditions, and prominent black leaders like Leroi Jones, Marcus Garvey, W.E.B. DuBois, and Malcolm X. The paintings had hung on the outside wall of a burned-out building for more than two years, across the street from another outside mural known as the Wall of Respect (1967), which honored black heroes. The scheduled demolition of the building prompted community leaders to stall demolition long enough to move the artwork to Malcolm X College. The paintings were mounted onto concrete displays outside of the new campus building. They remained there

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Malcolm X College
SURVEY ID 1-45

until 1986, when they were placed in storage at Chicago State University. In ca. 1997, the paintings were donated to the DuSable Museum.

Once completed, officials wanted Malcolm X students to be able to use the building as soon as possible and facilitated a mid-semester move over the Easter holiday weekend to open the new campus on April 13, 1971. On opening day, students followed college president, Dr. Charles G. Hurst, in a march from the old building at 1757 West Harrison Street to the new campus. The May 16, 1971 dedication ceremonies were held on the front steps of the new building and attended by 4,000 people, including students, College President Hurst, Harry Belafonte, Benjamin Davis (father of imprisoned Angela Davis), and Betty Shabazz (widow of Malcolm X). The ceremonies included the raising of the tricolor red, green, and black flag as those gathered raised their fists in the black power salute and sang the black national anthem. Hurst, Belafonte, Davis, and Shabazz gave speeches, all calling for unity among blacks.

In September 1971, the Chicago Chapter of the American Institute of Architects (AIA) and the Chicago Association of Commerce and Industry awarded the building with the distinguished building award for an educational institution in Chicago. The AIA jury commented that "Malcolm X College is a very disciplined and rigid building with good scale and proportion."

In 2013, construction began on a new \$251 million Malcolm X College campus across West Van Buren Street, north of the existing campus location. The new 500,000 square-foot campus will include a School of Health Sciences, the latest technology in classrooms, a conference center, daycare center, and 1,500-space parking garage. The new campus is opening in 2016. Originally the 1971 Malcolm X College building was to be rehabilitated as the new home of the Chicago High School for the Arts; financial troubles stalled the renovation of the building and the school moved into another empty school facility. In July 2015, plans were announced to demolish the 1971 Malcolm X College campus building for the construction of a new Chicago Blackhawks two-rink practice facility and neighborhood hockey center. The new facility would be constructed on 4 acres of the 11-acre site; the remaining 7 acres have been purchased by Rush University Medical Center for future facilities expansion. As of May 2016, demolition has started on the 1971 Malcolm X College campus building; signage and first floor windows have been removed, and the site is closed off with construction fencing.

Malcolm X College History

Malcolm X College was originally established as Crane Junior College in 1911 at the corner of West Jackson and South Oakley Boulevards, in what is now the Richard T. Crane Medical Preparatory High School. In its first year, the college had only thirty students. By 1929, it had grown to 4,000 students and was the largest junior college in the United States. In 1933, the college closed due to the Great Depression, but re-opened less than a year later as the Herzl Junior College. It was named for Theodore Herzl, a journalist, playwright, and early leader of the movement for an independent Jewish state. During World War II, the school served as a Naval training college in 1944 and 1945. In the 1960s, it was the site of numerous civil rights demonstrations.

In 1969, the historically all-black Malcolm X College was renamed to honor the slain Black Nationalist leader. Dr. Charles Hurst, the college president, recommended the name change in his April 13, 1969 inaugural address after several weeks of soliciting community groups for support. Soon after, students began answering campus phones with the name "Malcolm X Junior College." President Hurst submitted the formal recommendation to the City Colleges of Chicago chancellor, Oscar Shabat, in April 1969 to endorse the name change; City Colleges planned to eventually renamed all of its campuses. Shabat submitted his endorsement to the City Colleges of Chicago Board for consideration in June 1969. In early June 1969, the Board delayed its decision, having not found any community consensus on the name change. Some west side residents wanted the school named for Crispus Attucks, Booker T. Washington, or a black leader other than Malcolm X. By August 1969, an independent eight-member committee had been appointed to decide the name change after a Board-sponsored poll showed residents marginally favored Booker T. Washington over Malcolm X. Though deadlocked at first, the committee eventually voted in favor of the Malcolm X name.

In 1970, construction began on the new college campus at 1900 West Van Buren Street. After opening in April 1971, the new campus was held its first commencement ceremony on June 2, 1971 on the plaza in front of the school on West Van Buren Street. By fall 1971, student enrollment nearly doubled to 7,417 students.

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Malcolm X College
SURVEY ID 1-45

Malcolm X College sought to serve the community and people by offering progressive educational programs and community services, due largely to the new campus' presence in the impoverished inner-city neighborhood of the Near West Side. When the new campus opened in 1971, the college offered liberalized grading systems, academic advisement and guidance, job placement programs, financial assistance, special services, community tutorial projects, and drug abuse education. Other programs included a Neighborhood Youth Corp trainees program, a parolee assistance project, prison annex courses, a "political awareness" program, street academy, and an urban studies program, in addition to the offered academic and technical courses.

Administrative policy geared the school's social and architectural atmosphere toward the contemporary black liberation movement, including the school's clenched fist "power" trademark and school colors of black, red, and green from the flag of Marcus Garvey's back-to-Africa movement of the 1920s. In 1971, President Hurst added the slogan "Black Excellence" to every door in the main building. Students chose to enroll at Malcolm X College for its black culture-oriented curriculum, active social projects in the black community, modern campus facilities, and "black pride."

Due to its proximity to the Medical Mile, Malcolm X College offered a large selection of health sciences programs, serving as the healthcare hub for the City Colleges of Chicago. However, demolition of the building has commenced, and it will be replaced with a practice facility for the Chicago Blackhawks. A new Malcolm X College campus has been constructed directly to the north.

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

Malcolm X College 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."

Malcolm X College is not associated with significant events in history and is not eligible under NRHP Criterion A.

The college is also not associated with persons significant in the past and is not eligible under Criterion B. Although the building is named for Malcolm X, it is an honorary designation only and the property is not associated with his productive life.

Malcolm X College is eligible under Criterion C. It is an excellent example of Miesian International Style architecture. It embodies the character-defining features of the style, including the absence of architectural ornamentation; box-shaped buildings; expansive window areas; smooth wall surfaces; cantilevered building extensions; and glass and steel as predominant building materials. The building has a cohesive and rhythmic appearance and is further enhanced by the Modernist landscape that surrounds it, a meritorious design in its own right. The architecture and the landscape combine to create a masterpiece of Modern-era design. Both components retain a high level of all aspects of integrity.

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

Malcolm X College was constructed in 1971 and is therefore forty-five years of age at the time of this assessment. Because the building is less than fifty years of age, it must also meet Criteria Consideration G. Criteria Consideration G requires that buildings less than fifty years of age meet the requirement of exceptional importance in order to be eligible for listing in the NRHP, as described in the NRHP publication entitled Guidelines for Evaluating and Nominating Properties that Have Achieved Significance Within the Past Fifty Years. Malcolm X College is an excellent example of the International Style of architecture applied to an educational building. In Chicago, an omphalos of excellent International Style buildings, is stands out as a skillful

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Malcolm X College
SURVEY ID 1-45

and sophisticated interpretation of the style. Scholarly documentation on the International Style and Modern-era architecture in the Chicago area exists, as do comparative examples of the International Style in the region, and Malcolm X College is an exceptionally important example of architecture when evaluated comparatively as required for assessments for properties that are less than fifty years of age. It is also exceptionally important because of the Modernist landscape that embodies important design tenets of the era. Therefore, Malcolm X College would be considered as eligible under Criteria Consideration G at this time as a building that is less than fifty years of age. However, the building is currently being demolished, and therefore, only because of the demolition, Malcolm X College is not eligible for listing in the NRHP.

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Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Malcolm X College
SURVEY ID 1-45

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Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Malcolm X College
SURVEY ID 1-45

Photo 1 - Malcolm X College



Facing northeast to the south and west elevations from South Damen Avenue and West Van Buren Street

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Malcolm X College
SURVEY ID 1-45

Photo 2 - Malcolm X College



Facing east to west elevation from South Damen Avenue

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Malcolm X College
SURVEY ID 1-45

Photo 3 - Malcolm X College



Facing south to north elevation from West Jackson Boulevard

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Malcolm X College
SURVEY ID 1-45

Photo 4 - Malcolm X College



Facing southwest to north and east elevations from West Jackson Boulevard

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Malcolm X College
SURVEY ID 1-45

Photo 5 - Malcolm X College



Facing west to east elevation from South Wood Street

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Malcolm X College
SURVEY ID 1-45

Photo 6 - Malcolm X College



Facing north to south elevation from West Van Buren Street

Historic Resources Survey

RESOURCE TYPE Property
 NRHP STATUS Not Eligible




Malcolm X College
 SURVEY ID 1-45

Map - Malcolm X College



Data provided by Cook County GIS 2013 Orthoimagery

PROPERTY NAME: Malcolm X College
 ADDRESS: 1900 West Van Buren Street
 Chicago, IL


 Property Boundary
 Tax Parcel
 0 200 400 Feet

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Medical Center Apartments
SURVEY ID 1-46

NAME

Medical Center Apartments

OTHER NAME(S)

N/A

STREET ADDRESS

1926 West Harrison Street

CITY

Chicago

OWNERSHIP

Chicago Dwellings Association

TAX PARCEL NUMBER

17-18-244-042-0000

YEAR BUILT SOURCE

1964 Devereux Bowly, "The Poorhouse: Subsidized Housing in Chicago."

DESIGNER/BUILDER

PACE Associates Architects

STYLE

International Style

PROPERTY TYPE

Domestic

FOUNDATION

Concrete

WALLS

Concrete

ROOF

Built-Up

DESCRIPTIVE NOTES

The Medical Center Apartments is located at 1926 West Harrison Street in Chicago. Constructed in 1964, the eighteen-story building has a rectangular footprint and is oriented on an east-west axis. Executed in the International Style of architecture, the building has an exposed concrete frame and is largely devoid of ornamentation. The building contains 306 apartments, ranging in size from efficiencies to three-bedroom units.

All elevations shows a consistent pattern of alternating bands of pairs of horizontally oriented hopper windows and textured concrete panels. Vertical panels of the same textured concrete in a paler color separate the windows. The building has no dominant facade.

The first floor is differentiated from all of the similar upper stories. It features a concrete arcade that is supported by concrete columns. The first story is recessed behind the columns and the rest of the building plane. The first story's walls consist of glazed panes separated by anodized muntins and textured concrete panels surmounted by glazed panes on the north and south elevations. Centrally located pedestrian doors on both of these elevations consist of both metal and glass examples. An awning with the building's name is centrally placed on the south elevation.

The east and west side elevations are identical. No doors are present at street level and the walls are clad with textured concrete panels topped with glass panes in anodized metal frames.

The upper stories are identical on all elevations. The bands of windows and concrete panels encircle the building. Inset air-conditioning units that appear to be later installations are present at regular intervals on all elevations and project from the building's planes. Although the units are consistently sized and spaced, the concrete does not match the wall surfaces and condensation appears to have damaged the areas beneath the units. Given the number of units installed, the visual rhythm of the building is disrupted.

The flat roof contains a single-story HVAC and mechanical room with glazed walls. It occupies only a small portion of the roof area. Aerial photos indicate that the roof is sheathed in synthetic built-up roofing materials.

The Medical Center Apartments are surrounded by an L-shaped parking lot on the north and south sides. Grass panels are present to the northeast and south of the building. A few deciduous trees are located on the grounds, and an iron fence encompasses the property. West Ogden Avenue bisects the parcel and Interstate 290 (I-290)

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Medical Center Apartments
SURVEY ID 1-46

is located directly north of the building.

HISTORY/DEVELOPMENT 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

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Medical Center Apartments
SURVEY ID 1-46

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.

Modern-Era Architecture

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.

The International Style

The Medical Center Apartments are an example of the International Style of architecture. Emerging in the 1920s and 30s, the name was first applied by Henry-Russell Hitchcock and Philip Johnson, curators of the 1932 exhibition "Modern Architecture: International Exhibition." European precedents focused on the social aspects of this new architecture, while American examples focused more on the architectural aesthetics. Character-defining features of the International Style are the absence of architectural ornamentation; box-shaped buildings; expansive window areas; smooth wall surfaces; and cantilevered building extensions; and glass and steel as predominant building materials.

German-American architect Ludwig Mies van der Rohe (1886-1969) was perhaps the leading International Style architect in the United States. Departing from Germany in 1937, he soon settled in Chicago and began designing the sleek glass-and-steel buildings that would become synonymous with his name. His most notable designs include S.R. Crown Hall (1956) at the Illinois Institute of Technology and Lakeshore Drive Apartments (1949-1951), both in Chicago; and the Seagram Building (1958) in Manhattan.

PACE Associates Architects

PACE Associates, whose name was derived from Planners, Architects, and Consulting Engineers, developed the design for the Medical Center Apartments. Charles B. Genther, Wilbur H. Binford, William B. Cobb, and John

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Medical Center Apartments
SURVEY ID 1-46

Kausal established the Chicago firm in 1946. Genter, who served as the chief architect, studied mechanical engineering at the University of Wyoming before transferring to the University of Oklahoma, where he graduated with a degree in architectural engineering. He initiated graduate work at the Armour Institute of Technology (later called the Illinois Institute of Technology), studying under Ludwig Mies van der Rohe, with whom he became friends, and Ludwig Hilberseimer.

Before establishing PACE Associates, Genter worked at Skidmore, Owings & Merrill from 1942-1944 and Holabird & Root in 1945. The other PACE Associates partners primarily had professional experience at Holabird & Root as well. The firm maintained an office in the Monadnock Building in Chicago, and quickly grew to one of the largest practices of its kind. It came to include ten partners and two hundred aides by 1952.

For the first ten years of the firm's existence, PACE Associates worked with Mies van der Rohe on such notable designs as the Promontory Apartments, Algonquin Apartments, 860-880 North Lakeshore Drive Apartments, and buildings on the Illinois Institute of Technology campus, all in Chicago. Other projects included town planning efforts, including contributions to the 1957 Chicago zoning ordinance; medical, industrial, and residential buildings; and transportation and infrastructure projects, most notably the Illinois State Toll Highway Commission and a network of subsurface pedestrian walkways connecting major subway system buildings in the Loop in Chicago. Subsequent designs show direct influence from the work with Mies van der Rohe, with International Style inspiration readily apparent.

The firm dissolved in 1968, two years after Genter began teaching at the University of Illinois at Chicago's College of Architecture. He was also active in professional organizations, including the Chicago Chapter of the American Institute of Architects and was elected a fellow of the American Institute of Architects in 1967. He continued teaching until his retirement in 1981 and he passed away in 1987.

Building History

In 1941, the Illinois legislature established the Medical Center Commission in an effort to support the development of the area around Cook County Hospital. The commission was authorized to condemn areas in an effort to secure large contiguous parcels for hospital expansion and development by institutions that would support the hospital and its personnel. The Chicago Dwellings Association then purchased the parcel from the Medical Center Commission at full market value to construct housing on the site of the Medical Center Apartments.

The Chicago Dwellings Association was chartered in 1948 as a not-for-profit corporation with the mission to develop moderate-income housing for families with incomes too high to meet public housing eligibility standards but too low to get adequate housing in the private market. The board of directors was appointed by the Chicago mayor and upon its inception, the organization worked closely with the Chicago Housing Authority. The first project developed by the Chicago Dwellings Association was the Midway Gardens building in 1953.

The apartment building, which was completed in 1964, was constructed with a Federal Housing Administration-insured Section 207 mortgage. Tenancy in the building was limited to moderate-income medical center personnel and students. The Chicago Dwellings Association continues to own and operate the building.

In *The Poorhouse: Subsidized Housing in Chicago*, Devereux Bowly analyzes the Medical Center Apartments in comparison to other designs implemented by the Chicago Dwellings Association, saying "It lacks the good proportions and overall design quality of the Midway Gardens building, and as its light colors have gotten dirty, it has taken on an almost shabby appearance."

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

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Medical Center Apartments
SURVEY ID 1-46

NRHP EVALUATION/JUSTIFICATION

The Medical Center Apartments 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."

The Medical Center Apartments is not associated with significant events in history and is not eligible under NRHP Criterion A. While the Chicago Dwellings Association had a unique mission, the Medical Center Apartments building was not an early or influential example of the organization's work in supporting moderate-income housing.

The Medical Center Apartments is also not associated with persons significant in the past and is not eligible under Criterion B.

The Medical Center Apartments is not eligible under Criterion C. It is a nondescript example of the International Style as applied to a high-rise building and is not a particularly skillful or inspired execution of the style, particularly in Chicago where excellent examples abound. The building lacks character-defining features of the style, including smooth walls and cantilevered building extensions, and does not demonstrate Mies van der Rohe's influence on PACE Associates.

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

Therefore, the Medical Center Apartments are not eligible for listing in the NRHP.

SOURCES

Art Institute of Chicago. Ryerson & Burnham Archives. PACE Associates. Accessed on April 26, 2016. <http://digital-libraries.saic.edu/cdm/ref/collection/findingaids/id/14905>.

Bowly, Devereux. *The Poorhouse: Subsidized Housing in Chicago*, 2nd edition. Carbondale, Illinois: Southern Illinois University Press, 2012.

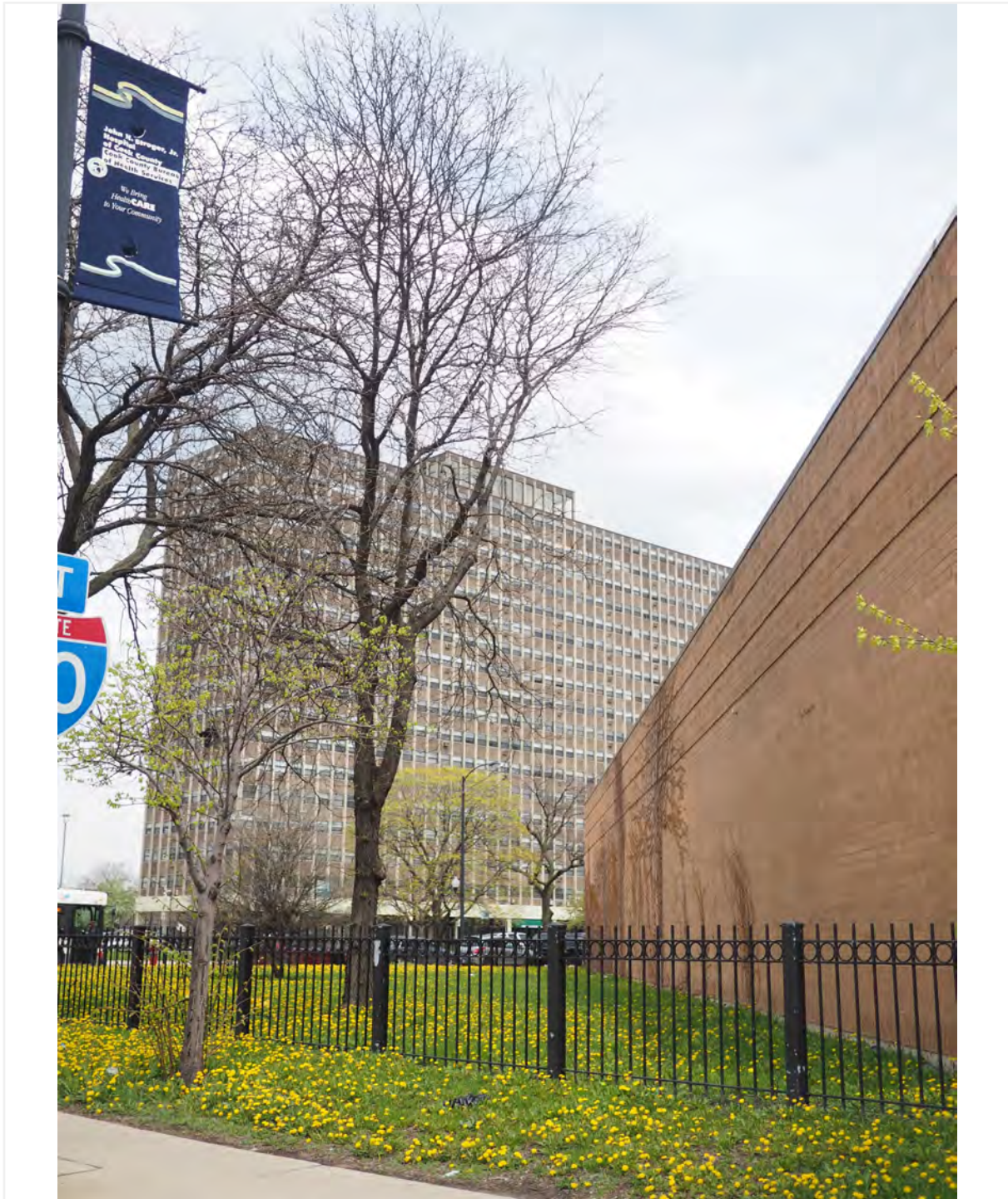
Sinkevitch, Alice and Laurie McGovern Petersen, editors. *AIA Guide to Chicago*. University of Illinois Press: Urbana, Chicago, and Springfield, Illinois, 2014.

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Medical Center Apartments
SURVEY ID 1-46

Photo 1 - Medical Center Apartments



Facing northeast to south and west elevations from South Damen Avenue

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Medical Center Apartments
SURVEY ID 1-46

Photo 2 - Medical Center Apartments



Facing north to south elevation from West Harrison Street

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Medical Center Apartments
SURVEY ID 1-46

Photo 3 - Medical Center Apartments



Facing northwest to south elevation entrance from West Ogden Avenue

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Medical Center Apartments
SURVEY ID 1-46

Photo 4 - Medical Center Apartments



Facing southeast to west and north elevations from West Congress Parkway

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Medical Center Apartments
SURVEY ID 1-46

Photo 5 - Medical Center Apartments



Facing southwest to north and east elevations from West Congress Parkway

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Medical Center Apartments
SURVEY ID 1-46

Photo 6 - Medical Center Apartments



Facing west to east elevation from West Ogden Avenue

Historic Resources Survey

RESOURCE TYPE Property
 NRHP STATUS Not Eligible

Medical Center Apartments
 SURVEY ID 1-46

Map - Medical Center Apartments



PROPERTY NAME: Medical Center Apartments
 ADDRESS: 1926 West Harrison Street
 Chicago, IL