

# 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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## Executive Summary

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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

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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

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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**

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

- St. Eulalia Church at 1851 South 9<sup>th</sup> Avenue, Maywood (Survey ID 1-36)
- Eisenhower Tower at 1701 South 1<sup>st</sup> 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 5<sup>th</sup> 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

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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 9<sup>th</sup> 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

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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

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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*

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## IHPA Field Review and Coordination Materials

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## **Appendix A Table of Contents**

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### **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**

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#### **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

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

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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 – 5<sup>th</sup> Avenue Crossing of I-290, Maywood. Discussed communities within the project area that have EJ populations (separate handout) and proposed crossing design at 5<sup>th</sup> Avenue (separate handout).
- Environmental Justice Community – 1<sup>st</sup> 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	912 353 2087	poole.elizabeth@epa.gov
3.	Vanessa Ruiz	IDOT - DI	847 765 4627	vanessa.ruiz@illinois.gov
4.	John Shearn III	IDOT-Springfield	217-785-4181	John.Shearn.III@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 WESTLAKE	USEPA	312-886-2910	westlake.ken@epa.gov
12.	Emilie Land	IDOT-CC-CulturalResources	217-558-7223	emilie.land@illinois.gov
13.	Stephanie Brown	WSP-PB	312-294-5677	browns@pbworld.com
14.	Steve Ott	WSP-PB	363-963-3915	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. 9<sup>th</sup> Ave. & Bataan Dr., Maywood
2. Eisenhower Tower, 1701 S. 1<sup>st</sup> 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. 5<sup>th</sup> 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](http://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](mailto: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

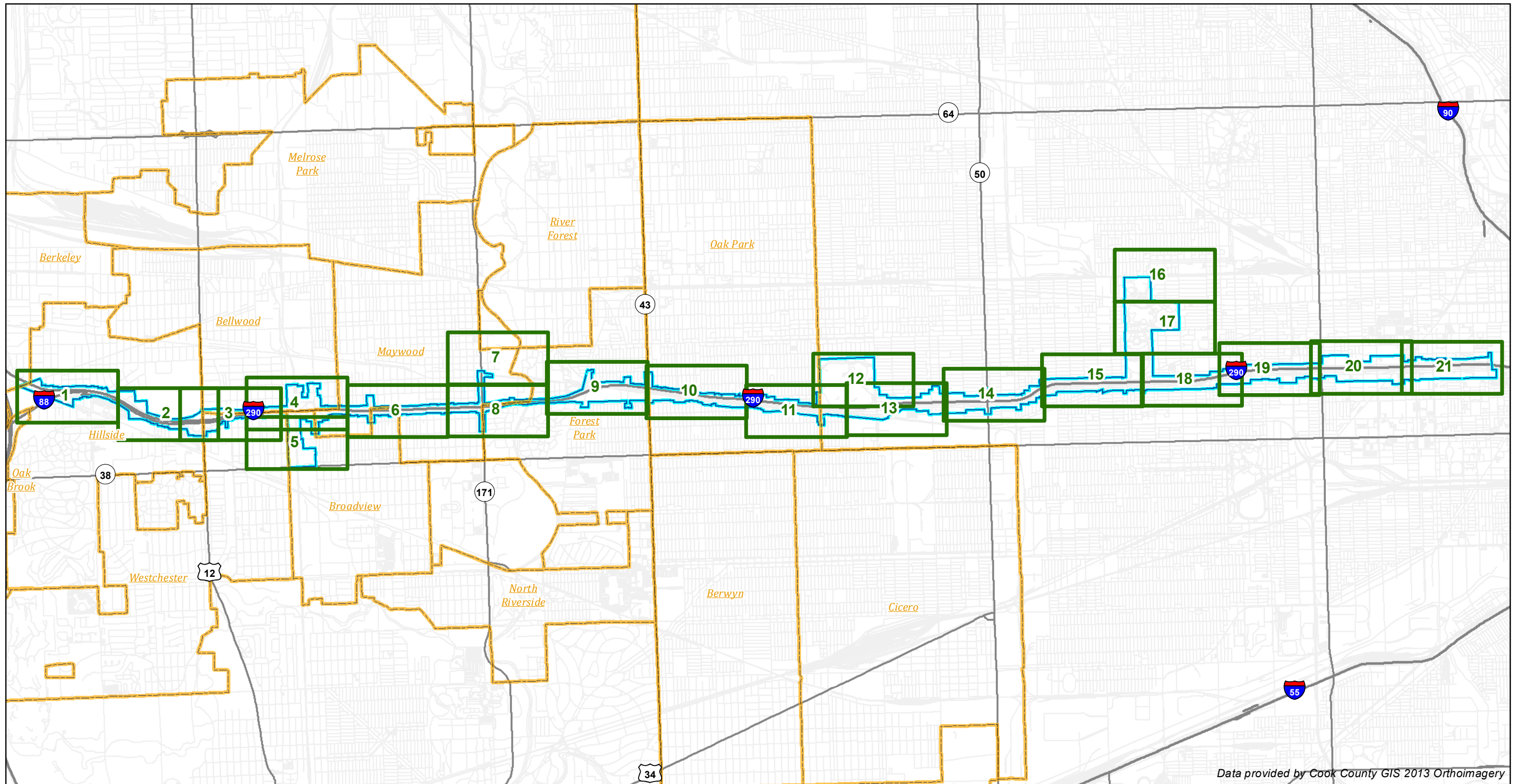
# *Appendix B*

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## Area of Potential Effects Map


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Data provided by Cook County GIS 2013 Orthoimagery

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

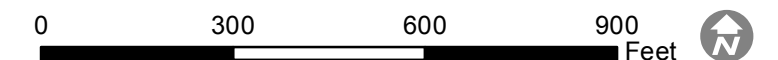
 Municipal Boundary

 Area of Potential Effects

Date 5/11/2016

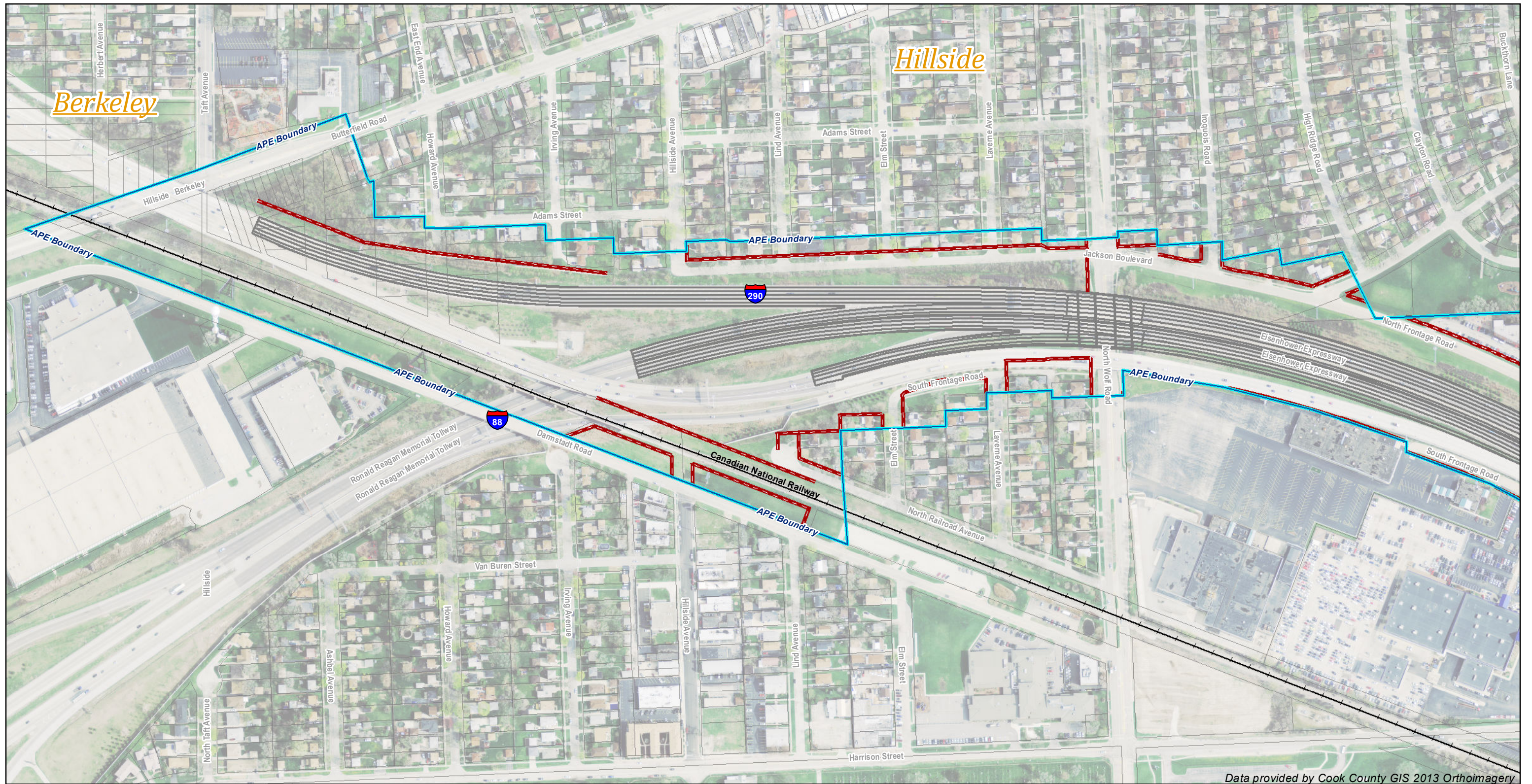


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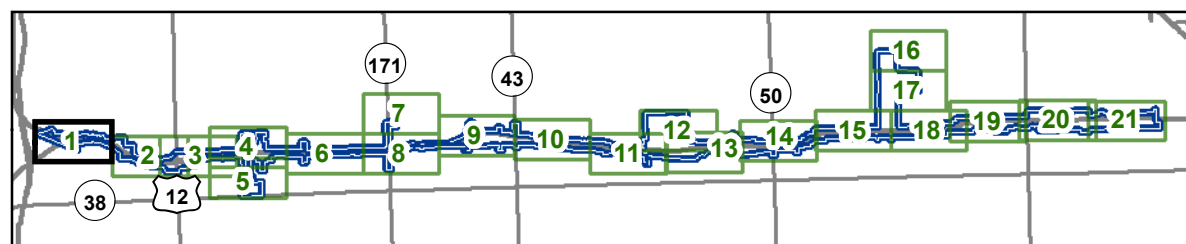
Sheet Index





Data provided by Cook County GIS 2013 Orthoimagery

**Map Overview**



1 inch = 300 feet  
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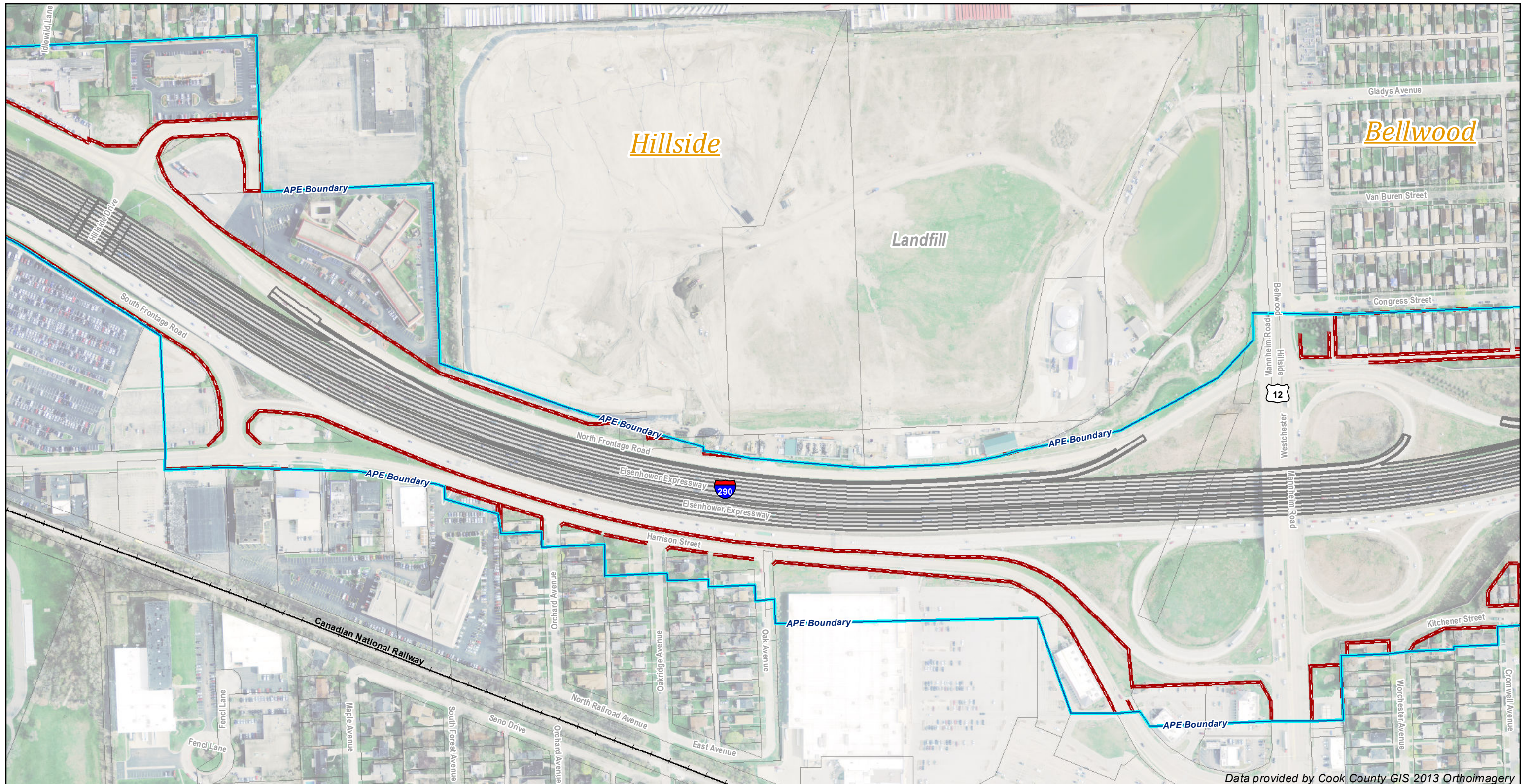
**Legend**

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

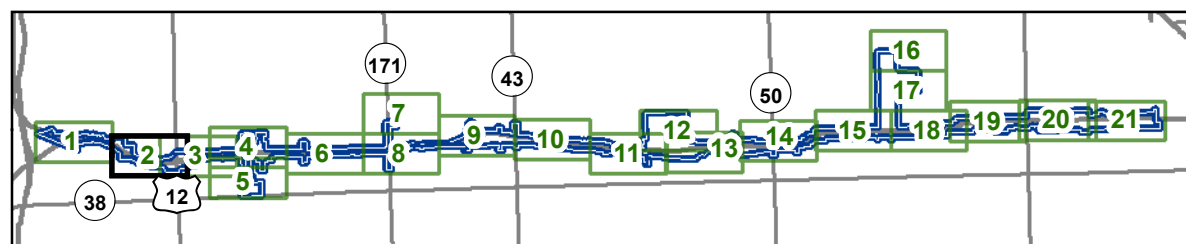






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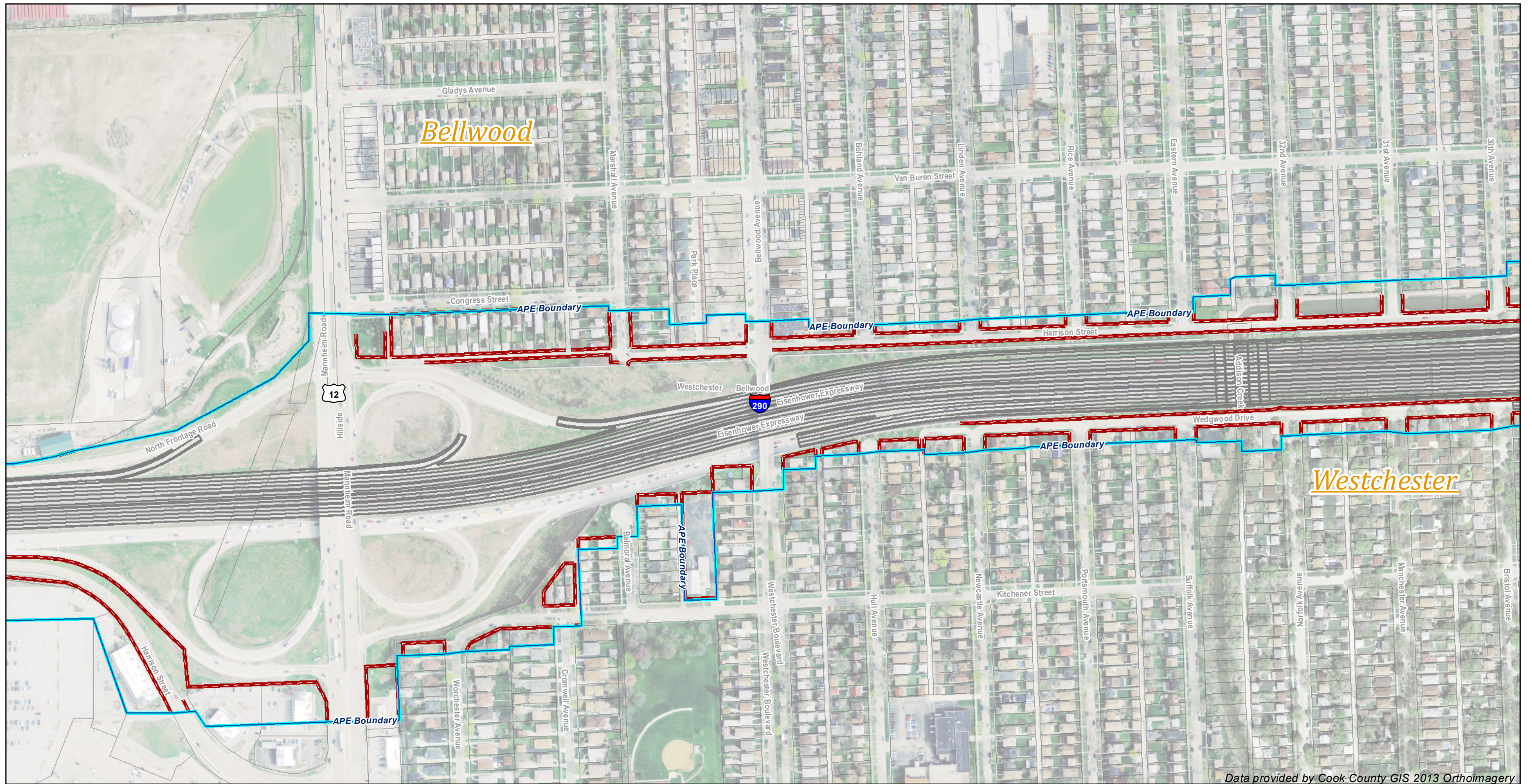
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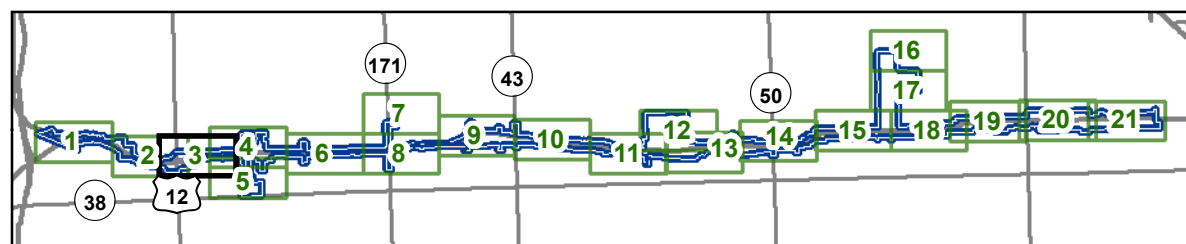






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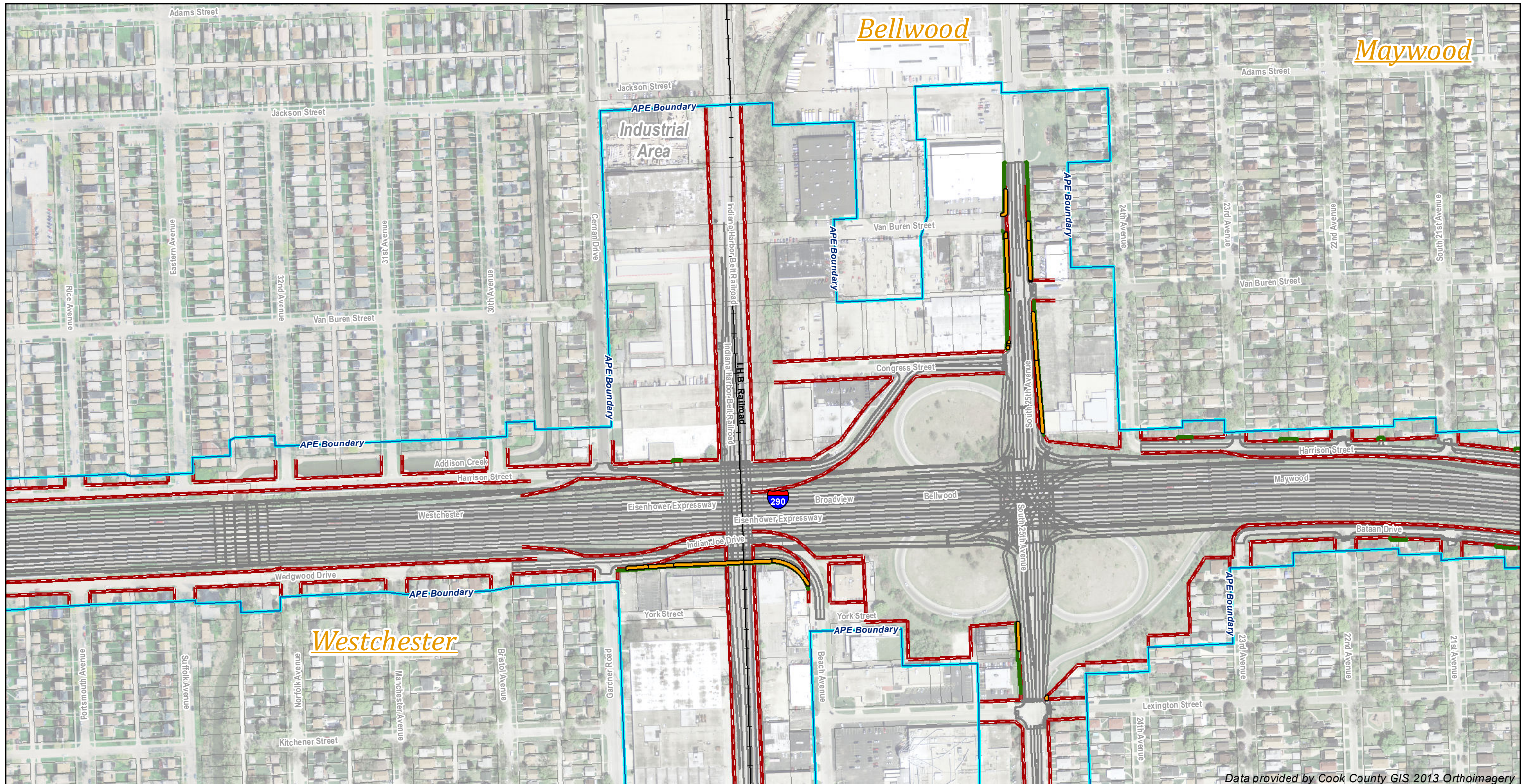
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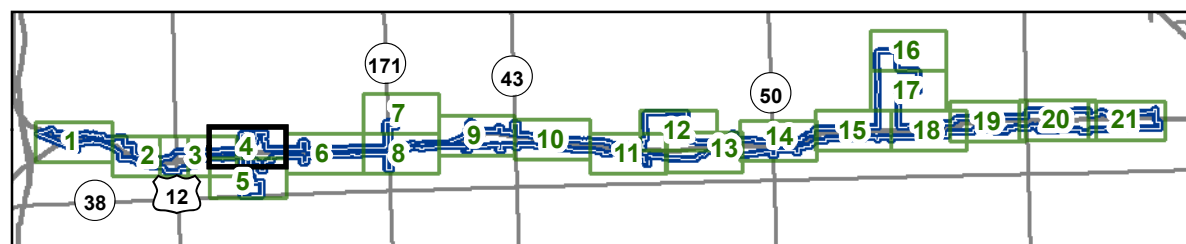






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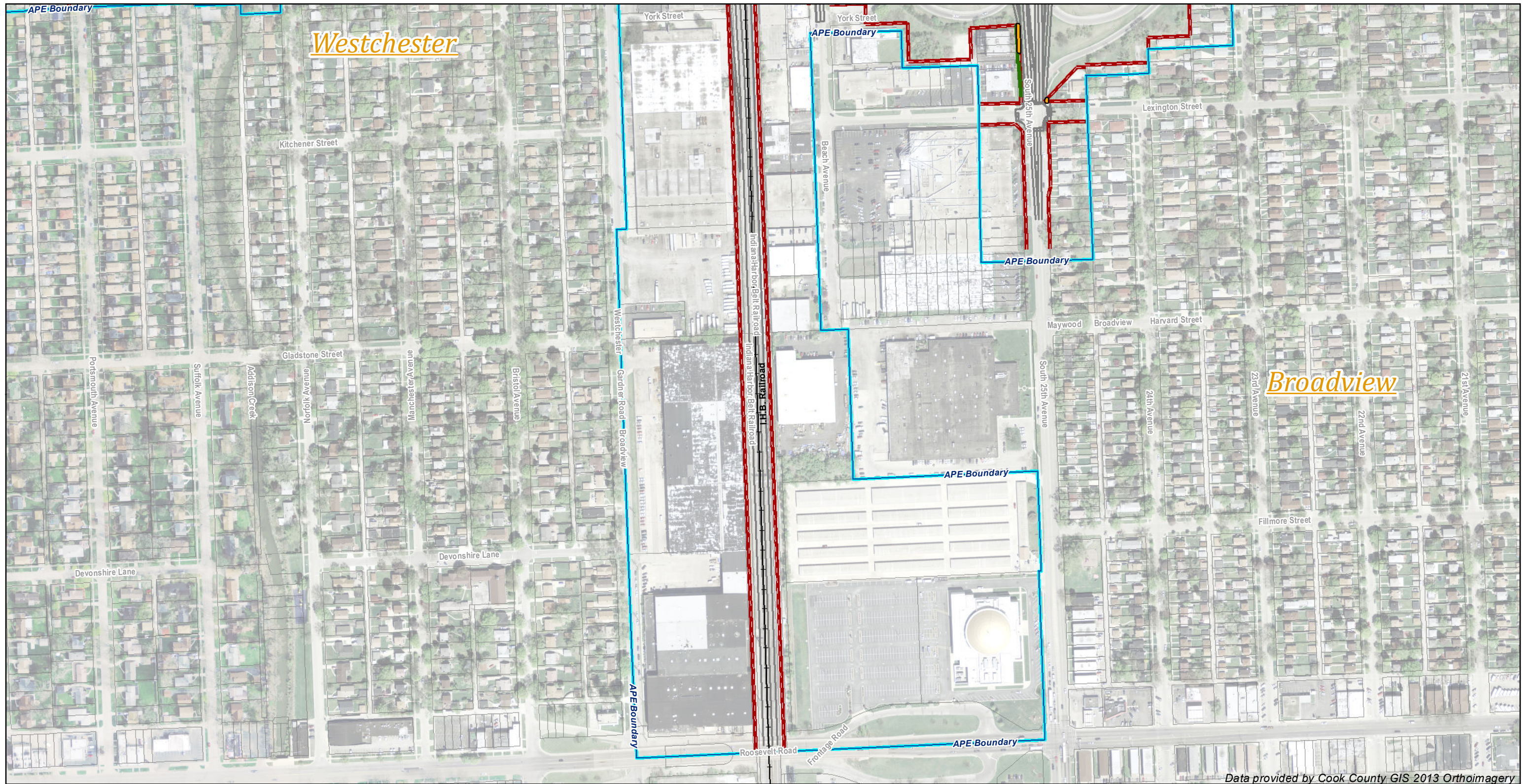
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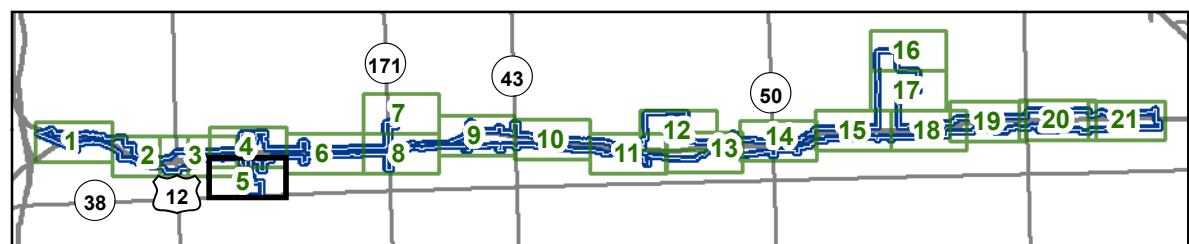






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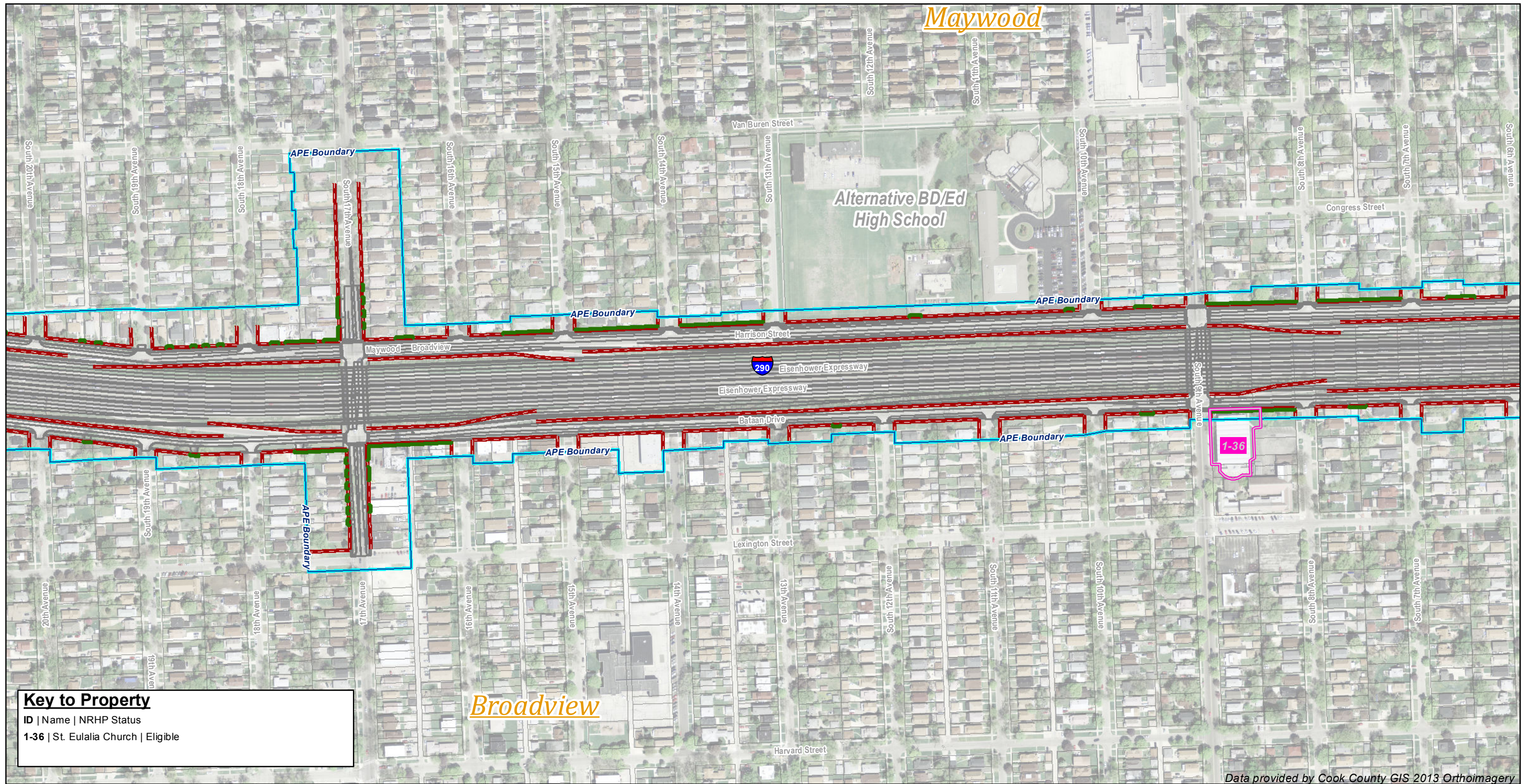
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**Area of Potential Effects and National Register of Historic Places Eligibility Determinations**





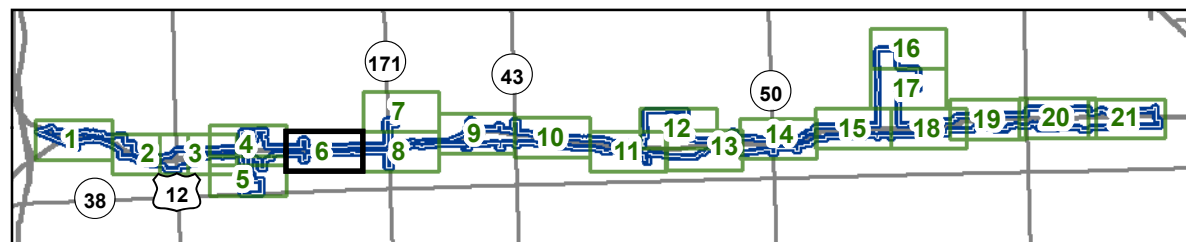


**Key to Property**

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

Data provided by Cook County GIS 2013 Orthoimagery

**Map Overview**



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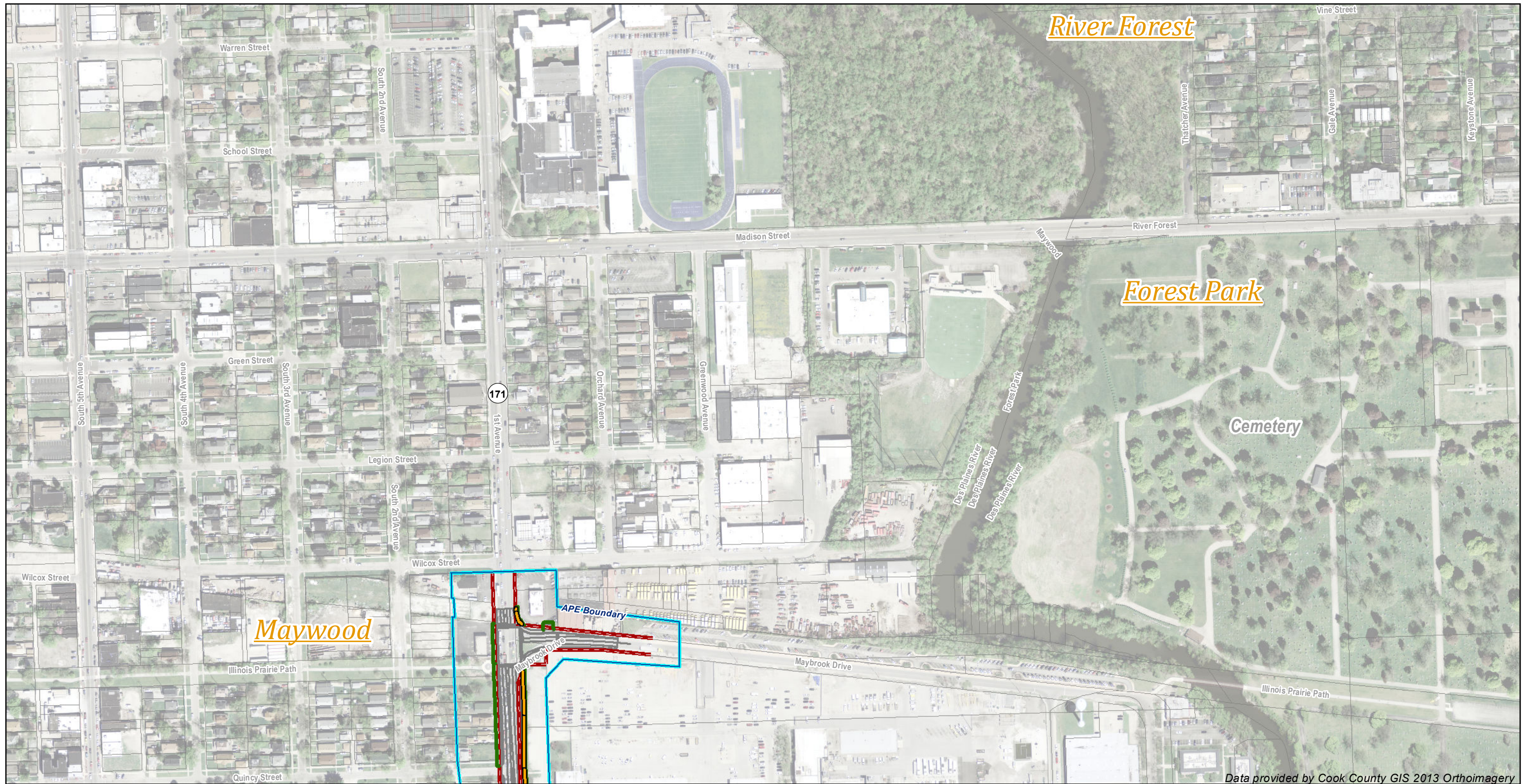
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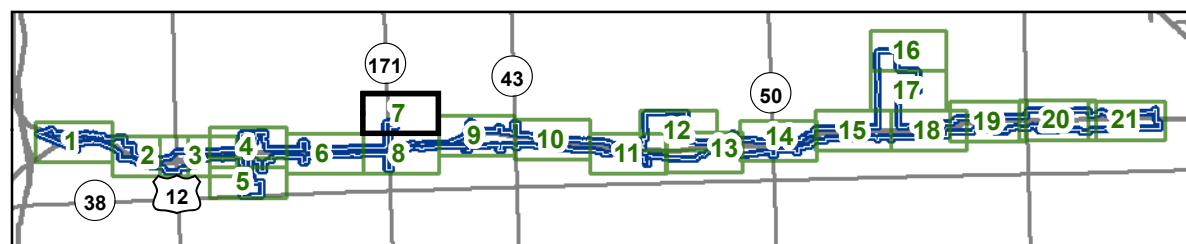






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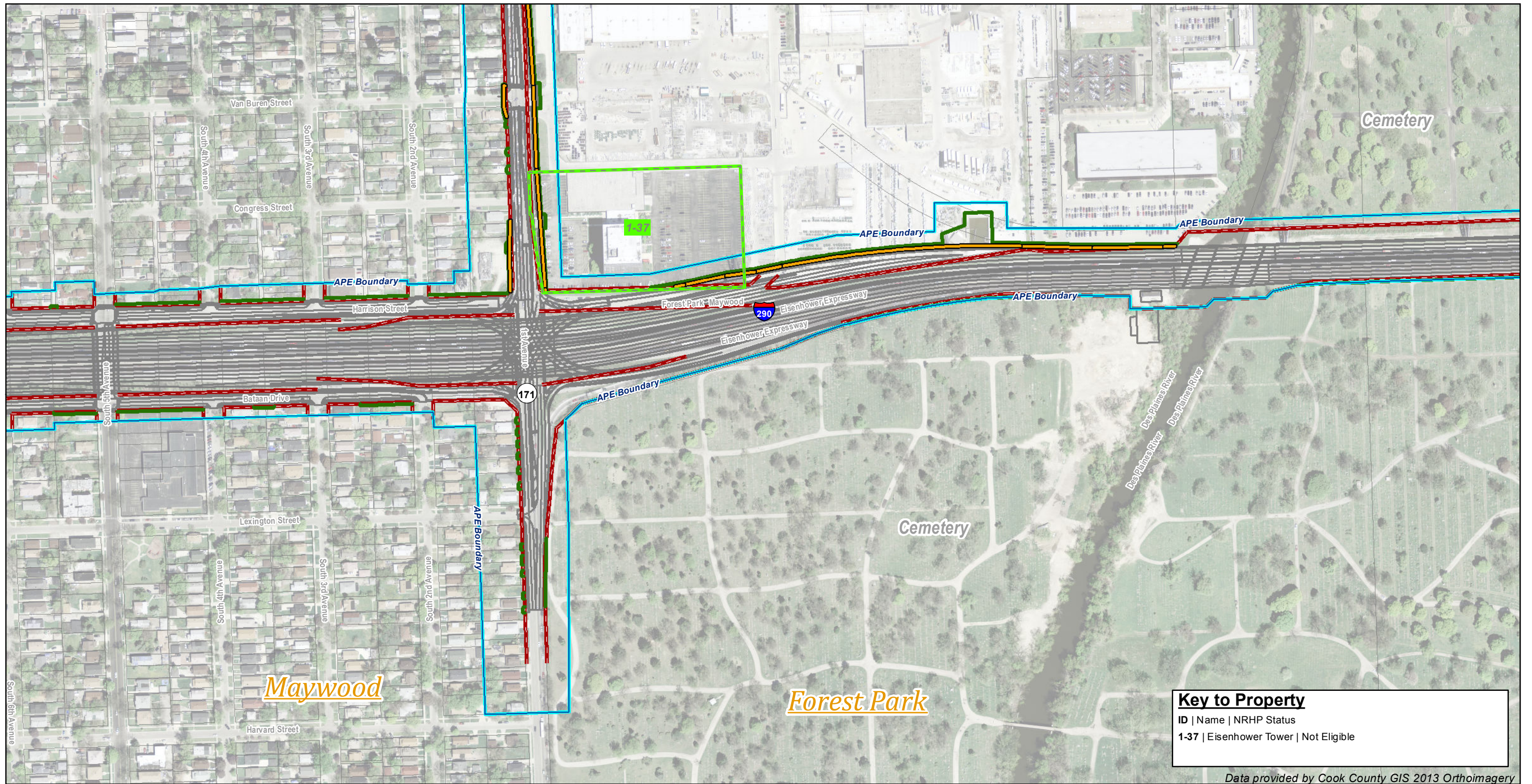
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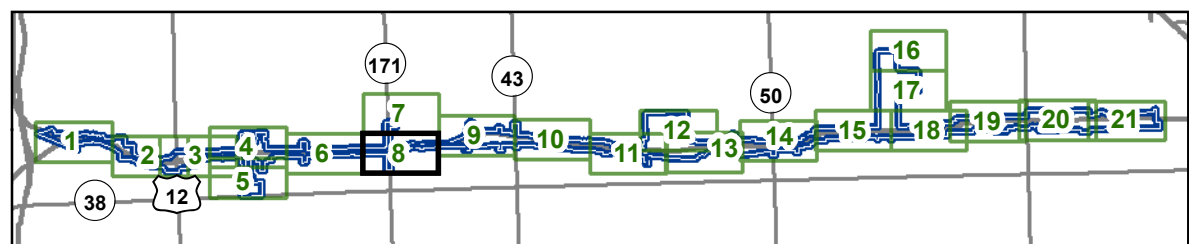




Key to Property		
ID	Name	NRHP Status
1-37	Eisenhower Tower	Not Eligible

Data provided by Cook County GIS 2013 Orthoimagery

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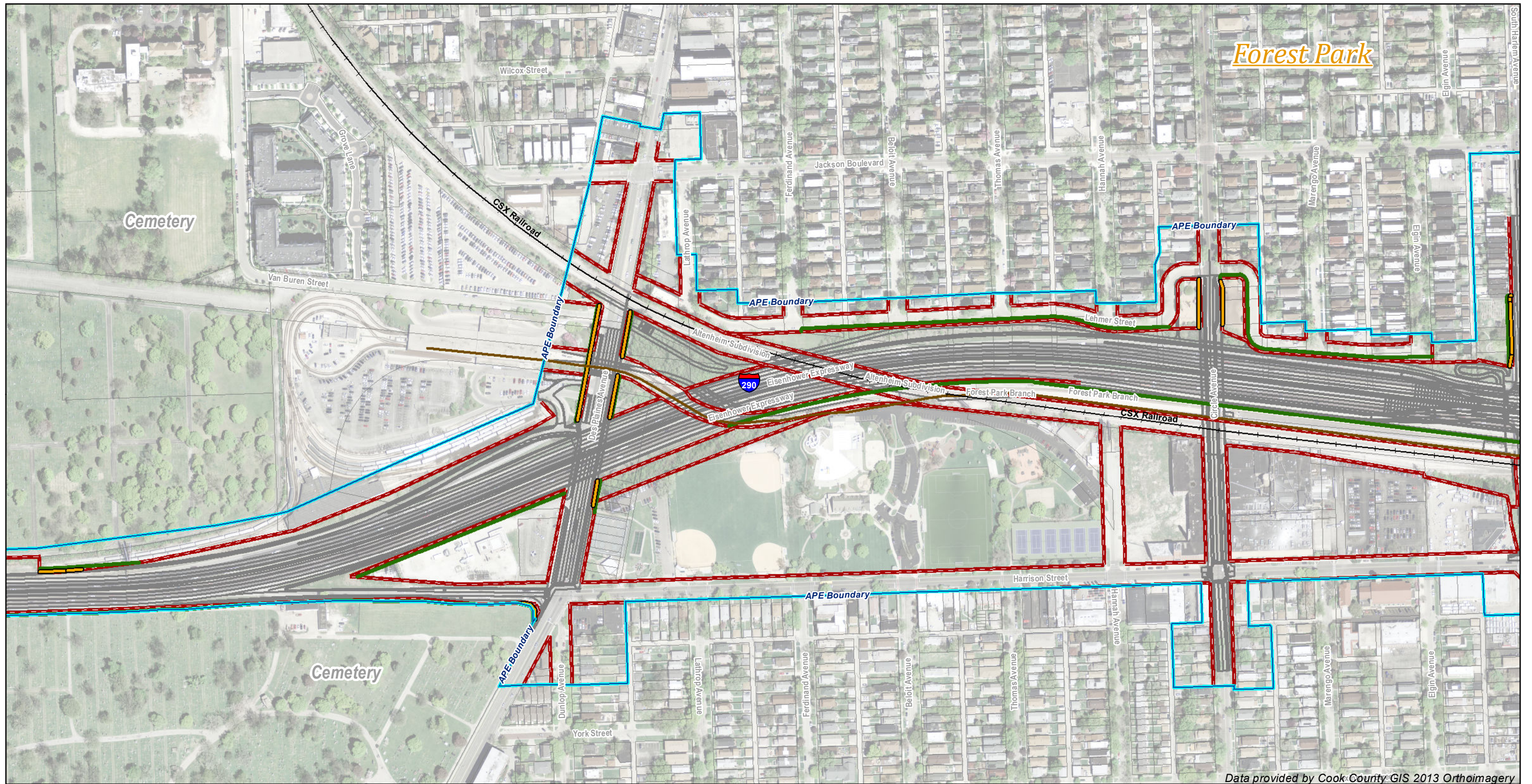
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- ## NRHP - Listed Property
- NRHP - Not Eligible Property
- #-# Pending NRHP Listing Property (by others)
- #-# Previously Determined NRHP - Eligible Property (by SHPO)
- Tax Parcel
- +— Railroad
- CTA Rail
- Proposed Design

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

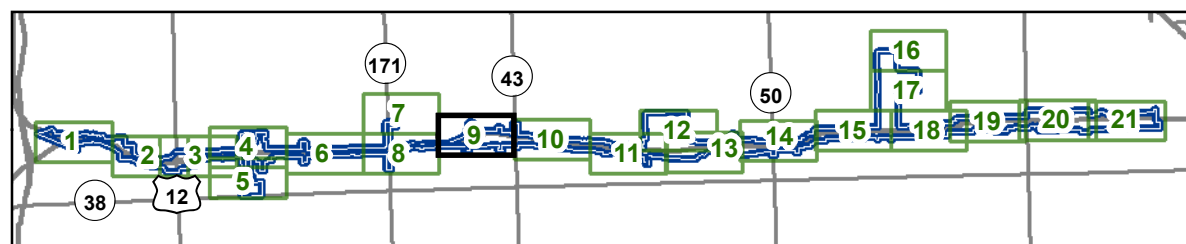






Data provided by Cook County GIS 2013 Orthoimagery

**Map Overview**



1 inch = 300 feet  
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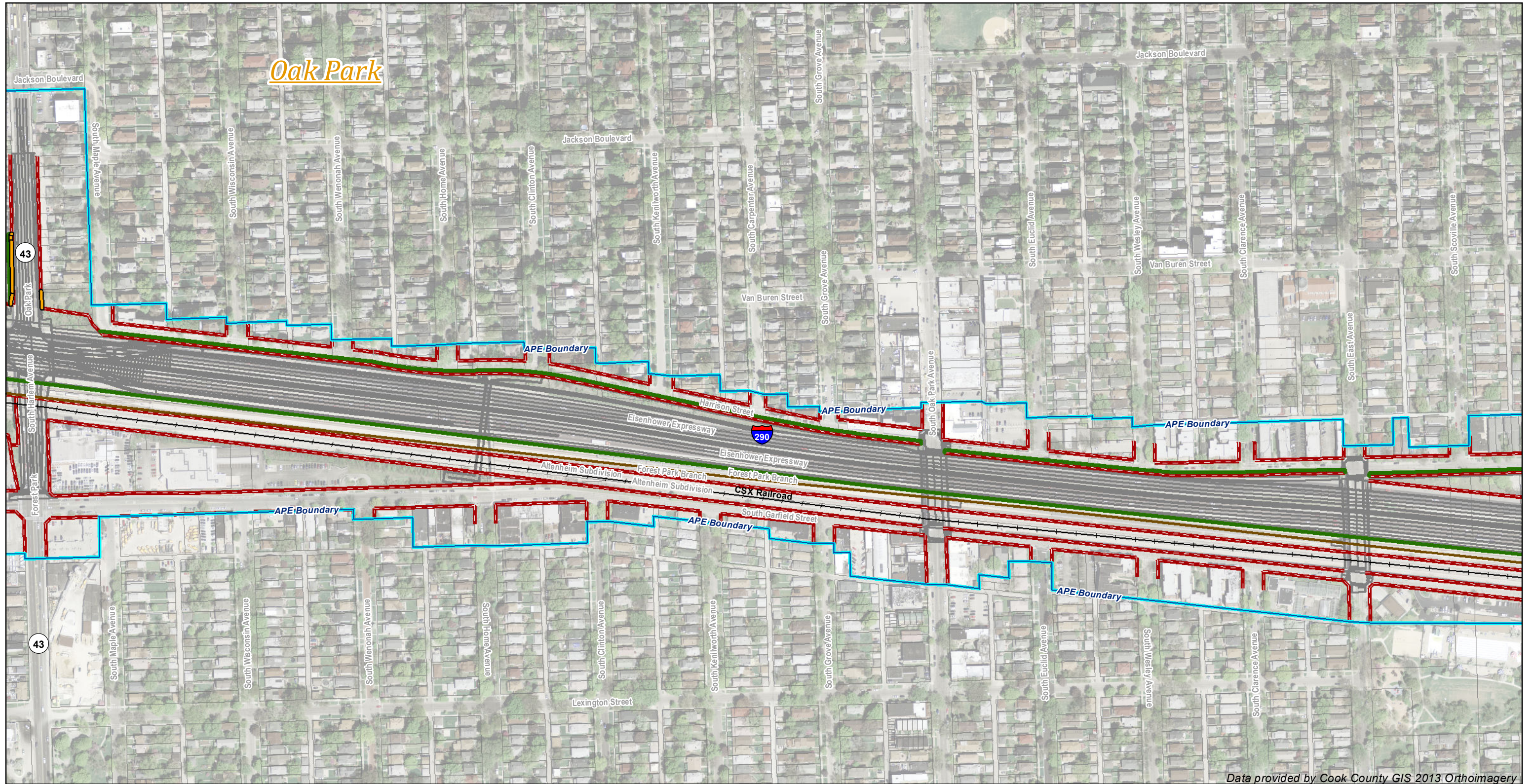
**Legend**

- Area of Potential Effects
- Existing Right-of-Way
- Proposed Right-of-Way
- Temporary Easement
- #-# NRHP - Eligible Property
- #-# NRHP - Listed Property
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**Area of Potential Effects and National Register of Historic Places Eligibility Determinations**

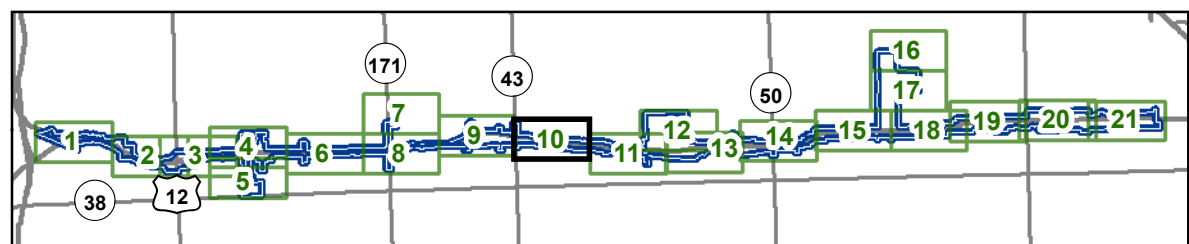






Data provided by Cook County GIS 2013 Orthoimagery

**Map Overview**



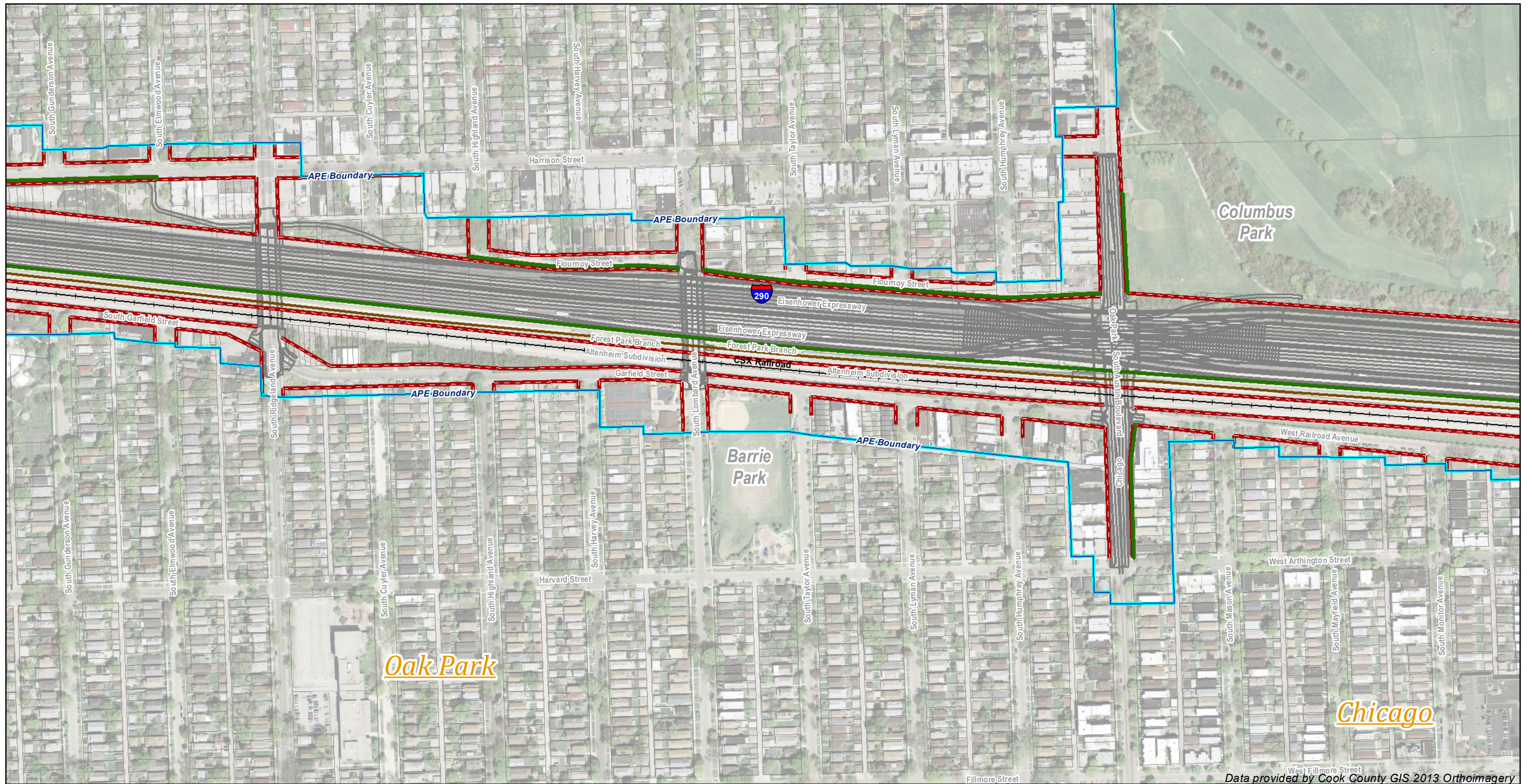
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- Existing Right-of-Way
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**Area of Potential Effects and National Register of Historic Places Eligibility Determinations**

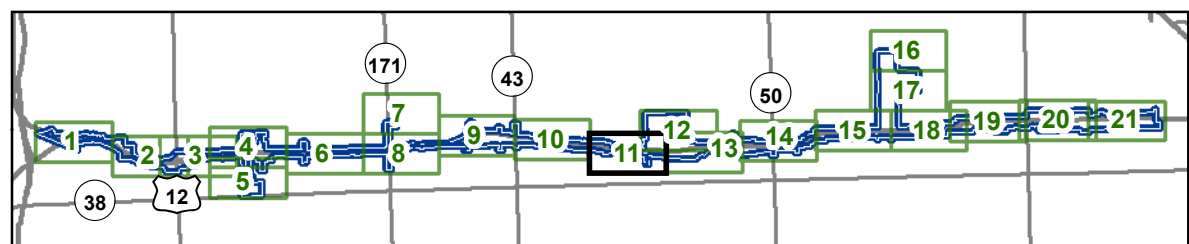






Data provided by Cook County GIS 2013 Orthoimagery

**Map Overview**



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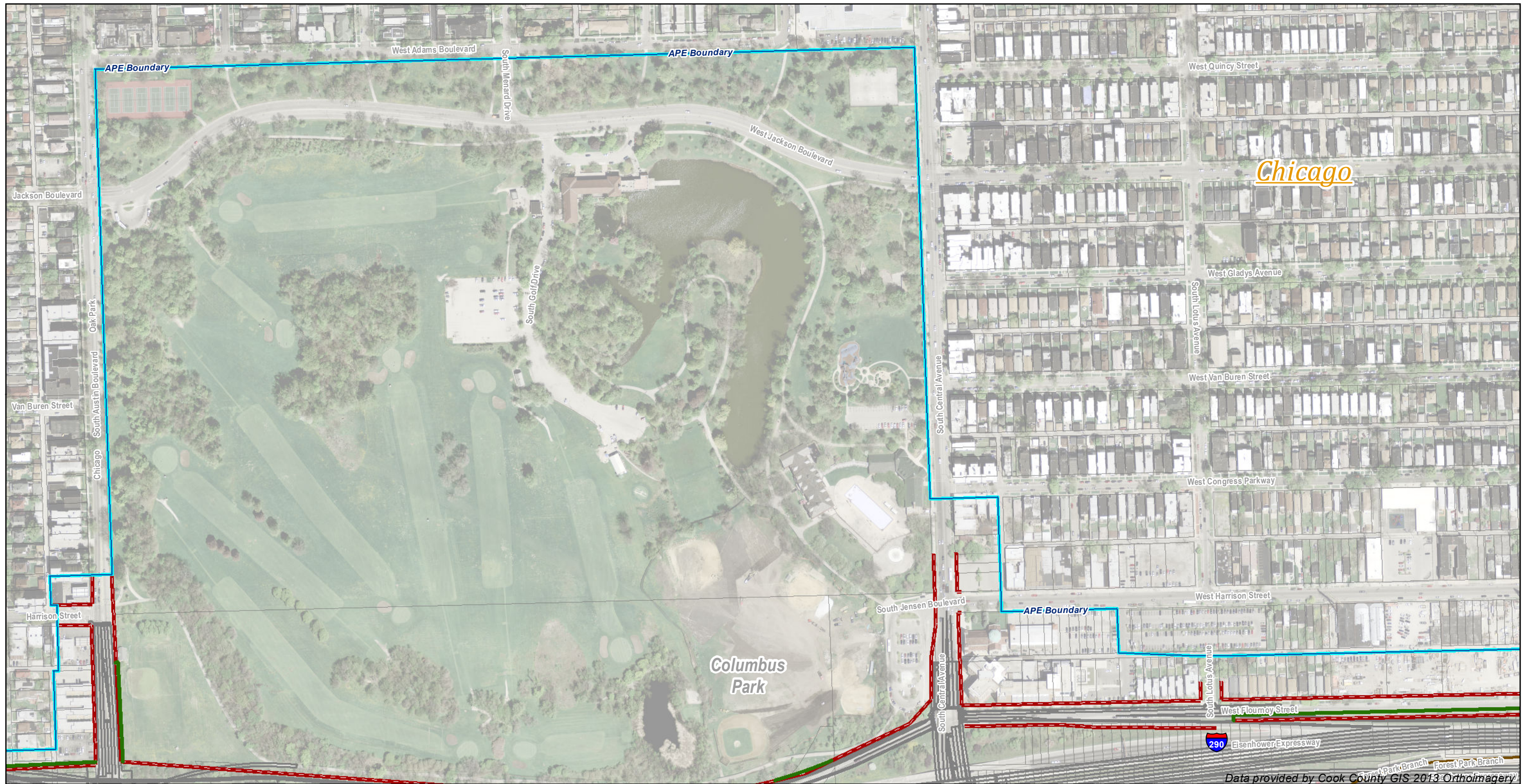
**Legend**

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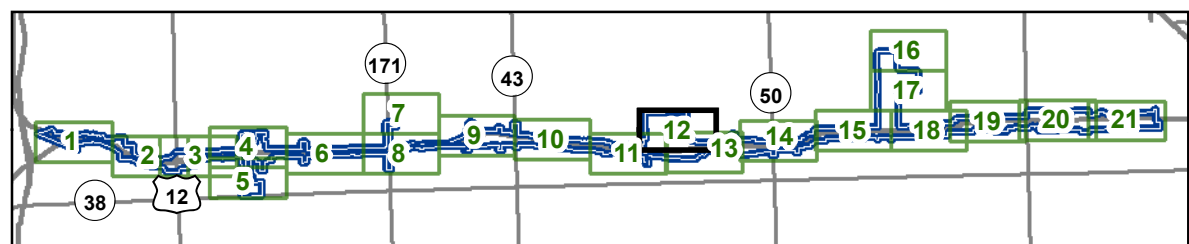
**Area of Potential Effects and National Register of Historic Places Eligibility Determinations**







**Map Overview**



1 inch = 300 feet      0      300      600      900      Feet     

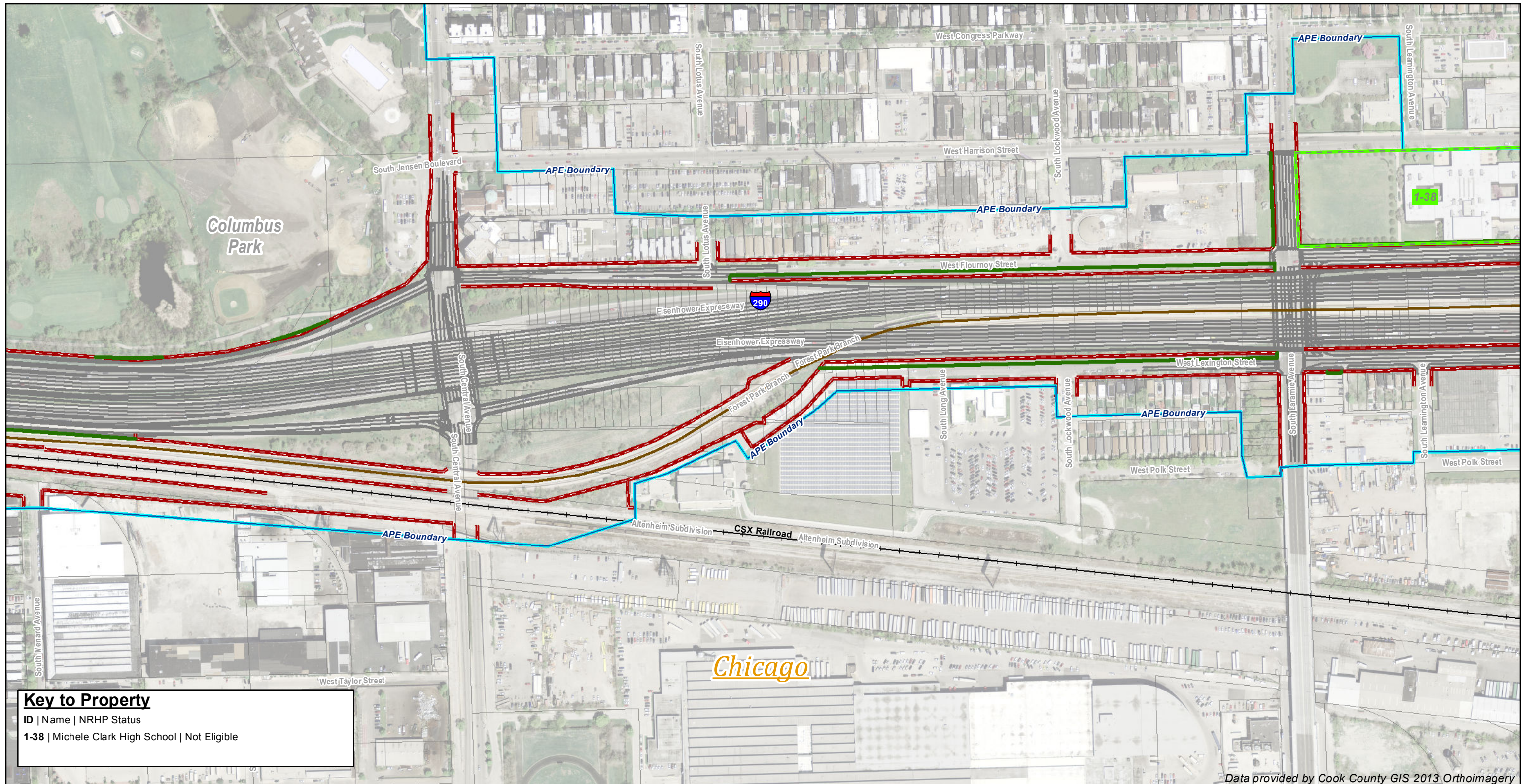
**Legend**

- Area of Potential Effects
- Existing Right-of-Way
- Proposed Right-of-Way
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- NRHP - Eligible Property
- NRHP - Listed Property
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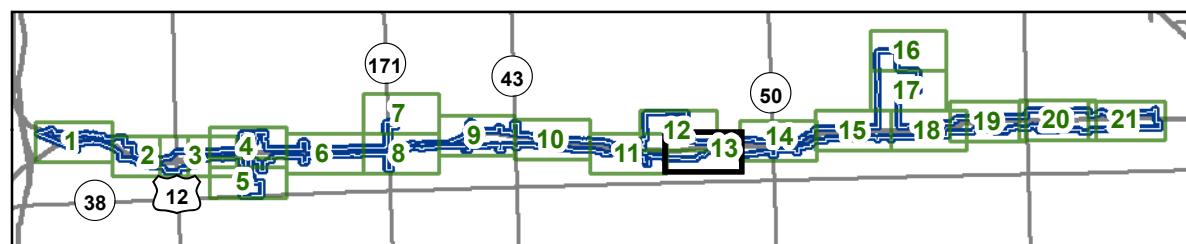
**Area of Potential Effects and National Register of Historic Places Eligibility Determinations**







**Map Overview**



1 inch = 300 feet  
 0 300 600 900 Feet

**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**





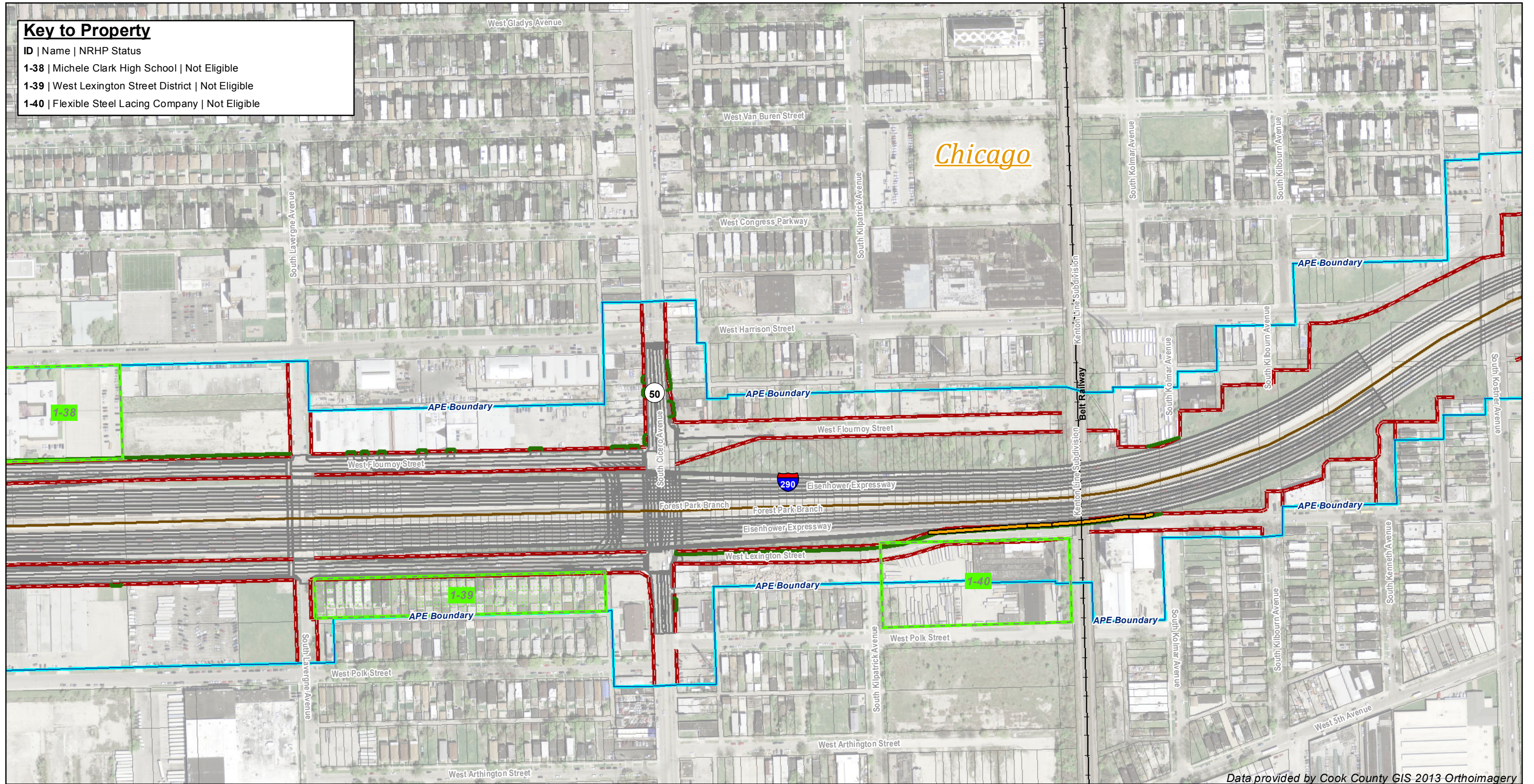
**Key to Property**

ID | Name | NRHP Status

1-38 | Michele Clark High School | Not Eligible

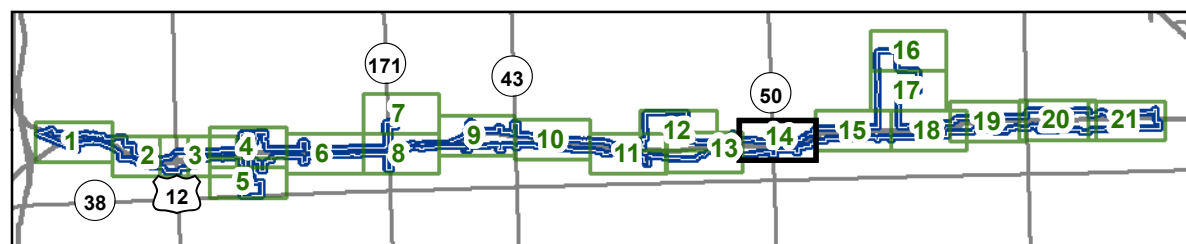
1-39 | West Lexington Street District | Not Eligible

1-40 | Flexible Steel Lacing Company | Not Eligible



Data provided by Cook County GIS 2013 Orthoimagery

**Map Overview**



1 inch = 300 feet 0 300 600 900 Feet

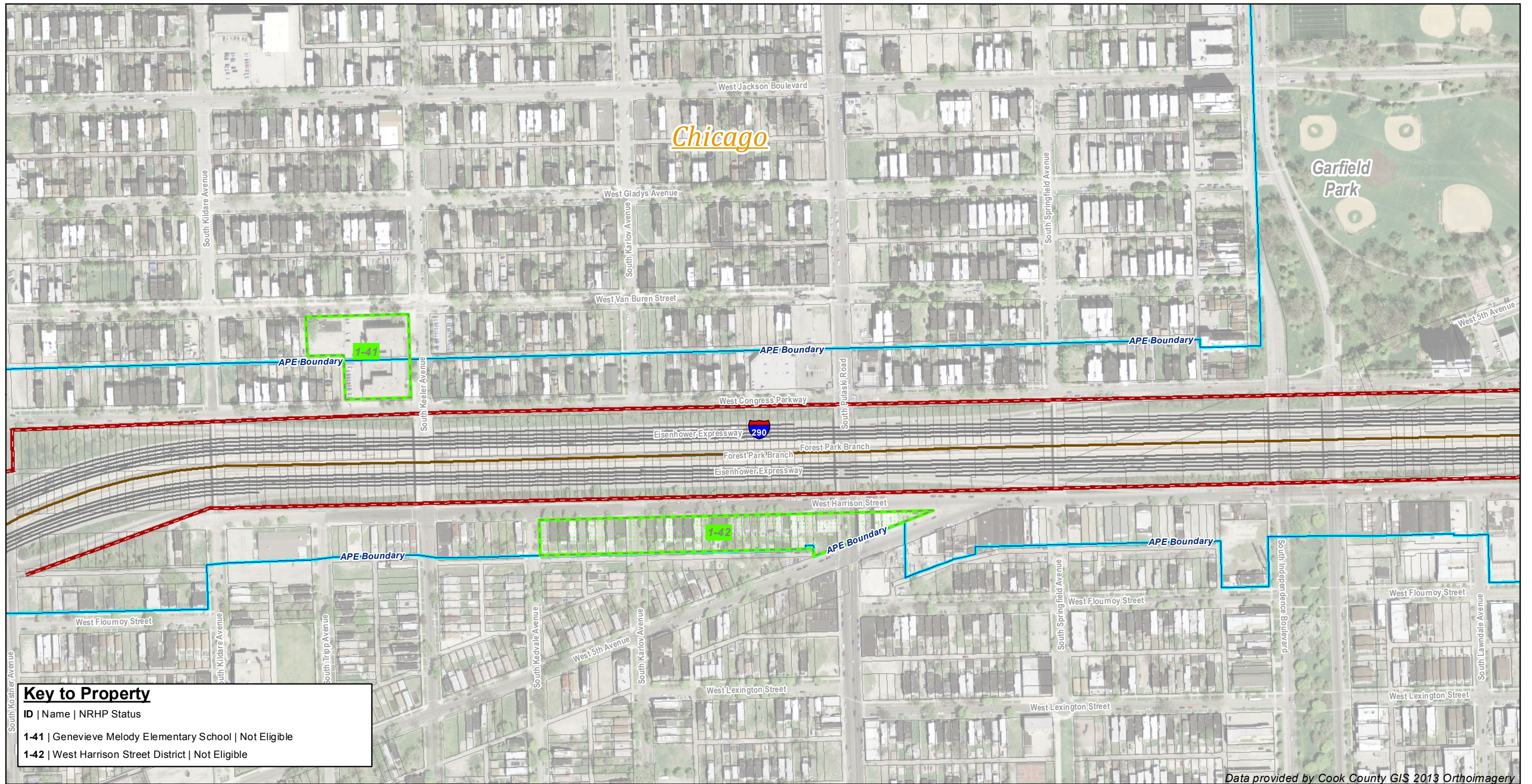
**Legend**

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





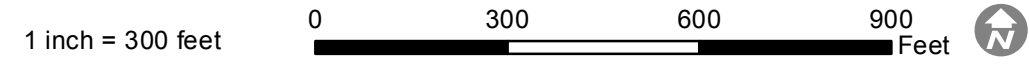
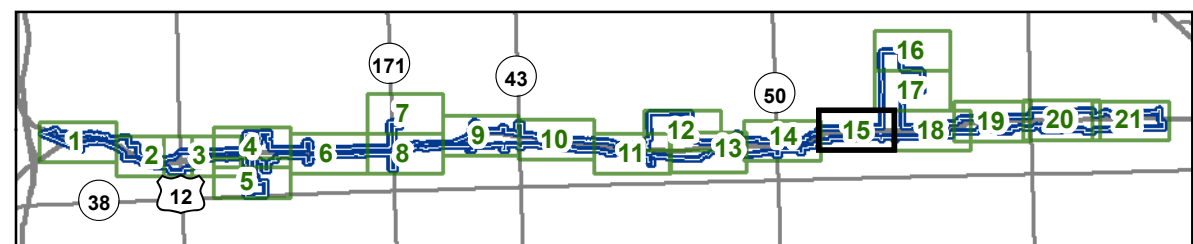


**Key to Property**

ID	Name	NRHP Status
1-41	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**

- Area of Potential Effects
- Existing Right-of-Way
- Proposed Right-of-Way
- Temporary Easement
- #-# NRHP - Eligible Property
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**Area of Potential Effects and National Register of Historic Places Eligibility Determinations**

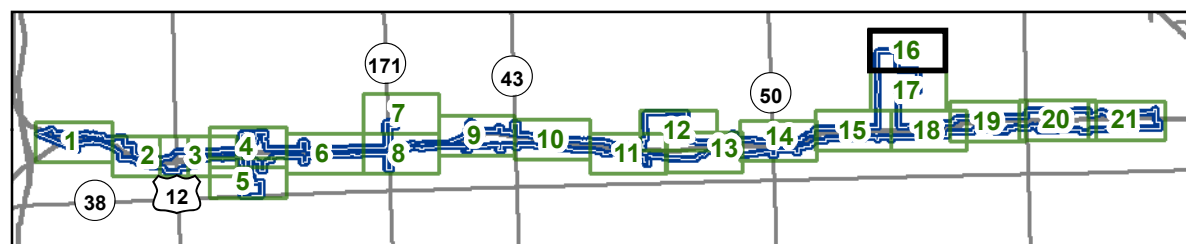






Data provided by Cook County GIS 2013 Orthoimagery

**Map Overview**



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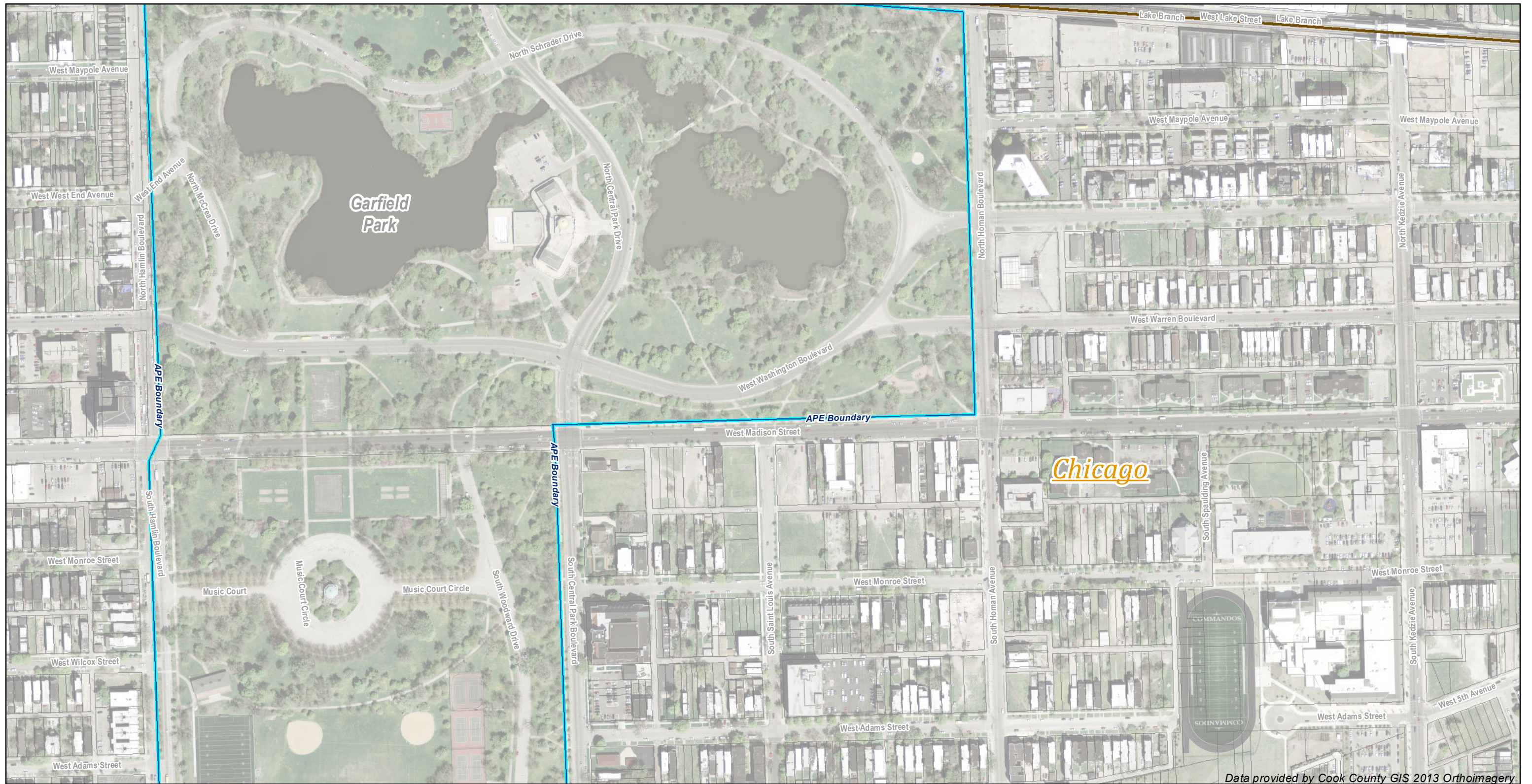
**Legend**

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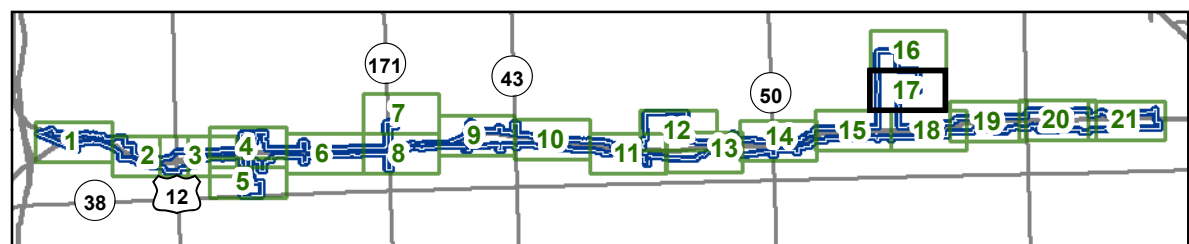
**Area of Potential Effects and National Register of Historic Places Eligibility Determinations**







**Map Overview**



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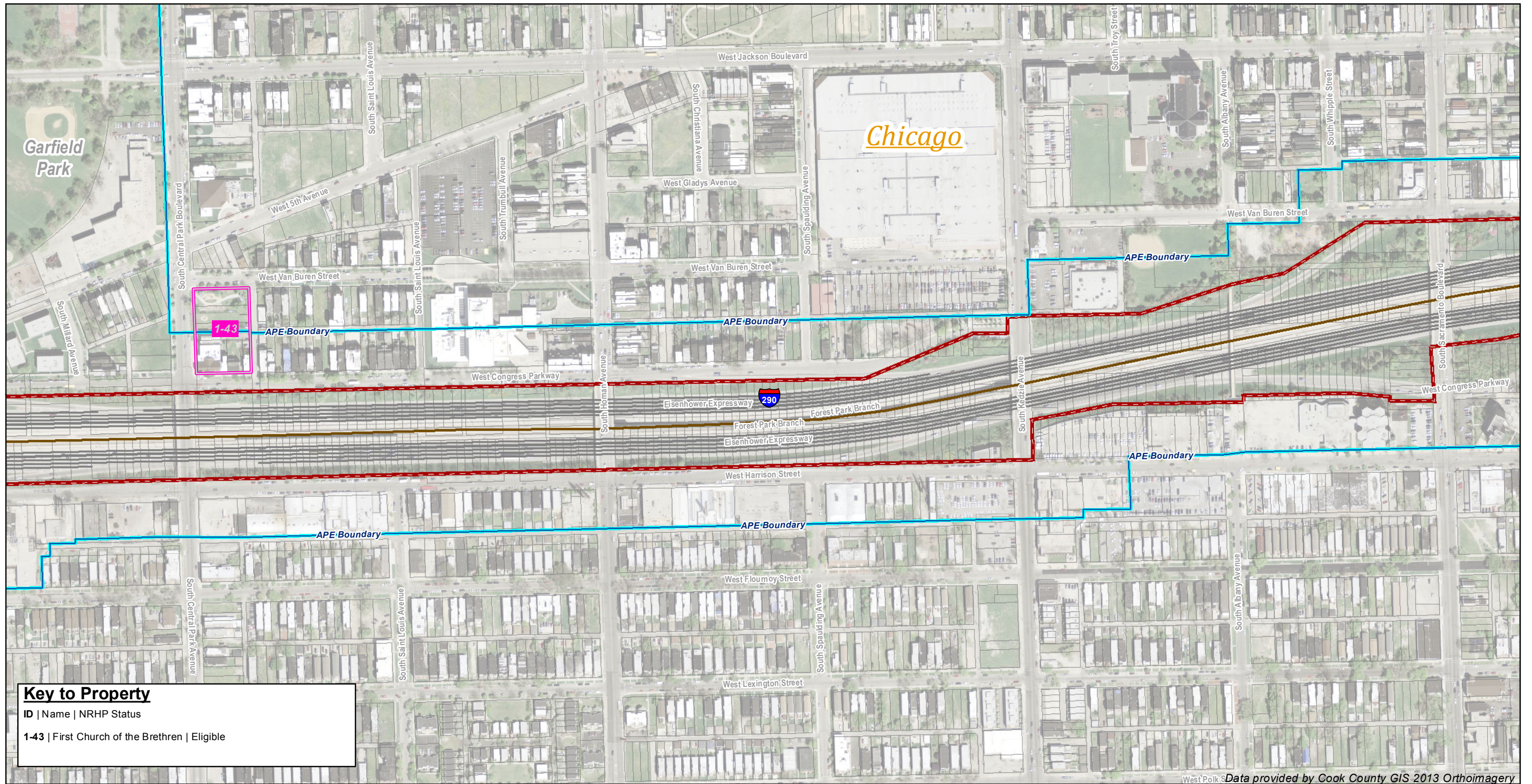
**Legend**

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



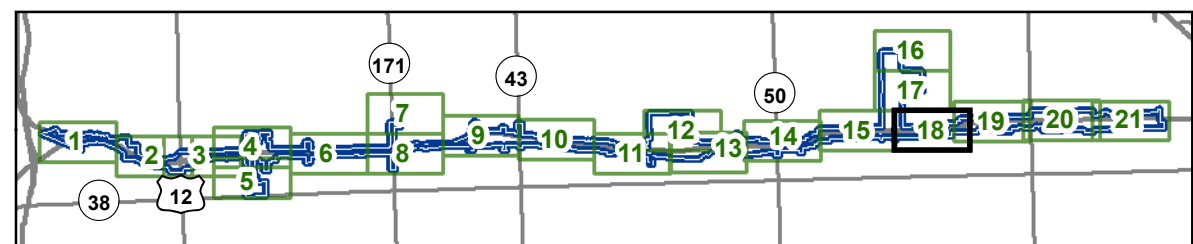




**Key to Property**  
 ID | Name | NRHP Status  
 1-43 | First Church of the Brethren | Eligible

WestPolk's Data provided by Cook County GIS 2013 Orthoimagery

**Map Overview**



1 inch = 300 feet  
 0 300 600 900 Feet

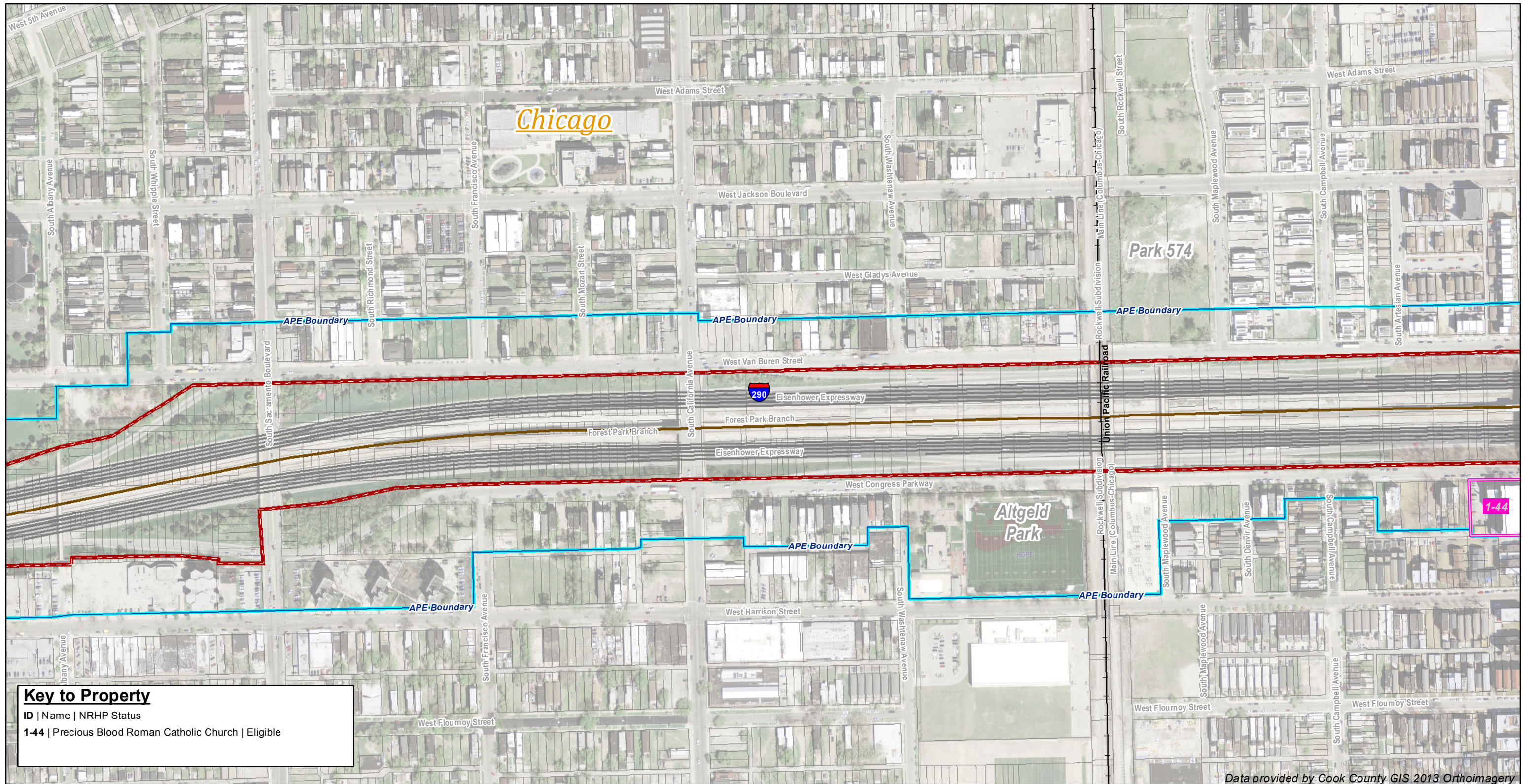
**Legend**

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



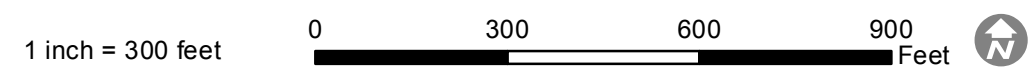
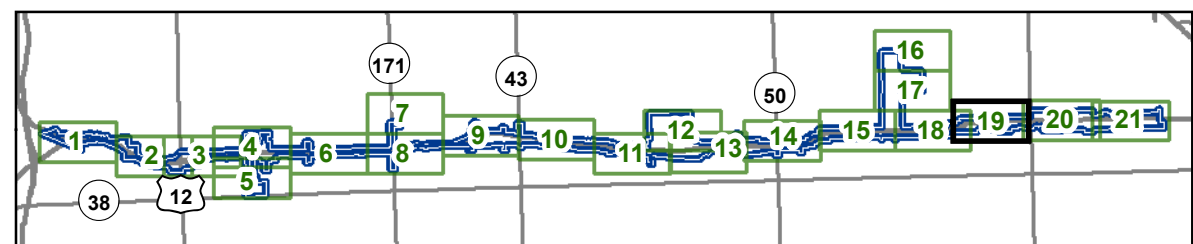




**Key to Property**  
 ID | Name | NRHP Status  
 1-44 | Precious Blood Roman Catholic Church | Eligible

Data provided by Cook County GIS 2013 Orthoimagery

**Map Overview**



**Legend**

- Area of Potential Effects
- Existing Right-of-Way
- Proposed Right-of-Way
- Temporary Easement
- ## NRHP - Eligible Property
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**Area of Potential Effects and National Register of Historic Places Eligibility Determinations**





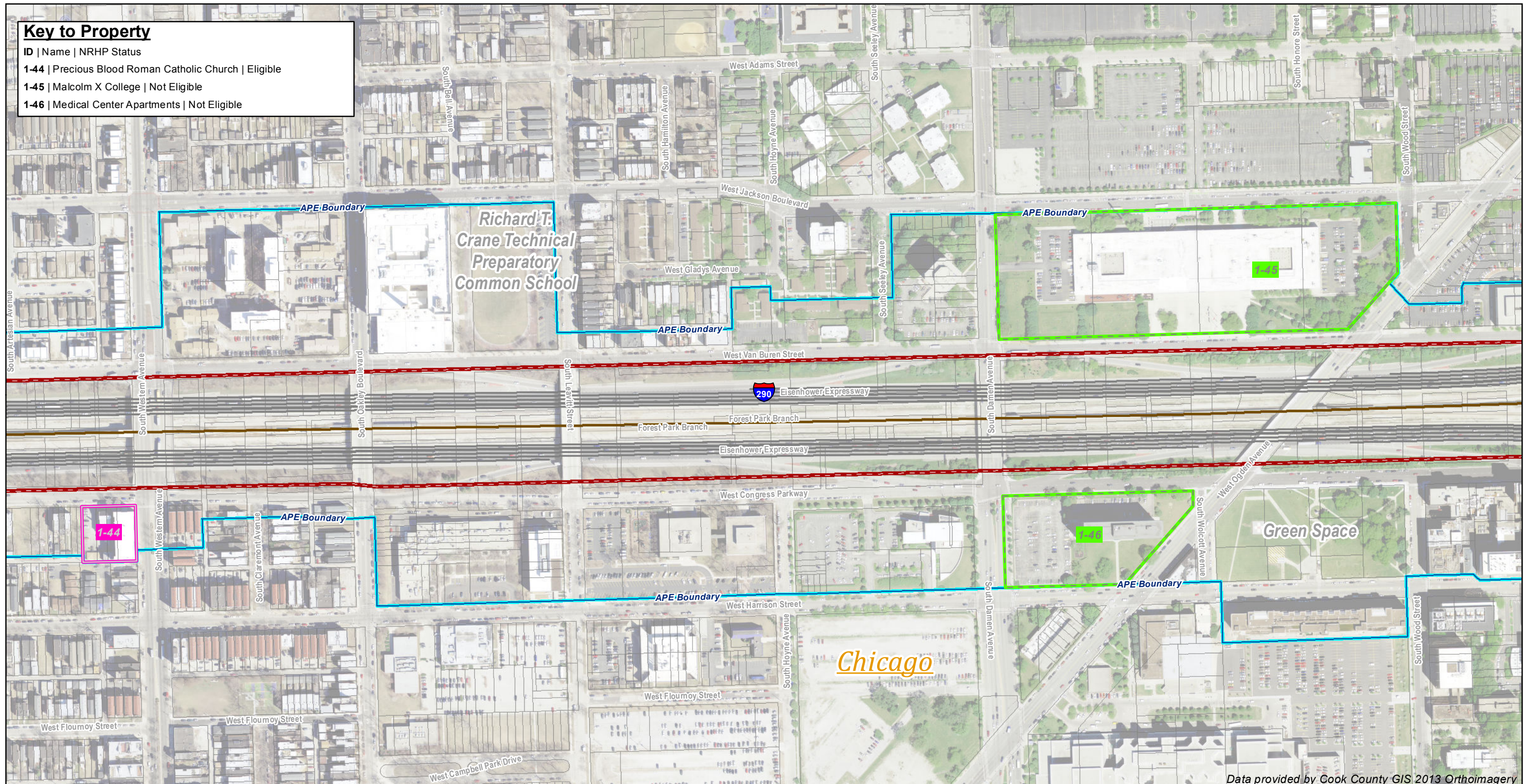
### Key to Property

ID | Name | NRHP Status

1-44 | Precious Blood Roman Catholic Church | Eligible

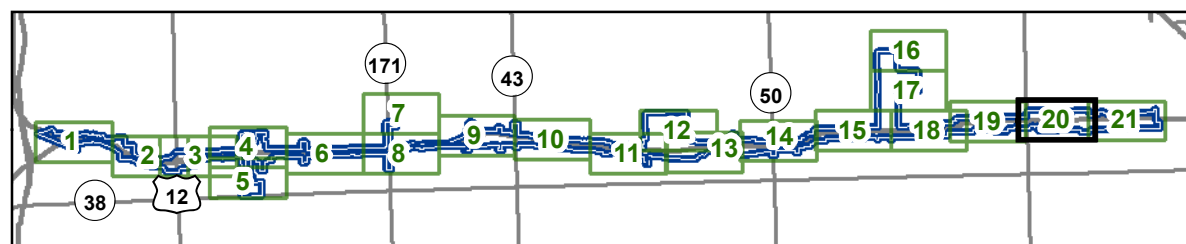
1-45 | Malcolm X College | Not Eligible

1-46 | Medical Center Apartments | Not Eligible

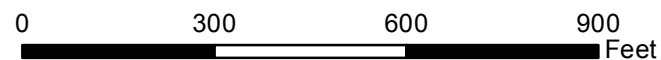


Data provided by Cook County GIS 2013 Orthoimagery

### Map Overview



1 inch = 300 feet



### Legend

- Area of Potential Effects
- Existing Right-of-Way
- Proposed Right-of-Way
- Temporary Easement

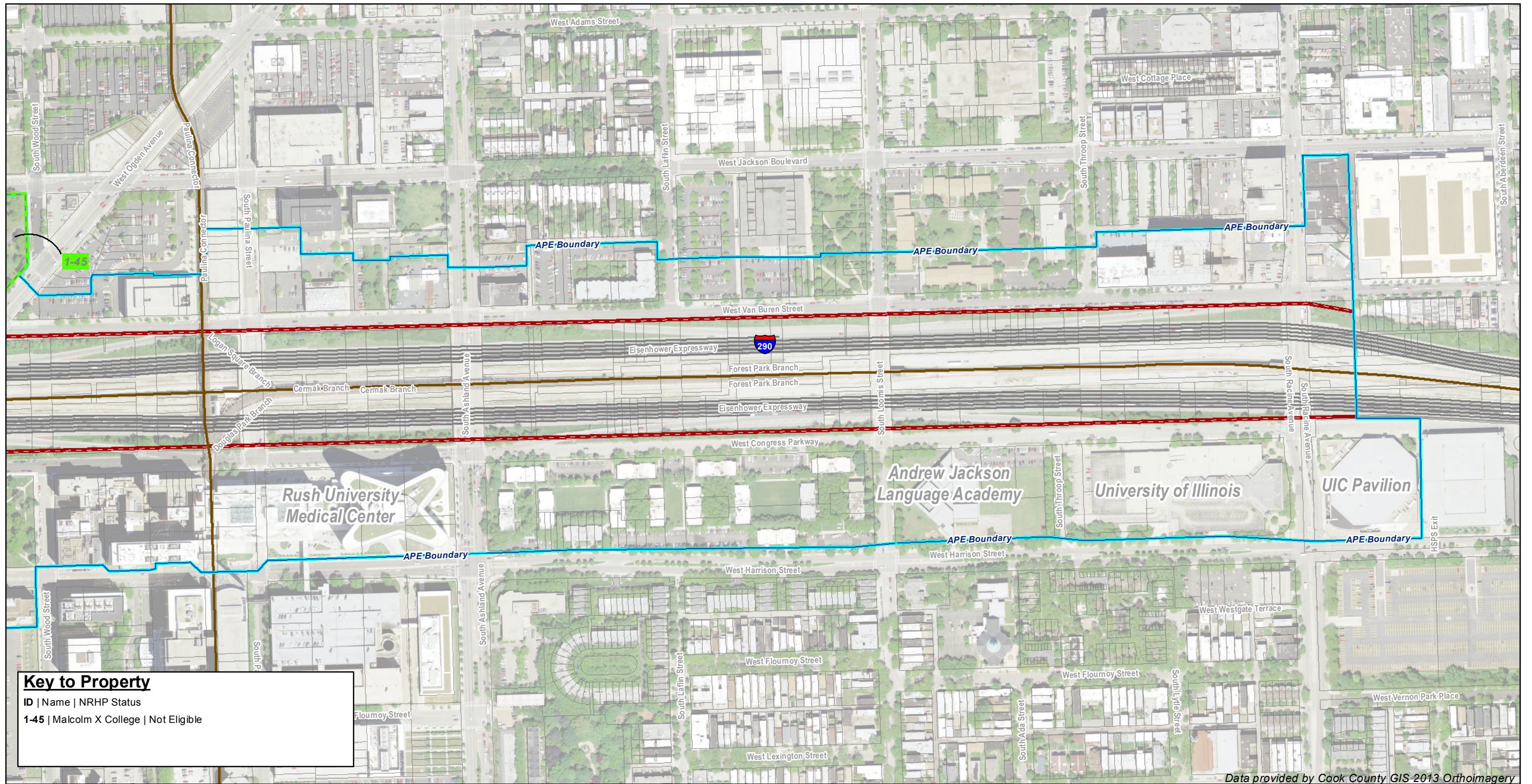
- #-# NRHP - Eligible Property
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## Area of Potential Effects and National Register of Historic Places Eligibility Determinations







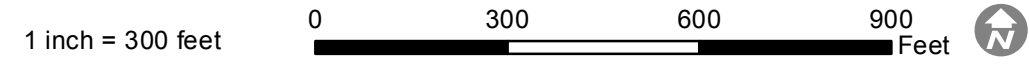
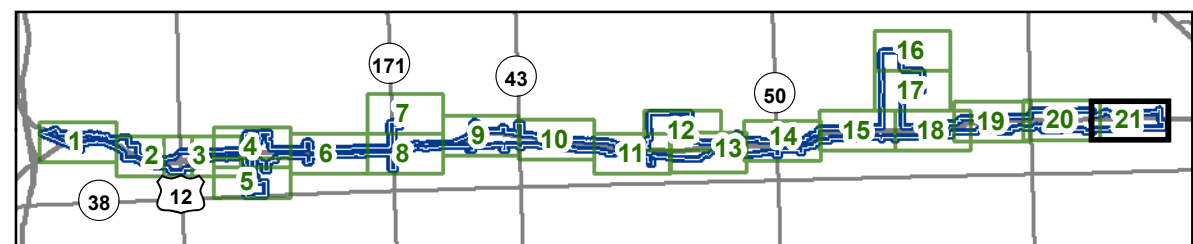
**Key to Property**

ID | Name | NRHP Status

1-45 | Malcolm X College | Not Eligible

Data provided by Cook County GIS 2013 Orthoimagery

**Map Overview**



**Legend**

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





# *Appendix C*




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## 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 <sup>th</sup> 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 <sup>st</sup> 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 <sup>th</sup> 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**

I-290 Eisenhower Expressway

# *Appendix D*

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## 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

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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



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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

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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

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NRHP STATUS Not Eligible

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### 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

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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



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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

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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



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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)

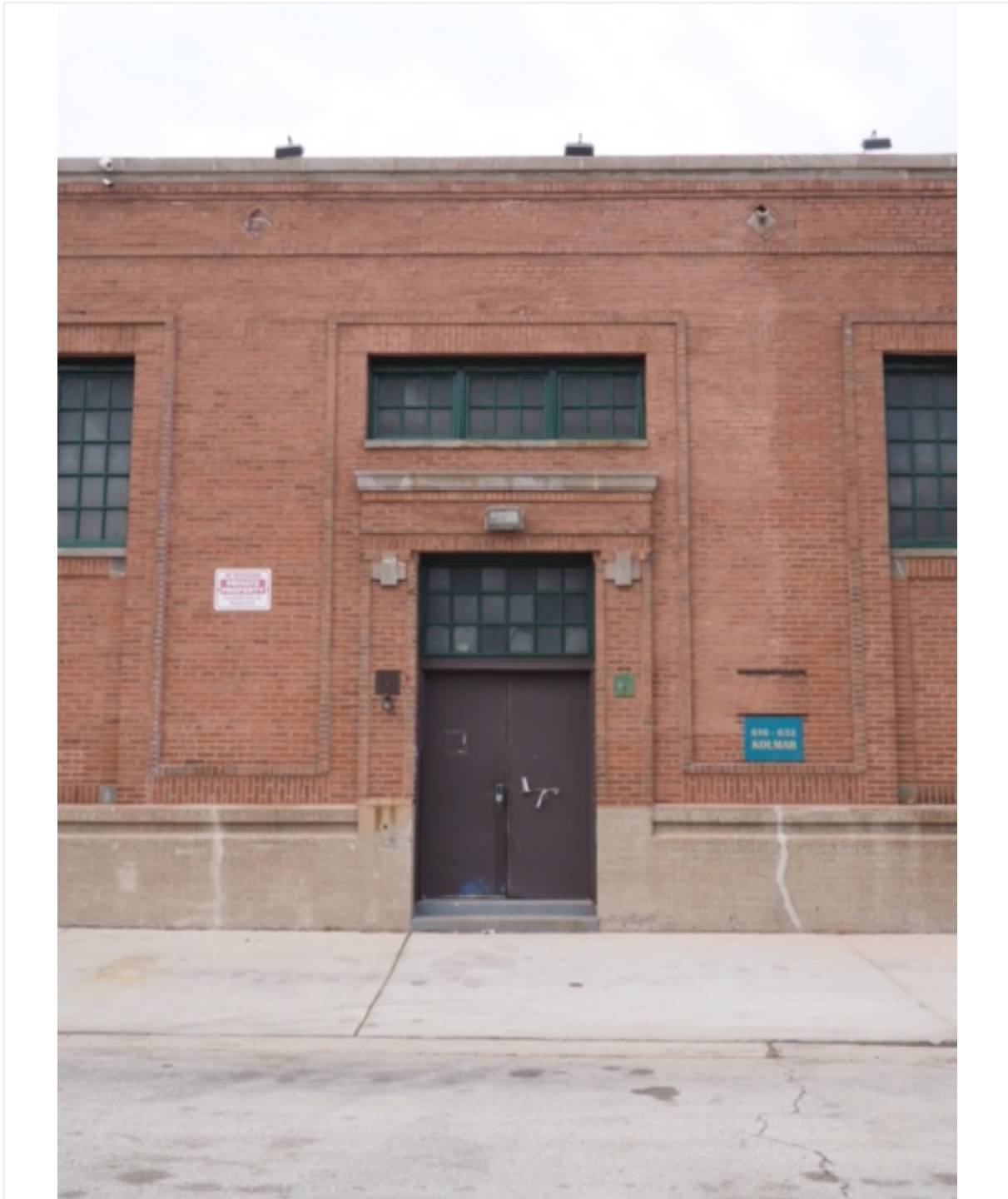


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Photo 5- Commonwealth Edison Kolmar Substation



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

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Photo 6- Commonwealth Edison Kolmar Substation



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



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Photo 7- Commonwealth Edison Kolmar Substation



Facing northeast to west side elevation and south rear elevation



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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**

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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  
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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

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**NRHP STATUS** Eligible

St. Eulalia Church  
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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



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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.



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### 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



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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



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associated historic features.

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**Historic Resources Survey**

RESOURCE TYPE Property  
NRHP STATUS Eligible

St. Eulalia Church  
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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  
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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  
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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



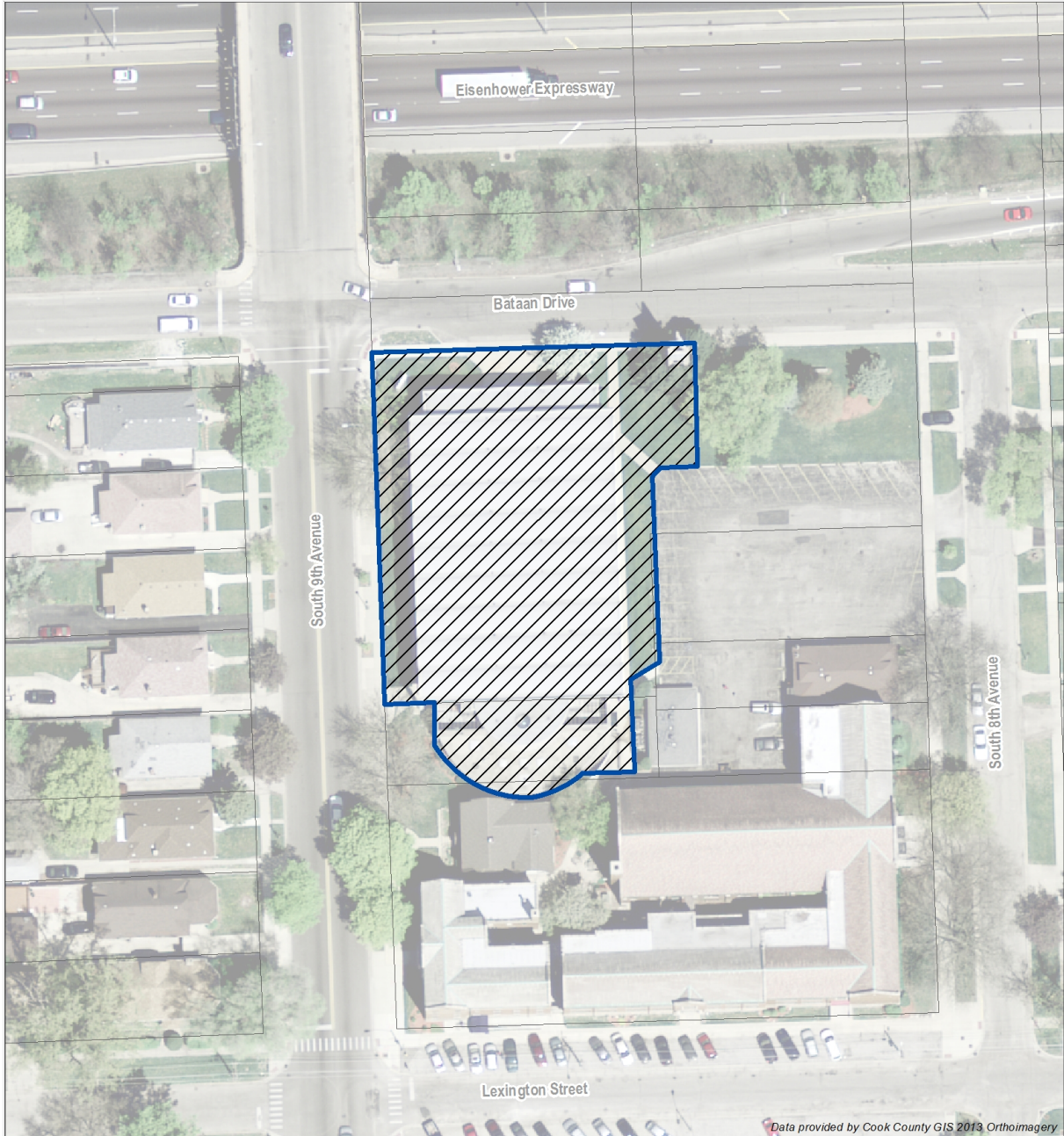
1965 historic photograph of St. Eulalia Church (University of Michigan Library Digital Collections)

**Historic Resources Survey**

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 NRHP STATUS Eligible




St. Eulalia Church  
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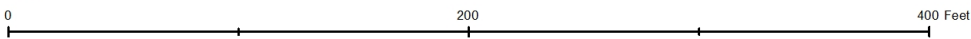
Map - St. Eulalia Church



Data provided by Cook County GIS 2013 Orthoimagery

PROPERTY NAME: St. Eulalia Church  
 ADDRESS: 1851 South 9th Avenue  
 Maywood, IL


 NRHP Boundary  
 Tax Parcel





## 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

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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

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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 Schipporeit**

George Schipporeit (1933-2013) designed Eisenhower Tower, which was initially called the Intercontinental Center. Schipporeit 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 Schipporeit’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. Schipporeit 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 Schipporeit, 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.

Schipporeit 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  
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### 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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**RESOURCE TYPE** Property  
**NRHP STATUS** Not Eligible

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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 Orthomergery

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


 Property Boundary  
 Tax Parcel

0 200 400 Feet

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