Supplementary Listing Record

NRIS Reference Number: AD16000004 Date Listed: 1-24-2017

Property Name: Central Manufacturing District--Original East Historic District

County: Cook State: IL

This Property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

Barbara Wyatt 1-24-17

Signature of the Keeper Date of Action

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Amended Item in Nomination:

Section 3. The Level of Significance is amended to Statewide, not National as stated on the submitted form. As presented, the nomination focuses on a comparison of the Central Manufacturing District with company towns, such as Lowell. In reality, the rise of planned industrial districts requires different examples, including Fort Point in Boston, an early and influential development. The district may be of national significance, but the documentation needs to be redirected and bolstered with other examples to demonstrate that. The case for statewide significance in Illinois is made.

DISTRIBUTION:

National Register property file

Nominating Authority (without nomination attachment)

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form.* If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: The Central Manufacturing District: Original East Historic District
Other names/site number: _____
Name of related multiple property listing: N/A
(Enter "N/A" if property is not part of a multiple property listing)

2. Location

Street & number: 3500-3700 blocks of South Morgan Street, South Racine Avenue, and South Iron Street; 3500-3900 blocks of South Ashland Avenue; 1000-1600 blocks of West 35th-37th Streets; and 1200-1600 West 38th Street
City or town: Chicago State: Illinois County: Cook
Not For Publication: ☐ Vicinity: ☐

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this ✓ nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property ✓ meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___national ___statewide X local

Applicable National Register Criteria:

X A ___B ___C ___D

DSHPO 12/21/15

Signature of certifying official/Title: **Date**

Illinois Historic Preservation Agency

State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official: **Date**

Title : **State or Federal agency/bureau or Tribal Government**

4. National Park Service Certification

I hereby certify that this property is:

X entered in the National Register

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:) _____

by Barbara Wyatt 2-15-16

Signature of the Keeper Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private: [x]

Public – Local [ ]

Public – State [ ]

Public – Federal [ ]

Category of Property

(Check only **one** box.)

Building(s) [ ]

District [x]

Site [ ]

Structure ☐

Object ☐

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
65	7	buildings
1	0	sites
0	0	structures
0	0	objects
66	7	Total

Number of contributing resources previously listed in the National Register 1

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6. Function or Use Historic Functions

(Enter categories from instructions.)

INDUSTRY/PROCESSING/EXTRACTION
MANUFACTURING FACILITY
PROCESSING SITE
INDUSTRIAL STORAGE

TRANSPORTATION: RAIL-RELATED

Current Functions

(Enter categories from instructions.)

INDUSTRY/PROCESSING/EXTRACTION
MANUFACTURING FACILITY
PROCESSING SITE
INDUSTRIAL STORAGE

TRANSPORTATION
ROAD-RELATED
VACANT/NOT IN USE

7. Description

Architectural Classification
(Enter categories from instructions.)
LATE 19TH AND 20TH CENTURY REVIVALS
CLASSICAL REVIVAL
LATE GOTHIC REVIVAL

MODERN MOVEMENT
MODERNE
ART DECO

OTHER

Materials: (enter categories from instructions.)
Principal exterior materials of the property:
Red Brick
Terra Cotta

Narrative Description
(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with **a summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Central Manufacturing District (CMD): Original East District (OED) is the nation's first planned industrial district that emerged in the beginning of the 20th century. The OED is located in Chicago's residential Bridgeport Community, about four miles southwest of the Loop. The Original East District is roughly bound by Ashland Avenue to the west, 35th Street to the north, Morgan Street to the East, and Pershing Road to the south. The OED encompasses 185 acres with sixty-five contributing buildings, seven non-contributing buildings, one contributing site, and one individually listed building. The existing sixty-five historic structures were constructed between 1902 and 1965. They are all red brick and terra cotta or limestone details ranging from one story, one-bay plans to multi-story, multi-bay industrial lofts. The period of significance is from 1902, the date the District was first established, to 1965, the fifty year cutoff for significance for the National Register.

Narrative Description

The Original East District is the first and an exceptional example of a national trend in the growth of planned industrial districts in the beginning of the 20th century. This location was ideal for the CMD based on the availability of a large expanse of undesirable land outside of the city center, proximity to multiple modes of transportation including the Chicago Junction

Railway and the South Branch of the Chicago River, and accessibility to a large, working-class population.

The areas north, west, and east of the district are largely residential with their main commercial corridors running along South Morgan Street, north of West 35th Street and West 35th Street to the east and west of the District. The areas to the south are industrial. These include the Pershing Road Development, an extension of the CMD's Original East District, which runs two blocks west of the District on the south side of Pershing Road, and the Union Stockyards, which meets the OED at Pershing Road.

The District was comprehensively planned to integrate into Chicago's existing street grid with main thoroughfares on 35th and 37th Streets, Racine Avenue, Pershing Road, and South Iron Street. The exception to this is in the Original East District where the street grid is interrupted by the South Branch of the Chicago River. Curved rail lines punctuate the grid to provide private service to each building. Historically, streets were much wider to provide for horse-drawn wagons. Today, the majority of the properties in the district abut the sidewalk and are set back from the street about 10-15 feet to allow for vehicular parallel parking, making the streets appear narrower than they were historically.

Very few of the right-of-ways are landscaped. Only the west side of Racine Avenue and sections of 37th Street east of the River and 38th Street west of the River are lined with grass and unevenly spaced immature trees. Additional open space was planned by the CMD around the rail lines and between buildings. Today, much of the open space between buildings has been paved over for additional parking or loading docks.

Railroad lines run north to south along Iron Street and east to west along 38th Street to connect with the north-south lines at Pershing Road. Each building was also serviced by a private switch track with direct connections to principal lead and yard tracks of the Chicago Junction Railway. Today, the tracks are not in operation, but remain as a significant part of the built landscape of the district.

The buildings in the District followed a uniform design and standard building types that used systematized construction, offset by different exterior treatments. Each building reflects its construction date based on the architectural details found in the base course, window sills, cornices, coping, piers, towers, and entrances. During the development of the OED, styles such as Classical Revival, Late Gothic Revival, Prairie, Art Deco, and Mid-Century Modern were used to detail each of the District's buildings. Form responded to the technical and production requirements of the time, and exterior treatments used historical or non-referential decorative motifs. All of the buildings are faced in red brick with terra cotta or limestone details.

Most of the properties in the District have characteristics of architectural styles. There also are three primary buildings types found throughout the Original East District: a three-bay, central monitor plan primarily used for foundries (2% of buildings); a one story, one-bay building used for lighter work, these buildings required more interior columns and used saw-tooth roof monitors or skylights to provide adequate ventilation and light (23% of buildings); and a multi-story all purpose manufacturing and warehouse building, known as a loft building (56% of buildings). The industrial loft is characterized by expansive, un-partitioned open floor areas.

Almost all of the properties are manufacturing or industrial buildings with the exception of two properties at Aberdeen and 35th Streets which trickled over from the nearby commercial corridors and the Central Manufacturing District Bank and Club Building at 1110 West 35th Street.

The Original East District is characterized primarily by multi-story lofts and one-story, one-bay buildings, faced in red brick with terra cotta or limestone details.

Today, the Original East District remains intact and appears much as it would have looked when fully developed at the end of the period of significance. The District retains a high degree of integrity making it eligible for listing on the National Register of Historic Places. The majority of the properties are intact and have sustained little if any exterior modifications. Most alterations that did occur that are visible from the street are window and door changes and the removal of water tanks from the roof the buildings.

The original boundary of the District ran from Morgan Street on the east, 35th Street on the North, Ashland Avenue on the west, and Pershing Road on the south. The Original East Historic District current boundary reflects the minor changes to the building stock. These boundaries encompass 185 acres of the original 240 acres that comprised the Original East District, due to demolition and non-contributing structures. The most extensive demolition is the 3800 block of South Morgan, which has interrupted the historic streetscape and impacted the northwest and southeast quadrants of the district making it ineligible to be included in the boundaries. The Wrigley Loft Building at the southeast corner of Ashland Avenue and 35th Street is being demolished, and the Pullman Couch Factory was demolished after a fire in January 2013. Additionally, the area located to the south of the southernmost boundary was excluded from the District since it included many of buildings built after the period of significance and City-owned property.

The seven non-contributing buildings are listed as non-contributing based on age, as they were constructed between the late 1980s and early 2000s and, thus, not within the period of significance. Furthermore, since the District continues to function as an industrial park to this day, new development is occurring on historically open space, such as the new development at South Iron Street and West 35th Street, which was included in the District since it does not detract from the integrity of the District as an industrial park.

Since for years the CMD was responsible for street improvements such as paving private streets within the District with vitrified brick, landscaping with sodded parkways and decorative street lights, the introduction of water and sewer connections, and the CMD took responsibility for maintaining the outdoor public spaces, the District setting has experienced little change.

The following are descriptions for each of the existing contributing resources including their historic building name, address, date of construction, architect/builder, primary architectural style, and building type as identified above. Listed addresses correspond to the addresses found on Cook County's Map Application. A "Building Key" is located in the "Additional Documentation" section of this nomination.

If a building is listed with two dates, the later date is for an addition. Lastly, the term "Industrial" found in the building inventory below is used as a building name for contributing and non-contributing buildings.

Historic Building Name	Address	Date of Construction	Architect/Builder	Architectural Details/Elements	Building Type	Contributing/Non-Contributing
1. ACME	1134 West 35th Street	1925	Architect: Rowneberg Pierce	Classical Revival	Loft	Contributing
2. Ajax Tank & Tower Co.	1452 West 38th Street	c.1930;1963	Unknown	Other-Industrial	One-Story, One-Bay Plan	Contributing
3. Albert Pick & Co.	1200 West 35th Street	1911; 1922; 1928	Architect: A. S. Alschuler; Builder: Abraham Lund Company	Classical Revival	Loft	Contributing
4. American Ever-Redy Works & National Carbon Co.	3713 South Ashland Avenue	1909	Architect: Samuel Scott Joy	Classical Revival	Loft	Contributing
5. American Glue Co.	3630 South Iron Street	1915	Architect: Samuel Scott Joy; Builder: Sumner Sollitt	Prairie	Loft	Contributing
6. American Luxfer Prism Company	1016-1018 West 37th Street	c.1910	Architect: Postle & Mahler	Prairie	One-Story, One-Bay with Monitors	Contributing
7. Atwood & Steele Building	1428 West 37th Street	1911	Architect: R.S. Lindstrom; Builder: E.W. Sproul	Classical Revival	Loft	Contributing
8. Aztec Lines Inc. (1 Story Garage)	1300 West 35th Street	1951	Architect: A. Epstein; Contract: R.G. Poirot	Other-Industrial	Other-Industrial	Contributing
9. Central Manufacturing District Bank Building, The	1110 West 35th Street	1912	Builder: E.W. Sproul + Co.	Classical Revival	Other-Bank	Contributing
10. Chicago Electric Motor Car Co./Rockwood Sprinkler Co.	3612 South Morgan Street	1907	Architect: W. Ernest Walker; Builder: E.W. Sproul	Other-Industrial	One-Story, One-Bay with Skylights	Contributing
11. Chicago Pneumatic Tool Co.	3655 South Iron Street	c.1925	Unknown	Late Gothic Revival	Loft	Contributing
12. C. J. Spring and Bumper Co.	1451 West 38th Street/1500 & 1530 West Pershing Road	c.1913;1925	Architect: Samuel Scott Joy; Builder: Arquette Co.	Classical Revival	One-Story, One-Bay with Monitors	Contributing
13. Continetal Can Co.	3815 South Ashland Avenue	c.1910;1935	1935 Addition: Architect: T.B. Jongenson; Builder: A.S. Low	Late Gothic Revival and Other-Industrial	Loft	Contributing
14. C.S. Davis & Co.	1367 West 37th Street	c.1927	Unknown	Classical Revival	Three-bay Central Monitor Plan	Contributing

15. Cyphers Incubator Company, The	1421 West 37th Street	1910 (Altered Façade)	Architect: A.S. Alschuler; Builder Stresenreuter Brothers	Contemporary/ Other-Industrial	Loft	Contributing
16. Dearborn Chemical Company	1039 West 35th Street	1906	Unknown	Classical Revival	Loft	Contributing
17. Doorley Bros./Chicago Curtain Strecther Co.	1121 West 37th Street	1909	Architect: A.S. Alschuler; Builder: E.W. Sproul	Prairie	One-Story, One-Bay Plan	Contributing
18. Empire Iron & Steel Company	3604 South Morgan Street	1913	Architect: R.S Lindstrom; Builder: Jacob Rodatz	Classical Revival	Loft	Contributing
19. Federated Drug Co.	3635 South Iron Street	c. 1927	Unknown	Classical Revival	Loft	Contributing
20. Fitzsimons Steel & Iron Co.	3641 South Racine Avenue	1912	Architect: R.S. Lindstrom; Builder: E.W. Sproul	Classical Revival/Other-Industrial	One-Story, One-Bay Plan	Contributing
21. Foster-Munger Company/Chicago Millwork Supply Company	3629 South Loomis Place/1400 West 37th Street	1911	Architect: R.S. Lindstrom; Builder: Jas. Shedden & Co.	Classical Revival	Loft	Contributing
22. Goulds Manufacturing Co.; Imperial Campbell Branch	3801 South Ashland Avenue	1912	Architect: William P. Doerr	Classical Revival	Loft	Contributing
23. Griffith Laboratories	1401 West 37th Street	1936	Unknown	Classical Revival/Other-Industrial	Loft	Contributing
24. Griffith Laboratories	1415 West 37th Street	1940	Unknown	Classical Revival/Other-Industrial	Loft	Contributing
25. Griffith Laboratories (by 1950)	3710 South Loomis Street	1904	Unknown	Other-Industrial	Other-Industrial	Contributing
26. Harry Manaster & Bro.	3642 South Morgan Street	1927	H. Peter Henschien	Other-Industrial	One-Story, One-Bay Plan	Contributing
27. Houdaille Hershey Corporation	1425 West 38th Street	c.1955	Unknown	Mid-Century Modern/Other-Industrial	One-Story, One-Bay Plan	Contributing
28. H.P. Smith Building	1130 West 37th Street	1910	Architect: Postle & Mahler; Builder: Foster & Frazier	Prairie	One-Story, One-Bay with Monitors	Contributing
29. Illinois Nail Company	3520 South Morgan Street	1908	Architect: Louis Broadhag	Classical Revival	Loft	Contributing
30. Illinois Shipping Container Co.	1512 & 1520 West Pershing Road	c.1930	Unknown	Late Gothic Revival	Loft	Contributing
31. Industrial	3619 South Ashland Avenue/3638 South Laflin Street	1996; 1966	Unknown	Other-Industrial	Other-Industrial	Non-Contributing
32. Industrial	3859 South Ashland	1996	Unknown	Other-Industrial	Other-Industrial	Non-Contributing

	Avenue					
33. Industrial	3730 South Loomis Place	1999	Unknown	Other-Industrial	Other-Industrial	Non-Contributing
34. Industrial	3544 South Morgan Street	1986	Unknown	Other-Industrial	Other-Industrial	Non-Contributing
35. Industrial	3735 South Racine Street/3730 & 3750 South May Street	1958	Unknown	Other-Industrial	Other-Industrial	Contributing
36. Industrial	1101 West 36th Street	1962	Unknown	Other-Industrial	One-Story, One-Bay Plan	Contributing
37. Industrial	1420 West 38th Street	2006	Unknown	Other-Industrial	Other-Industrial	Non-Contributing
38. Kellogg-Mackay Co., The	3733 South Loomis Place/1365 West 37th Place	1926	Unknown	Classical Revival	Loft	Contributing
39. Larkin Co., The	3617 South Ashland Avenue	1912	Architect/Builder: F.E. Lockwood	Classical Revival	Loft	Contributing
40. Loblaw Groceterias, Inc. (Rear)/Jewel Food Stores, Inc. (Front)	3601 South Ashland Avenue/3600 & 3616 South Laflin Street	1933 (rear); 1948 (front)	The Jewel Food Stores building was built by Architect: C + Wright Inc.; Contractor: Poirot Construction. In 1929 permit records state a building was moved onto the lot, possibly the rear building.	Other-Industrial	One-Story, One-Bay Plan	Contributing
41. Loose-Wiles Biscuit Co.	3659 South Ashland Avenue	1909	Architect: A.S. Alschuler	Classical Revival	Loft	Contributing
42. Lowe Brothers	1048 west 37th Street	1911	Architect: Frank L. Smith; Builder: Leonard Construction Company	Classical Revival	Loft	Contributing
43. McVoy Sheet & Tinplate Co.	1111 West 35th Street	1931 (Altered Façade)	Unknown	Other-Industrial	Loft	Contributing
44. Metal Coating Corp.	3742 South Racine Avenue/1215 West 37th Place	c.1918	Unknown	Other-Industrial	Other-Industrial	Contributing
45. National Chemical & Manufacturing Co.	1113 West 36th Street	1941	Unknown	Other-Industrial	One-Story, One-Bay Plan	Contributing
46. Norwich Pharmacal Co.	1100 West 37th Street	1910	Architect: A.S. Alschuler; Builder: E.W. Sproul	Prairie	Loft	Contributing
47. Pfannmueller Engineering Co.	3701 South Ashland Avenue	1909	Architect: A.S. Alschuler	Classical Revival	One-Story, One-Bay	Contributing

					with Monitors	
48. Puritan Co. of American	1200 West 37th Street	c.1940	Architect: A. Epstein and Sons	Other-Industrial	Other-Industrial/ One-Story, Multi-Bay Plan	Contributing
49. Rockwell-Barnes Company	1519 West 38th Street	1922	Unknown	Classical Revival	Loft	Contributing
50. S.A. Maxwell Company	3636 South Iron Street	1914	Architect: R.G. Dwen; Builder: Sumner Sollitt	Prairie	Loft	Contributing
51. Schulze & Burch Biscuit Co.	1133 West 35th Street	1946	Unknown	Mid-Century Modern	Loft	Contributing
52. Sefton Manufacturing Company Building	3501 South Iron Street	1907	Architect: Postle & Mahler	Classical Revival	Loft	Contributing
53. Southern Cotton Oil	1464 West 37th Street/3623 & 3627 South Laflin Place	1910	Architect: A.S. Alschuler; Builder: Joseph Haigh & Sons Co.	Classical Revival	Loft	Contributing
54. South Shore Liquors Inc.	3600 South Racine Avenue	c.1950	Unknown	Other-Industrial	Other-Industrial/ One-Story, Multi-Bay Plan	Contributing
55. Spector Trailer Equipment Company	3600 South Morgan Street	1948	Unknown	Other-Industrial	One-Story, One-Bay Plan	Contributing
56. Standard Sanitary Manufacturing Co.	3716 South Iron Street	1928	Architect: A.S. Alschuler; Builder: Salomon Waterton Co.	Art Deco	Loft	Contributing
57. Stockham Pipe & Fittings Co.	3600 South Iron Street	1934	Unknown	Other-Industrial	One-Story, One-Bay Plan	Contributing
58. Store	1108 West 35th Street	1925; Remodeled 1940	Owner: Pailos & Mitchell; Contractor: C. A. Farrell	Mid-Century Modern	Other-Storefront	Contributing
59. Texas Shippers Trucking	1300 West 35th Street	2005	Unknown	Contemporary		Non-Contributing
60. Tide Water Oil Sales Corp.	1437 West 37th Street	1929	Unknown	Other-Industrial	Loft and Truck Dock with Shed Roof	Contributing
61. Transparent Package Company	3520 South Morgan Street	c.1940-1950	Unknown	Art Deco	Other-Industrial	Contributing
62. Tripp Lite	1040 & 1049 West 35th Street	1965	Unknown	Mid-Century Modern/Other-Industrial	Loft	Contributing
63. Tripp Lite	3601 West 36th Street	1969	Unknown	Mid-Century Modern/Other-Industrial	Loft	Non-Contributing

64. Troco Nut Butter Co.	3700 South Iron Street	c.1921	Unknown	Classical Revival	Loft	Contributing
65. United Kosher Sausage Co.	3665 South Iron Street	c.1926	Unknown	Classical Revival	Loft	Contributing
66. Universal Trading & Supply Company	3500 South Morgan Street	1906	Architect: Postle & Mahler	Classical Revival	Loft	Contributing
67. Vaughn's Seed Store	3620 South Morgan Street/3526 South Morgan Street	1905	Architect: Jarvis Hunt; Builder: E.W. Sproul	Other-Industrial	One-Story, One-Bay with Skylights	Contributing
68. Walgreen Co.	3641 South Iron Street	c.1927	Unknown	Late Gothic Revival	Loft	Contributing
69. Western Roofing & Supply Company, The	3611 South Loomis Place	1912	Architect: A.S. Alschuler; Builder: A.S. Lund	Classical Revival	Loft	Contributing
70. Westinghouse Electric & Manufacturing Company, The	3550 South Morgan Street	1908;1911	Unknown	Classical Revival	Loft	Contributing
71. White Stokes Company, The	3615 West Jasper Place	1912	Architect: A.S. Alschuler; Builder: A.S. Lund	Classical Revival	Loft	Contributing
72. Wizard Product Company	1444 West 37th Street	1910	Architect: A.S. Alschuler; Builder: E.W. Sproul	Classical Revival	Loft	Contributing

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- [x] A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- [ ] B. Property is associated with the lives of persons significant in our past.
- [x] C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- [ ] D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark "x" in all the boxes that apply.)

- [ ] A. Owned by a religious institution or used for religious purposes
- [ ] B. Removed from its original location
- [ ] C. A birthplace or grave
- [ ] D. A cemetery
- [ ] E. A reconstructed building, object, or structure
- [ ] F. A commemorative property
- [ ] G. Less than 50 years old or achieving significance within the past 50 years

Areas of Significance
(Enter categories from instructions.)
ARCHITECTURE
INDUSTRY

Period of Significance
1902-1965

Significant Dates
N/A

Significant Person
(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder
Alfred S. Alschuler
R.S Lindstrom
W.C. Heimbeck
Abraham Lund
Samuel Scott Joy
Abraham Epstein
Battey & Kipp
Postle & Mahler
Frank L. Smith
Leonard Construction Company
E.W. Sproul
Foster & Frazier
Jas. Shedden & Co.
Stresenreuter Brothers
Jacob Rodatz
Louis Brodhag
Jarvis Hunt
R. G. Dwen
Sumner Sollitt
F.E. Lockwood
William P. Doerr
W. Ernest Walker

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

After 113 years, the Original East District of the Central Manufacturing District remains a locally significant district in Chicago's Bridgeport Community. The period of significance is from 1902-1965, reflecting the time spanning between the years that the District was first developed, to the 50 year cut off for significance for the National Register of Historic Places. The District is eligible Criterion A for Industry and Criterion C for Architecture.

The industrial park made popular as a post-World War II era manifestation is the continuation and adaption of an earlier institution developed at the beginning of the 20th century. A forerunner of these later institutions was the Central Manufacturing District (CMD) located in Chicago, Illinois, which experimented in large- scale land development, capitalized on new technologies in construction and power production, and became the national model during the interwar years.

"Early twentieth-century sources indicate that the first industrial parks were built in Chicago. Epitomizing both the unregulated urban growth and consequent inefficiencies of the nineteenth-century as well as the reform and planning movements of the twentieth, it is perhaps surprising that the industrial park, as an experiment in industrial land planning, should have begun in this city."[1]

The District, which continues to serve the community with many of the same services it provided historically, has sufficient integrity for listing in the National Register.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

19th Century Company Towns

Prior to the turn of the 20th century, industry was organized into company towns. The company town was a planned industrial community where all commercial, residential, and industrial properties were owned by only one company, the employer, echoing the European feudal system.[2] The first company town in the United States dates back to the 1820s with the founding of Lowell, Massachusetts.[3]

The town would be centered on large-scale factory production, such as lumber, steel, train cars, or automobiles. The citizens or employees would work in the factory, while family members would work in one of the businesses located within the town. The company would provide infrastructure such as housing, streets, transportation, and utilities, and amenities such as shopping, churches, schools, markets, and recreational facilities to encourage the workers and their families to move and live there.[4]

An example of a company town located in the City of Chicago is Pullman, developed in the 1880s. Pullman was an entirely company-owned town and provided multiple types of housing, markets, churches, recreational facilities, and a library for its 6,000 company employees and their families. Employees were required to live in Pullman despite being able to find less expensive housing and amenities in the nearby communities of Roseland, Kensington, and

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[1] Alexander, Frances Porter. *The Making of the Modern Industrial Park: A History of the Central Manufacturing District of Chicago, Illinois*. Washington, D.C.: George Washington University, 1991.
[2] Snider, Bruce D. "In Good Company: Company Towns Across the U.S. - National Trust for Historic Preservation." Preservationnation.org. July 1, 2014. Accessed February 6, 2015. http://www.preservationnation.org/magazine/2014/summer/in-good-company.html.
[3] Ibid.
[4] Crawford, Margaret. Building the Workingman's Paradise: The Design of American Company Towns. London: Verso, 1995.

South Deering. Pullman was listed on the National Register of Historic Places as a historic district in 1970.[5]

The height of the company town came between 1880 until its decline in the 1930s. There were several factors that contributed to the decline of the company town. One was the increase in national wealth. With the prosperity of the 1920s and strong post- WWI economy, the factory laborer's material well-being improved significantly. The working class could now buy previously unattainable goods and services on credit or installment buying and were no longer dependent upon employers to furnish items such as transportation, healthcare, or education. Workers also did not have to live within close proximity to their work places due to the widespread use of the automobile, which made more employment opportunities available.[6] At the same time as the decline of the company town came the rise of the modern industrial park, made popular during the post-war era, but first created at the turn of the 20th century.

The Central Manufacturing District: America's First Industrial Park

The origin of the industrial district dates to the beginning of the CMD, where for the first time, manufacturing, processing, and shipping facilities were organized into a comprehensively planned industrial community and integrated into Chicago's existing street grid.[7]

The Central Manufacturing District was founded in 1902 by F. H. Prince and A.G. Leonard, making it one of the first full service, industrial real estate developments in the United States, and remained in operation as late as the 1980s.[8] This District was an experiment by the

CMD's parents companies, the Chicago Junction Railway (CJR was the consolidation of nine smaller railroads which were primary financial backers for the construction of the Chicago Union Stock Yard) and the Union Stock Yards Company, in response to economic and geographic pressures in the Central Business District, including rising land values, the expansion of manufacturing activities, the availability of labor, wage prices, scope and evolution of markets and suppliers, political and social pressures, and the physical geographical constraints of the city.

Prince was an owner of the Chicago Junction Railway (CJR), a small, industrial railway that connected the Union Stockyards with Chicago's main rail routes. Leonard was the president of the Union Stock Yards Company. The Chicago Junction Railway saw the formation of the CMD as an opportunity for the railway to increase its share of freight traffic in the competitive Chicago market and to protect rail frontage through the control of the yards and trackage, and increase opportunities for active development.

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[5] Snider, Bruce D. "In Good Company: Company Towns Across the U.S. - National Trust for Historic Preservation." Preservationnation.org. July 1, 2014. Accessed February 6, 2015. http://www.preservationnation.org/magazine/2014/summer/in-good-company.html.

[6] Crawford, Margaret. Building the Workingman's Paradise: The Design of American Company Towns. London: Verso, 1995.

[7] Alexander, Frances Porter. *The Making of the Modern Industrial Park: A History of the Central Manufacturing District of Chicago, Illinois*. Washington, D.C.: George Washington University, 1991.

[8] Stockwell, Clinton E. "Central Manufacturing District." Central Manufacturing District. January 1, 2005. Accessed February 6, 2015. http://www.encyclopedia.chicagohistory.org/pages/785.html.

These new industrial parks were also used as a device by railroad companies to hold their lucrative manufacturing clients to their historical locations along urban, metropolitan, or at least railroad fronted development. The making of these districts, thus, were intertwined with developments in the railroad industry and greatly affected by changes in production techniques and development of urban technologies such as electrical power, transmission, and extensive rapid streetcar service.

The high demands for site and shipping requirements such as the rise in production volumes, taxed freight handling, switching, and shipping facilities were all more easily met in peripheral locations than in densely developed downtown, making these industrial parks all the more desirable.

The Original East District

"In 1902, the New Jersey Company, the common reference to the Chicago Junction Railways and the Union Stock Yards Company which had purchased the Yards and the Chicago Junction, appointed John A. Spoor and Frederick S. Winston Trustees, who by virtue of powers assigned to them, began to acquire land to which the name "Central Manufacturing District Lands" was given. By a Deed of Trust dated May 2, 1902, 180 acres bounded 35th Street and Ashland Avenue was conveyed from Mr. and Mrs. James Miles to the Trustees…Trust indentures of 1907 and 1908 conveyed further parcels to the Trustees…"[9]

By 1908 Prince purchased over 240 acres of undesirable land on the southwest side of the city, north of the stockyards, along West 35th Street between South Morgan Street and South Ashland Avenue.[10]

Prince's plan for the area was to develop it to attract more shipping customers to his small railway. At that time many industrial businesses were being pushed out of Chicago's downtown area by increasingly dense commercial development there. Prince saw a tremendous opportunity to gather these fleeing businesses around Chicago Junction Railway's tracks. In 1902 the railway began improving the land - previously occupied with old cabbage patches and disused lumberyards - with $20 million worth of building, infrastructure, facilities, and landscaping.[11] Before Prince and the Chicago Junction Railway, the land was virtually undeveloped. Only three companies prior to the development of the CMD were established in this area: Chicago House Wrecking Co., Rittenhouse & Embree Co., and Christ Sievers, the first two being lumber industries and the last a sauerkraut manufacturer.[12]

[9] The Central Manufacturing District of Chicago. *50 Golden Years An Historical Account of the Central Manufacturing District's First 50 Years, November, 1905-November, 1955*. Chicago, Ill.: Central Manufacturing District, 1955.

[10] Ibid., p. 7-15.

[11] Alexander, Frances Porter. *The Making of the Modern Industrial Park: A History of the Central Manufacturing District of Chicago, Illinois*. Washington, D.C.: George Washington University, 1991.

[12] The Central Manufacturing District of Chicago. *50 Golden Years An Historical Account of the Central Manufacturing District's First 50 Years, November, 1905-November, 1955*. Chicago, Ill.: Central Manufacturing District, 1955.

These first 240 acres became known as the Original East District. The first building to be constructed by the Trustees of the "Central Manufacturing District Lands" was the United States Leather Company on Morgan Street in November of 1905.[13]

The District was based on a comprehensive plan which accounted for traffic patterns, forms of shipment, established land use controls on setbacks, lot sizes, landscaping, and functions, and ongoing management to protect the investment of the developers and tenants and to ensure maintenance of an attractive and well-functioning district. The CMD also offered site planning, construction, financing, and direct freight shipment. These incentives allowed for cheaper land, lower taxes, direct freight service, centralized location, better layout for industrial use, proximity to complementary manufacturers, and financial incentives that drew manufacturers to the District.

Financing and construction services were essential features of the Original East District. Construction on tenant buildings quickly followed. In 1905 the United States Leather Company opened a new building on Morgan Street with financing from trustees as the first occupant of the CMD. By 1908 six more buildings had been constructed, including the Spiegel, May, Stern Company building designed by A. S. Alschuler.

By 1908 District trustees were in full force as full service, industrial real estate developers. Acreage had developed into 240 acres between West 35th Street to the north, South Morgan Street to the east, West 39th Street to the south, and South Ashland Avenue to the west.

In 1912 there were twenty-five companies in the District including Westinghouse, Albert Pick & Company, and the William Wrigley Company. By this time on staff architects and engineers were hired to develop a comprehensive design of the entire tract including streets, utilities, drainage systems, landscaping, streetlights, and economical site configurations, each of which was to be served by a switch track of the Chicago Junction Railway.

With a growing staff and industrial park, the CMD built its headquarters in 1912 on West 35th Street. This office building housed the CMD Bank, District Business Club, Wells-Fargo Bank, Western Union Office, and the District's architecture office, of which today the bank building still remains.

By 1915 the East District was home to about a hundred companies and had been rehabilitated with new streets, landscaping, and buildings, with Chicago Junction rail lines running directly to every plant in the district.[14]

As 1915 and the first ten years of the CMD were drawing to a close, the majority of the East District had been rehabilitated with new streets, landscaping, and buildings, with Chicago Junction rail lines running directly to every plant in the district, and was thriving.[15] The District continued to see steady growth with increased wartime demands. By 1915 there were one hundred companies located in the Original East District, and the CMD saw the need to expand and purchased its first tract of land in the Pershing Road District.

[13] Ibid, p. 7-15.

[14] Ibid, p. 7-15.

[15] Ibid. p. 7-15.

By 1931 the CMD encompassed 900 acres of land divided into six tracts which formed an east-west beltway along the Chicago Junction Railway: the Original East District, Pershing Road District, Kedzie Development, Crawford Development, 43rd Street, and Calumet Development.[16]

The OED and CMD as a whole continued to develop in the following decades, managing the Original East District and Pershing Road Development and adding three additional tracts of land in the City of Chicago at 47th Street and Kedzie Avenue; along Crawford (Pulaski) Avenue between Pershing Road and 47th Street; and in the Calumet Industrial Corridor along the Calumet River between 103rd and 106th Streets.

The Great Depression left the CMD unaffected, and it continued to grow, constructing the Spiegel Administration Building in 1936 at the intersection of Morgan and 35th Streets, multiple buildings in the Pershing Road Development and the Kedzie Development.

By the mid-20th century and post-WW II the OED was fully developed and started to see turnover in land and building stock. New companies came, and some older buildings were demolished to make way for new buildings and companies. At this time the CMD was continuing to develop the Crawford and Calumet Developments. In the 1960s the Central Manufacturing District even expanded into the Union Stock Yards and converted it to industrial use.

The Planning and Services of the District

Other innovations the CMD offered which made the CMD unique were its architectural and planning services. The District maintained land use controls to ensure the highest revenue yield from frontage property, but did not want to risk the loss of clients if terms and convents were too restrictive. Land use goals did have its benefits for clients though, and included site preparation, traffic planning, design and construction, and financial services. Companies could still use outside architects and engineers but had to conform to CMD standards.

The CMD construction program was comprehensive in scope offering, in-house design, architectural guidelines, a variety of private financial services, standardized construction methods and materials, and a variety of flexible leasing and purchasing plans, all of which drew clients in to the District.

District architects and engineers planned street improvements, landscaping, utilities, and site/building configurations to maximize natural light and ventilation, and took responsibility for maintaining the outdoor public spaces.[17]

The CMD believed that by providing an aesthetically pleasing built environment, it would positively impact workers morale and productivity. This idea was not a new one,[18] but the CMD took this policy to new heights and predates the later similar rationales of later mainstream architects and urban planners such as Le Corbusier and Frank Lloyd Wright.

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[16] The Central Manufacturing District of Chicago. *"Junction Railway Service;" A Statement Addressed to Executives.* Chicago, Ill.: Central Manufacturing District, 1932.

[17] Alexander, Frances Porter. *The Making of the Modern Industrial Park: A History of the Central Manufacturing District of Chicago, Illinois*. Washington, D.C.: George Washington University, 1991.

[18] Ibid.

The District targeted small manufacturers who could not provide amenities for themselves, such as specialized buildings or arrangements with freight carriers.[19] The CMD was the first to provide tenants with a variety of services that defrayed the costs of doing business and improved the quality of the District community. These included: a staff of architects to design new buildings; a pool of approved contractors to bid on building jobs; a Central Manufacturing District Bank to provide favorable lending terms; a district post office; a doctor to care for tenants' workers; a CMD Club for socializing and networking; and a Central Manufacturing District Magazine for trading advice, gossip, humor, artwork, and news."[20]

The CMD also offered flexible leasing or purchase plans to meet their tenants' needs, while meeting the design standards of the District. Land could be purchased with the owner undertaking construction, but it had to be a suitable building and built within a specified time as a means of preventing speculative investment and unproductive property; the owner could also contract with the district architect.[21]

The most popular plan was to buy the land and building on a long term payment plan, and the building would be erected by the District. The owner would make a down payment and cover annual installments, taxes, maintenance, and insurance fees, much like a mortgage.[22]

Another option was a long-term lease, usually a period of 25 years. The CMD would build one of their two standard designs, and the tenant paid rent at 6% of the ground value and 9% of all building improvements, in addition to taxes, insurance, and maintenance.[23]

The CMD also offered real estate bonds as an additional element of security. Bonds would be first secured by mortgages, but further secured by a deposit on the lease and a provision that all lease payments would be made directly to the District bank.[24] This not only controlled the quality of construction and costs, but also created a strong sense of community in the District.

The success of the CMD was based on a symbiotic relationship between the CMD and its tenants: the more business grew for tenants, the more they shipped, the more they paid the District in rail fees, and the more services and financing the District could offer in return, which set the standard for other industrial parks to follow.

Architecture in the District

The CMD's comprehensive offering of in-house design and engineering services led to the cohesive appearance of the District's architecture, which is still visible today. Even tenants who chose to enlist outside architects were held to CMD's planning standards.

By about 1905 District architects and engineers had begun planning streets, utilities, drainage systems, landscaping, streetlights, and economical site configurations, each of which was to be served by a switchtrack of the Chicago Junction Railway. These early plans, still visible, followed

[19] Ibid.
[20] Ibid.
[21] Ibid.
[22] Ibid.
[23] Ibid.
[24] Ibid.

the orthogonal Chicago grid except where branches of the river interrupted street continuation.[25]

The CMD architectural designs capitalized on state-of-the-art building technologies including the use of corrosion resistant metal alloys, welded framing which provided more rigid framing and reduced the problem of vibrations, air conditioning, and techniques for correcting the dusting problems of concrete floors. The District architects strived for safety and efficiency for their tenants and their workers, prioritizing adequate light and ventilation, the best fire protection, flexible floor plans, adequate power sources, and efficient loading areas.[26]

Because of the high standards set for themselves, the CMD never experienced any reform, but instead met the constant pressures of new work accommodations.[27]

Even with such high standards, construction in the CMD was a streamlined process. The district advertised that excavation could begin the day after the contract was signed, foundation plans could be ready four days later, and complete plans tens days after excavation began.[28]

Each building followed a uniform design and standard building types that used systematized construction, offset by different exterior treatments. Each building reflects its construction date based on the architectural details found in the base course, window sills, cornices, coping, piers, towers, and entrances. Form responded to the technical and production requirements of the time, and exterior treatment used historical or non-referential decorative motifs. The buildings in the District, constructed between 1902 and 1965 show elements of Late Gothic Revival, Classical Revival, Prairie, Art Deco, and Mid-Century Modern architecture.

Classical Revival was popular in the United States from 1895 to 1945. It relied on stylistic details of the earlier Greek Revival style. The arrangement of windows and doors is formal and symmetrical, with the front door often flanked by pilasters or side lights and capped with a flat entablature, broken pediment or rounded fanlight. Examples of Classical Revival in the District are the Central Manufacturing District Bank and Club Building at 1110 West 35th Street, the Westinghouse Electric and Manufacturing Co. at 3550 South Morgan Street, and Troco Nut Butter Co. at 3700 South Iron Street. In the District, 43% of the buildings can be identified at Classical Revival.

Late Gothic Revival was the most popular style in the District and was also popular in the United States from 1895-1945. The style is characterized by simpler and smoother features than those of the preceding High Victorian Gothic. Key features found on Late Gothic Revival buildings can include: pointed arches as decorative element and as window shape, Gothic tracery, or crenellated parapets. In the District, only 6% of the buildings have Late Gothic Revival details. An excellent example of a Late Gothic Revival building in the District is the Continental Can Co. Building at 3815 South Ashland Avenue.

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[25] The Central Manufacturing District of Chicago. *50 Golden Years An Historical Account of the Central Manufacturing District's First 50 Years, November, 1905-November, 1955*. Chicago, Ill.: Central Manufacturing District, 1955.

[26] Alexander, Frances Porter. *The Making of the Modern Industrial Park: A History of the Central Manufacturing District of Chicago, Illinois*. Washington, D.C.: George Washington University, 1991.

[27] Ibid.

[28] Ibid.

Prairie School architecture was developed by American architect Frank Lloyd Wright and popular in the United States from 1900 to 1920. The style is known for its low-pitched sloping roofs, low proportions, quiet sky lines, suppressed heavy-set chimneys and sheltering overhangs, low terraces and out-reaching walls sequestering private gardens. The Prairie style places emphasis on the horizontal and did not resemble the traditional, revival style houses popular in the past. In the OED buildings are not of a pure Prairie style, but instead the style is represented in more vernacular forms which were made popular by pattern books. Examples of the Prairie style in the District are the S.A. Maxwell Company Building at 3636 South Iron Street, American Luxfer Prism Co. at 1016-1018 West 37th Street, and Norwich Pharmacal Co. at 1100 West 37th Street. Only 8% of the buildings in the District are identified as the Prairie style.

Art Deco was popular in the United States from 1925 to 1940. The style is characterized by sharp-edged looks and stylized geometrical decorative details. Art Deco buildings have a sleek, linear appearance with stylized, often geometric ornamentation. The primary façade of Art Deco buildings often features a series of setbacks that create a stepped outline. Low-relief decorative panels can be found at entrances, around windows, along roof edges or as string courses. Decorative details including chevrons, zigzags, and other geometrical motifs are common forms of ornament on Art Deco style buildings. Excellent examples of Art Deco in the OED are the Standard Brands Building at 3716 South Iron Street and Transparent Package Company Plant at 3520 South Morgan Street. These are the only two Art Deco buildings and account for 3% of buildings in the District.

Lastly, buildings constructed towards the end of the District's development are defined as Mid-Century Modern architecture. Mid-Century modern design dominated mid-20th century American architecture and became increasingly popular after the Second World War. Modern designers departed sharply from historical precedent and created new building forms. Two of the very few examples of Mid-Century Modern architecture in the District are Tripp-Lite at 1049 West 35th Street and Schulze and Burch Biscuit Co. at 1133 West 35th Street. Only 7% of buildings in the District are identified as Mid-Century Modern.

In 1925 the CMD magazine published an illustrated article about a group of European architects and planners who made a stop at the District on a nation-wide tour of the United States' latest architectural accomplishments.

Architects

District architects were not experimental, but did define a new school of architect-designed factories in Chicago. The CMD's in-house staff managed the complex relationship between the transportation industry, labor, and the manufacturing sector.

The architectural department responsible for these industrial innovations is first noted in 1911 with R.S. Lindstrom as District architect and W.C. Heimbeck as District engineer.[29]

[29] Chicago, Ill. *The Central Manufacturing District: Chicago Junction Railway Service: A Book of Descriptive Text, Photographs & Testimonial Letters about Chicago Junction Railway Service and the Central Manufacturing District - the Center of Chicago, "The Great Central Market."* 2nd Ed. ed. Chicago: Chicago Junction Railway, 1915.

Prior to an on staff architect and engineer, Alfred S. Alschuler worked for the District on a periodic basis. Alschuler also introduced structural standardization and formal unity in design carried on by a later CMD architect, Samuel Scott Joy.[30] In 1921 Joy who had designed practically all of the company's buildings left the District and was replaced by Abraham Epstein who in July of the same year launched a District career that would last for decades.

Epstein designed many of the buildings in later extension districts,[31] extending the development of uniform design from the original East District, as many buildings were faced in red brick with terra cotta, stone, or concrete ornamentation.

Epstein also designed the Spiegel Administration Building at 35th and Morgan Streets, which is individually listed on the National Register of Historic Places and designated as a City of Chicago Landmark.[32]

Conclusion

Today, the Original East District of the CMD still continues to function as a successful industrial district and has developed industrial parks in Itasca, St. Charles, Phoenix (Arizona), and Aurora. Although other industrial parks appeared, CMD was the first to fully mature and was then emulated by other parks of the interwar period. Its inception demonstrated all the features typical of post-World War II parks.

What made the CMD distinct was the development of large tracts that housed a multitude of diverse firms with a coordinated system of freight shipment and centralized services. The District's scope of services acted as incentives and controls, and the extant of the undertaking illustrated the unwavering long-term commitment of the CMD, ensuring stability and clarity of purpose.

The Central Manufacturing District seamlessly managed the complex relationship between the transportation, industry, labor, and the manufacturing sectors and responded to an array of municipal and national modifications to the system of manufacturing production and distribution at the beginning of the 20th century, making it a forerunner of industrial development trends throughout the century.

[30] Ibid.
[31] City of Chicago, Department of Zoning and Land Use Planning. "Spiegel Administration Building." Landmark Designation Report. November 4, 2010.

[32] Ibid.

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Ruggiero, Erica. *National Register of Historic Places Multiple Property Nomination Form: The 20th Century Industrial Park*. Chicago, Ill., 2015.

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Previous documentation on file (NPS):

____ preliminary determination of individual listing (36 CFR 67) has been requested
____ previously listed in the National Register
____previously determined eligible by the National Register
____designated a National Historic Landmark
____ recorded by Historic American Buildings Survey #_____
____recorded by Historic American Engineering Record # _____
____ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

____ State Historic Preservation Office
____ Other State agency
____ Federal agency
____ Local government
_x__ University
____ Other
Name of repository: _____

Historic Resources Survey Number (if assigned): _____

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10. Geographical Data

Acreage of Property: 185 acres

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates (decimal degrees)
Datum if other than WGS84:_____
(enter coordinates to 6 decimal places)

1. Latitude: 87°39'55.97"W Longitude: 87°39'55.97"W
2. Latitude: 41°49'54.06"N Longitude: 87°39'31.19"W
3. Latitude: 41°49'53.48"N Longitude: 87°39'3.58"W
4. Latitude: 41°49'24.16"N Longitude: 87°39'2.73"W
5. Latitude: 41°49'23.01"N Longitude: 87°39'55.13"W

Verbal Boundary Description (Describe the boundaries of the property.)

The boundaries of the District are the 3500-3700 blocks of South Morgan Street, South Racine Avenue, and South Iron Street; 3500-3900 blocks of South Ashland Avenue; 1000-1600 blocks of West 35th-37th Streets; and 1200-1600 West 38th Street.

Boundary Justification (Explain why the boundaries were selected.)

These boundaries selected are based on historical boundaries established in 1902 when the land tracts were purchased and developed for the Original East District.

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11. Form Prepared By

name/title: Erica Ruggiero
organization: N/A
street & number: 1222 West Victoria Street Unit 1
city or town: Chicago state: Illinois zip code: 60660
e-mail: ericaruggiero@gmail.com
telephone: 954.839.4887
date: April 10, 2015

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.

- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.

- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Central Manufacturing District; Original East District

City or Vicinity: Chicago

County: Cook State: IL

Photographer: Erica Ruggiero

Date Photographed: October 6, 2014 and February 19, 2015

1 of 28.

Description of Photograph(s) and number, include description of view indicating direction of camera: Intersection of West 35th Street and South Morgan Street looking west.

2 of 28.

Description of Photograph(s) and number, include description of view indicating direction of camera: Spiegel Administration Building at West 35th Street and South Morgan Street looking northwest.

3 of 28.

Description of Photograph(s) and number, include description of view indicating direction of camera: South Morgan Street looking southwest.

4 of 28.

Description of Photograph(s) and number, include description of view indicating direction of camera: Westinghouse on South Morgan Street looking northwest.

5 of 28.

Description of Photograph(s) and number, include description of view indicating direction of camera: Empire Iron and Steel on South Morgan Street looking west.

6 of 28.

Description of Photograph(s) and number, include description of view indicating direction of camera: The Central Manufacturing District Bank and Office Building on West 35th Street looking north.

7 of 28.

Description of Photograph(s) and number, include description of view indicating direction of camera: ACME on West 35th Street looking north.

8 of 28.

Description of Photograph(s) and number, include description of view indicating direction of camera: Albert Pick & Co. Building at West 35th Street and South Racine Avenue looking northwest.

9 of 28.

Description of Photograph(s) and number, include description of view indicating direction of camera: Dearborn Chemical Co. Building on West 35th Street looking southeast.

10 of 28.

Description of Photograph(s) and number, include description of view indicating direction of camera: H.P. Smith Building on West 37th Street looking northeast.

11 of 28.

Description of Photograph(s) and number, include description of view indicating direction of camera: View of West 37th Street looking west.

12 of 28.

Description of Photograph(s) and number, include description of view indicating direction of camera: Federated Drug Co. Building on South Iron Street looking east.

13 of 28.

Description of Photograph(s) and number, include description of view indicating direction of camera: Walgreens Co. Building on South Iron Street looking east.

14 of 28.

Description of Photograph(s) and number, include description of view indicating direction of camera: Chicago Pneumatic Tool Co. on South Iron Street looking east.

15 of 28.

Description of Photograph(s) and number, include description of view indicating direction of camera: United Kosher Sausage Co. Building on South Iron Street looking east.

16 of 28.

Description of Photograph(s) and number, include description of view indicating direction of camera: View of South Iron Street looking north.

17 of 28.

Description of Photograph(s) and number, include description of view indicating direction of camera: View of South Iron Street looking north.

18 of 28.

Description of Photograph(s) and number, include description of view indicating direction of camera: View of South Iron Street looking south.

19 of 28.

Description of Photograph(s) and number, include description of view indicating direction of camera: Troco Nut Butter Co. Building at South Iron Street and West 37th Street looking southwest.

20 of 28.

Description of Photograph(s) and number, include description of view indicating direction of camera: Standard Sanitary Manufacturing Co. Building at South Iron Street and West 37th Place looking southwest.

21 of 28.

Description of Photograph(s) and number, include description of view indicating direction of camera: View of West 37th Street looking west.

22 of 28.

Description of Photograph(s) and number, include description of view indicating direction of camera: West 37th Street looking west.

23 of 28.

Description of Photograph(s) and number, include description of view indicating direction of camera: West 37th Street looking east.

24 of 28.

Description of Photograph(s) and number, include description of view indicating direction of camera: West 38th Street at South Loomis Place looking northeast.

25 of 28.

Description of Photograph(s) and number, include description of view indicating direction of camera: Loose-Wiles Biscuit Co. on South Ashland Avenue looking northeast.

26 of 28.

Description of Photograph(s) and number, include description of view indicating direction of camera: Pfannmueller Building on South Ashland Avenue looking east.

27 of 28.

Description of Photograph(s) and number, include description of view indicating direction of camera: South Ashland Avenue at West 37th Street looking southeast.

28 of 28.

Description of Photograph(s) and number, include description of view indicating direction of camera: South Ashland Avenue looking southeast.

Photograph Key

Building Key

Central Manufacturing District: Original East Historic District
Chicago
Cook County, Illinois

1.	Latitude: 87°39'55.97"W	Longitude: 87°39'55.97"W
2.	Latitude: 41°49'54.06"N	Longitude: 87°39'31.19"W
3.	Latitude: 41°49'53.48"N	Longitude: 87°39'3.58"W
4.	Latitude: 41°49'24.16"N	Longitude: 87°39'2.73"W
5.	Latitude: 41°49'23.01"N	Longitude: 87°39'55.13"W

Historic Photograph Log

Name of Property: Central Manufacturing District; Original East District

City or Vicinity: Chicago

County: Cook State: IL

Photographer: The Central Manufacturing District

View from Albert Pick Building, at corner of 35th Street and Center Avenue, looking northeast, showing large residence section of laboring classes, tributary to the District

1 of 23.
Description: View from West 35th Street and South Racine Avenue looking northeast.

Harris Bros. Co. Buildings, 35th and Iron Streets

2 of 23.
Description: Harris Brothers CO. Building at West 35th and Iron Streets.

View of 35th Street, looking west from Morgan Street

3 of 23.
Description: View of West 35th Street looking west from Morgan Street.

Albert Pick Building, 35th Street and South Racine Avenue. Albert Pick & Company are the largest dealers in hotel and restaurant supplies in the world, furnishing everything in hotel and restaurant equipment. Building oriental brick, heavy mill construction, sprinkled, and thoroughly equipped, containing about 350,000 square feet. Erected in 1911. A. S. Alschuler, Architect; Abraham Lead Company, General Contractors.

4 of 23.

Description: Albert Pick Building at West 35th Street and South Racine looking north.

5 of 23.
Description: View of West 35th Street looking west.

S. A. Maxwell Company Building, Iron Street between 36th and 37th Streets

6 of 23.
Description: S.A. Maxwell Company Building on South Iron Street between West 36th and 37th Streets.

New Building of American Ever-Ready Works and National Carbon Co., Ashland Avenue near 37th Street

7 of 23.
Description: American Ever-Ready Works and National Carbon Co. Building on Ashland Avenue near West 37th Street.

Loose-Wiles Biscuit Company Building, 37th Street and Ashland Avenue. (Garage in rear.) This firm is one of the largest wholesale bakers in the country, with branches in many important cities. Formerly located at Fulton and Desplaines Streets. Building brick and heavy mill construction, sprinkled and completely equipped, containing approximately 200,000 square feet of floor space. Erected 1919. A. S. Alschuler, Architect; E. W. Sproul Co., General Contractors. This firm has very large city business. Finds new location not only economical for out of town shipments, but for city deliveries.

8 of 23.
Description: Loose-Wiles Biscuit Company at South Ashland Avenue and West 37th Street.

Union Bag & Paper Company Building, South Ashland Avenue near 37th Street

9 of 23.
Description: Union Bag and Paper Company on South Ashland Avenue near West 37th Street.

View, looking east on 37th Street from corner of Ashland Avenue. Note substantial character of street improvements and long team loading platform of Loose-Wiles Biscuit Co. Pfannmueller Building on right

10 of 23.
Description: View Looking East on West 37th Street from South Ashland Avenue.

View of Loomis Place looking north from 37th Street. (Note the paved street, cement sidewalks and parkways)

11 of 23.
Description: View of South Loomis Place looking north from West 37th Street.

Southern Cotton Oil Building, 37th Street and Laflin Place. This concern is one of the largest dealers in cotton oil products, paints and similar lines, in the country. Formerly located at 22nd Street, on the Burlington Road. Building brick and fireproof construction, containing about 75,000 square feet of floor space, erected in 1910. A. S. Alschuler, Architect; Joseph Haigh & Sons Co., General Contractors. An additional cooperage shop was erected in 1914, which has about 10,000 square feet of floor area. This is also of concrete construction. Architect, S. Scott Joy, District Architect; E. W. Sproul Company, General Contractor.

12 of 23.

Description: Southern Oil Cotton Building at West 37th Street and South Laflin Place.

Bird's-eye View of Ashland Avenue Yard of Chicago Junction Railway, looking west. This is one of the largest freight yards in Chicago with a capacity of 8,000 cars

13 of 23.
Description: Aerial View of Ashland Avenue Yard of the Chicago Junction Railway looking west.

14 of 23.
Description: Larkin Co. Building on Ashland Avenue near West 36th Street.

View showing Central Manufacturing District Bank and Club Building, District Office Building, and E. W. Sproul Building on 35th Street, in the heart of the District

15 of 23.
Description: View of Central Manufacturing District Bank on West 35th Street looking northeast.

Central Manufacturing District Bank

16 of 23.
Description: View of Central Manufacturing District Bank on West 35th Street looking north.

Interior of Central Manufacturing District Bank on opening day, October, 1912

17 of 23.
Description: Interior of Central Manufacturing District Bank.

Lounging Room in Central Manufacturing District Club

18 of 23.
Description: Lounging Room in Central Manufacturing District Club.

Dining Room in Central Manufacturing District Club

19 of 23.
Description: Dining Room in Central Manufacturing District Club

20 of 23.
Description: Aerial View of Original East District.

21 of 23.
Description: View of South Morgan Street circa 1905.

22 of 23.
Description: View of West 37th Street looking west from South Morgan Street.

23 of 23.
Description: Photograph of District Gardener maintaining green spaces.

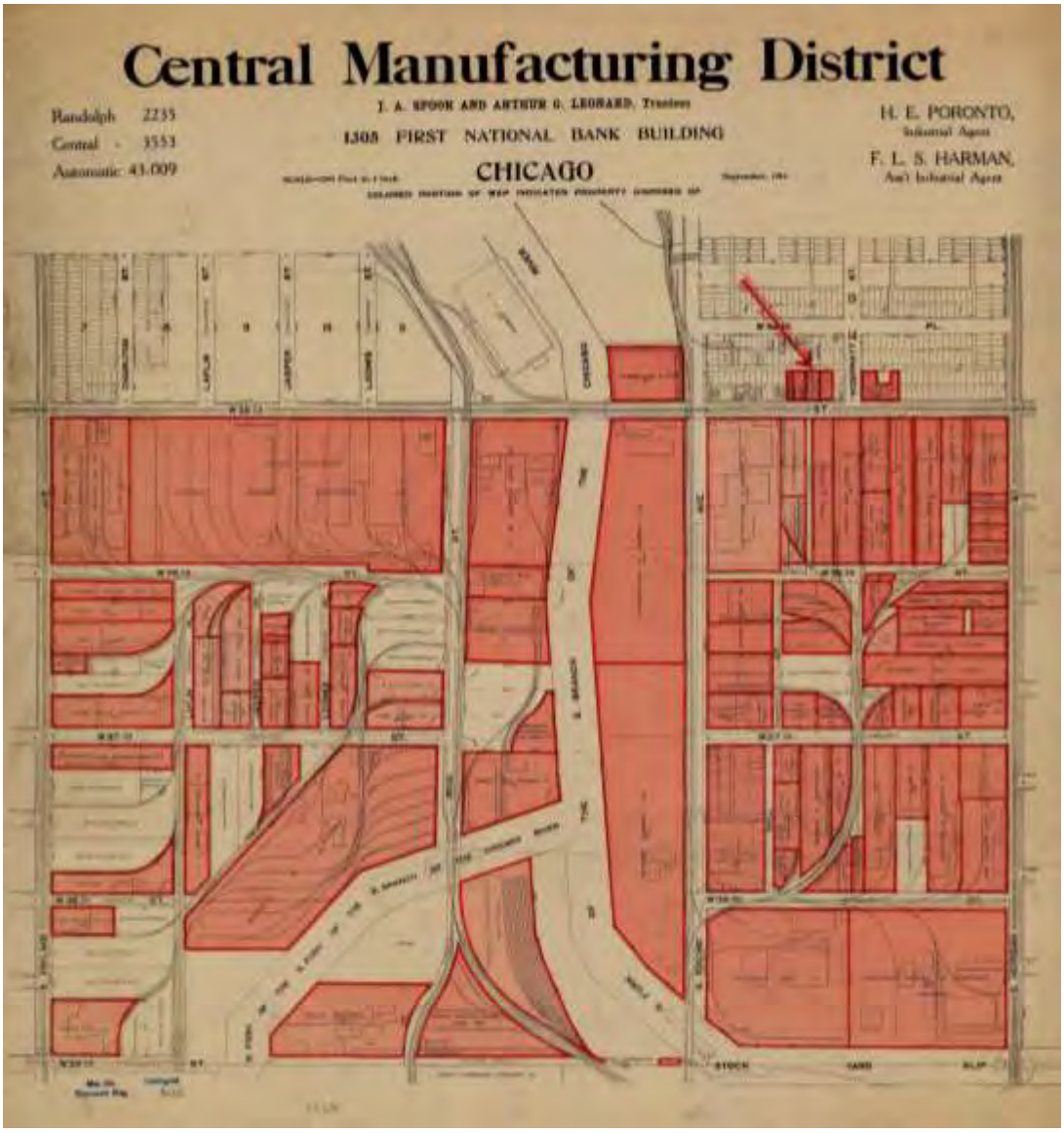
Historic Map Log

Name of Property: Central Manufacturing District; Original East District

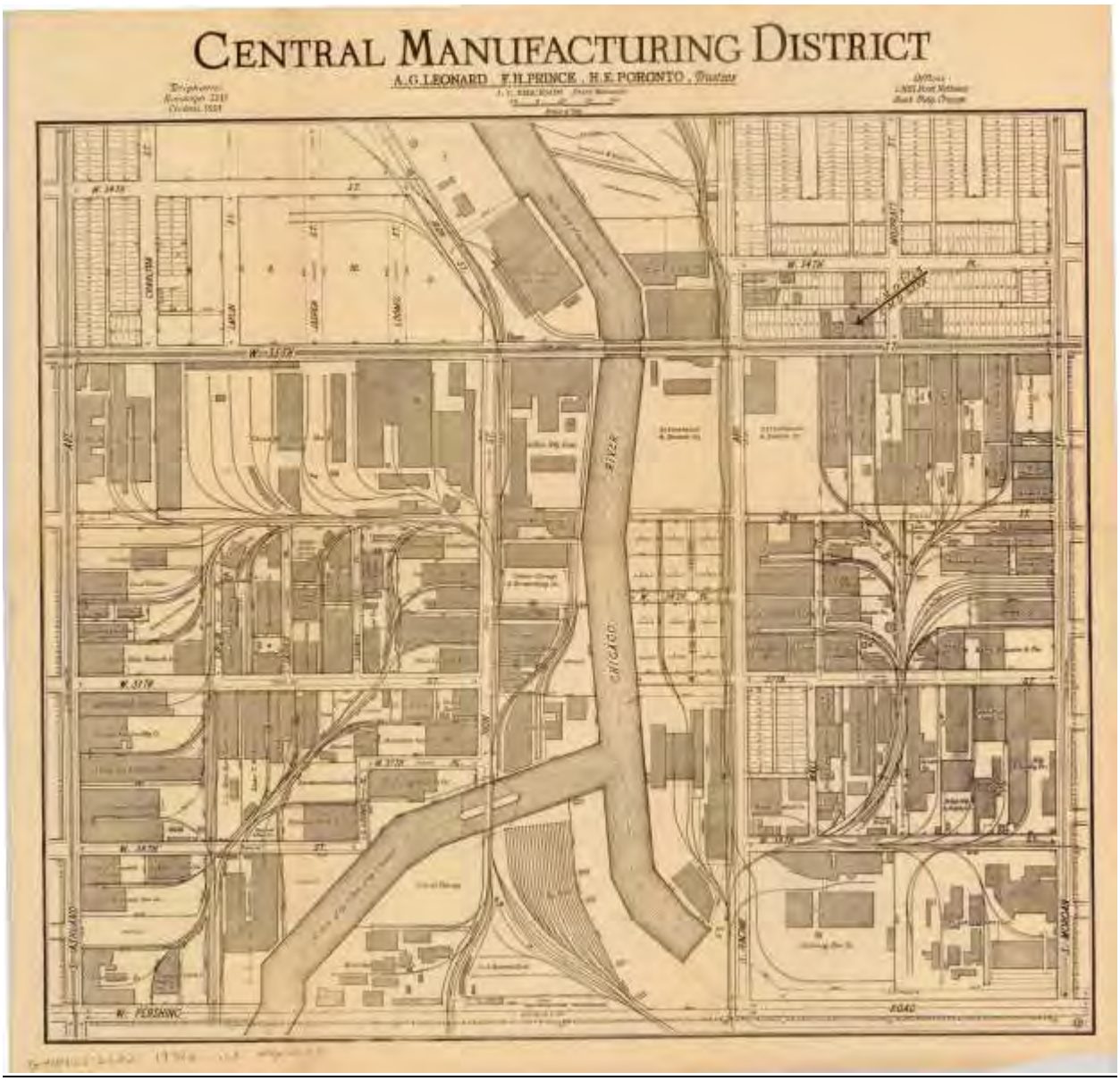
City or Vicinity: Chicago

County: Cook State: IL

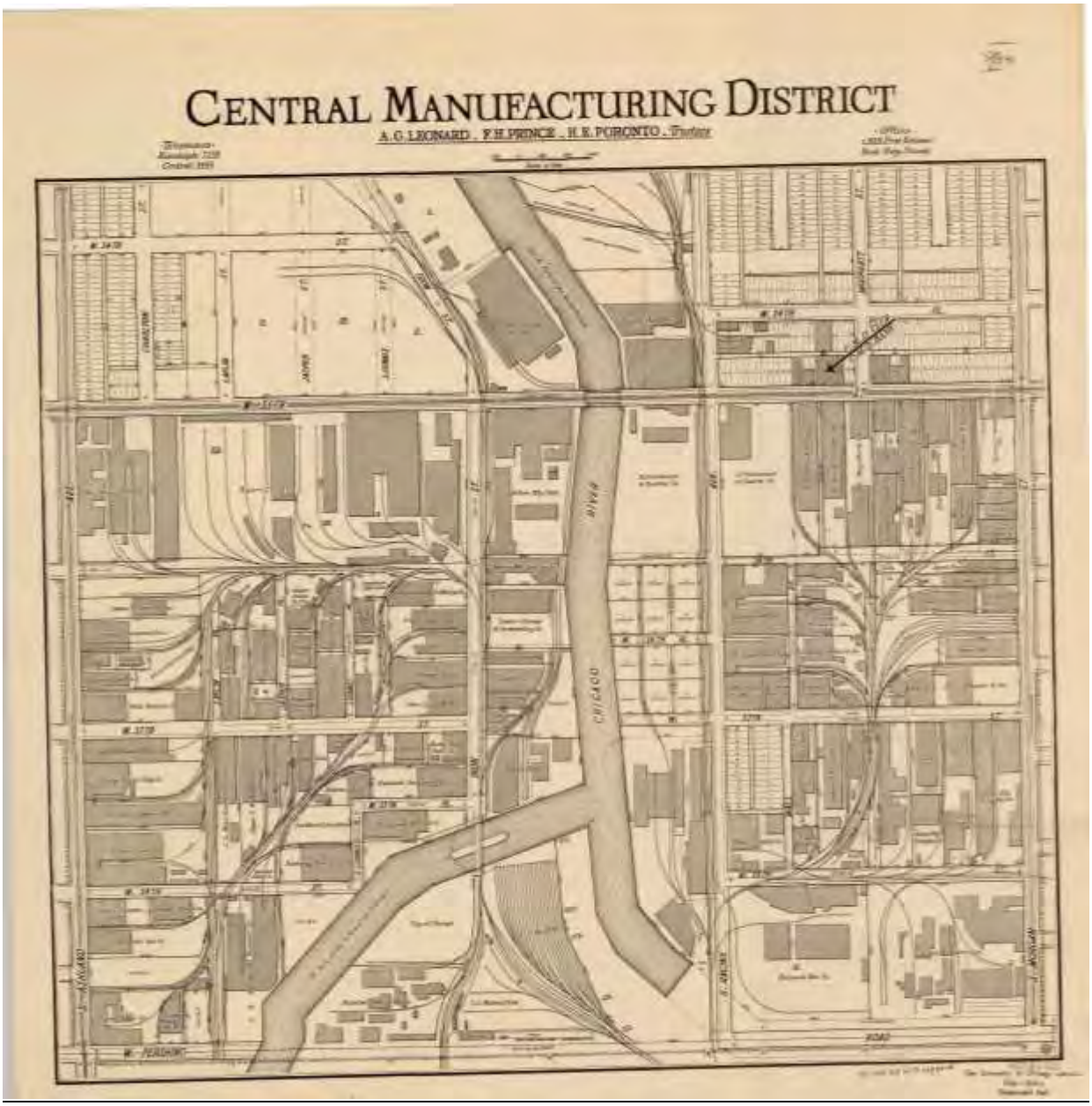
Credit: The University of Chicago, Joseph Regenstein Library



1 of 13.
Description: Map of Original East District, 1914.

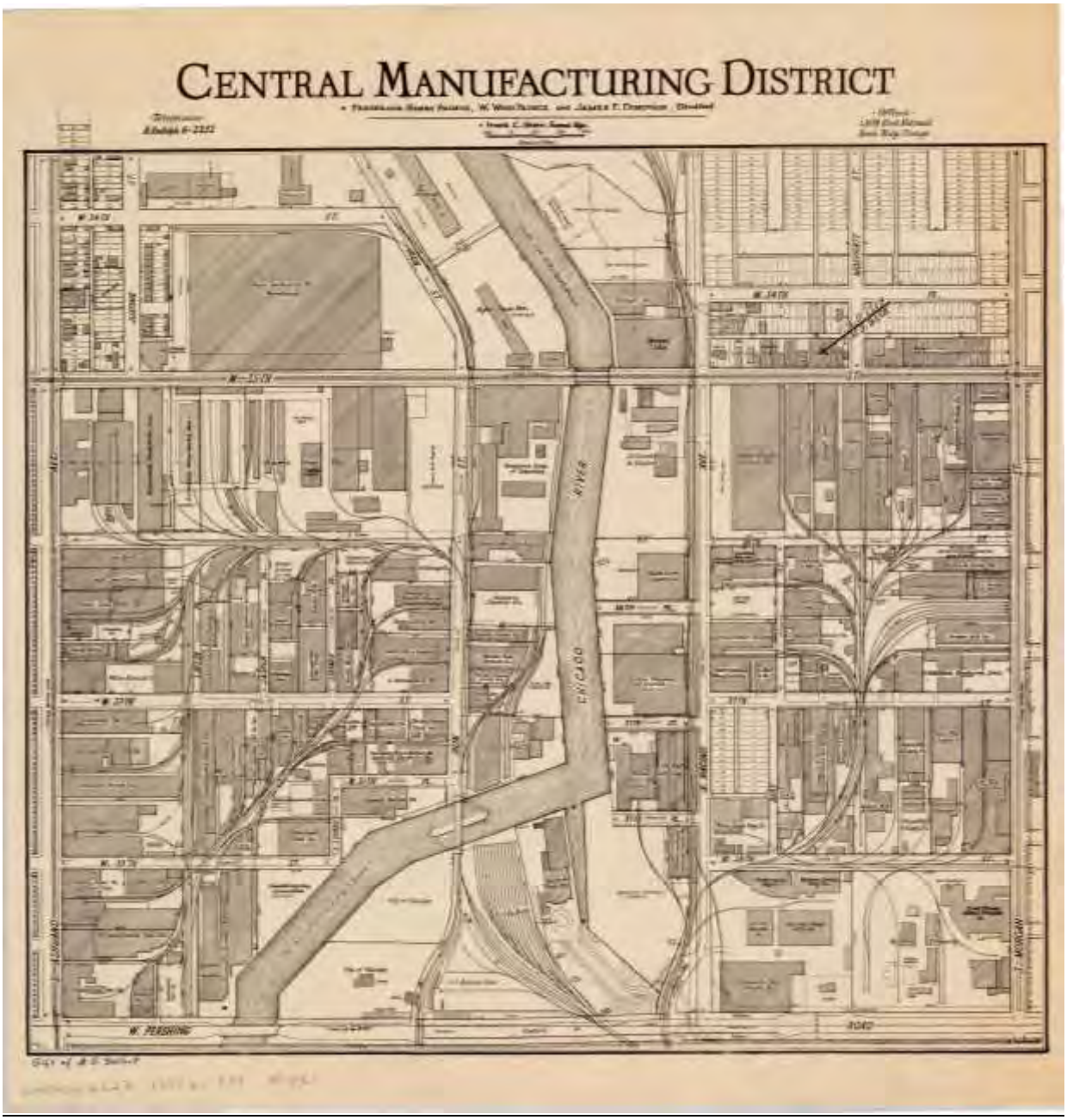


2 of 13.
Description: Map of Original East District, 1930.



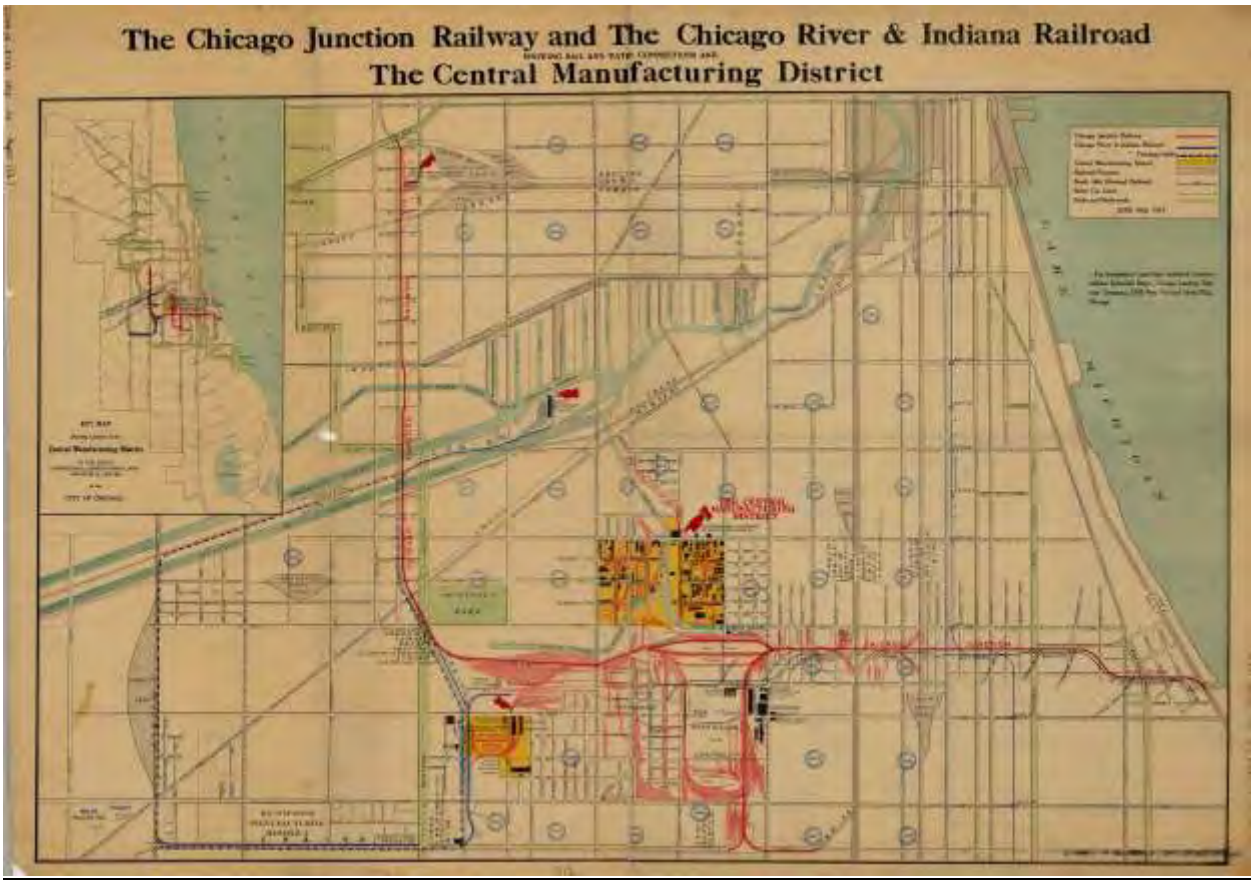
3 of 13.
Description: Map of Original East District, 1933.

4 of 13.
Description: Map of Original East District, 1940.

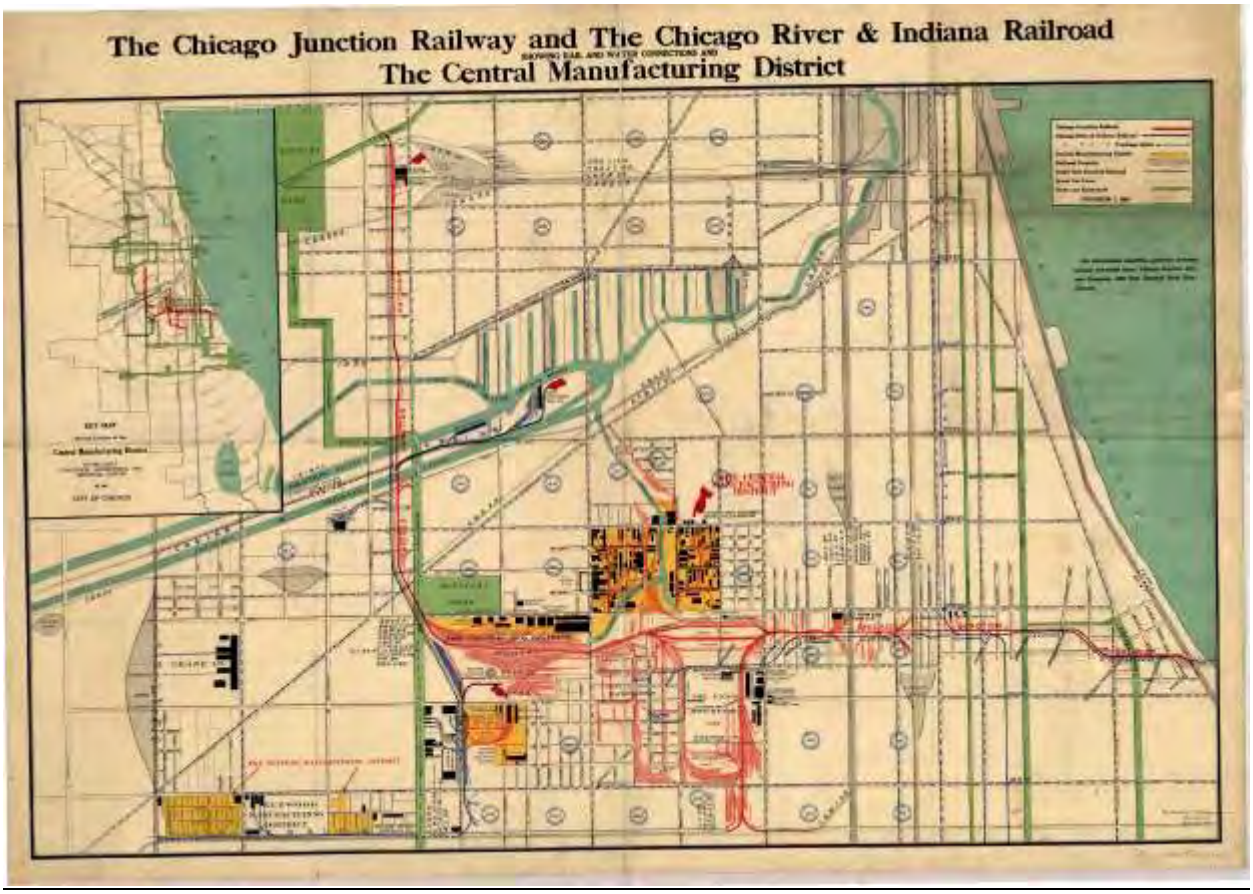


5 of 13.
Description: Map of Original East District, 1950.

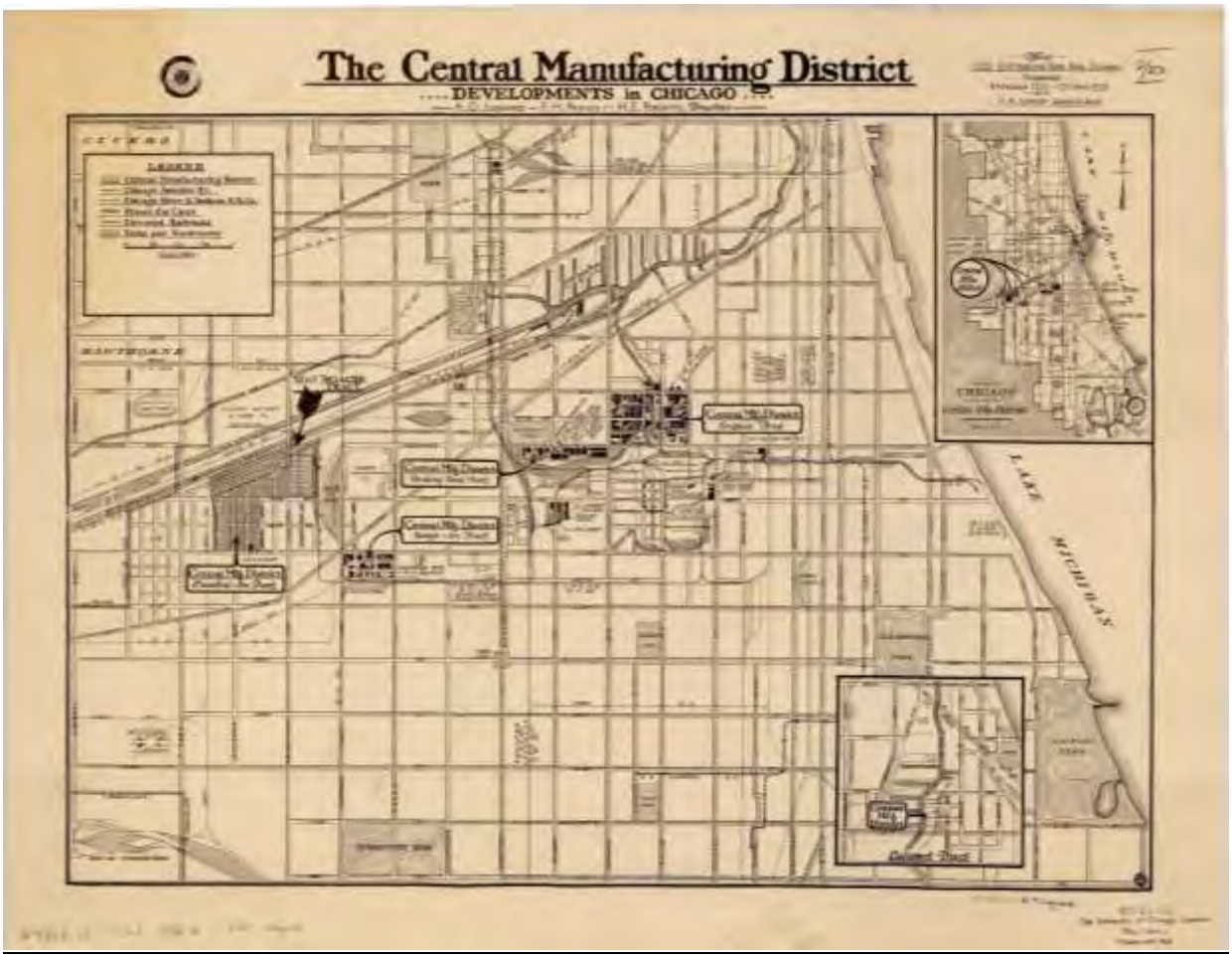
6 of 13.
Description: Map of Original East District, 1955.



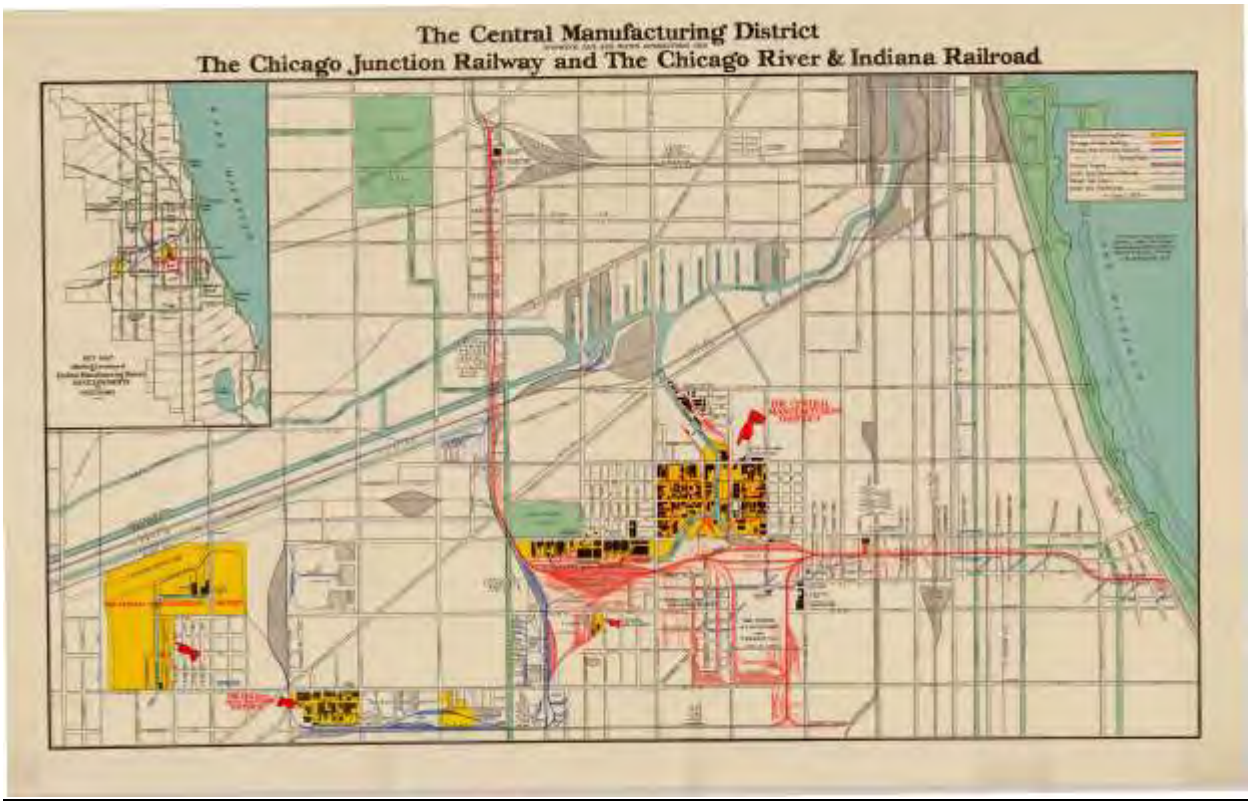
7 of 13.
Description: Map of Central Manufacturing District Development, 1912.



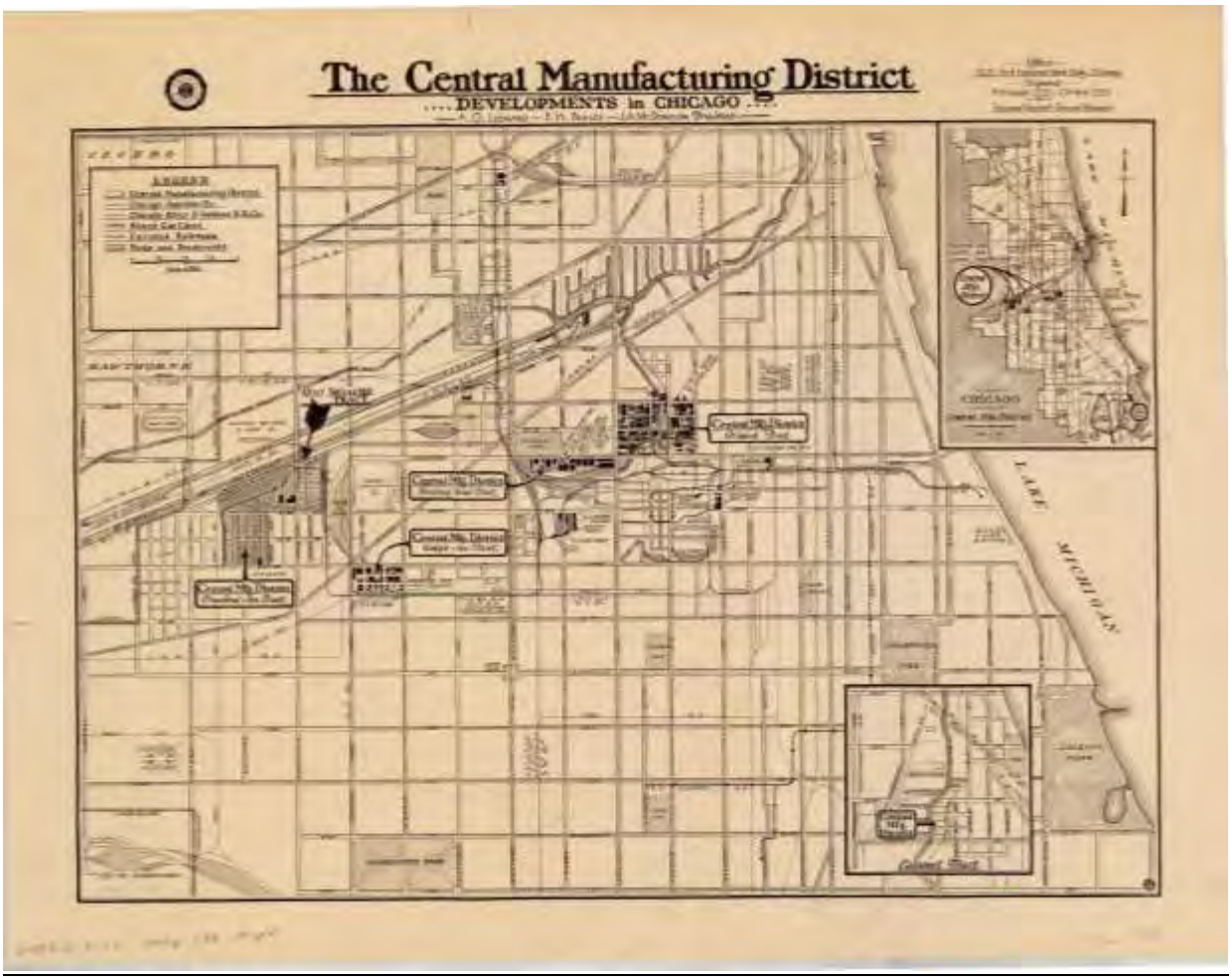
8 of 13.
Description: Map of Central Manufacturing District Development, 1920.



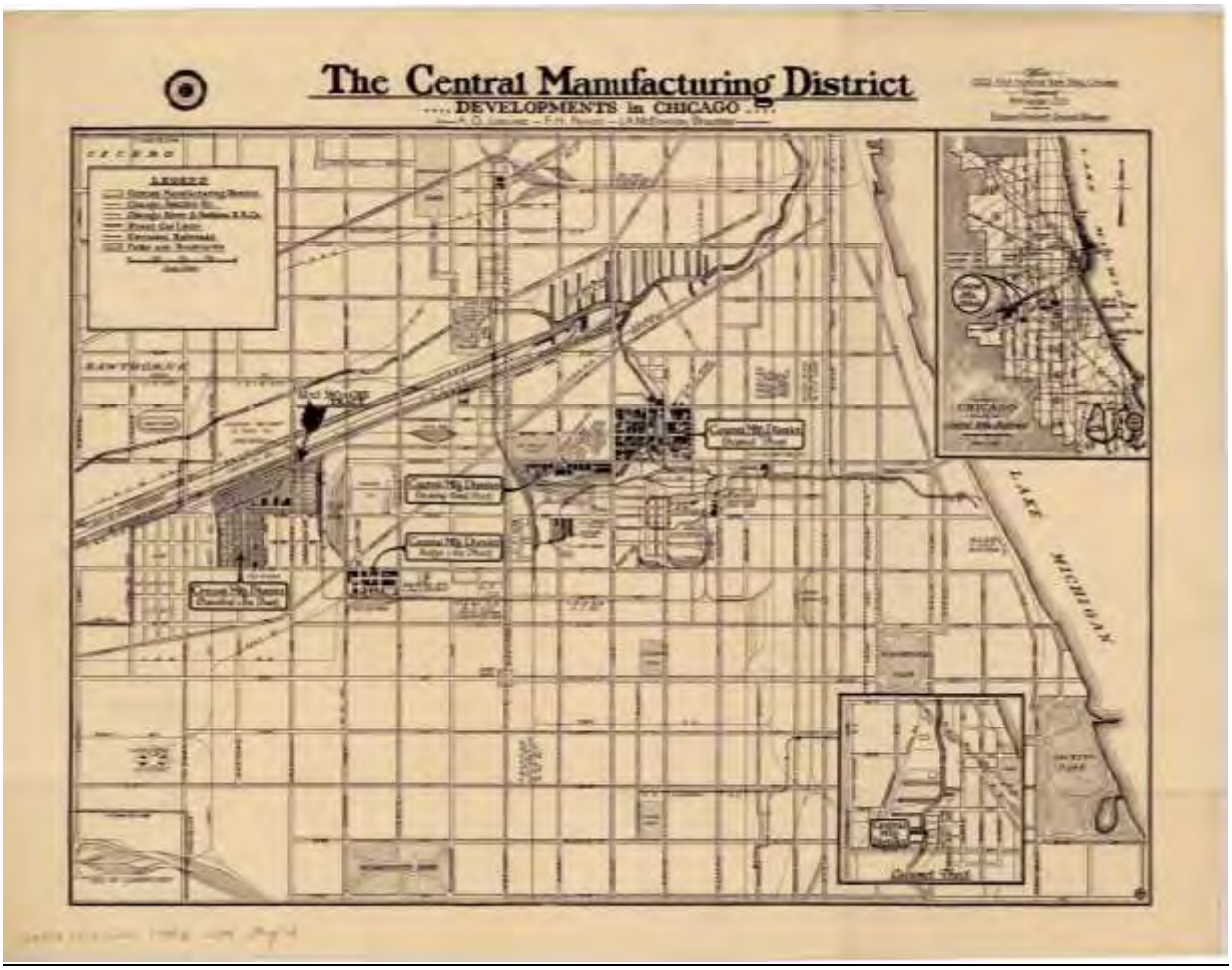
9 of 13.
Description: Map of Central Manufacturing District Development, 1933.



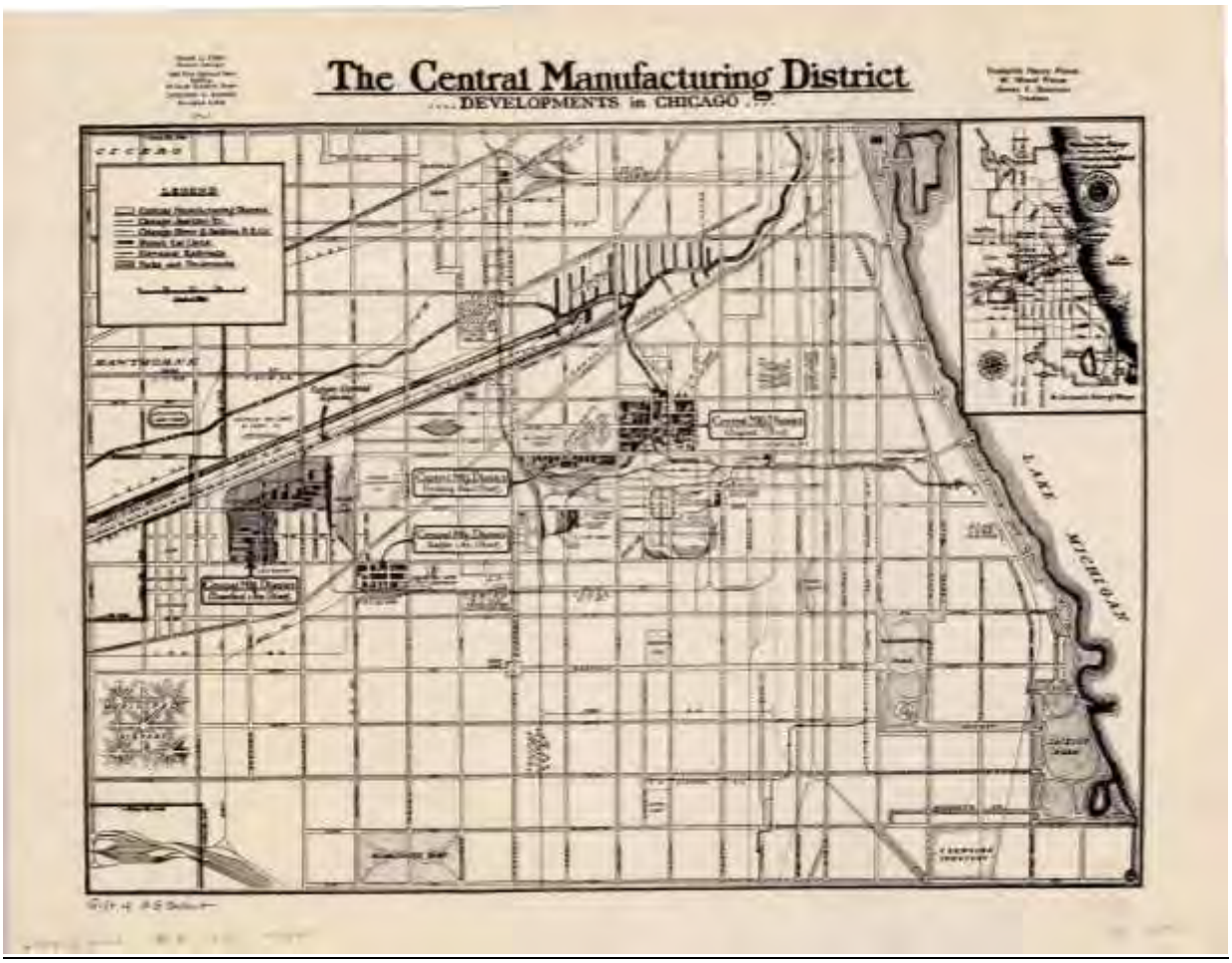
10 of 13.
Description: Map of Central Manufacturing District Development, 1937.



11 of 13.
Description: Map of Central Manufacturing District Development, 1939.



12 of 13.
Description: Map of Central Manufacturing District Development, 1940.



13 of 13.
Description: Map of Central Manufacturing District Development, 1942.

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management. U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.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National Register of Historic Places

Note to the record

Additional Documentation: 2017

NPS Form 10-900

OMB No. 1024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

1. Name of Property

historic name The Central Manufacturing District: Original East District (Additional Documentation)

other names/site number

Name of Multiple Property Listing
(Enter "N/A" if property is not part of a multiple property listing)

2. Location

street & number 3500-3700 blocks of S. Morgan St., S. Racine Ave., and S. Iron St.; 3500-3900 blocks of S. Ashland Ave.; 1000-1600 blocks of West 35th-37th Sts.; and 1200-1600 West 38th Sts. ☐ not for publication

city or town Chicago ☐ vicinity

state Illinois county Cook zip code 60609

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this __x__ nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property __x__ meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance: __x__ **national** ___ **statewide** ___ **local**

Applicable National Register Criteria: __x__ **A** ___ **B** ___ **C** ___ **D**

12.7.16

Signature of certifying official/Title: Deputy State Historic Preservation Officer Date

Illinois Historic Preservation Agency
State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official Date

Title State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

X entered in the National Register

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:) **Additional Documentation Approved**

Barbara Wyatt 1-24-17

Signature of the Keeper Date of Action

Explanation of Amendment:

Section 8 of the Central Manufacturing District: Original east Historic District is being amended to reflect the district's national significance under Criterion A for industry.

Amendment: Narrative Statement of Significance

THE COMPANY TOWN: PREDECESSOR TO THE PLANNED INDUSTRIAL DISTRICT

Following the Revolutionary War, industry was centered on mining, iron working, and lumber milling in remote settlements. Concerned about the filth and the crowded and chaotic cities of England's industrial centers, and worried about the social and physical effects those centers had on the population, Americans sought an alternative to the traditional industrial landscape.

One of the first major industrial milestones in America occurred in 1790 when Samuel Slater, a recent immigrant from England, replicated the first Arkwright spinner. Slater used water power to initiate the spinning of cotton yarn as the first mass production industry in America. Slater, with his settlement of Slatersville, Rhode Island, and other investors scaled their mills to existing markets and available water power to prevent substantial risks with limited capital. From that point, a modest, but viable textile town began to evolve in the Blackstone River Valley and elsewhere in northern Rhode Island.[12]

Northern Rhode Island's topography is defined by networks of small river valleys which reinforced Slater's and his colleague's practices. The topography naturally provided small sites along waterfalls and rapids in remote areas which only required a small investment in a mill to allow enough water to be diverted to provide fast flowing water into a power canal to drive the mechanical spinning frame.[3]

The hilly terrain was difficult for agriculture, thus families were unable to survive by farming only and sought employment in the mills. Mill owners provided workers housing due to the remote locations and low-income of the working force, creating a settlement at each mill site. By 1815 there were more than 170 small mills operating around Pawtucket creating America's first successful industrial landscape.[4]

Each settlement was focused around the mill with various sizes and shapes relative to the available water supply, which determined the amount of water power. The settlement was designed with traditional linear streets and the open field pattern of New England villages. The mill owner constructed only the required structures including the factories, housing for workers, and the company store. As each settlement grew, a mix of buildings, pastures, and gardens followed, with

[1] Hardy Green, *The Company Town: The Industrial Edens and Satanic Mills That Shaped the American Economy* (New York, NY: Basic Books, 2010), 8.
[2] Margaret Crawford, *Building the Workingman's Paradise: The Design of American Company Towns* (London: Verso, 1995), 18.
[3] Ibid.

no particular design intent. If a mill was successful, churches, schools, and commercial buildings would be built. The mill continued to remain dependent on domestic priorities, as owners refused cash wages and directly deducted rent, and made the remainder of wages available as vouchers to the company store. At the end of each working day, workers were forced to maintain livestock and grow their own food.

PATERSON, NEW JERSEY

The first attempts at the company town model were Paterson, New Jersey and Humphreysville, Connecticut. In 1792, Alexander Hamilton and his assistant secretary, Tench Coxe, hired Pierre L'Enfant to design an industrial town on the Passaic River in northern New Jersey, which would become known at Paterson. The Society for Useful Manufactures (SUM) sponsored and funded the development, and would prove that America could be an industrialist nation without the filth and chaos of industry seen in England.[5] [6]

Hamilton emphasized careful control and rational, extensive planning, to prevent the English model. Large-scale factories would be established on site and produce a full array of products. Water power from the Passaic River powered the factories. To build Hamilton's vision, the SUM purchased 700 acres and incorporated six square miles for future growth. L'Enfant ignored any existing structures and tried to adapt his diagonal plan for Washington, D.C. to the rugged topography of New Jersey. L'Enfant designed monumental avenues 200 feet wide and arches, radiating from an elevated point in the center of the town that housed an equally monumental public building. SUM ultimately rejected L'Enfant's plan and organized the town around industrial production with factories in the center in lieu of a public building. They then subdivided the acreage into quarter acre lots and built identical cottages for fifty families, and set aside larger lots to build residences for the skilled mechanics. Workers had the option to rent or purchase the residences.[7]

Paterson introduced a new spatial order to America's industrial landscape, promising quality through a uniform standard of living while the factories imposed the rationale of mechanized production.

After L'Enfant quit in 1792 with the rejection of his plans and the collapse of the stock market in the same year, stockholder capital and government support never came to fruition. By 1794, the town of Paterson was abandoned and returned to an agricultural village. Only a decade after Paterson's attempted development, Colonel David Humphreys attempted an industrial settlement along the Naugatuck River in Southwest Connecticut, known has Humphreysville.[8]

[4] Margaret Crawford, *Building the Workingman's Paradise: The Design of American Company Towns* (London: Verso, 1995), 19.
[5] Margaret Crawford, *Building the Workingman's Paradise: The Design of American Company Towns* (London: Verso, 1995), 13-15.
[6] Hardy Green, *The Company Town: The Industrial Edens and Satanic Mills That Shaped the American Economy* (New York, NY: Basic Books, 2010), 13-16.
[7] Ibid.
[8] Ibid.

HUMPHREYSVILLE, CONNECTICUT

Colonel Humphreys set out to alter and impose social order on industry. He had imported Merino Sheep to use in the United States wool industry. He believed small-scale individual efforts were the answer to the problems faced by massive industrial developments such as at Paterson and what was occurring in England.[9]

Humphreysville resembled the other early textile mill villages, prevalent after the Revolutionary War. The town operated under the first system of industrial labor management, determined to avoid the demoralizing effects of industrial labor and maintain moral standards. Humphrey's system was based on moral guardianship in and out of the factory.[10]

To more easily maintain guardianship over workers, Humphreys hired the daughters of local farmers and orphans from the almshouses of New York, in lieu of the family labor system common in England. Humphreys organized his workers accommodations, which included parental authority over apprentices and a personally administered daily regime.[11]

Workers were housed in model boarding houses in groups of fifteen. Houses were supplied with beds and fresh vegetables and workers were required to adhere to a strict routine of early bedtimes and early rising and school on Sundays.[12] Humphreysville continued as a separate entity for 35 years until the town was incorporated as a borough within the town of Derby by the General Assembly in 1836. With the establishment of the town of Seymour in 1850, the borough government was unincorporated.

LOWELL, MASSACHUSETTS

Until 1820, mill settlements such as Slatersville remained the model for fledgling industry. Established in 1822, Lowell, Massachusetts was the nation's first company town. The company town was a planned industrial community where all commercial, residential, and industrial properties were owned by only one company, the employer, echoing the European feudal system.[13]

The town was centered on large-scale factory production, such as lumber, steel, train cars, or automobiles. The citizens or employees would work in the factory, while family members would work in one of the businesses located within the town. The company provided infrastructure such as housing, streets, transportation, and utilities, as well as amenities such as shopping, churches, schools, markets, and recreational facilities to encourage the workers and their families to locate and live there.[14]

[9] Margaret Crawford, *Building the Workingman's Paradise: The Design of American Company Towns* (London: Verso, 1995), 15-18.
[10] Ibid.
[11] Ibid.
[12] Ibid.
[13] Snider, Bruce D. "In Good Company: Company Towns Across the U.S. - National Trust for Historic Preservation." Preservationnation.org. July 1, 2014. Accessed February 6, 2015. http://www.preservationnation.org/magazine/2014/summer/in-good-company.html.
[14] Crawford, Margaret. Building the Workingman's Paradise: The Design of American Company Towns. London: Verso, 1995, 22-28.

The employer controlled workers daily lives by imposing paternalistic types of structural dependency and forced benevolence to directly address any negative social effects produced by industrial development and capitalist social relations. At one time, more than 2,500 company towns once existed throughout the country.[15] These included the model town of Pullman, Illinois where secular Gothic and Victorian buildings lined tree-shaded streets; Scotia, California, founded by Pacific Lumber as a rustic forest camp in the 1880s, evolved into a neat, saloon-free town amid the redwood forest of Northern California; Hershey, Pennsylvania, built by Milton S. Hershey in the early 1900s, and featured electrified, centrally heated homes, a free playground and zoo, and a model school for orphan boys. These company towns, like many others, had their origins in the first company town of Lowell, Massachusetts.

A few years before his death in 1817, Francis Cabot Lowell had reinvented the power loom, mechanizing the entire cloth making process. In 1814, Lowell with Charles, James, and Patrick Tracy Jackson with financial support from merchants Nathan Appleton and Israel Thorndike, established the Boston Manufacturing Company (BMC) in Waltham, Massachusetts on the Charles River. The BMC mill was the first fully integrated textile mill in America. All operations for converting raw cotton into a finished cloth could now be performed in only one mill building. Lowell hired machinist Paul Moody to assist with the design of the cotton spinning and weaving machines to be used in the mill. They were awarded the patent for their power loom in 1815.[16]

By 1820, three mills operated at Waltham, producing a half of a million yards of cloth. The mill at Waltham was so successful, that Lowell's successor, Patrick Jackson, planned to open a new plant. Jackson chose a site at the Pawtucket Falls near Chelmsford and founded the Merrimack Manufacturing Company (MMC). The site was remote and sparsely populated with no more than a dozen houses. Two canals had already been completed, the Pawtucket, which circumvented the falls to make the river navigable, and the Middlesex, which allowed for horse-drawn barges to pull freight down the Mystic River and on to Boston. MMC broke ground in 1822 and completing its first run of cotton in 1823.[17]

With Differing accounts state Lowell was built with an initial capital of only $300,000[18] or $600,000[19]. The mills and housing at Lowell were built and organized into a new spatial order that reflected the new financial, technical, and social conditions of this new company town.[20] Unlike the previous attempts at Paterson and Humphreysville, Lowell did not create a formal plan, but instead organized only the factory of the MMC and workers housing, leaving the land outside of the factory boundaries to be subdivided into lots and sold for commercial development. The large-scale and complex

[15] Ibid.
[16] Ibid.
[17] Hardy Green, *The Company Town: The Industrial Edens and Satanic Mills That Shaped the American Economy* (New York, NY: Basic Books, 2010), 10-11.
[18] Crawford, Margaret. Building the Workingman's Paradise: The Design of American Company Towns. London: Verso, 1995, 22.
[19] Hardy Green, *The Company Town: The Industrial Edens and Satanic Mills That Shaped the American Economy* (New York, NY: Basic Books, 2010), 11.
[20] Crawford, Margaret. Building the Workingman's Paradise: The Design of American Company Towns. London: Verso, 1995, 22-28.

technology required a new labor force.[21] Mill owners developed paternal expectations of workers related to social standards to satisfy mill production.

By the mid-1820s Lowell had five school houses and by the mid-1840s twenty-six churches. The company provided pianos and libraries to workers, to study music and read and discuss literature. Lowell primarily employed young Yankee women from farms between the 1820s and 1850s. These women, as with women across the country, were required to become agents of culture and moral sensitivity. To this end, Lowell would help them perform those roles.[23]

Lowell instituted the boardinghouse keepers as a "moral police force". Any employee could be fired for drinking or even taking dance classes. Bells tolled to wake up, go to work, begin/end meals, end of day, and the curfew, controlling the worker's life.[24]

The Yankee girls lived twenty-five to a boardinghouse with six to a room and two to a bed, but the young girls didn't mind, as at home their future was unknown, but at Lowell they were provided with library books, music, and fashionable clothing of the time. Eventually, the Yankee girls headed west in search of professions which offered better pay and a greater independence, the workforce changed.[25] With the potato famine of the 1840s, America saw an influx of Irish immigrants seeking work. This reverted the progressive company town of Lowell back to the family labor system of England. Soon the paternalistic qualities of Lowell all but disappeared. By 1850, Lowell had abandoned the requirements to live in company owned housing and attend church and gradually sold off the boardinghouses and they became tenements.

The decline of Lowell continued with the outbreak of the Civil War. Most of the mills shut down due to the shortage of cotton, except the Middlesex Mill which made wool cloth for the uniforms of Union Troops. Additionally, the later generations of mill owners were not interested in the original idea of Lowell the company town and were too preoccupied with a variety of businesses including railroads, banking, insurance, and philanthropic missions. Though the original vision of Lowell was dead, the mills continued to operate into the 20th Century. The mills saw prosperity during World War I and then numerous mills closed thereafter. By 1940, only three mills remained in operation, the Merrimac, Boott, and Lawrence. The first two would close in the 1950s.[26]

[21] Ibid.
[23] Hardy Green, *The Company Town: The Industrial Edens and Satanic Mills That Shaped the American Economy* (New York, NY: Basic Books, 2010), 16-18.
[24] Hardy Green, *The Company Town: The Industrial Edens and Satanic Mills That Shaped the American Economy* (New York, NY: Basic Books, 2010), 18.
[25] Hardy Green, *The Company Town: The Industrial Edens and Satanic Mills That Shaped the American Economy* (New York, NY: Basic Books, 2010), 19.
[26] Hardy Green, *The Company Town: The Industrial Edens and Satanic Mills That Shaped the American Economy* (New York, NY: Basic Books, 2010), 22-25.

The ultimate collapse of Lowell was due to low wages and technology, as it had become obsolete compared to the modern high-speed machinery. The utopian industrial vision, fueled by paternalism could not sustain itself as the labor force was drained and eventually the vision of Lowell was abandoned.[27]

From 1850 to 1880 the nation began to transform into a fully industrialized economy with unprecedented speed and thoroughness. Development traveled westward along the newly laid rail lines that supplied factories with raw materials and created an integrated national market.

PULLMAN, ILLINOIS

One such example of a company town established during the westward expansion, was Pullman, located 14 miles from the City of Chicago. George Pullman, American engineer and industrialist, began secretly buying 4,000 acres along Lake Calumet's west bank. After four years the population had reached 8,000 of which half were employees in Pullman's factories. The company's office and production facilities (foundry, wood shop, engine room, and lumber storehouses) were located over thirty acres and manufactured forty Pullman Palace Cars per day.[28]

The factory operations were separated from the residential area by a major boulevard. The residential area was composed of a dozen single-family homes, block after block of two to five family row houses, and 10 large tenements. All residences were supplied with natural gas and water, and bathrooms in the larger residences. Employees were required to live in Pullman despite being able to find less expensive housing and amenities in the nearby communities of Roseland, Kensington, and South Deering. Residents could only rent their homes and were subject to "company inspectors" who kept watch to make sure that both their opinions and their habits were acceptable by company standards.

Pullman also built a large market complex near the residential area which included a public hall and the Arcade Building which housed thirty retail shops, a bank, 1,000 seat theater, and a library with 6,000 volumes, donated by Pullman. Additionally, Pullman built Hotel Florence with the only bar in town, a school, parks, and playing fields. Altogether, there were roughly 1,500 buildings with an estimated value of $8 million.[29]

Pullman believed that pleasant working and living conditions would evoke a worker's loyalty, honesty, and perseverance. By the early 1890s, Pullman had prospered from years of monopolizing sleeping car transportation. With the Depression of 1893, inevitable layoffs were followed by wage cuts. At Pullman the average wage fell 28%, while across the country wage cuts only averaged 12%. Simultaneously, the company refused to lower rents, leaving some workers with pennies after the company deducted rent from their checks.[30]

[27] Ibid.
[28] Hardy Green, *The Company Town: The Industrial Edens and Satanic Mills That Shaped the American Economy* (New York, NY: Basic Books, 2010), 29-30.
[29] Hardy Green, *The Company Town: The Industrial Edens and Satanic Mills That Shaped the American Economy* (New York, NY: Basic Books, 2010), 30.
[30] Hardy Green, *The Company Town: The Industrial Edens and Satanic Mills That Shaped the American Economy* (New York, NY: Basic Books,

The Strike of 1894 marked the ultimate decline of Pullman. With the wage cuts and refusal to lower rents due to Pullman's relentless and overbearing idealist beliefs, 4,000 Pullman employees began a wildcat strike on May 11, 1894. On June 26, 1894, the American Railway Union (ARU) launched a boycott, as union members refused to work on trains with Pullman cars. The strike and boycott shut down the nation's freight and passenger traffic west of Detroit. The strike came to end in late July of 1894 when President Cleveland sent federal troops to quell the ARU's boycott, leading to outbreaks of violence across the nation. In the end, thirty strikers were killed and 57 were wounded with property damage exceeding $80 million.[31]

The model town of Pullman, originally known for its progressive labor relations, was notorious worldwide for industrial strife, blacklists, and managerial expression.

Pullman died in 1897 and a year later the Illinois Supreme Court ruled that the Pullman Company's charter did not permit the holding of real estate beyond what was required for manufacturing operations. The model company town entered into a slow decline with the City of Chicago assuming municipal functions in 1899 and the company gradually selling off its properties beginning in 1904.[32]

HERSHEY, PENNSYLVANIA

As Pullman was in its decline, Milton Hershey began to build his own model town in 1903, coincidentally inspired by Pullman and Bournville, Cadbury's chocolate town in England. Hershey obtained 1,200 acres near his birthplace of Derry Church, Pennsylvania, selecting the location because of the proximity to the dairy farms needed to supply milk to make chocolate.[33]

Hershey was inspired by the religious principles of his mother, a Mennonite who emphasized bible study, community service, and abstemious living in pastoral surroundings. Houses began to appear in 1904 with indoor plumbing, central heating, even electricity. The town was free of an industrial atmosphere, even knocking down an initial group of residences because they were too uniform. Unlike Pullman, residences here could be purchased. A hundred lots were also available to those who wanted to build their own home.[34]

The production facilities were spread over eighteen building including a two-story executive wing and a power plant. By 1911, the town had tripled in size with 1,700 workers. With the company's profits, Hershey soon provided parks, a zoo, numerous public buildings, a public library, swimming pool, golf course, trolley system, medical clinic, free schools, and

2010), 31.

[31] Hardy Green, *The Company Town: The Industrial Edens and Satanic Mills That Shaped the American Economy* (New York, NY: Basic Books, 2010), 32-33.

[32] Ibid.

[33] Hardy Green, *The Company Town: The Industrial Edens and Satanic Mills That Shaped the American Economy* (New York, NY: Basic Books, 2010), 36.

[34] Hardy Green, *The Company Town: The Industrial Edens and Satanic Mills That Shaped the American Economy* (New York, NY: Basic Books, 2010), 36-37.

athletic teams. Workers also received insurance, medical coverage, and a retirement plan. There were no local taxes, jobs were abundant, and local services such as garbage pick-up and snow removal were provided. Hershey also gave the five local churches each an endowment of $20,000.[35] Later, in 1963, The M.S. Hershey Foundation provided $50 million to The Pennsylvania State University to establish a medical school in Hershey. The University built a medical school, research center, and teaching hospital named Penn State Milton S. Hershey Medical Center, in honor of their benefactor.

By the 1930s, the town had reached maturity with the construction of sports venues, community center, theater, a 170-room hotel to build tourism, and a new modern office building.[36] This construction was part of the depression-era make-work philosophy but ultimately hard times fell and led to layoffs and reduced work hours.
As in Pullman 43 years earlier, workers went on strike in 1937 due to layoffs and increased production requirements. Milton Hershey died in 1945 and the company drifted, as his successors were slow to act. In 1970, Hershey Food Corporation diversified its products and marketing beyond candy and many of the town's historic building were repurposed into a community center and offices. Today, Hershey's chocolates are still made in Hershey and Hersheypark, first opened in 1923 as an amusement park, continues as a major tourism attraction, adjacent to Hershey's Chocolate World visitor's center.

FORESTVILLE, SCOTIA, CALIFORNIA
The last case study of the company town is Forestville, founded by Pacific Lumber in 1882 in Scotia, California, which showcases a more modern decline of the company town. Before Forestville, small lumber towns portrayed New England villages but were deserted after wanton cutting or consolidation into massive corporations. By the late 1880s, Forestville had 300 employees, a church, post office, and telegraph station. Even after having to rebuild after a fire in 1895, the town had 1,500 workers and Pacific Lumber owned 65,000 acres of forest by the 1920s. The company built low rent, wood frame bungalows with free water, garbage removal, and regular maintenance by the company. The town also housed a range of stores, school, forty-bed hospital, skating rink, Catholic and Protestant churches, administration building, Winema Theater, and provided workers with pensions, free life insurance, bonuses, and their children got college scholarships.[37]

The decline of Forestville began in the 1980s, when new ownership took over Pacific Lumber and with it, Pacific Lumber's debt. To pay off the debt, pensions were discontinued and the company's non-forest assets were sold, creating worker strife through the removal of paternalistic benefits. The company also doubled the redwood harvest, which enraged California environmental activists, and prompted almost two decades of struggle.[38]

[35] Hardy Green, *The Company Town: The Industrial Edens and Satanic Mills That Shaped the American Economy* (New York, NY: Basic Books, 2010), 37-38.
[36] Hardy Green, *The Company Town: The Industrial Edens and Satanic Mills That Shaped the American Economy* (New York, NY: Basic Books, 2010), 40.
[37] Hardy Green, *The Company Town: The Industrial Edens and Satanic Mills That Shaped the American Economy* (New York, NY: Basic Books, 2010), 43-44.
[38] Hardy Green, *The Company Town: The Industrial Edens and Satanic Mills That Shaped the American Economy* (New York, NY: Basic Books, 2010), 46.

Additionally, in April of 1992, three earthquakes within eighteen hours badly damaged the sawmills, residences, and the local shopping center. Finally, the company was sold again in 1999 to Humboldt Redwood Company, which sold off the town properties and upgraded the sawmill with state of the art technology, where lumber was cut and sorted by grade by computer and only required a few hundred workers.[39]

DECLINE OF THE COMPANY TOWN

From the beginning, industrial capitalists like Pullman and Hershey, who initiated a paternalistic philosophy, led to the pressing issue of labor unrest and the conflict of interest of the employer/landlord. Like many employers and owners of company towns, the paternalistic motivation can be traced to their religious affiliations, especially those that emphasize social responsibility. They believed that improved living and working conditions would be positive and economically advantageous for both the employer and employee. That civilized surroundings would have an ennobling or refining effect on workers. Many employers used education as a way to help workers, as any form of education could potentially reinforce ethical improvements. Employers also provided physical well-being programs and facilities such as hospitals, health insurance, and recreational facilities. Additionally, employers designed better housing believing more content workers would increase productivity, prevent strikes, and promote the doctrine of mutual advantages. Some company town owners even initiated bonus payments, under the belief that monetary reward would improve workers performance by involving them in the success of the firm and encourage stability, since the bonus amount depended on length of employment. Profit-sharing became the most popular and publicized form of paternalism between 1869 and 1896.

With an influx of immigrants during the 1880s, the philosophy of paternalism and the concept of the company town started their decline. Language barriers and unfamiliar customs deepened the divide between employer and employee.

The height of the company town was between 1880 until its decline in the 1930s. As early as 1916, the once 2,500 towns had dwindled to 1,000.[40] All company towns shared an initial vision, defined and articulated by a capitalist father figure, and each place outgrew that vision. The restrictions set by Pullman, the benevolent one-man rule of Hershey, or the paternalistic legacy which gave way to pure capitalism in Scotia led to the decline of their town. Company towns believed society as a whole benefited when enterprises were cost-effective, productive, and profitable and inevitably outgrew this logic to become ruthless places which existed only to make a profit and not care for their employees. When these ideal communities could no longer share their bounty with workers and their families due to depression or war and towns began to more vividly echo the European feudal system, these utopian towns collapsed and led to the ultimate decline of the model company town.

Additionally, the decline of the company town came with the increase in national wealth. With the prosperity of the 1920s and strong post- WWI economy, the factory laborer's material well-being improved significantly. The working

[39] Ibid.
[40] Hardy Green, *The Company Town: The Industrial Edens and Satanic Mills That Shaped the American Economy* (New York, NY: Basic Books, 2010), 3, 6.

class could now buy previously unattainable goods and services on credit or installment and were no longer dependent upon employers to furnish items such as transportation, healthcare, or education. Workers could live further away from their work places due to the widespread use of the automobile, which made more employment opportunities available.[41]

At the turn of the 20th century, as the company town was in decline, came the rise of the modern industrial district made popular during the post-war era.

DEVELOPMENT OF THE PLANNED INDUSTRIAL DISTRICT IN AMERICA

Chicago's Central Manufacturing District (CMD) directly influenced the development of post-World War II industrial districts in the United States. The CMD established the idea of a controlled industrial district by assembling, improving, and subdividing multi-acre tracts of contiguous land under a comprehensive plan managed by one entity. The CMD then provided architectural, construction, and/or financial services to relieve the industrial client of any burdens related to development. Furthermore, the CMD ensured the long-term integrity of the district through restrictive covenants that often included control over building and site design, building depths, street widths, traffic circulation, fire safety, automobile parking, landscaping, performance standards, and other factors seen as nuisance characteristics of the industrial district. These standards, implemented and made popular by modern industrial districts, were first established by the CMD at the turn of the 20th century. The following sections will briefly examine the origins of the CMD and a synopsis on the manifestation of the CMD in industrial districts from the turn of the 20th century to post-World War II.

Pioneer Industrial Districts (1900-1929)

The pioneering districts emerged in Chicago at the turn of the century, first with the CMD. In "Industrial Districts: Principles in Practice," Robert E. Boley outlines three development periods of the planned industrial district: Pioneer Districts (1900-1929); The Concept Grows (1930-1949); and Contemporary Developments (1950-present).

The CMD of Chicago was America's first planned industrial district. The idea of the CMD by its founder Frederick H. Prince dates to the early 1890s, when Prince acquired the Central Junction Railway, which connected the Union Stockyards with Chicago's major trunk lines to other cities. The idea pre-dates the first international development of a planned industrial district, but development of the CMD did not occur until 1902. The Trafford Park Estate in Manchester is noted in the May 1947 edition of *The Journal of Land & Public Utility Economics* as the oldest industrial district in the world, initially developed in 1896.[42]

Nevertheless, the CMD is the pioneer of industrial districts in America. Initially developed between 1902 and 1905, the CMD grew to encompass six tracts of land and almost 900 acres throughout the City of Chicago. Individual districts

[41] Crawford, Margaret. Building the Workingman's Paradise: The Design of American Company Towns. London: Verso, 1995.
[42] Robert L. Wrigley, "Organized Industrial Districts: With Special Reference to the Chicago Area." *The Journal of Land & Public Utility Economics* 23, no. 2 (1947): 180-98.

ranged from 19-349 acres supporting 500 industrial firms. CMD retained ownership of all streets and utilities it constructed and controlled these through its engineering and architectural departments. The CMD was the first to provide financial assistance for the construction and the ownership of buildings through leasing or financing options to allow firms to purchase the plant over a period of years. The CMD was a purely industrial establishment, except for its mission to provide facilities and services for its occupants, as a moral responsibility, emulated by other industrial districts around the country.[43]

The CMD's investment in the district including the buildings and land development, resulted in the careful selection of tenants and purchasers and an aesthetically-pleasing design and layout of the districts. The first two tracts of land developed by the CMD, the Original East District and Pershing Road District, pre-dated Chicago's first citywide zoning ordinance, the Glackin Law, adopted in 1919.[44] The Original East District also pre-dated New York City's citywide zoning ordinance of 1916, considered the nation's first comprehensive zoning ordinance.[45]

Later CMD tracts and new developments within early tracts were governed of the Chicago zoning and building code, in addition to the CMD's established restrictive covenants.

The first to emulate the CMD was The Clearing Industrial District (CID) located eight miles southwest of the CMD in both Chicago and Bedford Park, Illinois. The CID was planned by Chicago Great Western Railroad executive A.B. Stickney in the early 1890s as a clearing yard to facilitate the interchange of freight between railroads entering and leaving Chicago. Due to the Depression of 1893 the project was suspended and revived in 1898 as railroad classification project. Unfortunately the 1898 revival was unsuccessful because the railroads were not able to use the facilities on a cooperative basis.[46] Executives then decided to use part of the land for manufacturing purposes and sold a portion of the acreage to the Corn Products Refining Company in 1907. In 1909, CID began to advertise a 530-acre tract, just north of the railroad yards, as the Original Clearing District, an organized industrial district. This original district extends for three miles along the southwestern limits of Chicago. Subsequently, CID developed nine additional tracts in Chicago and nearby suburbs.[47]

The original CID and all subsequent developments emulate the CMD. All districts were restricted to industry and improved by the developer with utilities, roadways, and rail service required for a diversified industrial district. Like the CMD, Clearing aimed to sell and/or lease holdings to industries by offering an attractive location and financial terms. ClD also had an engineering and construction department, which designed and constructed all buildings and a maintenance

[43] Robert E. Boley, *Industrial Districts: Principles in Practice*. (Washington, D.C.: Urban Land Institute, 1962), 29-34.
[44] Joseph P. Schwieterman and Dana Caspall, "Zoning," accessed September 15, 2016, http://www.encyclopedia.chicagohistory.org/pages/1401.html.
[45] Andrew S. Dolkart, "The Birth of the Skyscraper The First U.S. Zoning Law," The Architecture and Development of New York City, accessed September 15, 2016, http://ci.columbia.edu/0240s/0242_2/0242_2_s7_text.html.
[46] Robert L. Wrigley, "Organized Industrial Districts: With Special Reference to the Chicago Area." The Journal of Land & Public Utility Economics 23, no. 2 (1947): 180-98.
[47] Robert E. Boley, Industrial Districts: Principles in Practice. (Washington, D.C.: Urban Land Institute, 1962), 35-40.

department to maintain the common grounds. Also like the CMD, the entire process of the purchase of a site, design and construction of the building, and provision for utilities is handled in one contract.[48]

One difference between the CMD and CID is the locations selected. CMD offered central locations with the Original East and Pershing Road Districts located at the geographic center of the city and CID offers decentralized locations on the outskirts of the city and in the suburbs. This choice of location accelerated the growth of industry in the suburban areas bordering the City of Chicago, identical to the accelerated growth in the south side neighborhoods of Bridgeport and McKinley Park caused by the CMD.

The last major pioneering industrial district is the Central Manufacturing District in Los Angeles (CMD-LA), similar model to the CMD established in Chicago. The CMD-LA was developed in 1922 and much like CMD-Chicago (CMD-CHI) was affiliated and owned by the Chicago Junction Railway, CMD-LA was affiliated and owned by the Atchison, Topeka, & Santa Fe Railway Systems.[49] This is a significant difference between the CMD and CID districts. Both CMD districts owned the railroad it would build these districts around, whereas CID did not own the main source of transportation in and out of its tracts.

CMD-LA developed into five major districts totaling 3,614 acres. Individual districts ranged from 291 to 1,992 acres with 600 firms located in the CMD-LA. Of the 600 firms, 500 are nationally known including the National Biscuit Company, Norwich Pharmacal Company, Westinghouse, and Goodyear, all of which are also located in the CMD-Chicago.[50]

The CMD-LA almost completely emulated the initial development of CMD-CHI. In Chicago the initial land acquisition included 245 acres of unsavory cabbage patches; in LA trustees purchased 260 acres of undesirable cauliflower patches. This original acreage was formerly part of Rancho San Antonio of which the famed early California landowner and cattleman Don Antonia Maria Lugo was the grantee. Additional acreage is a portion of the Vail Field area where much of the early aviation activity was centered and many “firsts” in heavier-than-air exploration were established. Other acquisitions included the Bandini, Hadley, and La Mirada ranches.[51]

The original tract to be established is Vernon, opened in 1923. Design details vary from district to district among the five tracts. An overarching factor in the design of CMD tracts is to incorporate as much flexibility as possible in order to provide a wide selection of site sizes and depths for a diverse industrial development.[52]

Like CMD-CHI, all utilities (electric power, gas, city water, sanitary sewer, and storm drainage) are provided by the CMD-LA. Rail service is provided to every site. Occupant facilities and services, such as restaurants and banks are located in the Vernon, Vail, and Bandini tracts.[53]

[48] Ibid.
[49] Robert E. Boley, Industrial Districts: Principles in Practice. (Washington, D.C.: Urban Land Institute, 1962), 41-50.
[50] Ibid.
[51] Ibid.
[52] Ibid.

The CMD-LA growth coincides with the spectacular population increase and industrial expansion of Southern California over the past three decades, similar to the expansion growth of Chicago during the late 19th-century and early 20th-century that supported the success of the CMD-CHI.[54]

Lastly, research has revealed two additional pioneer districts, the Kenwood Manufacturing District in Chicago, Illinois and the Fairfax Industrial District in Kansas City, Kansas. Both districts were established by private real estate developers in 1915 and 1923, respectfully. At this time little is known on the districts.

Due to World War I, followed by the Great Depression, industrial districts were slow to develop during the early 20th century. A majority of districts surveyed during the mid-20th century were commenced after 1945. At least three-fourths of the organized industrial districts in operation in the late 1950s had their beginnings after the year 1940. The following sections will briefly discuss the second generation of industrial districts established between 1930 and 1949 and the first contemporary developments to provide an over-arching picture of the industrial district popular after World War II and its manifestation from the CMD.

Second Generation Industrial Districts (1930-1949)

In the Urban Land Institute's (ULI) 1962 survey of industrial districts, 41 of the 272 (15%) districts that replied were established between 1930 and 1949. These districts were developed by a range of sponsors including railroads, private real estate developers, and area development organizations. Of the 41 districts, the ULI chose four representative districts for further study: Airlawn Industrial District (forerunner of the industrial "park," which is a light industry, business, and office park); Trinity Industrial District; Chico Municipal Airport; and New England Industrial Center.

Airlawn

Industrial Research and Development Department of MKT for a site suitable for the Coca Cola Company.[55]

Airlawn included thirty-eight light manufacturing and warehouse plants and a variety of commercial establishments including a large luxury- type motel with a dining room and club and an office building. Over half of occupants are non-manufacturing: eighteen manufacturing plants; four gasoline service stations; three office buildings; two restaurants; and a liquor store.[56]

District occupants constructed buildings, not the developer, in keeping with the "park-like" features created for the development. The allowable uses, setbacks, and design of buildings were established by the developer and are reflected in the city zoning ordinance adopted during the development of Airlawn. Access streets, sewers, and water lines were

[53] Ibid.
[54] Ibid.
[55] Robert E. Boley, Industrial Districts: Principles in Practice. (Washington, D.C.: Urban Land Institute, 1962), 51-54.
[56] Ibid.

constructed by the developer and then dedicated to the city. MKT designed the layout of the roadways and rail lines/spurs and retained ownership of and maintains the rail infrastructure.[57]

Trinity Industrial District

Trinity Industrial District, also located in Dallas, Texas, was developed in 1945-46 by Industrial Properties Corporation, a private real estate developer.[58]

The district attracted 1,000 commercial and industrial firms, of which only 25% of the occupants are engaged in manufacturing operations. Additionally, the Dallas Market Center, located in the district, provided display space for another 750 firms on a permanent basis and over 1,000 firms on a temporary basis.[59]

Streets, water lines, and sewers were constructed by the developer and dedicated to the city upon completion. Right-of ways were provided for the rail leads and spurs of the Chicago, Rock Island, & Pacific Railroad and the Texas and Pacific Railway, who would construct the tracks.[60]

The developer controls the overall appearance through architectural standards, separation of uses, and the provision of a number of major access roads.

The district also provided a number of commercial services such as, a post office, bank, clinic, freight depot, team tracks, truck terminals, restaurants, service stations, retail stores, and motor hotels. [61]

Chico Municipal Airport

While not a planned or organized industrial district as defined by ULI, the Chico Municipal Airport is an example of a one-entity owned and operated industrial development project. The Chico Municipal Airport Industrial District is located in Chico, California. The district was established in 1946 by the City of Chico (owner). The city acquired and converted a former Army Air Base into a multi-purpose facility for aviation and industry and provided improved sites and existing structures.[62]

Instead of private capital, funding for operations came from aviation services, building rentals, land rentals, taxes, and aviation gas tax refunds. Unlike, typical industrial districts, properties are only for lease, instead of being sold. This business model provided incubator space for small industries, which would later outgrow their quarters and establish larger operations in the Chico Area, much like the incubator invented by the CMD in their Pershing Road Development.[63]

[57] Ibid.
[58] Robert E. Boley, Industrial Districts: Principles in Practice. (Washington, D.C.: Urban Land Institute, 1962), 55-60.
[59] Ibid.
[60] Ibid.
[61] Ibid.
[62] Robert E. Boley, Industrial Districts: Principles in Practice. (Washington, D.C.: Urban Land Institute, 1962), 61-64.
[63] Ibid.

The district attracted industrial occupants to a predominately agricultural community rather far removed from any major metropolitan area and demonstrated industrial re-development potential for deactivated military airfield installations.

New England Industrial Center

The last representative district studied by ULI was the New England Industrial Center in Needham, Massachusetts. The New England Industrial Center was developed in 1949 by private real estate developer Cabot, Cabot, & Forbes Co.

Like Airlawn, the New England district set the stage for subsequent industrial "park" developments and is one of the first planned suburban industrial "parks" in New England. Cabot, Cabot, & Forbes Co. pioneered the concept of fully planned industrial developments in New England.

It took over two years for the developers to have the land re-zoned for the establishment of an industrial center. When the district finally opened in 1952 it mainly housed office and distribution warehouses with some light manufacturing facilities and research laboratories and was served by the New York, New Haven, and Hartford Railroad and the Boston-Albany District of the New York Central System.[64]

The New England Industrial Center followed in the footsteps on the CMD, 50 years after the development of the CMD's Original East District. At the New England district, the developer established protective covenants for the property including setbacks, minimum landscaping, off-street parking and loading, and exclusion of objectionable uses. The developer provided sites ready for construction as well as new building design, engineering, and financing plans. An industrial client could acquire a site and handle its own building design and construction as long as it conformed to the architectural standards or a company could purchase a site and the district would construct a building to the company requirements.[65]

Additionally, the New England Industrial Center constructed dual-occupancy buildings for firms requiring immediate occupancy. Interiors were finished to the specifications of the individual tenant and could be leased in its entirety or as two separate units. These spaces were first pioneered in the CMD as the industrial terminal.[66]

In this second generation of industrial districts, the ideas pioneered by the CMD, were emulated and expanded upon and lead to the beginnings of the industrial "park" through the inclusion of office and research-oriented spaces. Ideas such as restrictive covenants, separation of uses, exclusion of certain uses, architectural standards, site design, construction of utilities, incubator spaces, and dual-occupancy buildings, were all first successfully instituted in the Original East District and mirrored throughout the country with small adjustments to locations and people.

[64] Robert E. Boley, Industrial Districts: Principles in Practice. (Washington, D.C.: Urban Land Institute, 1962), 65-70.
[65] Ibid.
[66] Ibid.

Contemporary Industrial Developments (1950-Present)

In Robert E. Boley's 1962 publication, "Industrial districts: principles in practice," over 80% of the districts surveyed were established between 1950 and 1960 by private real estate developers, railroads, chambers of commerce, government redevelopment authorities, and educational institutions.

During this period specialized types of development began to appear:

- The balanced or self-contained community with the industrial area designed to fit harmoniously into the over-all plan;
- The research or research-oriented "park"; and
- The industrial urban renewal project.

Contemporary industrial developments expanded upon the successful principles first established by the CMD a half of century early. Because of these well-established and tested philosophies, industrial districts flourished post World War II. Very few differences exist between the pioneer and contemporary industrial district.

The first difference is that less capital was needed to initially develop a district. By the 1950s many cities had extensive transportation and utility infrastructure already in place. This also created greater inflexibility for districts as they strived to conform to existing spaces and could not control the design and development from beginning to end.

Secondly, contemporary districts began to move away from a district architectural and engineering department. In many contemporary districts, builders had to submit tentative plans for approval prior to development of final working drawings. Tentative plans had to show paved areas, drainage pattern, landscaping, structures, and storage areas including all signs and appurtenances, roof design, exterior color schemes, fencing and barriers, and specific landscaping details including type, location, and heights of eventual growth of trees and shrubs. While contemporary industrial districts still had performance standards and restrictive covenants to abide by, the aesthetic design was given more flexibility and freedom creating a diverse, but disjointed appearance within the district compared to the distinct and seamless design of the built environment of the CMD's Original East District and other early districts.

As a whole, contemporary industrial districts continued the system first established by the CMD in 1902. Districts continued to follow municipal regulations including building and zoning codes and continued to set further restrictive covenants to meet the performance standards required to develop a successful and valuable community asset, established by the CMD. Districts continued to sell or lease sites or provide small incubator spaces for fledging companies and provide community amenities, innovated by the CMD.

Appended is a list of known major and well-established planned industrial districts studied by the Urban Land Institute and National Industrial Zoning Commission post WWII. The districts have been identified by name, initial construction date, era of construction (Pioneer, Second Generation, or Contemporary), developer, type of developer, and total

acreage, if known. If a district openly did not meet the following definition of an industrial district, adopted in 1962 by the National Industrial Zoning Committee, it was excluded from the list. Exclusions include any "district" less than 25 acres (the minimum acreage for an industrial district established by the National Industrial Zoning Committee) or specialized tracts such as a research and office parks.

> *"An Industrial Park is a tract of land, the control and administration of which are vested in a single body, suitable for industrial use because of location, topography, proper zoning, availability of utilities and accessibility to transportation. The uses permitted are regulated by protective minimum restrictions including size of site, parking and loading regulations, and building set-back lines from front, side, and rear yards. The front yards, and side yards adjacent to the streets, are to be landscaped in conformance to planning standards set for the park. All requirements are to be compatible with the community and surrounding land uses in accordance with a comprehensive plan to enable a group of industries to operate within it efficiently".*

THE PLANNED INDUSTRIAL DISTRICT

Developers increasingly used the planned industrial district following World War II as a means to provide flexible sites within a controlled industrial expansion. Multi-acre tracts of contiguous land were assembled, improved, and subdivided according to a master comprehensive plan-usually managed by one entity that may have also provided architectural, construction, and/or financial services. The sub-divided individual sites were then made available to industrial clients for purchase. In an industrial district the developer planned a set of restrictive covenants that often included control over "nuisance" characteristics of the industrial operation, building and site design, building depths, street widths, traffic circulation, fire safety, automobile parking, landscaping, performance standards, and other factors that were part of the overall comprehensive plan. The goal of the comprehensive plan was to assembly a large tract of land specifically for industry in a centralized location while providing improvements necessary to an industrial company such as streets, utilities, transportation, or buildings to ease the burden of development on individual companies and eliminate the isolated industrial factory or haphazardly planned industrial district.

While local zoning ordinances regulated the uses permitted in the district, developers went further to establish regulations on the use of the tract. Developers incorporated regulations in sale policies, blanket protective covenants against the land, or restrictions individual deeds or lease agreements. In return, occupants received the advantage of protection against nuisances, insuring the continued attractiveness of the district and protecting the investments of the developer and the industrial client.

Developers then created a stringent application process for industrial clients to determine if the client would be compatible with the overall character and values of the district. In the CMD for example, it would inspect installations/plants elsewhere, interview company officials, or perform technical research studies to determine if an applicant's activities would be compatible with the restrictive covenants as well as operations of present occupants. The

CMD believed this not only benefited the district, but also benefited the applicant company. The CMD then had a thorough knowledge of proposed operations to facilitate an efficient and economical architectural design.[67]

The planned industrial district is the industrial counterpart to shopping centers and residential subdivisions. Districts are not industrially zoned portions of the city, though outstanding/long-lasting districts may now be Planned Manufacturing Districts (PMD) under a local zoning ordinance. Pioneering planned industrial districts pre-date the first comprehensive zoning law, further discussed in the following section.

At a minimum, a developer required at least 80-100 acres to make a profit. Planned industrial districts were then located near cities where industrial land had become scarce by virtue of rapid economic growth in the Central Business District (CBD) and in areas where capital had been readily available for property improvements and for financing mortgage loans on industrial structures – usually located five to 10 miles from the CBD. The surrounding community bore little influence on the CBD, and could range from small villages to city neighborhoods.

The rise of the planned industrial district was driven by varying circumstances ranging from land scarcity to industrial architecture:

- A rapid decentralization and expansion of industry throughout the entire nation;
- A local scarcity of industrial sites accompanied by increasing difficulties in their assembly;
- The ability of property owners to obtain a greater profit by converting land to industrial uses;
- The availability of local capital for development purposes and insurance company funds for industrial mortgage loans;
- The recognition that potential industrial land is worthy of protection; and
- An increasing interest in industrial architecture.

TYPES OF DISTRICTS

There are two types of planned industrial districts as identified by Logan Alexander McKee, Jr. in his thesis “Planned Industrial Districts.” The first type of district McKee identified is a "site sale" district. In this district, each site is sold outright, without provisions for leasing sites from the developing organization.

The second and less common type of district McKee identified is an “operating district.” It is referred to as an “operating” district, because the developer would not sell all of the sites, but retain some land to be operated and leased by the developer. Additionally, the developer of the operating district may have furnished financial, architectural/engineering and other professional services, as well as provided facilities, such as a bank, clubhouse, or cafeteria, for the district’s occupants. The CMD was an “operating district” by providing facilities for its occupants and developing sites as industrial incubators to be leased by fledging companies. In a 1953 national survey by the U.S.

[67] Robert L. Wrigley, "Organized Industrial Districts: With Special Reference to the Chicago Area." *The Journal of Land & Public Utility Economics* 23, no. 2 (1947): 180-98.

Department of Commerce, there were at least 122 planned industrial districts of which 10% (12 districts) were an "operating district."

These types are further defined in the Urban Land Institute's Bulletin No. 19 "Planned Industrial Districts: Their Organization and Development" by:

- A district wherein improved sites are sold to the occupant (Site Sale District);
- A district wherein factory or warehouse buildings are constructed on sites that are either leased or sold; buildings are erected either by the district developer or the site purchases (Site Sale District);
- A district wherein tenants are restricted to those who supplement the developer's own special interest; districts established by railroads provide sites for industries that are freight revenue producers (Operating District);
- A district wherein the sites are developed to augment the activities of a government agency, such as a port authority; in these, sites on publicly owned land are offered on a lease basis only (Operating District); and
- A district wherein the sites are developed for industrial use in conjunction with a planned residential community (Operating District).

TYPES OF DEVELOPERS

The developer decided upon the type of district to establish. In an industrial district, the developer was a person or group who obtained control of the land prepared the development plan and subsequent restrictions, assembled the participants (the railroads, utility companies, local government, professionals, financiers, real estate firms, contractors, and builders) who would contribute money and/or services, and selected the industries who would occupy the district. There are four types of developers: Railroads; Private Developers (contractors and real estate brokers); semi-public (Industrial Foundations, Municipal Government, or Chamber of Commerce); and a combination of the previous three.

Railroads played a significant role in the early districts, mainly developing districts were for carrier interests to create sites for industries that would generate freight traffic. A survey made in 1952 by the Area Development Division of the U.S. Department of Commerce disclosed that 47 of 122 industrial districts were controlled by railways.

In most cases, for private developers, the district is a secondary business activity for the developer who shows little interest in creating additional developments in other cities.

The most significant role of the developer was to coordinate with officials of local governments such as zoning commissions or water and sewer departments, which relieved the industrial client of many troublesome and time-consuming details required in the selection and preparation of a new site. The developer secured water, sewage, and surface drainage facilities; obtained the permits; interpreted local building codes and zoning regulations; and cooperated with local public agencies for the establishment of a new industry. Thus the developer of the district encouraged the advance planning in the greater community as it especially related to the extension of utilities with capacities adequate

to meet future requirements, not only contributing to the successful arrangement of the district but to the successful development of the entire community.

INFLUENTIAL FACTORS ON THE SUCCESS OF AN INDUSTRIAL DISTRICTS

For an industrial district to thrive, the developer must take into account various factors including location, water supply, transportation, topographic characteristics, availability of utilities, and the surrounding environment.

In "Industrial Districts: Principles in Practice," Robert E. Boley defines location as the most important element for success. Early districts were required to have access to rail service. In Boley's survey of 272 industrial districts, 90% were served by rail; all districts without rail service were established after 1950.[68]

For Contemporary developments, location must have access to major arterial roads and highways for the value of motor freight transportation and employee commuting, but also because prominent locations along a well-traveled highway possess excellent advertising potential. This is particularly important for warehouse, distribution, and research and development. Locations near interchanges are desirable, but a location too close may be unsuccessful due to excessive traffic congestion, difficulty of access and egress, and often complicated and confusing interchange layouts, excessive noise and vibrations from heavy traffic.

Toward the mid-20th century, airports also became a means of transportation for goods and locating industrial districts near major commercial airports was typically a successful strategy. Airports allow for high-capacity highway access; open land with flat terrain; extensive utilities; and a prestige location which offers architecturally distinguished surroundings and a readily identifiable address.

Additionally, the presence of a navigable waterway adds considerably to the attraction to an industrial district as it allows for the transportation of raw materials and fuels. Only three industrial districts are known to have used a waterway: the Original East District of the CMD, which used the South Branch of the Chicago River, known as Bubbly Creek; Presidents Island in Memphis, Tennessee, which is a major port on the Mississippi River; and the industrial district along the Inner Harbor Navigation Channel in New Orleans, Louisiana.[69] [70]

A large factor in the success of a district is the availability of water supply and utility lines. The volume of a public water supply can limit industrial districts to relatively small plants and discourage prospective development of self-contained industrial communities in unincorporated areas. An abundant water supply is also an important facet in its relationship to fire protection and concomitant insurance rates of industrial district occupants.

[68] Urban Land Institute Bulletin No. 19 notes that no district had been developed without rail services as of 1952.
[69] Milburn L. Forth and J. Ross McKeever, "Planned Industrial Districts: Their Organization and Development," *Urban Land Institute* 19 (October 1952).
[70] Charles Wilson Hackett, *An analysis of planned industrial districts* (Seattle: Bureau of Business Research, College of Business Administration, University of Washington, 1956), 20.

The availability or extension of other utilities is of vital consideration for the success of a district. For example, a natural gas line must be of sufficient size and pressure to meet heating needs, and the availability of sanitary sewer service and the capacity of the disposal plant are all required not only for the district, but also for the success of the greater community.

Utilities (streets, rail, electricity, sewer, or gas) typically granted an easement to the individual plant sites, keeping the title of the land with the developer.

The topography and subsurface physical characteristics strongly influenced the development of the district as it relates to grading, drainage, building foundations, rail tracks, and the extension of utilities. Sites can be adapted through site preparation, but gently rolling land is preferred for drainage and economic benefits.

Lastly, the condition of the surrounding residential, commercial, and even industrial communities had a direct effect on the marketability of the district. Also existing adverse environmental factors including air pollution or water contamination reduced the appeal of a location for both the industrial district and residential or commercial communities.

ADVANTAGES AND DISADVANTAGES OF THE PLANNED INDUSTRIAL DISTRICT

Advantages

The planned industrial district provided multiple advantages when compared to its predecessor. Overall, the main advantage is that it provided tailor-made industrial sites upon which mutually compatible industries can construct approved buildings. Within these tailor-made sites are additional, specific benefits to an industrial district including:

- The developer has already assembled, zoned, filled, leveled, and improved with various utilities, streets, and rail lead tracks taking care of the various negotiations with each separate entity or with property owners to acquire enough land to build an industrial building since all arrangements have already been made for the prospective client.
- No activity will be permitted within the district that is detrimental to any occupants operations.
- Occupants can avoid public relation problems that can accompany the announcement of expansion plans. Plans are confidential and kept with greater security and without the danger or prolonged public objection to the proposed facilities or prevent the resulting ill-will of the community should the occupant choose a different site.
- Location of regulated and diverse industrial expansion allows for better land utilization, compatibility with the surrounding neighborhood, and a general recognition of the importance of property for factory and warehouse sites.

- Qualified applicants can take immediate occupancy of a building or site in lieu of searching and allowing availability of land to influence where the company expands.
- Well planned districts allow of an industry to expand within the existing city rather than relocate.

Before the advent of the planned industrial districts, typical older districts presented an unnecessary liability to every industry located within it. Older districts were composed of numerous small industrial areas, scattered along railroad lines surrounding the central business district. Plants were crowded and intermixed with incompatible residential uses, which also inhibited plant expansion. In a pre-20th century industrial district, there was often no space available on the street or on the plant premises for loading or unloading. The railroad lead tracks often crossed the streets at grade, causing costly delays for both the rail and truck shipments. In regards to the built environment, older industrial districts did not take into account the district's impact on the safety and well-being of the workers and greater community. The 20th century industrial district solved these problems through extensive site design and control over the district transportation.

Possibly the greatest advantage and industrial need met by the planned industrial district is the removal of concern over a shortage of suitable land and buildings. In a city's central business district (CBD) land is not readily available and if it is, older industrial buildings do not meet contemporary performance standards. In the CBD, land must be obtained at the expense of demolishing existing structures, while accepting the congested environment. In remote, outlying locations, land of the right type may also be scarce, and buildings ready for occupancy are non-existent. Land in these areas was usually inferior due to inaccessibility, flooding, or residential intrusions. The planned industrial district solved these problems by acquiring contiguous acreage of suitable land which justified the extension of roads and utilities. Planned industrial districts also solved the shortage of adequate and well-designed buildings by furnishing factories available for rent or lease, designed to meet or go above the required building codes and performance standards.

A third need of industry, met by the planned district is the advertising advantage of a "desirable address". Lastly, an important advantage of a planned district is the availability of central services and facilities which create a "package plan" of various services for each company.

Advantages to the Community

In a planned industrial district, the needs of not only industry, but also the community at large are satisfied. Planned industrial districts possessed advantages in the form of improved physical convenience and efficiency, economic prosperity, health, safety, moral and general welfare.

The old industrial complexes created a liability to industry itself, and the community. The scattered nature of these complexes created the unnecessary duplication of the public utilities and facilities that serve them and the mixture of industrial plants, residences, and other uses created area of blight.

The planned industrial district increased the efficiency of a city's industrial areas. The planned industrial district reduced the proportion per unit of industrial usage of the city's investment in heavy industrial roads and utilities. The physical design reduced congestion and the circulation pattern in the district increased accessibility. The restrictive covenants of a planned district prevented overcrowding of the land and overwhelming public facilities.

The planned industrial district helped stabilize a community's economic base by attracting national, well-established industries that would not have located in the community otherwise. Industrial companies created jobs, which increased the tax base and reduced cyclical fluctuations in the community's employment. In addition, the choice of these companies to locate in a community may have desirable secondary effects on the local economy, such as the creation and growth of service industries and retail businesses, due to the money spent by employees of the companies.[71] [72]

Lastly, the planned industrial district improved land use and zoning. With the development of larger tracts zoned for industry, there was less pressure for spot-zoning by firms that would create scattered industrial sites intermixed with residential uses. Planned industrial districts prevented the undesirable mixtures of and uses that caused undesirable socio-economic effects upon the community.

Disadvantages

Few limitations occurred for industrial districts and prospective clients. In general, the largest disadvantages include:

- A developer may not allow an applicant into the industrial district;
- District properties may be too expensive for companies looking for a large, expansive space; and
- District success solely relied on location factors such as market, raw materials, and available labor supply, much of the same factors which determine the growth of a city, which may have been limited or unavailable.

THE CENTRAL MANUFACTURING DISTRICT

[71] Milburn L. Forth and J. Ross McKeever, "Planned Industrial Districts: Their Organization and Development," Urban Land Institute 19 (October 1952).

[72] Logan Alexander McKee, *Planned Industrial Districts* (Atlanta, GA: Georgia Institute of Technology, 1955).

The origin of industrial districts date to the beginning of the CMD, where for the first time, manufacturing, processing, and shipping facilities were organized into a comprehensively planned industrial community, void of company-built housing and residences all together in Chicago, Illinois.[73]

Planning for the CMD began as early as 1892 when Frederick Henry Prince acquired the Central Junction Railway, which connected the Union Stockyards with Chicago's major trunk lines to other cities.[74]

The Central Manufacturing District was officially founded in 1902 by Prince and A.G. Leonard officially founded the CMD in 1902, making it the first full service industrial real estate development in the United States. It remained in operation as late as the 1980s.[75] This District was an experiment by the CMD's parents companies, the Chicago Junction Railway (CJR, which was the consolidation of nine smaller railroads and the primary financial backers for the construction of the Chicago Union Stock Yard) and the Union Stock Yards Company. The experiment was a response to economic and geographic pressures in the Central Business District which included: rising land values; the expansion of manufacturing activities; the availability of labor and wage prices; scope and evolution of markets and suppliers; political and social pressures; and the geographical constraints of the city.

Prince was an owner of the CJR, a small, industrial railway that connected the Union Stockyards with Chicago's main rail routes. Leonard was the president of the Union Stock Yards Company. The CJR saw the formation of the CMD as an opportunity for the railway to increase its share of freight traffic in the competitive Chicago market and to protect rail frontage through the control of the yards and trackage, as well as for active development.

These new planned industrial districts were also used as a device by railroad companies to hold their lucrative manufacturing clients to their historical locations along urban, metropolitan, or railroad fronted development. The making of these districts were thus intertwined with developments in the railroad industry and greatly affected by changes in production techniques and development of urban technologies such as electrical power, transmission, and extensive rapid streetcar service.

The high demands for site and shipping requirements such as the rise in production volumes, taxed freight handling, switching, and shipping facilities were all more easily met in peripheral locations than in densely developed downtowns, making these industrial districts all the more desirable.

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[73] Alexander, Frances Porter. *The Making of the Modern Industrial Park: A History of the Central Manufacturing District of Chicago, Illinois*. Washington, D.C.: George Washington University, 1991.
[74] Robert L. Wrigley, "Organized Industrial Districts: With Special Reference to the Chicago Area." *The Journal of Land & Public Utility Economics* 23, no. 2 (1947): 180-98.
[75] Stockwell, Clinton E. "Central Manufacturing District." Central Manufacturing District. January 1, 2005. Accessed February 6, 2015. http://www.encyclopedia.chicagohistory.org/pages/785.html.

THE ORIGINAL EAST DISTRICT: AMERICA'S FIRST PLANNED INDUSTRIAL DISTRICT

"In 1902, the New Jersey Company, the common reference to the Chicago Junction Railways and the Union Stock Yards Company which had purchased the Yards and the Chicago Junction, appointed John A. Spoor and Frederick S. Winston Trustees, who by virtue of powers assigned to them, began to acquire land to which the name "Central Manufacturing District Lands" was given. By a Deed of Trust dated May 2, 1902, 180 acres bounded 35th Street and Ashland Avenue was conveyed from Mr. and Mrs. James Miles to the Trustees…Trust indentures of 1907 and 1908 conveyed further parcels to the Trustees…."[77]

By 1908, Prince purchased over 240 acres of undesirable land on the southwest side of the city, north of the stockyards, along West 35th Street between South Morgan Street and South Ashland Avenue.[78]

Prince's plan for the area was to develop it in order to attract more shipping customers to his small railway. At that time, many industrial businesses were being pushed out of Chicago's downtown area by increasingly dense commercial development there. Prince saw a tremendous opportunity to gather these fleeing businesses around Chicago Junction Railway's tracks. In 1902 the railway began improving the land - previously occupied with old cabbage patches and disused lumberyards - with $20 million worth of building, infrastructure, facilities, and landscaping.[79] Before Prince and the Chicago Junction Railway, the land was virtually undeveloped. Only three companies prior to the development of the CMD were established in this area, Chicago House Wrecking Co., Rittenhouse & Embree Co., and Christ Sievers, the first two being of the lumber industry and the last a sauerkraut manufacturer.[80]

These first 240 acres became known as the Original East District. The first building to be constructed by the Trustees of the "Central Manufacturing District Lands" was the United States Leather Company on Morgan Street in November of 1905.[81]

The District was based on a comprehensive plan that accounted for traffic patterns, forms of shipment, and established land use controls on setbacks, lot sizes, landscaping, and functions, as well as ongoing management to protect the investment of the developers and tenants and to ensure maintenance of an attractive and well-functioning district. The CMD also offered site planning, construction, financing, and direct freight shipment. These incentives allowed for cheaper land, lower taxes, direct freight service, centralized location, better layout for industrial use, proximity to complementary manufacturers, and financial incentives that drew manufacturers to the District.

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[77] The Central Manufacturing District of Chicago. *50 Golden Years An Historical Account of the Central Manufacturing District's First 50 Years, November, 1905-November, 1955*. Chicago, Ill.: Central Manufacturing District, 1955.
[78] Ibid, p. 7-15.
[79] Alexander, Frances Porter. *The Making of the Modern Industrial Park: A History of the Central Manufacturing District of Chicago, Illinois*. Washington, D.C.: George Washington University, 1991.
[80] The Central Manufacturing District of Chicago. *50 Golden Years An Historical Account of the Central Manufacturing District's First 50 Years, November, 1905-November, 1955*. Chicago, Ill.: Central Manufacturing District, 1955.
[81] Ibid, p. 7-15.

Financing and construction services were essential features of the Original East District. Construction on tenant buildings quickly followed. In 1905, the United States Leather Company opened a new building on Morgan Street with financing from trustees and as the first occupant of the CMD. By 1908 six more buildings had been constructed, including the Spiegel, May, Stern Company building designed by A. S. Alschuler.

By 1908 District trustees were in full force as full service, industrial real estate developers. Acreage had developed into 240 acres between West 35th Street to the north, South Morgan Street to the east, West 39th Street to the south, and South Ashland Avenue to the west.

In 1912 there were twenty-five companies in the District including Westinghouse, Albert Pick & Company, and the William Wrigley Company. By this time, staff architects and engineers were hired to develop a comprehensive design of the entire tract including streets, utilities, drainage systems, landscaping, and streetlights, as well as economical site configurations, each of which was to be served by a switch track of the Chicago Junction Railway.

With a growing staff and district, the CMD built its headquarters in 1912 on West 35th Street. This building housed the CMD Bank and District Business Club building, Wells-Fargo Bank, Western Union Office, and the District's architecture office, of which today the bank and club building still remain.

As the first ten years of the CMD were drawing to a close the District was thriving, the majority of the Original East District had been rehabilitated with new streets, landscaping, and buildings, with Chicago Junction rail lines running directly to every plant in the district.[82] The District continued to see steady growth with increased wartime demands and by 1915 there were one hundred companies located in the Original East District and the CMD saw the need to expand, and purchased its first tract of land in its second district.

In 1924, between the Original East District and two additional tracts, Pershing Road District and Kedzie District, the CMD had 323 industrial clients. By 1931, at the height of the depression, the CMD encompassed an impressive 288 industrial clients between 900 acres of land divided into six tracts which formed an east-west beltway along the Chicago Junction Railway: the Original East District, Pershing Road District, Kedzie Development, Crawford Development, 43rd Street, and Calumet Development.[83]

The Original East District and CMD as a whole continued to develop into the following decades, managing the Original East District and Pershing Road District, as well as adding three additional tracts of land in the City of Chicago at 47th Street and Kedzie Avenue; along Crawford (Pulaski) Avenue between Pershing Road and 47th Street; and in the Calumet Industrial Corridor along the Calumet River between 103rd and 106th Streets.

[82] Ibid, p. 7-15.
[83] The Central Manufacturing District of Chicago. *"Junction Railway Service;" A Statement Addressed to Executives.* Chicago, Ill.: Central Manufacturing District, 1932.

The Great Depression left the CMD unaffected and it continued to grow, constructing the Spiegel Administration Building in 1936 at the intersection of Morgan and 35th Streets, multiple buildings in the Pershing Road Development and the Kedzie Development, and purchasing the largest tract still extant within the borders of Chicago, to construct the Crawford Development. CMD Trustees gave financial aid to District industries seeking it. The Trustees assisted by reducing interest rates and extending payments on purchase contracts. Rental charges under some leases were deferred, and in some leases, rents were abated. Because of the Trustees' assistance, only one company failed, a record that would stand as remarkable under the best of conditions.[84]

By the mid-20th century and post-WW II the Original East District was fully developed and started to see turnover in land and building stock. New companies came in and some older buildings were demolished to make way for new buildings and companies. At this time, the CMD was continuing to develop the Crawford and Calumet Developments. In the 1960s, the CMD even expanded into the Union Stock Yards and converted it to industrial use.

THE PLANNING AND SERVICES OF THE DISTRICT

Another innovation the CMD offered and what made the CMD unique were its architectural and planning services. The District maintained land use controls to ensure the highest revenue yield from frontage property, but did not want to risk the loss of clients if terms and covenants were too restrictive, though land use goals had its benefits for clients as well including site preparation, traffic planning, design and construction, and financial services. Companies could still use outside architects and engineers but had to conform to CMD standards.

The CMD construction program was comprehensive in scope offering, in-house design, architectural guidelines, a variety of private financial services, standardized construction methods and materials, and a variety of flexible leasing and purchasing plans, to draw clients in to the District.

District architects and engineers planned street improvements, landscaping, utilities, and site/building configurations to maximize natural light and ventilation, and took responsibility for maintaining the outdoor public spaces.[85]

The CMD believed that by providing an aesthetically pleasing built environment, it would positively impact workers morale and productivity, this idea was not a new one, as seen in its predecessor the company town,[86] but the CMD took this policy to new heights and predates the later similar rationales of later mainstream architects and urban planners such as Le Corbusier and Frank Lloyd Wright.

[84] Mary D. Schopp, 50 Golden Years: An Historical Account of the Central Manufacturing District's First 50 Years, November, 1905-November, 1955 (Chicago, IL: Central Manufacturing District, 1955).
[85] Alexander, Frances Porter. *The Making of the Modern Industrial Park: A History of the Central Manufacturing District of Chicago, Illinois*. Washington, D.C.: George Washington University, 1991.
[86] Ibid.

The District targeted small manufacturers who could not provide amenities themselves, such as specialized buildings or arrangements with freight carriers.[87] The CMD was the first to provide tenants with a variety of services that defrayed the costs of doing business and improved the quality of the District community. These included: a staff of architects to design new buildings; a pool of approved contractors to bid on building jobs; a CMD Bank to provide favorable lending terms; a district post office; a doctor to care for tenants' workers; a CMD Club for socializing and networking; and a CMD Magazine for trading advice, gossip, humor, artwork, and news."[88]

Only at the CMD and the later Clearing Industrial District (Chicago, Illinois) were small, fledging companies able to obtain space in a district. Most developers/districts only admitted national or well established companies with sound credit ratings, successful histories, and proven managerial talent into their industrial districts.

The CMD also offered flexible leasing or purchase plans to meet their tenant's needs, while meeting the design standards of the District. Land could be purchased with the owner undertaking construction, but it had to be a suitable building and constructed within a specified time as a means of preventing speculative investment and unproductive property, the owner could also contract with the district architect.[89]

The most popular plan was to buy both the land and building on a long term payment plan and the building would be erected by the District. The owner would make a down payment and annual installments, as well as taxes, maintenance, and insurance fees, much like a mortgage.[90]

Another option was a long-term lease, usually a period of 25 years. The CMD would build one of their two standard designs and the tenant paid rent at 6% of the ground value and 9% of all building improvements, in addition to taxes, insurance, and maintenance.[91]

The CMD also offered real estate bonds as an additional element of security. Bonds would be first secured by mortgages, but further secured by a deposit on the lease and a provision that all lease payments would be made directly to the District bank.[92] This not only controlled the quality of construction and costs, but also created a strong sense of community in the District.

For small, fledgling firms, space in buildings already erected could also be leased for a short period on various terms or for well-established, national firms, land could be sold outright and the purchaser improves it themselves in a specific time limit and governed by the restrictive covenants and standards of the CMD.

[87] Ibid.
[88] Ibid.
[89] Ibid.
[90] Ibid.
[91] Ibid.
[92] Ibid.

The success of the CMD was based on a symbiotic relationship between the CMD and its tenants: the more business grew for tenants, the more they shipped, the more they paid the District in rail fees, and the more services and financing the District could offer in return, which set the standard for other industrial parks to follow.

ARCHITECTURE IN THE DISTRICT

The CMD's comprehensive offering of in-house design and engineering services led to the cohesive appearance of the District's architecture, still visible today. Even tenants who chose to enlist outside architects were still held to CMD's planning standards.

By about 1905, District architects and engineers had begun planning streets, utilities, drainage systems, landscaping, and streetlights, as well as economical site configurations, each of which was to be served by a switchtrack of the Chicago Junction Railway. These early plans, still visible today, followed the orthogonal Chicago grid except where branches of the river interrupted street continuation.[93]

The CMD architectural designs capitalized on state-of-the-art building technologies including the use of corrosion resistant metal alloys, welded framing which provided more rigid framing and reduced the problem of vibrations, air conditioning, and techniques for correcting the dusting problems of concrete floors. The District architects strived for safety and efficiency for their tenants and their workers, prioritizing adequate light and ventilation, the best fire protection, flexible floor plans, adequate power sources, and efficient loading areas.[94]

Because of the high standards set for itself, the CMD never experienced any reform, but instead met the constant pressures of new work accommodations.[95]

In spite of such high standards, construction in the CMD was a streamlined process. The district advertised that excavation could begin the day after the contract was signed, foundation plans could be ready four days later, and complete plans ten days after excavation began.[96]

Each building followed a uniform design and standard building types that used systematized construction, offset by different exterior treatments. Each building reflects its construction date based on the architectural details found in the base course, window sills, cornices, coping, piers, towers, and entrances. Form responded to the technical and production requirements of the time and exterior treatment used historical or non-referential decorative motifs. The buildings in the District exhibit elements of Late Gothic Revival, Classical Revival, Prairie, Art Deco, and Mid-century Modern architecture.

[93] The Central Manufacturing District of Chicago. *50 Golden Years An Historical Account of the Central Manufacturing District's First 50 Years, November, 1905-November, 1955*. Chicago, Ill.: Central Manufacturing District, 1955.
[94] Alexander, Frances Porter. *The Making of the Modern Industrial Park: A History of the Central Manufacturing District of Chicago, Illinois*. Washington, D.C.: George Washington University, 1991.
[95] Ibid.
[96] Ibid.

Classical Revival was popular in the United States from 1895 to 1945. It relied on stylistic details of the earlier Greek Revival style. The arrangement of windows and doors is formal and symmetrical, with the front door often flanked by pilasters or side lights and capped with a flat entablature, broken pediment or rounded fanlight.

Late Gothic Revival was the most prevalent style in the District and was also widely popular in the United States from 1895-1945. The style is characterized by simpler and smoother features than those of the preceding High Victorian Gothic. Key features found on Late Gothic Revival buildings can include: pointed arches as decorative element and as window shape, Gothic tracery, or crenellated parapets.

Prairie School architecture was developed by American architect Frank Lloyd Wright and popular in the United States from 1900 to 1920. The style is known for its gently sloping roofs, low proportions, quiet sky lines, suppressed heavy-set chimneys and sheltering overhangs, low terraces and out-reaching walls sequestering private gardens. The Prairie style places emphasis on the horizontal and did not resemble the traditional, revival styles popular in the past. In the Original East District, buildings are not of a pure Prairie style, but instead the style is represented in more vernacular forms which were made popular by pattern books.

Art Deco was popular in the United States from 1925 to 1940. The style is characterized by sharp-edged and stylized geometrical decorative details. Art Deco buildings have a sleek, linear appearance with stylized, often geometric ornamentation. The primary façade of Art Deco buildings often feature a series of setbacks that create a stepped outline. Low-relief decorative panels can be found at entrances, around windows, along roof edges or as string courses. Decorative details including: chevrons, zigzags, and other geometrical motifs are common forms of ornament on Art Deco style buildings.

Lastly, buildings constructed towards the end of the District's development are of a style defined as Mid-Century Modern architecture. Mid-Century modern design dominated mid-20th century American architecture and became increasingly popular after the Second World War. Modern designers departed sharply from historical precedent and created new building forms.

In 1925, the CMD magazine published an illustrated article about a group of European architects and planners who made a stop at the District on a nation-wide tour of the United States' latest architectural accomplishments.

ARCHITECTS

District architects were not experimental, but did define a new school of architect-designed factories in Chicago. The CMD's in-house staff managed the complex relationship between the transportation industry, labor, and the manufacturing sector.

The architectural department responsible for these industrial innovations is first noted in 1911 with R.S. Lindstrom as District architect and W.C. Heimbeck as District engineer.[97]

Prior to an on staff architect and engineer, Alfred S. Alschuler worked for the District on a periodic basis. Alschuler also introduced structural standardization and formal unity in design carried on by a later CMD architect, Samuel Scott Joy.[98] In 1921 Joy, who designed practically all of the company's buildings, left the District and was replaced by Abraham Epstein who in July of the same year launched a District career that would last for decades.

Epstein designed many of the buildings in later extension districts,[99] extending the development of uniform design from the original East District, as many buildings were faced in red brick with terra cotta, stone, or concrete ornamentation.

Epstein also designed the Spiegel Administration Building at 35th and Morgan Streets, which is individually listed on the National Register of Historic Places and designated as a City of Chicago Landmark.[100]

CONCLUSION

Today, the Original East District of the CMD still continues to function as an industrial district and has been listed on the National Register of Historic Places (NRHP) for local significance. The NRHP nomination is currently being amended to reflect the district's national significance as America's first planned industrial district.

Although other industrial parks appeared, CMD was the first to fully mature and was then emulated by other parks of the interwar period, but from its inception demonstrated all the features typical of post-World War II parks.

What made the CMD distinct was the development of large tracts that housed a multitude of diverse firms with a coordinated system of freight shipment and centralized services. The District's scope of services acted as incentives and controls and the extant of the undertaking illustrated the unwavering long-term commitment of the CMD, ensuring stability and clarity of purpose.

The CMD seamlessly managed the complex relationship between the transportation, industry, labor, and the manufacturing sectors and responded to an array of municipal and national modifications to the system of manufacturing production and distribution at the beginning of the 20th century, making it a forerunner of industrial development trends throughout the century.

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[97] Chicago, Ill. *The Central Manufacturing District: Chicago Junction Railway Service: A Book of Descriptive Text, Photographs & Testimonial Letters about Chicago Junction Railway Service and the Central Manufacturing District - the Center of Chicago, "The Great Central Market."* 2nd Ed. ed. Chicago: Chicago Junction Railway, 1915.
[98] Ibid.
[99] City of Chicago, Department of Zoning and Land Use Planning. "Spiegel Administration Building." Landmark Designation Report. November 4, 2010.
[100] Ibid.

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United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Original East Historic District	
Name of Property	
Cook County, Illinois	
County and State	
Name of multiple listing (if applicable)	

Section number 11 Page 37

11. Form Prepared By

name/title Erica Ruggiero date Dec. 1, 2016

organization telephone 954. 839. 4887

street & number 1222 West Victoria Street email ericaruggiero@gmail.com

city or town Chicago state Illinois zip code 60660

National Register of Historic Places
Memo to File

Correspondence

The Correspondence consists of communications from (and possibly to) the nominating authority, notes from the staff of the National Register of Historic Places, and/or other material the National Register of Historic Places received associated with the property.
Correspondence may also include information from other sources, drafts of the nomination, letters of support or objection, memorandums, and ephemera which document the efforts to recognize the property.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Central Manufacturing District--Original East Historic District

MULTIPLE NAME:

STATE & COUNTY: ILLINOIS, Cook

DATE RECEIVED: 12/31/15 DATE OF PENDING LIST: 1/21/16
DATE OF 16TH DAY: 2/05/16 DATE OF 45TH DAY: 2/15/16
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 16000004

REASONS FOR REVIEW:

APPEAL:	N	DATA PROBLEM:	N	LANDSCAPE:	N	LESS THAN 50 YEARS:	N
OTHER:	N	PDIL:	N	PERIOD:	N	PROGRAM UNAPPROVED:	N
REQUEST:	Y	SAMPLE:	N	SLR DRAFT:	Y	NATIONAL:	N

COMMENT WAIVER: N

X ACCEPT ___RETURN ___REJECT _____DATE

ABSTRACT/SUMMARY COMMENTS:

The Original East District of the Central Manufacturing District is listed in the National Register under criteria A and C for industrial and architectural significance. The period of significance for the locally important district is 1902 to 1965, reflecting its on-going significance among Chicago industrial complexes. The Central Manufacturing District was an early industrial park, which became a model in Chicago and elsewhere.

RECOM./CRITERIA A & C
REVIEWER Barbara Wyatt DISCIPLINE Historian
TELEPHONE 202-354-2252 DATE 2-15-16

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.

IHPA
ILLINOIS HISTORIC Preservation AGENCY

December 22, 2015

Ms. Barbara Wyatt
National Register of Historic Places Program
National Park Service, Department of the Interior
1201 Eye Street, NW (2280)
Washington , DC 20005

Dear Ms. Wyatt:

Enclosed are the disks that contain the true and correct copies of the National Register nominations recommended for nomination by the Illinois Historic Sites Advisory Council at its October 30, 2015 meeting and signed by the State Historic Preservation Officer:

Central Manufacturing District: Original East Historic District, Chicago, Cook County

Please note the following:

1. **The disk containing the Hauge Lutheran Church is included in this packet. The signed cover pages for the nomination was sent on November 6, 2015. The disk in that shipment was blank.**

Please contact me at 217/785-4324 if you need any additional information. Thank you for your attention to this matter.

Sincerely,

Andrew Heckenkamp, Coordinator
Survey and National Register program

enclosures

1 Old State Capitol Plaza
Springfield IL 62701

ILLINOISHISTORY.GOV

IHPA
ILLINOIS HISTORIC Preservation AGENCY

December 7, 2016

Ms. Barbara Wyatt
National Register of Historic Places Program
National Park Service, Department of the Interior
1201 Eye Street, NW (2280)
Washington , DC 20005

Dear Ms. Wyatt:

Enclosed are the disks that contain the true and correct copies of the National Register nominations recommended for nomination by the Illinois Historic Sites Advisory Council at its October 28, 2016 meeting and signed by the Deputy State Historic Preservation Officer:

Residential Hotels in Chicago, 1910 – 1930 Multiple Property Document
Carling Hotel, Chicago Cook County

PLEASE NOTE THAT THE PACKAGE ALSO CONTAINS THE FOLLOWING:
Central Manufacturing District: Original East District (Additional Documentation), Chicago, Cook County. The level of significance of the district is being amended to national significance.

Please contact me at 217/785-4324 if you need any additional information. Thank you for your attention to this matter.

Sincerely,

Andrew Heckenkamp, Coordinator
Survey and National Register program

enclosures

1 Old State Capitol Plaza
Springfield IL 62701

ILLINOISHISTORY.GOV

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action:	Additional Documentation
Property Name:	Central Manufacturing District--Original East Historic District
Multiple Name:	
State & County:	ILLINOIS, Cook

Date Received:	Date of Pending List:	Date of 16th Day:	Date of 45th Day:	Date of Weekly List:
12/9/2016			1/24/2017	2/1/2017

Reference number:	AD16000004
Nominator:	State

Reason For Review:

X Accept _____ Return _____ Reject **1/24/2017** Date

Abstract/Summary Comments:	The Central Manufacturing District (Additional Documentation) changes the level of significance to statewide, rather than national, as submitted. A supplementary listing record explains this modification, with suggestions regarding further research that may be able to confirm a national designation.
Recommendation/ Criteria	

Reviewer Barbara Wyatt Discipline Historian

Telephone (202)354-2252 Date

DOCUMENTATION: see attached comments : No see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.