OMB No. 1024-0018

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NAT. REGISTER OF HISTORIC PLACES

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 Chicago Park Boulevard System Historic District

other names/site number N/A

Name of Multiple Property Listing N/A

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

2. Location

Douglas Park, Gage Park, McKinley Park, Jackson Park, Sherman Park, Washington Park, Garfield Park, Humboldt Park, E. Oakwood Boulevard, S. Drexel Boulevard, Midway Plaisance, S. Dr. Martin Luther King, Jr. Drive, E. and W. Garfield Boulevard, S. Western Boulevard/Avenue, W. 31st Boulevard, S. California Boulevard/Avenue, W. 24th Boulevard, S. Marshall Boulevard, W. Douglas Boulevard, S. Independence Boulevard, N. and S. Hamlin Boulevard, N. Central Park Boulevard, W. Franklin Boulevard, N. Sacramento Boulevard, N. Humboldt Boulevard, N. Kedzie Boulevard, W. Logan Boulevard, Drexel Square, Independence Square, Garfield Square, Sacramento Square, Palmer Square, Logan Square, and some properties adjacent to the system.

☐ not for publication
☐ vicinity

state Illinois county Cook zip code Multiple

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** x **local**

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

Robert J. Appel — Nov 9, 2018

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

Illinois Department of Natural Resources

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

The Chicago Park Boulevard System Historic District
Name of Property

Cook County, Illinois
County and State

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:) _____

Barbara Wyatt 12-18-18

Signature of the Keeper Date of Action

The Chicago Park Boulevard System Historic District
Name of Property

Cook County ,Illinois
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply.)

- [X] private
- [X] public - Local
- [ ] public - State
- [ ] public - Federal

Category of Property
(Check only **one** box.)

- [ ] building(s)
- [X] district
- [ ] site
- [ ] structure
- [ ] object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
2092	936	buildings
1	0	site
38	33	structure
5	9	object
2136	978	**Total**

Number of contributing resources previously listed in the National Register

230

6. Function or Use

Historic Functions
(Enter categories from instructions.)

SEE CONTINUATION SHEET.

Current Functions
(Enter categories from instructions.)

SEE CONTINUATION SHEET.

7. Description

Architectural Classification
(Enter categories from instructions.)

SEE CONTINUATION SHEET.

Materials
(Enter categories from instructions.)

foundation: Brick, Concrete, Stone
walls: Brick, Stone, Wood, Stucco
Synthetics, Terra Cotta
roof: Asphalt, Tile
other:

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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 Chicago Park Boulevard System Historic District consists of an approximately 26-mile stretch of the city's historic boulevard system and includes boulevards, parks, squares, structures, objects and many buildings flanking the perimeters of the boulevards, parks, and squares. The system, which is set within the densely-developed grid of the city of Chicago, is made up of 8 parks, 19 boulevards and 6 squares. These segments form a continuous arc from the southeast part of Chicago at 35th Street and Dr. Martin Luther King, Jr. Drive, south, west, north and back east, to the northwest part of Chicago, at the east end of Logan Boulevard. Five of the parks have already been listed in the National Register as historic districts with reference to the multiple property cover, "The Historic Resources of the Chicago Park District." Some boulevards and individual resources have also already been listed. The nomination also includes portions of the Hyde Park-Kenwood Historic District and The Hyde Park Apartment Hotels thematic district. The earlier park nominations did not include adjacent buildings, whereas this one includes many of the Contributing and a few Noncontributing buildings surrounding some of the parks, squares and boulevards. They consist of single and multi-family residences, commercial, industrial, religious and institutional buildings, designed in the styles popular during the period of significance. There are also many buildings, structures (generally bridges) and objects, including sculptures, located in parks, squares, and boulevards, that were not previously listed. While work began on this National Register nomination in 2010, the inventory, maps, and photographs derive from field work completed in 2017-2018.

Narrative Description

Resources Previously Listed on the National Register

As of 2018, there are three National Register-listed historic districts and one thematic nomination that are either wholly or in part included in the Chicago Park Boulevard System Historic District. In addition, there are a number of resources individually listed on the National Register that are included in this nomination. Also, there are a number of parks that are part of the park boulevard system that have been individually listed under "The Historic Resources of the Chicago Park District" MPD and are included in this nomination.

The reason for these inclusions is that these already-listed properties, districts, and parks are resources, or contain resources, that are part of, or adjacent to, the boulevards, squares and parks that comprise this historic district. To leave these areas out of this nomination would be to leave out significant resources that speak to the historic and architectural character and significance of the park boulevard system. Such omissions would give a false impression as to what the park boulevard system consists of. Therefore, these previously-listed resources are included in this nomination, but none are counted for the purpose of this nomination, per National Register guidelines.

Logan Square Boulevards Historic District

In 1985 the *Logan Square Boulevards Historic District*, consisting of three boulevards: W. Logan Boulevard, N. Kedzie Boulevard, N. Humboldt Boulevard; two squares: Logan Square and Palmer Square, and the buildings surrounding these boulevards and squares were listed on the National Register. The list of Contributing and Noncontributing resources in that district nomination has been

inventoried as part of this nomination and is included on a Continuation Sheet being attached to this nomination. The *Logan Square Boulevards Historic District* is encompassed within *The Chicago Park Boulevard System Historic District.* It is referenced in this nomination although the resources aren't counted.[1]

The Hyde Park Kenwood Historic District

Portions of the *Hyde Park Kenwood Historic District,* listed in 1979 and expanded in 1984 and 1986, are encompassed within the *Chicago Park Boulevard System Historic District* due to their location adjacent to the Midway Plaisance, Jackson Park and Washington Park, which are included in this nomination These resources are noted as "L" in the "Building Inventory for *The Chicago Park Boulevard System Historic District*." They are referenced in this nomination but are not counted.

The Hyde Park Apartment Hotels

In 1985, a thematic National Register nomination, *Hyde Park Apartment Hotels*, was listed on the National Register. One of the apartment hotels, the Windermere, 1642 East 56th Street is included in the *Chicago Park Boulevard System Historic District.* It is noted as "L" in the "Building Inventory for the Chicago Park Boulevard System Historic District", as having been listed. Like all previously-listed resources, it is not counted in the total.

The Central Manufacturing District: Pershing Road Development Historic District

In 2015, the *Central Manufacturing District: Pershing Road Development Historic District* was listed in the National Register. Nine buildings in the Pershing Road Historic District are within the *Chicago Park Boulevard System Historic District*. These resources are noted as "L" in the "Building Inventory for *The Chicago Park Boulevard System Historic District*." They are referenced in this nomination but are not counted.

Individually Listed Resources

There are sixteen primary buildings, located along the *Chicago Park Boulevard System Historic District* that are individually listed on the National Register. These resources are noted as "L" in the "Building Inventory for *The Chicago Park Boulevard System Historic District*." Four of these buildings are National Historic Landmarks: the Lorado Taft House and Studio, 6016 S. Ingleside; the Ida B. Wells-Barnett House, 3624 S. Dr. Martin Luther King, Jr. Drive; the Oscar Stanton De Priest House, 4536-4538 S. Dr. Martin Luther King, Jr. Drive; and the Robert S. Abbott House, 4742 S. Dr. Martin Luther King, Jr. Drive. Room 405, located within the University of Chicago's George Herbert Jones Laboratory at 5747 S. Ellis, is also a National Historic Landmark. There is one object, a sculpture in a traffic island at E. 35th Street and S. Dr. Martin Luther King, Jr. Drive, the *Black Soldiers Monument / Victory Monument.* These resources are also not counted.

The Historic Resources of the Chicago Park District MPD

In 1972, the *Jackson Park Historic Landscape District and the Midway Plaisance* was listed on the National Register of Historic Places. In 1990 a Multiple Property Documentation Form, *The Historic Resources of the Chicago Park District* by Julia Sniderman Bachrach and William Tippins was listed. The several individual parks along the system that are already listed as historic districts in conjunction with the

[1] Daniel Bluestone. The "*Logan Square Boulevards Historic District*" consists of W. Logan Boulevard, N. Kedzie Boulevard, N. Humboldt Boulevard, Logan Square and Palmer Square. There was no attempt to categorize the buildings listed in the *Logan Square Boulevards Historic District* as Contributing or Noncontributing.

1990 multiple property form include: Garfield Park, (1993), Humboldt Park (1992), Sherman Park (1990), and Washington Park (2004). None of these nominations included the buildings surrounding the parks. Although detailed information on the other parks is not included in this nomination, they are briefly described in this document.

This nomination goes beyond the story of the parks alone and beyond the narrative of a single segment of Chicago's contiguous park and boulevard system. It attempts to view the city's park and boulevard system more holistically, and to include adjacent buildings that have a strong visual and historic relationship to the system.

Parks, Boulevards, Squares and Buildings Being Listed

This nomination, *The Chicago Park Boulevard System Historic District***,** includes the three parks along the system that have not yet been listed on the Register: Gage Park, McKinley Park and Douglas Park.[2] The nomination also includes 15 boulevards and 4 squares south of North Avenue that have not yet been. The boulevards being listed are E. Oakwood Boulevard, S. Drexel Boulevard, S. Dr. Martin Luther King, Jr. Drive, E. and W. Garfield Boulevard, S. Western Boulevard/Avenue, W. 31st Boulevard, S. California Boulevard/Avenue, W.24th Boulevard, S. Marshall Boulevard, W. Douglas Boulevard, S. Independence Boulevard, N. and S. Hamlin Boulevard, N. Central Park Boulevard, W. Franklin Boulevard and N. Sacramento Boulevard. The squares being nominated are Drexel Square, Independence Square, Garfield Square, and Sacramento Square.

All of the buildings flanking the boulevards and those surrounding all of the parks and squares along the system were evaluated, and boundaries were drawn to include some of them.

Boundary Determination

The boundaries of *The Chicago Park Boulevard System Historic District* were generally drawn to incorporate contiguous areas with the greatest integrity. They include expanses of historic buildings as well as single or small groupings of historic buildings, often separated from each other by vacant land, if they reflect noteworthy architecture and/or capture the historic character of the boulevard architecture.

Contributing Sites

The entirety of the *Chicago Park Boulevard System Historic District* consists of one contributing site.

Contributing and Noncontributing Buildings

The Chicago Park Boulevard System Historic District contains both primary and secondary buildings that are Contributing and Noncontributing. See "Building Inventory (Attachment 3)." All of the Noncontributing buildings in *The Chicago Park Boulevard System Historic District* were identified as such because they lacked integrity or did not fall within the period of significance. The "primary" buildings consist of a broad diversity of building types (single family residences, apartments, churches, schools, etc.) built during the period of significance, and that are located along the parks, boulevards and squares. Stylistically they range, chronologically, from Italianate, Second Empire, Gothic Revival and the Queen Anne styles popular in the 19th century to the Craftsman, Classical and Tudor Revival styles, among others, that were popular in the early 20th century, all during the district's period of significance. There are some vernacular cottages, some bungalows and a substantial number of greystones, a building type seemingly unique to Chicago.

[2] Julia Sniderman Bachrach. *The Historic Resources of the Chicago Park District*. March 22, 1990. The individual parks listed are Garfield (1993), Humboldt (1992), Sherman (1990) and Washington (2004). Jackson Park was listed in 1972.

There are 1,765 Contributing primary buildings and 282 Noncontributing primary buildings in *The Chicago Park Boulevard Historic District* along the boulevards, parks and squares. See "Resource Inventory (Attachment 3)" for a list of the Contributing and Noncontributing buildings along the boulevards, parks, and squares. There are 316 Contributing secondary buildings and 651 Noncontributing secondary buildings within the district. The secondary buildings are subsidiary buildings and are located in the back of the primary buildings along the system. Most of these secondary buildings are garages; there are 2 barns and a small number of flats and coach houses. These numbers do not include buildings in the three parks being listed on the National Register as part of this nomination: Douglas, Gage and McKinley parks. See next paragraph for building counts for these parks.

There are also 11 Contributing and 3 Noncontributing primary buildings in Douglas, Gage and McKinley parks. For locations of the buildings in the parks see Attachment 3. There are no buildings that are considered secondary buildings for the purpose of this nomination in these three parks.

Most of the buildings in the District are residential: single family homes (both stand-alone houses and party-wall structures), flats and apartment buildings. This is true of the buildings in the district on S. Dr. Martin Luther King, Jr. Drive, E. Oakwood Boulevard, S. Drexel Boulevard, E. Garfield Boulevard, W. Garfield Boulevard, W. 24th Boulevard, S. Marshall Boulevard, W. Douglas Boulevard, S. Independence Boulevard, N. Hamlin Boulevard, S. Hamlin Boulevard, and N. Central Park Boulevard. This is also true of N. Humboldt Boulevard, of N. Kedzie Boulevard and W. Logan Boulevard, all of which are listed in the continuation sheet to the *Logan Square Boulevards Historic District.*

There are sections of the district where the majority of the buildings are industrial. These can be found along S. Western Boulevard, W. Pershing Road, W. Franklin Boulevard and N. Sacramento Boulevard.

Distinguished institutional buildings—religious, educational, medical, government and recreational— dot the entire park and boulevard system, especially along the residential segments. Commercial buildings are typically located where the boulevards intersect with historic public transportation routes or along these routes. The University of Chicago buildings in the District are located along the north and south side of the Midway Plaisance, which is largely institutional in character.

Contributing and Noncontributing Structures

Outside of the parks, there are 26 Contributing Structures, and 10 Noncontributing Structures, along the system; all are bridges. See Continuation Sheet "Structures Inventory (Attachment 3)" for map numbers showing location of Contributing and Noncontributing structures. The ornamental concrete overpass on N. Humboldt Boulevard has already been listed as part of the *Logan Square Boulevards Historic District*. The bridges found along the boulevard system are generally utilitarian structures and primarily used to elevate train tracks above the streets. They are mostly found towards the west end of the boulevard system where industrial buildings are primarily located. Additionally, there are places where bridges cross the Sanitary & Ship Canal, Interstate 90-94, and at the north end of S. Western Boulevard to direct traffic towards Interstate 55. There is one structure that is not a bridge; it is a covered sidewalk attached to a rapid transit station at W. 49th Street and S. Western Boulevard.

In the original South Park section of *The Park Boulevard System Historic District*, there are 21 bridges. The bridges cross W. Garfield Boulevard and S. Western Boulevard and Western Avenue, where the boulevards skirt a major industrial area. Most of these bridges are historic and date from the period of 1896 to 1913, when tracks were being elevated in this industrial corridor. They are generally

constructed of simple steel girders with iron trestles and concrete or stone embankments.[3] There are 10 bridges crossing W. Garfield Boulevard: 7 are Contributing; 3 are Noncontributing. There are 11 bridges crossing S. Western Boulevard and Western Avenue: 7 are Contributing; 4 are Noncontributing. One of the Contributing bridges on S. Western Boulevard crosses the Chicago Sanitary and Ship Canal. It is an Art Deco style bridge constructed in 1939 by the Chicago Park District.

There are 15 bridges in the West Park section of *The Park Boulevard System Historic District*. Of these, 12 are Contributing: these include a concrete bridge on W. 31st Boulevard with Gothic detailing, an overpass on S. Marshall Boulevard with decorative braces, an ornamental concrete overpass on S. Independence Boulevard, a steel girder bridge with a rusticated concrete block base on N. Central Park Boulevard, an ornamental concrete overpass on N. Sacramento Boulevard, and the three Contributing bridges where the Lake Street Elevated crosses N. Hamlin Boulevard, N. Central Park Avenue and N. Conservatory Drive. There are 3 Noncontributing bridges: 1 crosses Marshall Boulevard, the other 2 carry S. Hamlin Boulevard and S. Independence Boulevard over the Eisenhower Expressway, Interstate 290.

Additionally, the parks being added as part of this nomination feature Contributing and Noncontributing Structures. There are 13 Contributing Structures and 22 Noncontributing Structures within the parks. See Continuation Sheets "Douglas Park Resource Inventory", the "Gage Park Resource Inventory", and the "McKinley Park Resource Inventory" (Attachment 3) for map numbers showing location of Contributing and Noncontributing structures.

Contributing and Noncontributing Objects

There are 4 Contributing Objects, consisting of sculptures/monuments on the boulevards and squares that are being nominated as part of *The Chicago Park Boulevard System Historic District*. They are:

- *George Washington Monument* at 51st and S. Dr. Martin Luther King, Jr., Drive,
- *American Youth and Independence Day Fountain* in Independence Square,
- *Drexel Square Fountain* in Drexel Square, and
- *Jacques Marquette Monument* at the turning point between S. Marshall Boulevard and W. 24th Boulevard.

There are some sculptures that have already been listed. The Victory Monument at S. 35th Street and S. Dr. Martin Luther King, Jr., Drive has been individually listed on the National Register and the Illinois Centennial Monument in Logan Square was listed as Contributing in the Logan Square Boulevards Historic District National Register Nomination.

There are 9 Non-contributing Objects: 5 sculptures (4 on S. Dr. Martin Luther King, Jr. Drive and 1 on W. Douglas Boulevard. There are three fountains and there is one obelisk erected in the mid-1990s. These non-contributing fountains are on S. King, W. Garfield and S. California Boulevard/Avenue and the obelisk is on West Douglas Boulevard. See Continuation Sheet "Objects Inventory (Attachment 3)" for location of Contributing and Non-contributing objects.

In the three parks being listed, there is 1 Contributing Object, the *William McKinley Monument* in McKinley Park. See Continuation Sheets "Douglas Park Resource Inventory" the "Gage Park Resource Inventory", and the "McKinley Park Resource Inventory." (Attachment 3)

[3] *Report of the South Park Commissioners to the Board of County Commissioners of Cook County*, 1902, p.5. The South Park Commission took pains to ensure quality, including steel or iron construction, spans of sufficient length to permit the boulevard to pass beneath without obstructive bridge supports, designs that provided a maximum of light and air beneath the bridges at all points and bridge floors that were water-tight and nearly as noiseless as possible.

Features

As is generally the case in designed historic landscapes, including parks, boulevards and squares, there are numerous features that are not counted but that are part of the landscape. Examples include standard light poles, benches, raised planting beds and road signs. Throughout *The Chicago Park Boulevard System Historic District* there are features that are landscape and hardscape elements that contribute to the significance of the district even if they are not prominent enough to be actually counted. For instance, on South Drexel Boulevard there are paths that shadow the paths that characterized the linear garden that old postcards indicate attracted strollers. On West Douglas Boulevard the winding symmetrical paths remain a prominent part of the landscape. Lines of trees, both old and more recently planted, continue to border the roadways as they historically did on South Dr. Martin Luther King, Jr. Drive and on sections of East and West Garfield Boulevard. Parkways and sidewalks continue to line most of the boulevards. The parkways along South Marshall Boulevard were broad historically and continue to be broad.

There are also features such as drinking fountains, fencing, baseball backstops and small bleachers that do not specifically add to the significance of the landscape, but are unobtrusive and have little or no impact on historic integrity.

Although the configuration of the historic route of the system of Chicago's parks, boulevards and squares is basically intact, changes to smaller features have taken place over time—especially to the hardscape features. There are historic benches along the boulevards, noticeably along Drexel Boulevard, but there are areas with newer benches. There are no longer historic light fixtures; they have been replaced by newer looking ones and some that resemble historic fixtures. For reasons of safety, there are new traffic signals and road signs. There are bus shelters for the public transportation that now travels along the boulevard roadways. In the mid-1990s, markers were designed to showcase Chicago's historic boulevards. Even with these changes, the system of boulevards, parks and squares continues without interruption; the vistas along the roadways are intact and, in places, the architectural borders provide a framework for the entire system.

GEOGRAPHIC CONTEXT: THE CITY OF CHICAGO

The *Chicago Park Boulevard System Historic District* laces through the city and provides it with an unusual amount of open space for a large urban center. The city of Chicago, with a population of over 2.8 million people, is the largest city in Illinois and the third largest in the country. It is situated in Cook County and covers 228 square miles. Chicago is divided into 77 Community Areas.[4] The park and boulevard system passes through 25 of these, including: Near South Side, Douglas, Oakland, Grand Boulevard, Kenwood, Hyde Park, Woodlawn, Fuller Park, Washington Park, New City, Englewood, West Englewood, Gage Park, Brighton Park, McKinley Park, South Lawndale, North Lawndale, West Garfield Park, East Garfield Park, Humboldt Park, West Town, Logan Square, North Center, Lake View and Lincoln Park. Many take their names from the parks and boulevards.

Chicago lies at the south end of the western shore of Lake Michigan, with two rivers flowing through it.

[4] Chicago's Community Areas were established in the 1920s by sociologists at the University of Chicago. They refer to areas that represent fairly coherent social character within the urban fabric of Chicago. Although originally there were 75, two were added when O'Hare Airport was added in the 1950s and Edgewater was subdivided from Uptown in 1980. The community areas since then have not been changed; they remain stable with no alterations to reflect recent change. James R. Grossman., Ann Durkin Keating and Janice L Reiff. Editors. *The Encyclopedia of Chicago.* Chicago: University of Chicago Press, 2004, p. 190.

The Calumet River is located on the far south side. The Chicago River flows through Chicago's central business district, with branches north and south, with the south branch connected to the Des Plaines River by the Sanitary & Ship Canal. This 28-mile canal was built between 1889 and 1900 as a transportation route and to redirect the flow of the Chicago River in order to divert wastes away from Lake Michigan (Chicago's source of drinking water) to the Mississippi River system. The canal crosses the boulevard system just south of the intersection of 31st and S. Western Boulevards. Chicago is, on average, 579 feet above sea level and the terrain, once consisting of marsh and swampland, is emphatically flat.

There are four sections of Chicago: the Loop, the North Side, the West Side and the South Side. Chicago's early park systems, which were established in 1869, take their names from the three outlying areas in which they were located—the north, west and south sections of the city. The city is crisscrossed by a grid of streets, with the main thoroughfares running north and south following section lines platted from the original Northwest Ordinance land survey system. Diagonals transverse the system, radiating from the center of the city. Many were once Indian trails. These include Milwaukee Avenue, which intersects Logan Square, and Ogden Avenue which cuts through Douglas Park.

Chicago is the rail hub of the country for both freight and passenger traffic. It is considered the most important railroad center in North America, with more lines of tracks radiating in more directions than any other American city.[5] Dating from 1848, when the Galena & Chicago Union laid tracks toward Oak Park, Illinois, the city depended on railroads to haul grains, and later livestock and manufactured goods. Railroad companies had their corporate headquarters in the city; railroad cars were manufactured in Pullman to the south (as well as in other areas), and yards and shops were located throughout the city's railroad system. Many rail yards were located to serve the factories and warehouses flanking S. Western Boulevard, W. Pershing Road, N. Sacramento Boulevard and S. Marshall Boulevard.

In addition to the city's historic waterways, railroads and road systems, nine interstate highways run through Chicago, three of which intersect the park and boulevard system. Interstate 94/ Dan Ryan Expressway cuts across W. Garfield Boulevard east of Wentworth Avenue; Interstate 55/ Stevenson Expressway crosses S. Western Boulevard and Western Avenue paralleling the Sanitary & Ship Canal south of W. 31st Boulevard, and Interstate 290/Eisenhower Expressway crosses S. Independence Boulevard between W. Van Buren Street and W. Congress Parkway.

THE CHICAGO PARK BOULEVARD SYSTEM HISTORIC DISTRICT: **LOCATION AND SIZE OF THE PARKS, BOULEVARDS AND SQUARES**

The *Chicago Park Boulevard System Historic District* consists of three resource types: parks, squares and boulevards.

The parks in the district range in size from 29 acres (Gage Park) to 543 acres (Jackson Park). The eight parks in the district are:

Jackson Park	[Maps 15-23]
Washington Park	[Maps 9-16]
Sherman Park	[Maps 28, 29]
Gage Park,	[Maps 31-33]
McKinley Park	[Maps 38-40]
Douglas Park	[Maps 47-49]

[5] James R. Grossman, Ann Durkin Keating and Janice L. Reiff. Editors. *The Encyclopedia of Chicago.* Chicago: University of Chicago Press, 2004, p. 676.

Garfield Park [Maps 54-58]
Humboldt Park [Maps 61-63]

The smallest square is Garfield Square (2 acres). The largest is Palmer Square (7 acres). The six squares are:
Drexel Square [Maps 8-9]
Independence Square [Map 51]
Garfield Square [Maps 57-58]
Sacramento Square [Map 59]
Palmer Square [Map 65]
Logan Square [Map 66]

The boulevards range in length from .25 miles (W. 24th Boulevard) to 3.5 miles (Garfield Boulevard). The 19 boulevards are:
E. Oakwood Boulevard
S. Drexel Boulevard
Midway Plaisance
S. Dr. Martin Luther King, Jr. Drive
E. and W. Garfield Boulevard
S. Western Boulevard/Avenue
W. 31st Boulevard
S. California Boulevard/Avenue
W. 24th Boulevard
S. Marshall Boulevard
W. Douglas Boulevard
S. Independence Boulevard
N. and S. Hamlin Boulevard
N. Central Park Boulevard
W. Franklin Boulevard
N. Sacramento Boulevard
N. Humboldt Boulevard
N. Kedzie Boulevard
N. Logan Boulevard
See Continuation Sheet "System Map Overview (Attachment 1)" and "Aerials Photos of Listed Parks (Attachment 6)."

The following parks, boulevards and squares, from east to west and south to north, define Chicago's Park and Boulevard System:

S. Dr. Martin Luther King, Jr. Drive, 3.0 miles,*[6] extending south from E. 35th Street to E. 51st Street. The section from E. 51st to E. 60th Street is considered the west boundary of Washington Park.

E. Oakwood Boulevard, .75 miles,* extending east from S. Dr. Martin Luther King, Jr. Drive to S. Drexel Boulevard.

S. Drexel Boulevard, 1.6 miles,* extending south from E. Oakwood Boulevard to E. 51st Street.

Drexel Square, approximately 4 acres, bounded on the north by E. 51st Street, on the east by S. Drexel Avenue, on the south by E. Drexel Square, and on the west by S. Cottage Grove Avenue (Washington

[6] Where noted by an *, the source for measurements is *Life Along the Boulevards*, Chicago Department of Planning, 1989.

Park).

Washington Park, 366 acres,* bounded on the north by E. 51st Street, on the east by S. Cottage Grove Avenue, on the south by E. 60th Street, and on the west by S. Dr. Martin Luther King, Jr. Drive.

Midway Plaisance, 1.0 mile, extends from S. Cottage Grove Avenue (Washington Park) on the west to S. Stony Island Avenue (Jackson Park) on the east.

Jackson Park, 543 acres, bounded on the north by E. 56th Street, on the east by Lake Michigan, on the south by E. 67th Street, and on the west by S. Stony Island Avenue.

E and W. Garfield Boulevard, 3.5 miles,* from S. Dr. Martin Luther King, Jr. Drive (Washington Park) on the east to S. Western Boulevard/Avenue (Gage Park) on the west.

Sherman Park, 60 acres*, bounded on the north by W. 52nd Street, on the east by S. Racine Avenue, on the south by W. Garfield Boulevard and on the west by S. Loomis Boulevard.

Gage Park, 29 acres,* bounded on the east by S. Claremont Avenue, on the south by W. 56th Street, on the west by S. Maplewood Avenue (south of 55th Street) and S. Artesian Avenue (north of 55th Street) and on the north by W. 54th Street.

S. Western Boulevard/Avenue, 3.1 miles*, from W. Garfield Boulevard (Gage Park) on the south to W. 31st Boulevard on the north.

McKinley Park, 69 acres,* bounded on the north by W. 37th Street, on the east by S. Damen Avenue, on the south by W. Pershing Road and on the west by S. Western Boulevard/Avenue.

W. 31st Boulevard, .5 mile*, extending west from S. Western Boulevard to S. California Boulevard/Avenue.

S. California Boulevard/Avenue, .75 mile*, extending north from W. 31st Boulevard to W. 24th Boulevard.

W. 24th Boulevard, .25 mile*, extending west from S. California Boulevard/Avenue to S. Marshall Boulevard.

S. Marshall Boulevard, .5 mile*, extending north from W. 24th Boulevard to Douglas Park (W. 19th Street).

Douglas Park, 174 acres,* bounded by W. Roosevelt Road on the north, S. California Avenue on the east, W.19th Street on the south and S. Albany Avenue on the west.

W. Douglas Boulevard, .75 mile*, extending west from S. Sacramento Drive (in Douglas Park) to Independence Square.

Independence Square, approximately 3.69 acres, bounded on the north by W. Douglas Boulevard, on the west by S. Independence Boulevard, on the south by W. 14th Street and on the east by S. Ridgeway Avenue.

S. Independence Boulevard, .90 mile*, extending north from W. Douglas Boulevard to W. Congress

Parkway (Interstate 290/Eisenhower Expressway).

N. and S. Hamlin Boulevard, .3 mile*, an extension of Independence Boulevard, runs from W. Congress Parkway (Eisenhower Expressway/Interstate 290) on the south to W. Madison Street on the north.[7]

Garfield Park, 184 acres,* Approximate boundaries are W. Lake Street on the north, N. Homan Avenue and S. Central Park Avenue on the east, W. Madison Street and W. Fifth Avenue on the south and N. Hamlin Boulevard and S. Hamlin Boulevard on the west.

N. Central Park Boulevard, .10 mile*, extends north out of Garfield Park as an extension of N. Conservatory Drive to Garfield Square (W. Ferdinand Street).

Garfield Square, approximately 2 acres, bounded on the north by Garfield Square, on the west by N. Monticello Avenue, on the south by building lots, and on the east by N. Central Park Avenue.

W. Franklin Boulevard, .75 mile*, extending east from Garfield Square (N. Central Park Avenue) to Sacramento Square (N. Whipple Street).

Sacramento Square, approximately 3.69 acres. It has no distinct northern boundary, merging directly into N. Sacramento Boulevard. On the east it is bounded by N. Sacramento Boulevard, on the south by W. Franklin Boulevard and on the west by N. Whipple Street.

N. Sacramento Boulevard, .55 mile*, extending north from Sacramento Square to W. Augusta Boulevard.

Humboldt Park, 209 acres,* bounded on the north by W. North Avenue, on the east by N. California Avenue, on the south by W. Division Street and W. Augusta Avenue and on the west by N. Kedzie Avenue.

N. Humboldt Boulevard, .75 mile*, extending north from Garfield Park (W. North Avenue) to the eastern edge of Palmer Square (N. Shakespeare Avenue).

Palmer Square, approximately 7 acres, bounded on the north and South by W. Palmer Square on the east by N. Humboldt Boulevard, and on the west by N. Kedzie Boulevard.

N. Kedzie Boulevard, .6 mile, extends north from Palmer Square to Logan Square.

Logan Square, approximately 5.5 acres, bounded approximately by W. Logan Boulevard on the north, N. Troy Street on the east, N. Kedzie Boulevard on the west and W. Bloomingdale Avenue on the south.

W. Logan Boulevard, 1 mile,* extending from Logan Square east to N. Western Avenue.

PARKS BEING LISTED IN *THE CHICAGO PARK BOULEVARD SYSTEM HISTORIC DISTRICT*

The resources described in the parks are noted on the maps for the parks and listed on the Park Inventories, Continuation Sheets **"**Douglas Park Resource Inventory", the "Gage Park Resource Inventory", and the "McKinley Park Resource Inventory (Attachment 3)."

[7] It should be noted that Hamlin Boulevard is called Hamlin Avenue, Hamlin Street and Hamlin Boulevard in the short distance between Independence Boulevard and Madison Street, according to the City of Chicago street signs.

Douglas Park

Douglas Park is a 174-acre site, located on the West Side of Chicago between W. Roosevelt Road and W. 19th Street, S. California Ave. and S. Albany Avenue. It was planned in 1869 as the southernmost park of the West Park system. The park has several layers of significant history and reflects the contributions of several nationally important designers: William Le Baron Jenney, Oscar F. Dubuis, and Jens Jensen and locally prominent architects Michaelsen & Rognstad.

Over the decades, both the landscape and buildings in Douglas Park have undergone modifications and the loss of original fabric in response to frequently changing community needs. In spite of these alterations, essential character-defining features such as historic roads and paths, buildings, structures, site furnishings, landforms, water features and many historic trees are intact. The park has numerous contributing features and continues to retain sufficient integrity to be listed on the National Register of Historic Places. In order to clearly describe Douglas Park, three corresponding plans and an aerial photograph are submitted in Attachment 7. These include [A] William Le Baron Jenney's original plan of 1871, [B] Oscar F. Dubuis' plan of 1885, [C] Jens Jensen's record drawing of 1912, and [D] a 2008 Aerial Photograph.

In the original 1871 plan [A], Jenney designed a circuit drive [1] that would encircle the perimeter of the park. This outer circuit drive remains intact and helps to define the historic character of the landscape. Jenney also planned for a curved transecting road bisecting the park, however it is unknown if this was ever executed. By the time Dubuis developed his plan of 1885 [B] Ogden Avenue [2] had been cut diagonally through the park. The straight diagonal road was executed in place of the curved transecting road that Jenney had intended. Today, Ogden Avenue remains a wide, angled drive with two parallel side roads [2], closely following its historic configuration. At the junction between Ogden Avenue [2] and the east end of the circuit drive [1], there is curbing that prevents vehicles travelling along the circuit drive (known as Farrar Drive at this area) from crossing Ogden Avenue. (Therefore, the road doesn't fully function as it did historically.)

Jenney relied on his engineering expertise in designing a large artificial lake that was meant to have two major components, one on the north side of the park and the other on the south [A]. Despite his grand vision, only an initial portion of the lake was begun during Jenney's tenure. Dubuis revised the original plan, particularly the shape of the artificial lake [B]. Jensen's plan of 1912 [C] shows that the lagoon system [3] was reshaped again after Dubuis' period. Today, the northeast part of the lagoon [3] closely aligns with the 1912 record drawing [C]. In this area, the waterway curves and has some narrow sinuous areas that wind around a peninsula and a small island. This waterway maintains its historic configuration and as well as its spatial relationship to land areas, paths and the northeast part of the circuit drive [D]. Many of the landscape areas surrounding the lagoon have good integrity. These areas retain rolling topography and irregular groupings of canopy trees that frame vistas of the water and the historic bridges [4, 5, and 6]. The edges of the lagoon include aquatic vegetation such as arrowroot and native iris. Historic photographs indicate that similar emergent plants also existed during the park's period of significance.

The carriage drive bridge [4] was constructed in 1892. It has abutments composed of cream-colored cut limestone. It has a gently arching iron spandrel, wood decking and a fanciful iron handrail. With its lacey iron spandrel and ornate Victorian era handrail, this bridge retains exceptionally high integrity. The landscape areas on the east and west sides of the carriage drive bridge retain historic integrity, and the views towards the bridge are exquisite.

At the north end of the waterway, there are two footbridges. One of them, a beautiful granite boulder footbridge [5], built in 1897, still crosses over water. It is composed of large granite boulders in varying colors of grey, pink, and tan. This boulder bridge appears in many historic photos, and today it retains strong integrity. The other footbridge, composed of cream colored cut limestone [6], dates to the late 1890s. It previously crossed over a narrow tip of the water. In recent years, the Chicago Park District filled this small area and bricked in part of the span of the bridge. Despite this alteration, the historic footbridge remains.

South of the field house, the lagoon has a much smaller expanse of water than it had historically during both Dubuis' [B] and Jensen's [C] tenures. The area of the historic lagoon was first modified in the early 1970s, when the City of Chicago and Chicago Park District converted the area just south of the field house into a swimming lake. In the early 2000s the Chicago Park District made another significant alteration to this area by partially filling the lagoon near the field house [D] to provide space for a junior golf course [7]. Although a portion of the lagoon was restored as part of the project, the swimming lake was eliminated, and some of the original water area was transformed into useable landscape. It is composed of artificial greens, wooden and rope fencing and a water hazard composed of stone and concrete. The golf area is edged by ornamental grasses and other native plants which make the recreational feature less obtrusive, especially because the entire landscape surrounding the south end of the lagoon has been planted as a nature area.

Norwegian-American architects Michaelsen & Rognstad designed the Douglas Park field house [8], which was built in 1928. Executed in the Georgian Revival style, the red brick building has many details composed of Bedford limestone including an upper parapet, urns, quoins, and columns. The building is U-shaped in plan, adapting well to the contour of the lagoon, and has domed turrets at each end of the center pavilion. It has many lavish interior details such as terra cotta and ornamental plaster ornamentation, as well as beautiful terrazzo floors. The building retains strong integrity.

Just northwest of the field house, there are a few non-contributing features. One is a small parking lot just northeast of the field house. Another noncontributing structure is the swimming pool [9] that is surrounded by a large area of concrete decking with flood lights, enclosed by black metal fencing. The swimming pool was first installed in 1955, when the historic outdoor pool and natatorium at the southwest corner of the park were demolished. Although the original pool was installed more than fifty years ago, it is deemed noncontributing because it was placed in front of the field house blocking the views of the monumental building, and the expansion of the decking and black metal fencing were more recently installed. The swimming pool is located on what was historically part of a stretch of roadway that extended from the carriage drive bridge [5] to the western side of the circuit drive [1]. (The original configuration of this road can be seen in the 1885 [B] and 1912 [C] plans. Today, there is also a basketball court made up of two half courts [26], located just north of the fenced in swimming pool deck area. This is also a more recent non-contributing feature.

In the 1950s, the Chicago Park District installed a playground with a large circular concrete spray pool just west of the swimming pool. Like the swimming pool, this feature was located in an area that was once part of the roadway that extended west from the carriage drive bridge [5]. Although the playground was later removed, a large remnant of the spray pool hardscape remains in the landscape today [27]. This is an unsightly area of cracked concrete.

To the northwest of the field house is Collins High School [10], an enormous noncontributing building. The school complex is composed of large buildings that are rectangular in plan with an enclosed walkway. Constructed in 1973 under the guidance of the Public Building Commission, the structure occupies what was once an expensive meadow designed by Jensen [C]. The high school campus

includes two large parking lots and large expanses of black metal fencing. The compound's two adjoining structures have an institutional appearance that overwhelms the landscape and detracts from the integrity of the historic park. Fortunately, most other areas of Douglas Park's landscape retain such high levels of integrity that overall the park is worthy of designation.

South of Ogden Avenue is Jensen's 1907 Formal Garden [11] which appears in the 1912 record plan [C]. The garden includes the Prairie-style Flower Hall [12] and a rectangular water court [13] facing S. Sacramento Drive. The most formal aspect of the composition is near the busy intersection of the two streets. The stately Flower Hall is fronted by a rectangular reflecting basin with two side paths at its north and south ends. The paths are flanked by pairs of distinctive Prairie style lanterns [14] composed of exposed-aggregate concrete that matches three large benches lining the sidewalk adjacent to S. Sacramento Drive [15].

The Flower Hall [12] is a garden shelter that "consists of a central pavilion with an arched opening and two end pavilions, all connected by a colonnade. There is no applied ornament and the only relief on the façade is a solid void rhythm and the play of shadows cast by string courses and thin cornices."[8] The design of this garden shelter has been attributed to Schmidt, Garden, & Martin. Although there are no existing original plans, the firm designed a number of Prairie style structures for the West Park Commission during the period of Jensen's leadership.

East of the Flower Hall, Jensen's garden design is composed of a turf area in the center with some scattered understory trees helping to frame the view. Symmetrically-placed beds of perennials follow the straight lines of the outer walks, which are edged with a long row of shrubs. As the garden extends to the east, the design becomes more naturalistic with a soft-edged oval shaped lily pond and irregularly planted trees. Today, the pond has emergent water lilies and is surrounded by several weeping willow trees. At the most easterly end of the garden, a curved row of seven concrete Prairie style benches [16] completes the composition.

Although the level of landscape maintenance has varied over the years, the Chicago Park District has restored the garden several times. In order to provide storage for landscape equipment, the park district constructed a small one-story brick storage shed [17] on the south side of the garden in 1965. In recent years, the integrity of the garden has been improved as the Chicago Park District has carefully restored the architectural components (including the benches), repaired the lanterns, and replicated the large Prairie style light fixture that hangs from the center of Flower Hall.

Another Prairie style element built during Jensen's tenure was a gateway composed of two curved pergolas that flanked the Marshall Boulevard entrance to the park. Originally composed of two sets of concrete posts covered by wooden rafters, the curved pergolas stood on concrete platforms bordered by curved concrete planters and reflecting pools [C]. Sometime after the mid-1950s, the pergolas were razed. However, the concrete platforms remain and the old reflecting pools have long been used as planters. In the 1990s, the Chicago Park District built new concrete and wooden structures [18] on the original concrete platforms to convey a sense of the historic pergolas [D]. The new structures are only one-sided however, and the wooden elements that top them are not true rafters. Despite the fact that the pergolas weren't fully reconstructed, the curved entryway retains integrity because it has the original curved concrete platform with steps and the curved planters at the street level.

Just north of the Marshall Boulevard entrance to the park is a meadow that was edged with native plants

[8] Wim de Wit and William W. Tippens, "Prairie School in the Parks," *Prairie in the City: Naturalism in Chicago's Parks, 1870- 1940*, Chicago History Museum, 1991, p. 37.

during Jensen's time that is now a combination athletic field used for baseball, football and soccer. These fields include backstops and goals and small bleacher structures. A recent addition to this large open area is an artificial turf soccer field at the east side [20]. This is considered a noncontributing resource because it has a large red, white, and blue logo. Adjacent to the artificial turf field is a comfort station [19]. Designed by in-house Chicago Park District architects, the brick Colonial style comfort station was built in 1936. The red brick building has been painted brown along its lower part and grey in its upper part. A walled-in area extends along the west side of the building. At the north side of the athletic field, there is a tennis court structure with 3 courts [21] that were installed after Douglas Park's period of significance.

At the outer edges of the circuit drive, the perimeter of the park provides a buffer between the park and the adjacent neighborhood. These areas have stretches of green space with informal grouping of canopy and understory trees. North of Ogden Avenue, the perimeter landscapes on the east, west, and north sides each include a playground to accommodate the area's large population of young children. South of Ogden Avenue, there is one playground on the east side [28] and one on the west side. The playground on the west side [29] has a relatively new spray pool. There is also a playground on the north side of the park [30] adjacent to W. Roosevelt Road.

There is a playground which also has a spray pool on the southwest side of the park [22]. These features are located near the historic natatorium and running track [23]. Although the natatorium was razed in the 1950s, the oval-shaped running track is extant. The oval running track is currently being rehabilitated to include a rubberized running surface. There is an adjacent small brick comfort station that was built sometime around 1970 [24].

On the southeast side of the park, there is a historic stable building [25]. Built soon after 1900, this complex was originally known as the barn and service yard. Rectangular in plan, the structure has an open courtyard that was once surrounded by horse stalls, with a hay loft at the upper level. Today, the building serves as a landscape maintenance facility. Some of the original windows have been bricked in and portions of the red brick building have been painted brown in response to continual problems with graffiti. In recent years, some art panels were installed on some of the exterior walls as part of a community arts project. A full sized basketball court [32] is located just northeast of the stable building. The park's fifth playground [31], which includes a spray pool, lies just north of the basketball court.

Throughout its history, Douglas Park has continuously provided recreational, cultural and educational programs while retaining a strong degree of historic integrity. Despite all of the modern pressures placed on this historic property, the park continues to convey its historic character and is like a tapestry representing the work of many significant landscape designers and architects. It conveys much of its historic layout, spatial characteristics, grading, design, feeling, location and setting. Improvements such as the reproduction of historic light fixtures that have been placed throughout the park, the restoration of the Flower Hall and the Formal Garden, as well as other landscape enhancements, such as the nature area, have all helped recover the overall historic integrity of this valuable historic resource.

Gage Park

Gage Park is a 29-acre site, located on the south side of Chicago at the juncture between W. Garfield Boulevard and S. Western Boulevard/Avenue. It was planned in 1869 as the southwesterly "elbow" of the boulevard system. In 1873, the South Park Commissioners acquired 20 acres of land adjacent to the intersection to develop the site into a park. In 1916, they added 9.75 additional acres to expand Gage Park at its southwestern side. The property served as an important experiment in providing breathing space and recreational facilities to its surrounding community, and helped inspire a nationally-influential neighborhood parks movement.

Over the years, Gage Park's landscape has undergone modifications and the loss of some original fabric in response to frequently changing community needs. Despite these changes, the landscape has good integrity in terms of spatial relationships, views, historic configuration of paths and roads, and many historic trees. In addition, the architectural features have a high degree of integrity. Overall, the property retains a great deal of fabric dating from its period of significance, and it is primarily composed of contributing features. In order to clearly describe Gage Park and show that it retains sufficient integrity to be listed on the National Register of Historic Places, two corresponding plans and an aerial photograph are submitted as part of this nomination in Attachment 7: the [A] a South Park Commission record plan of 1905, and [B] Plan of General Development by the South Park Commissioners' in-house designers ca. 1925. Letter [C] is a 2008 Aerial Photograph.

Gage Park is composed of four major landscape areas straddling the intersection of S. Western Boulevard/Avenue and W. Garfield Boulevard (which becomes W. 55th Street west of S. Western Avenue). The northwestern landscape area, located between W. 54th Street and W. 55th Street, S. Western Avenue and S. Artesian Avenue, has been largely composed of a ball field meadow [1] since the early 1900s, when the commissioners made the first substantial improvements to the park [A]. This meadow's original rectangular configuration was squared off by the widening and straightening of W. 55th Street to accommodate the construction of the field house in the 1920s [B]. Today, this landscape area [1] remains as an actively used ball field with two backstops. A flag pole [2] is located the middle of the northern edge of the field, on axis with the entrance to the field house. Historically it was located in the center of the field north of 55th Street, but sometime before 1974 it was moved to the edge [C].

Completed in 1928, the field house [3] was designed by South Park Commission in-house architects under the direction of Chief Engineer Linn White. Inspired by the earlier field houses designed by D.H. Burnham & Co. for the South Park Commission, the building is neo-classical in style and is constructed of exposed-aggregate concrete. Facing north onto W. 55th Street, the one-and-a-half story structure measures 267' long by 148' wide. The field house is E-shaped in plan, with a center pavilion oriented east to west that includes a large auditorium space extending to the south. Two one-story extensions connect the center pavilion with outer wings that each house gymnasiums and locker room facilities.

The center pavilion has a hipped roof with three engaged gables at the primary façade. The roof, originally clad in clay tile, is now covered with asphalt shingles. There are three arches articulated beneath the gable ends. The center arch includes the front entrance flanked by sidelights and topped with transom lights, as well as an arched window with multiple lights. The center arch is flanked by two blind arches with a decorative motif rendered in the concrete. There are two double-hung windows with outer fixed sidelights beneath the blind arches. Between these openings and the center doorway, there are another pair of windows the match those beneath the blind arches. On the outer sides, there are two pairs of double-hung windows without sidelights. Above each set of the windows is a medallion expressed in the concrete. (These mimic similar medallions within the two blind arches.) There is a scored pattern in the concrete surrounding the arches and medallions extending along the entire upper level of the center pavilion. This elevation has a front terrace that retains its original concrete balustrade. A wide set of stairs lead from the front doorway to the sidewalk below.

The field house's two outer wings have gabled roofs on the north side that intersect with hipped roofs on the south side of the building. The gable ends face the primary W. 55th Street façade. Unlike the adjacent center pavilion, these outer facades are composed of unadorned concrete, without the scoring or other ornamentation. Each of the outer wings has a segmental arched opening, housing a series of double-hung windows. The east and west facades mimic some of the features of the center pavilion such as the three engaged gables, arches, and scored patterning.

The field house has many fine interior details. The lobby includes elegant terrazzo floors, original marble counters and knee walls, ornamental plaster trim, and historic light sconces. The auditorium has simplified classical elements molded into the concrete such as pilasters, stringcourses, and arches. Within the recessed area of one of the auditorium arches, there is a 1931 mural by Tom Lea. It is a colorful scene with many explorers and pioneer families under a muted sky with a "symbolic figure pointing the way and rendered in grisaille, a technique using various shades of gray."[9]

A second mural is located in an office adjacent to the lobby, which was historically used as an arts and crafts room. Painted directly on the rough surface of the concrete, the artwork was rendered in a folk style. The mural, which was most likely created by a Chicago Park District art class in the late 1930s, depicts an Eastern European family in traditional dress standing near a large wagon. The father is playing a violin, the daughter holds a doll, and the mother holds a pitcher, while the accoutrements of a picnic lay near their feet.

Another space which includes unusual interior features is located in the basement of the field house. Used as a classroom today, this room previously served as the headquarters for a military battalion. Two sets of brown leather doors attest to this historic use of the room— one of them is labeled "Company A."

Compared with other Chicago field houses, the Gage Park building has a remarkable number of intact features, particularly within its interior. Overall, it retains a high degree of integrity. This is true even though the concrete building has had some problems with cracking and spalling, its original exterior surfaces have been painted light tan, and some inappropriate awnings have been installed along its primary façade.

Directly south of the field house is the locker and changing room building [4]. Constructed in 1920, this one story facility has a center building, two small outer buildings, and large open-air changing spaces. The entire structure is concrete and has been painted the same neutral color as the field house. The center building has a gable roof and handsome Greek Revival features—Doric columns, a simple frieze, and a pediment above. Some of these elements are mimicked on the small outer buildings. Concrete walls connect the three buildings and enclose the open-air changing spaces.

The locker and changing room structure [4] faces the rectangular swimming pool [5]. Although the swimming has been repaired and modernized over the years, it is in the same location and configuration as the original 1920 structure. Therefore, it has been deemed as a contributing feature. The swimming pool is surrounded by concrete decking and has metal picket fencing on its east, west, and south sides. On the west side, just south of the locker and changing room structure, chain link fencing encloses a semi-circular area with a concrete wading [6] pool that was constructed in the 1980s. This pool [6], now called a spray pool, is in disrepair and cannot be used in its present form, because current safety standards require the use of spray pools instead of wading pools.

The boiler house [7] is located south of the swimming pool. Rectangular in plan, the building has a flat roof. A tall cylindrical chimney-stack extends from the roof. Like the two other park buildings, the boiler house is built of exposed aggregate concrete. It has rectangular window openings. The utilitarian structure has minimal ornamentation, such as a simple frieze with medallions extending beneath the eave.

A playground [8] lies just west of the boiler house. This area has been used as a children's playground

[9] Mary Lackritz Gray, *A Guide to Chicago's Murals*, Chicago: University of Chicago Press, 2001, p. 174.

since the 1920s [B], but it has been updated many times. Today, this area has colorful playground equipment installed on a rubberized surface, and is surrounded by trees and lawn and enclosed by metal picket fencing.

North of the playground is a lawn area [9] that historically served as the women's open air gymnasium [B]. A straight path extending from W. 55th Street to W. 56th Street separates the women's open air gymnasium and children's playground area from tennis courts [10] and ball field [11]. This walkway is lined on both sides with historic canopy trees. Originally, the walkway was the western boundary of the park; however, Gage Park was extended westward to include an additional 9.75 acres in 1916.

To accommodate the extension, a street known as Gage Court [A] was converted to landscape. This park extension project also involved razing a number of homes. The new area provided space for the tennis courts [10] and ball field [11]. Four sets of tennis courts [10] and the ball field [11] were first installed in 1920, when the swimming pool was also constructed. All four tennis courts remain in their original locations. The ball field includes 3 baseball fields with back stops and small bleacher structures, and a combination of soccer and football fields in the center. The ball field [11] is contiguous to Rachel Carson Elementary School, a historic school building which is part of the Chicago Public School system.

The historic men's outdoor gymnasium [12] is located east of the swimming pool. This area was created in the 1920s [B]. It includes a running track [13], which follows its historic configuration. The track was recently resurfaced with limestone screenings. Within the elliptical space, there are three athletic rectangular blacktop spaces. These provide a basketball court [14], handball court [15], and a play slab [16].

On the east side of S. Western Avenue, there are two landscape areas [17, 18]. One — south of W. Garfield Blvd. [17] — provided space for lawn tennis in the early 1900s [A]. In recent decades, the area, composed of lawn surrounded by trees and edged with a path, had been underutilized. To re-activate this space, the Chicago Park District installed an artificial turf soccer and football field [17] in the center of the lawn in 2012. It has a small bleacher structure and some flood lights. Although it is a new feature, it does not have a major visual impact on the landscape.

The area north of W. Garfield Boulevard [18] historically featured a sunken garden that was created by the South Park Commission's in-house designers in the early 1900s [A]. The entire rectangular lawn area sloped upward from the street level, and in the center of the lawn there was a rectangular sunken lily pool with a pergola on its north side. The Chicago Park District began removing the lily pool and filling in the entire area in 1960. Today, the topography is still higher than the street level and the area is a passive green space.

In recent years, the Chicago Park District has undertaken a number of improvements that have enhanced Gage Park's historic integrity. This includes the conservation of Tom Lea's auditorium mural in 2002 by the Chicago Conservation Center. The historic running track [13] was recently resurfaced with limestone screenings, and two sets of tennis courts [10] (which are contributing features) were resurfaced in 2008. Today, Gage Park remains an important link to its community's past while it also provides a vital recreational center for Chicago's south side.

McKinley Park

McKinley Park is a 69-acre site located on the South Side of Chicago between S. Damen Avenue and S. Western Boulevard/Avenue and W. 37th St. and W. Pershing Rd. The site was first established by the South Park Commissioners as an experimental 34-acre park in 1901. The original park, located between

S. Western Boulevard/Avenue and S. Leavitt St., proved to be such an immediate success that the commissioners expanded it eastward in 1906. (Although this was a 40-acre extension, several acres were later sacrificed when the S. Damen Avenue viaduct sliced through the park.) Like Gage Park, McKinley Park has strong significance in social history as it helped inspire a nationally-influential neighborhood parks movement.

Over the years, McKinley Park has undergone modifications and the loss of some original fabric in response to changing community needs. Despite this, the property retains a great deal of fabric dating from its period of significance. The landscape retains original paths, spatial relationships, views, historic canopy trees, and much of the historic lagoon. In order to clearly describe McKinley Park and show that it retains sufficient integrity to be listed on the National Register of Historic Places, three corresponding plans and an aerial photograph are submitted as part of this nomination in Attachment 7. These include the following: [A] South Park Commission Plan of 1905, [B] South Park Commission Plan of 1906, [C] South Park Commission Plan of 1916, and [D], a 2008 Aerial Photograph.

When the 34-acre park was first laid out in 1901 by in-house South Park Commission designers, the ball field [1] was planned as the central feature of the design. (Although the plan labeled as [A] dates to 1905, a few years after the park was first established, it clearly illustrates the park's original features.) The experimental small park was built to be contiguous to S. Western Boulevard/Avenue, which was part of the South Park System's original boulevard system. The ball field [1] was composed of an open meadow encircled by a walkway and edged with trees and shrubs in naturalistic groupings. This landscape remained largely unchanged when the South Park Commissioners enlarged McKinley Park in 1906 [B]. Today, the ball field [1] and surrounding walkway [2] continue to retain a high degree of integrity. The ball field includes backstops and bleachers that do not have a major visual impact on the landscape. The walkway [2] closely follows its original configuration as do three circular lawn beds [3] that embellish turning points southeast, southwest, and northwest sides of the loop. These features appear on the 1905 plan [A] and still remain today [D].

On the west side of the ball field, an oblong area historically served as a lawn tennis meadow [4] [A]. By the late 1930s, the Chicago Park District had installed a paved rectangular slab with two units containing four tennis courts [4] at the southern end of this meadow [D]. Just north of the tennis courts, there is an artificial ice-skating rink [5]. Installed in 1996, the large structure has a rectangular footprint with chamfered corners. Although deemed as a non-contributing feature, it is not very intrusive because of its location on the far western edge of the landscape.

The Beaux Arts style William McKinley Monument [6] is located on the northwest corner of the park. Installed in 1905, it is composed of a bronze figurative sculpture that stands on a large classically-designed exedra. The artwork was produced by sculptor Charles J. Mulligan and architects Pond & Pond. Mulligan executed a life-like portrayal of President McKinley in historically appropriate garb holding the pages of a speech and leaning against a table or desk. The bronze sculpture stands on a base in the center of the rectangular exedra. The base is mounted on two star-shaped granite slabs set at angles to each other, with the lower slab resting on the floor of the exedra. Greek key fretwork adorns the upper part of the base, with McKinley's name, and birth and death dates inscribed below it. Five steps lead up to the platform of the exedra, and at the other three sides, benches are tucked into the low walls. There are six urns mounted along the top of the three-sided wall. In the late 1990s, the McKinley Monument underwent a full conservation treatment. Although it retains good integrity, it has suffered some damage from automobile accidents and improper graffiti removal.

Historically, the area on the northeast side of the ball field served as the children's playground and wading pool [A]. It had separate comfort stations for men and women [7] and an open shelter [8].

Designed in 1901 and constructed by June of 1903[10], the two comfort stations were both north of the shelter. Square in plan, they were composed of brick with three courses of cut stone at the foundation. The buildings had hipped roofs clad in clay tile. Currently, only the original women's comfort station remains [7]. It was converted to serve both men and women in 1949. It is likely that the original men's comfort station was razed at that time. Today, the comfort station's original stone and brick walls are painted brown. The window openings remain; however, they have been boarded in, and the roof is now clad in sheet metal. Despite these changes, the building's form remains intact and conveys its historic character.

The original shelter [8], which no longer exists, was constructed in 1903.[11] Rectangular in plan, the structure was composed of piers of cut stone that were similar in appearance to the foundation of the comfort stations. The floor of the shelter was made of exposed aggregate concrete with a fanciful decorative motif that included the pattern of Greek key fretwork along the two ends. Although the shelter was demolished in the mid-1960s, its floor was retained as a play slab. More than a century old, this feature remains today [8] [D].

The original wading pool [9] was an irregularly shaped water feature with a sandy edge and a small wooded island in the center [A]. When McKinley Park was extended eastward in 1906, a meandering stream connected the wading pool area to the larger lagoon [B]. The wading pool and connecting stream [9] remained until the late 1930s.[12] The Chicago Park District at that time filled these waterways to provide modern athletic amenities— a running track and a concrete wading pool—which were then later removed sometime before 1961.[13]

In recent years, this area underwent another change to accommodate recreational needs. With the increasing popularity of soccer in this park, the Park District determined that an artificial turf field would be beneficial for park users. The Parkways Foundation raised funds for this amenity, and the artificial turf field [10] was installed in 2008 [D]. The field includes two small bleachers. Its green surface blends in well with the surrounding lawn. The existing soft surface playground [11] is slightly more obtrusive because it has low walls that enclose the equipment [D].

Despite the changes in this area, the walkways that surround the historic children's playground area remain fully intact [2], as they generally are throughout the park. The original drive that extended along the north and east sides of the park, however, no longer exists. Today, the entire northern perimeter from the McKinley monument to S. Damen Avenue is composed of lawn and irregular groupings of canopy trees. At the far eastern end of this perimeter there is a paved rectangular strip containing two units of tennis courts, one with four courts and one with six courts [12]. The Park District has installed a paved rectangular slab with two units containing four tennis courts [4] at the southern end of this meadow [D]. Just north of the tennis courts, there is an artificial ice-skating rink [5]. Installed in 1996, the large structure has a rectangular footprint with chamfered corners. Although deemed as a non-contributing feature, it is not very intrusive because of its location on the far western edge of the landscape.

One of McKinley Park's most visually compelling historic features is the lagoon [14], which dates to the park's 1906 expansion [B]. It originally connected to the earlier naturalistic wading pool by a narrow stream. In its historic configuration, the main body of the lagoon was roughly U-shaped in form, with a

[10] The comfort stations appear in numerous plans beginning with South Park Commission, Brighton Park, 1901 and they are also identifiable in *Chicago Daily News* photographs dated June 13, 1903 in the collections of the Chicago History Museum ichicdn-0000581 and ichicdn-000584.
[11] McKinley Park Lagoon photograph shows the construction of the shelter dated June 13, 1903, Chicago History Museum ichicdn -0000580.
[12] McKinley Park Rehabilitation Plan prepared by the Chicago Park District Landscape Design Section, April 7, 1939.
[13] McKinley Park Location of Fixed Bleachers, Chicago Park District, 1961.

wider expanse of water on the west end. The lagoon originally had five small wooded islands, and four of those remain today. Historically, the lagoon had a soft edge of turf grass. The Chicago Park District began stocking the lagoon in the 1940s to offer fishing in the park. This use contributed to problems with the erosion of the lagoon's banks.

Over the decades, as fishing became more popular, there was an increasing need for erosion control as well as improved access for fisherman. In the 1990s and early 2000s, several different techniques were used to accomplish this. Portions of the lagoon are now edged with concrete, while some areas have cut stone walls, and others have a system that includes piles of stone obscured by emergent plants. Fishing access is provided by a T-shaped pier on the southwest side of the lagoon and several platforms throughout. The east side of the lagoon was filled in 1960 to accommodate the construction of the S. Damen Avenue viaduct [D]. Despite this, the lagoon conveys its historic character and retains good integrity.

Built in 1960, the S. Damen Avenue viaduct [15] is a major roadway that bisects the easternmost part of the landscape. The remaining landscape area east of the roadway is composed of lawn and some trees and is largely underutilized. Just west of the roadway is the remaining portion of an original meadow in this area that was truncated by the viaduct project.

A small stretch of the walkway at the southeastern corner of the park is one of the few parts of the original path system that has been changed in its configuration since the implementation of the 1906 plan [B]. Despite the minor change here, it still leads to the historic plaza area [16] that is located along the southernmost edge of the lagoon [14]. The plaza is composed of a stretch of walkway that is somewhat wider than the rest of the path system. Marking each of its two ends is a circular paved area. The center of each circle originally contained a fountain.

Along the south side of the plaza is a classically-designed low concrete wall, with portions that gently curve at its two ends. The center of the wall has an opening with a set of stairs leading to the lawn area to the south. A series of rectangular posts are built into the wall which support a row of concrete urns. (Although there were originally urns along this wall, these are likely replacements dating to the early 1990s.) Backless concrete benches with wooden slatted seats line the wall.

The entire area was originally used as a concert space, allowing for bands to play on the plaza with audiences sitting on the lawn to the south. The Chicago Park District rehabilitated the plaza [16] and its concrete elements in the early 1990s. This included repairs to some of the original fabric, although much of the work involved reconstruction. The lawn area [17] has been composed of turf and scattered trees since the implementation of the 1906 plan [B].

The historic bathhouse [18] was one of McKinley Park's original features. Beaux Arts in style, the one-story building was designed by in-house South Park Commission architects. Composed of brick sheathed in concrete panels, the building originally had a series of intersecting gable roofs clad in clay tile. Each of its facades included simple classical elements such as engaged Ionic columns, some of which sat on Classically- designed posts, pilasters, an entablature, and pediments.

The original bathhouse [18] was composed of three connected pavilions— two of which were oriented north-south and a center pavilion, oriented east-west. Its u-shaped configuration created a center courtyard space. Originally, within this space there was a u-shaped peristyle with plants set into its flat roof. The peristyle surrounded a small rectangular building that housed an office for the lifeguards. A small boiler house was located east of the bathhouse. The bathhouse facilities provided changing rooms and bathrooms for swimmers. Just north of the bathhouse, a naturalistic swimming pool extended from

the courtyard space. This irregularly- shaped water feature, edged by sand, was designed to accommodate 300 bathers.

Today, only the east side of the historic bathhouse [18] remains. The Chicago Park District filled in the pool and demolished the two other sides of the building along with the boiler house, peristyle, and lifeguard building in 1951. The bathhouse's remaining portion was then renovated and used as a facility for the Park District's landscape maintenance department. In doing so, the Park District filled in some doors and other openings with concrete blocks. In conjunction with this project, the area just to the east was converted into a maintenance yard. After serving as a maintenance building and yard for more than 50 years, the facility was recently closed down by the Park District. Today, the future of the bathhouse is uncertain. The area that was once occupied by the west pavilion of the bathhouse is now an asphalt slab, providing for one unit of basketball courts containing three playing areas [19]. To the north, the site of the original swimming pool is now a ball field [20].

The Chicago Park District constructed the existing swimming pool [21] in 1950. It occupies the former men's open air gymnasium area. It is a standard rectangular pool [21], surrounded by concrete decking. Just to the east, the Chicago Park District installed a parking lot by the mid-1930s in the area that had been the women's open air gymnasium. The southwestern part of this parking lot [22] was converted into an interactive water play area in 1998 [23]. It includes a shallow oval-shaped basin with colorful equipment.

The boiler house [24] is located south of the water play area. Rectangular in plan, the building has a flat roof. A tall cylindrical chimney-stack extends from the roof. The building is composed of exposed aggregate concrete, which unlike the field house, retains its original unpainted exterior surfaces.

Built in 1916, the field house [25] was designed by South Park Commission architects under the direction of Chief Engineer Linn White. The Beaux Arts design was inspired by the earlier field houses that had been produced by D.H. Burnham & Co. for the South Park Commission. The building's exposed-aggregate concrete exterior is now painted pale beige. The roof, composed of a series of intersecting gables, was originally clad in green clay tiles. Today, it is sheathed in green asphalt shingles. Despite this and some other relatively minor changes such as an accessible ramp at the primary façade, and original wooden doors that have been replaced with metal, the building retains strong integrity.

Facing north towards the ball field, the one-and-a-half story field house is E-shaped in plan, with three large pavilions that are oriented north-south and two connecting pavilions extending east-west. The center pavilion houses a large auditorium space, while the two end pavilions originally featured the men's and women's gymnasiums.

The building's front entrance is symmetrically placed in the center pavilion, within a tall elliptical arched opening. Above the front doorway is a large transom following the form of the elliptical arch. It is divided into three panels and has multiple lights configured in a Roman lattice motif. The arched opening is flanked by two pairs of engaged Ionic pilasters, each with a long rectangular window composed of three lights oriented vertically. On both sides, the pilasters are capped by entablatures with Greek key fretwork at the architrave and an ornate swag and urn detail in bas-relief at the frieze. Above the arched opening, beneath the gable end, additional bas- relief ornamentation is larger in scale. This includes swags, bows, torches, and a shield-like medallion in the center. At the end of the gabled roof, an overhanging eave with brackets and dentils follows the roof-line.

Flanking the center pavilion are the connecting pavilions which extend east-west. These have intersecting gable roofs with flat roofed extensions that project to the north. At the far east and west

sides of the facades of the connecting pavilions, there are openings that provide porticoes for secondary entrances. Each opening has a set of steps leading up to an entrance plaza. Both sets of steps are flanked by Doric columns and classical balustrades. Adjacent to the openings are the flat roofed extensions which have paired pilasters flanking double hung windows. In the 1990s, the Chicago Park District created custom-designed metal security grills which cover these windows. There are small decorative medallions above the pilasters and windows. Cornices extend along the roofline of both of the connecting pavilions with balustrades above them.

The two end pavilions have identical north-facing facades. In the pediment space at the upper level of each, there is bas-relief ornamentation depicting foliage and fruit. The ornamentation surrounds a porthole window that is centered beneath the peak of the gable. A simple string course and a course of dentils separate the pediment from the lower part of the façade which is symmetrically divided by three sets of window openings. The lower windows are fixed-casements with four lights. Between the lower and upper windows, there is a concrete band with a simple circular architectural detail. The upper windows mimic the lower ones; however, these are hopper windows allowing for ventilation. Four bas-relief rosettes are symmetrically placed between the windows. Along the east and west exterior facades, the upper and lower four-light windows are repeated. The rosettes and simple circular details also appear on these facades.

North of the field house, the walkway [2] bounds the south end of the ball field [1]. This walkway pre-dates the 1916 construction of the field house and has been a constant feature in each of the park's plans [A, B, C, and D]. It has been widened slightly over the years. Edging this walkway, there are a number of formally planted historic canopy trees. There are also several old gingko trees located closer to the field house [25]. On axis with the field house's center pavilion, there is a shallow set of concrete steps [26] that lead from the walkway [2] to the sunken ball field [1]. There is a flag pole [27] located just to the north of the center point of these steps. A flag pole has been in this location at least since the construction of the field house [C, D].

In recent years, the Chicago Park District has undertaken a number of improvements that have enhanced McKinley Park without jeopardizing its historic integrity. These include several projects to address the erosion of the lagoon's banks and provide improved access for fishing. The new ice-skating rink [5] and artificial turf field [10] have also served the area's recreational needs without creating a detrimental intrusion to the historic landscape. Although McKinley Park's landscape was affected by the construction of the 1960 S. Damen Avenue viaduct [15], it continues to strongly convey its historic character.

PARKS IN *THE CHICAGO PARK BOULEVARD SYSTEM HISTORIC DISTRICT* ALREADY LISTED ON THE NATIONAL REGISTER

The following parks, which are included in the system, have already been listed on the National Register. A detailed description can be found in the relevant individual historic district nominations as well as the Multiple Property Nomination, *The Historic Resources of the Chicago Park District.* These already-listed parks are included in this nomination for reference.

Jackson Park

Jackson Park was listed on the National Register in 1972 as part of the *Jackson Park Historic Landscape District and Midway Plaisance* nomination.[14] The 593- acre park is bounded by E. 56th Street on the north, Lake Michigan on the east, E. 67th Street on the south, and W. Stony Island Avenue on the west.

[14] "Jackson Park Historic Landscape District and Midway Plaisance" was prepared by Paul Sprague and listed on the National Register December 15, 1972.

This park is the only one in *The Chicago Park Boulevard System Historic District* that has the distinction of being designed at three points in time by landscape architect Frederick Law Olmsted. The park traces its origins to the 1,055-acre "South Park" which was created by legislation in 1869 and also included the Midway Plaisance and Washington Park. Within the South Park complex, Jackson Park was originally known as the "Eastern" or "Lower Division."

Jackson Park retains the principle elements from Olmsted's last plan of 1895 (by his firm of Olmsted, Olmsted, & Eliot), of which were lagoons, Lake Michigan and landscaped fields. This design was inspired by Olmsted and Vaux's original 1871 plan and was executed following the park's interim design by Olmsted as grounds for the 1893 World's Columbian Exposition. The fair's surviving major building is the Fine Arts Building located at the north end of park, which was essentially the only area developed before the fair. Originally designed by D. H. Burnham & Company and reopened in the 1930s as the Museum of Science and Industry, the Classical Revival structure's main façade is oriented south toward a series of landscaped lagoons.

Jackson Park has an area of landfill extension known as the 63rd Street Beach that was created in 1914. This beach has a large Classical Revival-style bathing pavilion designed in-house by the South Park Commission and completed in 1919. The park has an outer and an inner harbor as well as two bathing beaches along the lakefront. The park has a series of lagoons and the Wooded Island, which retains a historic Japanese Garden. The park also has landscaped fields accommodating various sports, including one of the oldest public golf courses in the Midwest. It also retains historic roads and paths and several historic buildings. These buildings include a 1900 golf shelter designed by the South Park Commission in-house architects; another D.H. Burnham & Co. golf shelter of 1912; and La Rabida hospital, constructed in 1932 on the south harbor's peninsula and designed by Graham, Anderson, Probst & White, the successor firm of D.H. Burnham & Co.

Washington Park

Washington Park was listed on the National Register in 2004.[15] Its integrity is strong and reflects much of the original 1871 original plan by Olmsted & Vaux. Comprised of 367 acres, Washington Park is bounded on the north by E. 51st Street, on the south by E. 60th Street, on the east by S. Cottage Grove Avenue, and on the west by S. Dr. Martin Luther King, Jr. Drive. It was created as the "Western" or "Upper Division "of the 1055-acre South Park, which also included Jackson Park and the connecting Midway Plaisance. Washington Park is rectangular, organized around a central circuit drive (with adjacent walks and bridle path) that follows a figure eight, made up of a north and a south loop. The park's north loop encircles a large meadow known as the "South Open Green." The driveway of this loop leads to major entries in the northeast and northwest corners of the park. West of the meadow is the "Public Forum," a gathering place constructed by the WPA in 1936. Today, this figure-eight system does not differ substantially from its original configuration except for the top of the north loop, which was removed in the 1970s to construct the existing school building. The Midway Plaisance provides a grand entrance to Washington Park near its southeast corner. On axis and just west of this entry is a colossal concrete sculpture, the recently-restored 1922 *Fountain of Time,* sculpted by the distinguished Chicago sculptor Lorado Taft. The park's south loop encircles this fountain and the following major features: a small lagoon called the "Pool" (at its north end), a large meandering lagoon called the "Mere" (at its south end), an undulating landscaped area called the "Seven Hills" (in the northeast), and the formally landscaped "Mall" with its cross-axis (west of the Mere). There is a wooded island surrounded by the Mere that was originally a peninsula and reconfigured in 1904 to accommodate boaters.

[15] "Washington Park" was prepared by Julia Sniderman (Bachrach) and submitted to the National Register 2/6/2004.
[16] Sherman Park's National Register nomination was prepared by Julia Sniderman (Bachrach) and Will Tippens. It was listed on the National Register on 3/22/1990.

One of Washington Park's most significant historic buildings is the 1891 Refectory designed by Burnham & Root. This building has a swimming pool complex that was built by the Chicago Park District in 1936 and renovated in the late 1990s. Most of the park's other buildings are sited on the outer perimeter as Olmsted had intended. South of the Garfield Boulevard entrance on the park's western border is a 1954 field house. A string of basketball and tennis courts south of the field house occupies the site of a road for fast driving, which was located there between 1889 and 1911.

The rolling landscape and paths along Washington Park's south perimeter are largely intact. The park's eastern edge is lined primarily by buildings. From south to north these include the South Park system's laundry (1914), power house (1906), stable and roundhouse (1880, by Burnham & Root) and administrative headquarters (1910, now the Du Sable Museum of African American History), as well as the 79,000 square foot General Richard L Jones Armory (1928).

Sherman Park

Sherman Park was listed on the National Register in 1990.[16] Collaboratively designed by the Olmsted Brothers, landscape architects, and D.H. Burnham & Company, architects. It opened in 1905. The park is one of the seminal and best preserved of the South Park Commission's neighborhood parks. Comprised of sixty acres, Sherman Park is bounded on the north by W. 52nd Street, on the east by S. Racine Avenue, on the south by W. Garfield Boulevard and on the west by S. Loomis Avenue. This rectangular park's landscape is defined by a circuit drive and a meandering lagoon that surrounds a large central island with ball fields. Much of the landscape is characterized by a naturalistic design. In contrast, the north edge of the park is more architectural and formal, with classically-detailed buildings, symmetrically arranged around a central swimming pool, and formally planted trees. The field house has a series of murals executed in 1912 by students of artist John Warner Norton from the School of the Art Institute. The Chicago Park District restored the field house in the late 1990s and the murals in 2004.

Garfield Park

Garfield Park was listed on the National Register in 1993.[17] First known as Central Park, it was the centerpiece of the original ensemble of West Park System parks—Humboldt, Central, and Douglas parks. Original plans for the entire system were prepared by William Le Baron Jenney. Improvements were made incrementally, however; and often not following the original plans.

Garfield Park's 185-acre grounds lie in a long rectangle running north and south abutted by a square section in the center of the east side. The largest portion of the park lies west of N. Central Park Avenue. It is bounded on the north by a railroad embankment (just north of W. Carroll Avenue), on the west by N. and S. Hamlin Avenue and on the south by W. Fifth Avenue. An additional, abutting square section of parkland (the original location of the park's formal eastern entrance) lies east of N. Central Park Avenue. It is bounded on the north by W. Lake Street and on the south by W. Madison Street. Several major roadways and transit routes cut through the park from east to west, including (from the south) W. Jackson Boulevard, W. Madison Street, W. Washington Boulevard, W. Lake Street and the elevated CTA/Green Line tracks. The park was opened sequentially, with the western and center sections ready for public use in 1887, the area north of W. Lake Street in 1891 and the area south of W. Madison Avenue in the 1890s.

[16] Sherman Park's National Register nomination was prepared by Julia Sniderman (Bachrach) and Will Tippens. It was listed on the National Register on 3/22/1990.
[17] Garfield Park National Register Nomination prepared by Julia Sniderman, Bart Ryckbosch and Joan Pomaranc. Listed on the National Register on 8/31/1993. Periods of Significance: Architecture, 1874-1928; Recreation, 1871-1939; Landscape Architecture, 1870-1920; Social History, 1871-1939.

Jenney completed his plan for Central Park in 1870. He complained that the natural conditions of the site were poor and suggested the commissioners should first focus on the eastern and central part of the landscape. This area included his original artificial lake. Work on the first portion was completed within the first few years and the park officially opened to the public in 1874.[18] During the 1880s through the 1890s, improvements followed in the other areas of the park. Oscar F. Dubuis guided many of the landscape improvements, such as the extension of the artificial lake to the west side of Central Park Boulevard. There are two historic buildings designed by Joseph L. Silsbee and constructed in 1896. One is a fanciful bandstand that was constructed in 1896, and the other is a Flemish Revival style powerhouse.

Renowned landscape architect Jens Jensen designed significant improvements to Garfield Park between 1906 and the late 1910s. These include the formal garden north of the bandstand; the addition of sculptures such as Charles Mulligan's *Lincoln the Railsplitter,* and the 1908 Conservatory designed Jensen in conjunction with architects Schmidt, Garden & Martin and New York greenhouse experts Hitchings & Company. Another major period of improvements resulted from a major bond issue that was approved in 1927. This funded several buildings designed by architects Michaelsen & Rognstad. These include a 3-story warehouse located in the maintenance area on the north side of the park, the Horticulture Hall and office addition to the conservatory, and an enormous Spanish Revival style Administration Building (the "Gold Dome building") in the center of the park overlooking the west lagoon. Today this building is Garfield Park's field house.

Humboldt Park

Humboldt Park was listed on the National Register in 1992.[19] This park, which was included in William Le Baron Jenney's original plans for the parks and boulevards in the West Chicago Park System, is the northernmost of the three large landscaped parks in the West Park System. It is 207 acres with the main portion of the park lying west of N. California Avenue, bounded by W. North Avenue on the north, N. Kedzie Avenue on the west, and W. Division Street on the south. An additional square section lies south of W. Division Street, bounded by N. Sacramento Avenue on the east, W. Augusta Boulevard on the south and N. Kedzie Avenue on the west. N. Humboldt Boulevard bisects the main section of the park. A circuit drive circles the perimeter of the park. The park's landscape has two interconnected lagoons as well as Jensen's seminal "prairie river," which was restored by the Chicago Park District in 2004. Mature trees, pedestrian paths, open meadows, playing fields and several small specialty gardens enhance the park. The park includes the large Queen Anne style 1895 Receptory Building designed by Frommann & Jebsen (now the Institute of Puerto Rican Arts & Culture), the 1907 Prairie style Boathouse/Refectory by Schmidt, Garden & Martin, the 1928 Eclectic Field House by Michaelsen & Rognstad and the 1913-1914 Prairie style Natatorium by William Carbys Zimmerman. Numerous small comfort stations and service buildings can also be found in Humboldt Park. There are many sculptures in the park, including the 1892 portrait sculpture of naturalist *Alexander von Humboldt*, for whom the park is named, the 1893 sculpture of *Fritz Reuter* by Franz Englesman and the 1901 statue of *Leif Erickson* by Sigvald Asbjornsen.

[18] *Inspired by Nature: The Garfield Park Conservatory and Chicago's West Side,* Julia S. Bachrach and Jo Ann Nathan, 2007, pp 9-10.
[19] Humboldt Park National Register Nomination prepared by Julia Sniderman (Bachrach) & Ellen S. Berkelhamer. Listed on the National Register on 2/20/1992. Periods of Significance: Architecture, 1871-1936; Recreation, 1877-1936; Landscape architecture, 1870-1936; Social History, 1871-1936.

BOULEVARDS AND SQUARES IN *THE CHICAGO PARK BOULEVARD SYSTEM HISTORIC DISTRICT*: TYPES AND DESCRIPTIONS

Boulevard Types

The 19 boulevards contained in the nomination are patterns of six different types, illustrated in "Life on the Boulevards" and reproduced on the next page.[20] These are:

TYPE 1--divided drives with center median and parallel service roads
TYPE 2--center drive with parallel service roads
TYPE 3--divided drives with center median
TYPE 4--boulevard paired with an arterial street
TYPE 5--center drive with broad parkways
TYPE 6--simple roadway.

TYPE 1: Defines the divided drive with center median and parallel service roads. This boulevard type only applies to the Midway Plaisance. This 700-foot wide road has a broad median that is flanked by one-way roadways whose traffic flows in opposite directions. These roadways, in turn, are flanked by narrower service drives that are also one-way. A median separates the roadways from the service drives and a parkway borders the outside of the service drives.

TYPE 2: The center drive with parallel service road type characterizes S. Dr. Martin Luther King, Jr. Drive, N. Central Park, W. Franklin, N. Sacramento, N. Humboldt, N. Kedzie and N. Logan Boulevards. This is the second most common pattern in the system, with rights-of-way ranging from 200' to 310'. It consists of a two-way center drive separated by median strips from parallel one-way service roads.

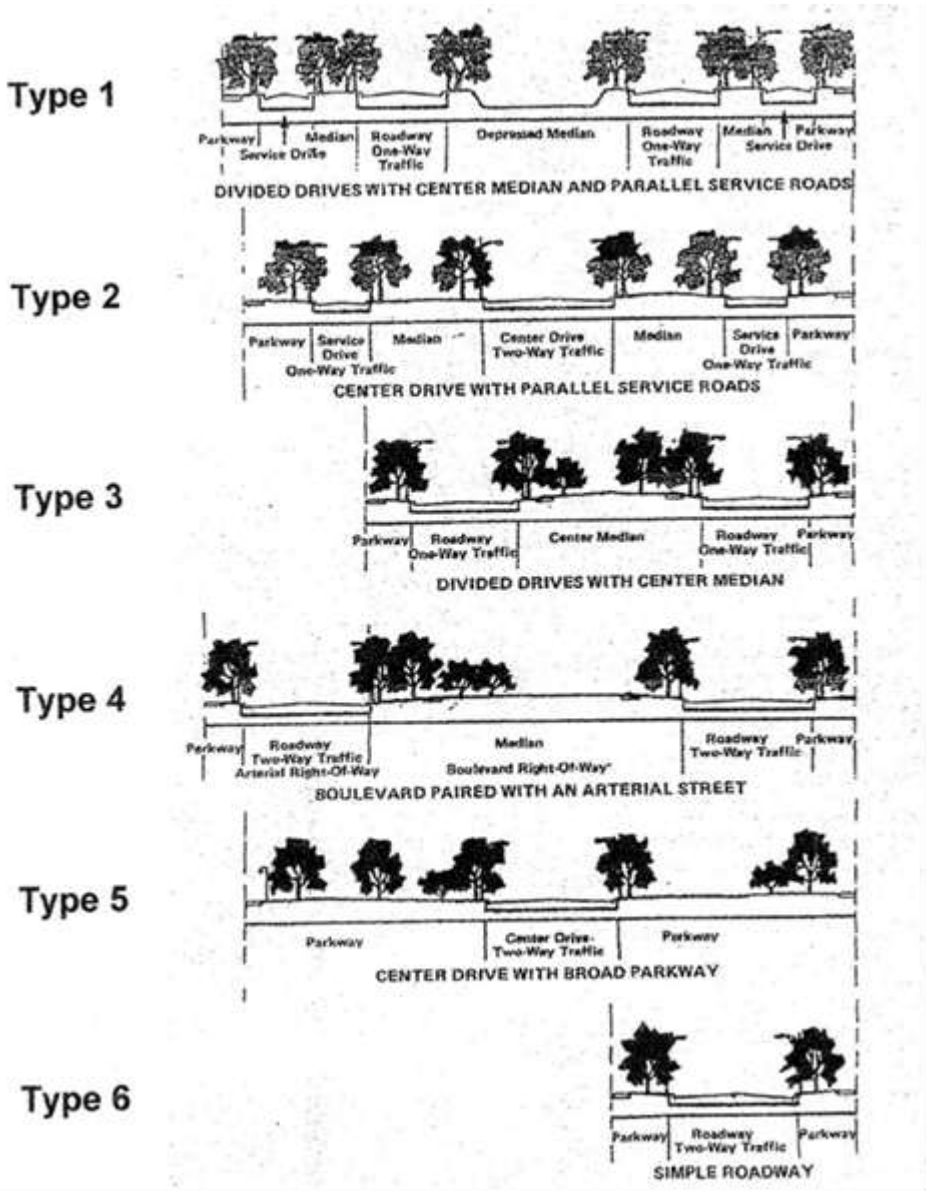
TYPE 3: The divided drives with center median is the most common type in the system, with rights-of-way ranging from 200' to 250'. S. Drexel, E. and W. Garfield, W. Douglas, S. Independence Boulevard, and N. and S. Hamlin Boulevards are characterized by this pattern which consists of a broad, tree-studded median separating two one-way drives.

TYPE 4: The boulevard paired with a major arterial type is largely found in non-residential areas along the system and includes S. Western Boulevard/Avenue, S. California Boulevard/Avenue and W. 31st Boulevards. This pattern, in which rights-of-way vary from 200' to 250', was designed for industrial areas in an effort to keep trucks off the boulevards. It consists of a wide central median separating flanking multi-lane roadways in which traffic flows in both directions.

TYPE 5: The center drive with broad parkways type applies only to S. Marshall and W. 24th Boulevards, both of which have 250' rights-of-way. A center drive carries two-way traffic and the broad flanking parkways give the impression of expansive front yards to the homes along these boulevards.

TYPE 6: The simple roadway type applies to E. Oakwood Boulevard, parts of S. Dr. Martin Luther King, Jr. Drive between 51st and 55th Streets, and parts of Logan Boulevard that are outside of the district. It is comprised of a conventional center road with two-way traffic and flanking planted parkways.

[20] "Life on the Boulevards", p 44.



Descriptions: South Park System Boulevards and Squares

S. Dr. Martin Luther King Jr. Drive. The original 3-mile boulevard section of the street extends from E. 35th Street on the north to E. 51st Street on the south. It has a 200' wide right-of-way and was known during most of the period of significance as Grand Boulevard, which was created by widening an existing street, formerly Kankakee Avenue. Its name was changed in 1925 to South Parkway, then in 1968 to S. Dr. Martin Luther King, Jr., Drive. It is a ***Type 2*** boulevard***.*** The center drive, 55' wide, is comprised of four lanes, while each of the service drives, 25' wide, has a single traffic lane. South of 51st Street, S. Dr. Martin Luther King Jr. Drive becomes a simple roadway, ***Type 6.***

Separating the center drive from each of the service roads are flanking medians, approximately 30' wide. The service drives are bordered in turn by parkways approximately 6' wide and by concrete sidewalks.

Landscaping of both the medians and parkways consists of grass and of trees planted in formal rows along the curb. Crosswalks are often found between the sidewalk and curb in front of residential and commercial properties. While crosswalks are regularly located across the medians at street intersections, they are rare elsewhere on the medians.

As on all of the boulevards, the lighting, signage, traffic signals and bus shelters are non-historic. No bridges cross Dr. Martin Luther King, Jr. Drive. However, an abandoned concrete embankment is located between E. Oakwood Boulevard and E. 40th Street.

S. Dr. Martin Luther King, Jr. Drive deviates in three places from the norm described above—at E. 35th, E. 47th and E. 51st streets. In all three places there are works of art, although the art works at E. 47th Street, which commemorate the Chicago Blues District, are non-historic.

Dr. Martin Luther King, Jr. Drive begins at E. 35th Street with a central, elongated, triangular median island, approximately 50' wide and 250' long. Three lanes of traffic are channeled on each side of the landscaped island where the Type 3 section of this boulevard transitions into the prevailing Type 2. In the center of the median island at 35th Street is a sculpture known as the *Victory Monument*, erected in 1927 and previously listed on the National Register. Also commonly called the "World War I Black Soldiers Memorial", it has a circular, white granite base decorated with four bronze panels separated by fluted pilasters. Three of the relief panels are adorned with life-size figures: an African American woman who represents motherhood, an African American soldier with a sword, shield and eagle, and Columbia displaying a tablet listing the regiment's battles.[21] The fourth panel lists the honored dead and responsible officials, as well as supervising architect John Nyden, sculptor Leonard Crunelle, manufacturer AM Art Bronze Foundry, Chicago, and bronze founders Jules Berchem and Son. The "doughboy" sculpture atop the column was placed there in 1936. New landscape and hardscape consisting of a flagpole and concrete plaza were added in 1996. Included in the plaza are decorative bronze tablets honoring African American military heroes.[22]

There are four tall pedestals topped by sculptures of blues musicians in the medians at each corner of South 47th Street and Dr. Martin Luther King, Jr. Drive. They were installed in 2004 and are therefore non-contributing to the historic district. The sculptor was Ed Dwight.

As S. Dr. Martin Luther King, Jr. Drive nears the northwest entrance to Washington Park (531 feet north of E. 51st Street) its right-of-way broadens to approximately 350 feet, providing sufficient space to accommodate a graceful eastward curve of the central drive. The service roads continue along the east and west sides of this square, which is landscaped with grass and trees. This enlarged section of the boulevard was part of the original design concept and was known as "Grand Boulevard Entrance to Washington Park" until it was renamed "Washington Monument Square" in 1904. The central roadway within the square has varied over time between angled and curved.

Along the west side of the central roadway, approximately 100' north of E. 51st Street, is an equestrian statue of *George Washington*. Erected in 1904, the bronze statue is set atop a pink granite base raised above two broad steps and a low, flared pink granite plinth. The simple oblong base is unadorned, although "Washington" is incised on the north face of the base. The sculpture depicts General Washington, arm and sword raised, as he took charge of the American Revolutionary Army in 1775.

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[21] Ira J. Bach and Mary Lackritz Gray. *A Guide to Chicago's Public Sculpture*. Chicago: The University of Chicago Press, 1983, p.216.

[22] The spot where this monument is located had previously been occupied by a large horse fountain in the nineteenth century and an ornamental fountain in the early-twentieth century.

Daniel Chester French designed the figure of Washington, which incorporates a head modeled on a life bust of Washington executed by Jean-Antoine Houdon. French collaborated with Edward Clark Potter, a former assistant, who sculpted the horse. The sculpture retains a high degree of integrity although it was originally set in the center of the roadway in an open plaza. The statue is a contributing object to the historic district.

E. Oakwood Boulevard This segment of the system, created from an existing street called Oakwood Avenue, is only .5 mile long. Historically it connected S. Dr. Martin Luther King, Jr. Drive (Grand Boulevard) on the west and S. Drexel Boulevard on the east. It is the simplest boulevard along the system, the only one that is entirely a ***Type 6***. It is 100' wide with the road flanked by 6' grass parkways with a simple line of trees. Crosswalks are common, with narrow ones in front of residential properties and wide ones in front of the several institutions on this short street. Trees are a mix of new and mature with relatively few gaps. The configuration of Oakwood Boulevard retains a high degree of integrity, except for its intersection with S. Cottage Grove Avenue and S. Drexel Boulevard, where it originally flared out to a width of approximately 240'. Historically, the boulevard ended here and a city street, Oakwood Avenue, continued east of Drexel Boulevard.

S. Drexel Boulevard S. Drexel Boulevard is 1.6 miles long. It angles parallel to the curve of the lakefront for the northern .25 mile of its length before turning south and ending at E. 51st Street across from Drexel Square. It was created by widening and joining existing Drexel Avenue with Elm Street, a street that angled parallel to the lake. Drexel is a ***Type 3*** boulevard and is 200' wide. It is comprised of a central median, approximately 90' wide, flanked by two roadways. Each of the roadways has two lanes of traffic and is bordered by a 6'parkway edged with a concrete sidewalk.

The central median has a slightly undulating surface, park-like plantings, and winding asphalt paths that are historic. This park-like landscape has a combination of mature and young trees. Some benches, both historic and non-historic, are placed within the median near E. 43rd Street.

At the north end of S. Drexel Boulevard, the west driveway and median cul-de-sac terminate in a non-historic park whose northern border is E. Oakwood Boulevard and whose western border is a fence running along the rear property line of S. Cottage Grove Avenue. The east driveway intersects with E. Oakwood Boulevard. The park dates from 1998. The north end of Drexel Boulevard, at the park, contains a non-historic, tiered, concrete fountain, new concrete benches and walks and concrete light poles with globes.

Drexel Square, approximately 4 acres, is located immediately south of S. Drexel Boulevard and east of the northeast corner of Washington Park. It is bordered by E. 51st Street on the north, S. Drexel Avenue on the east, E. Drexel Square on the south and S. Cottage Grove Avenue on the west. The roadways of S. Drexel Boulevard cross E. 51st Street and, channeled by two traffic islands, converge to become E. Bowen Drive, which gently curves westward through Drexel Square and aligns with Payne Drive in Washington Park. E. Bowen Drive consists of four traffic lanes. The landscape of the square is park-like with grass, trees and shrubs. Concrete sidewalks border the north, east and west sides of the square. The square was originally designed with a center median that separated the roadways. The present road configuration dates from the 1930s.

Located on the north side of Bowen Drive within the square is *Drexel Fountain,* which was erected in 1882 and designed by Philadelphia sculptor Henry Manger. The fountain rests in a pool that was enlarged in 1888. This pool, which measures approximately 36' x 36', has a granite curb that is rectangular, with chamfered corners and curved sections at the center of each side. The tiered monument, one of the oldest in the city, is raised on a granite base. Four beautifully modeled, arched

relief plaques adorn the sides of the base. Crowning the top of the elaborately decorated monument is a life-size statue of Philadelphia banker and Chicago land speculator Francis Drexel (1792-1863). Daylilies and shrubs surround the pool. The *Drexel Fountain* is a contributing object to the historic district. Owned by the City of Chicago, the monument was restored by the Chicago Department of Transportation.

E. and W. Garfield Boulevard, **originally** named Pavilion Boulevard, is the longest of the original boulevards, extending 3.5 miles. On the east, it begins at S. Dr. Martin Luther King, Jr. Drive across from Washington Park, and aligns with the short segment of road inside the park that bears the same name. On the west, it ends in Gage Park. Garfield Boulevard is 200' wide and is a ***Type 3*** boulevard. The center median, which generally measures approximately 65', has a park-like landscape. Each of the side drives that flank the median has three traffic lanes and a parking lane. Parkways approximately 6' wide line the outside of the drives and are bordered by concrete walks. A single row of trees in the parkway is a mix of mature and young specimens with some gaps.

Railroad bridges span Garfield Boulevard in five areas. Generally these bridges are simple steel girders with iron trestles and concrete or stone embankments. Railroad crossings along Garfield Boulevard were elevated between 1896 and 1913.

The first of these railroad bridges is located between S. Calumet Avenue and S. Prairie Avenue and supports the CTA/Green Line. It is a steel bridge with a pair of steel supports on cement plinths flanking both sides of the roadways. This bridge is non-contributing. The second crossing consists of two bridges between S. Perry/S. Federal Street and S. LaSalle Street, just east of Interstate 90-94/Dan Ryan Expressway. The new bridge is non-contributing and the other, which is steel with steel supports and a stone embankment, is contributing.

Large rail yards lie north of Garfield Boulevard, and these feed the third and fourth rail crossings. The third crossing, just east of S. Stewart Avenue, is a wide steel bridge with five pairs of concrete supports and a stone or concrete embankment at each end. The fourth crossing is between S. Normal Boulevard and S. Lowe Avenue (just east of S. Wallace Street on the north side of Garfield Boulevard). It consists of three steel bridges and carries five tracks. The decks are carried on steel supports set on concrete plinths positioned at each end of the median. There is a concrete embankment on each side. These bridges are all contributing to the historic district.

The fifth and final crossing is between S. Hoyne Avenue and S. Oakley Avenue and it carries tracks that lead into rail yards to the south. It consists of three bridges. Two are similar: both are steel with concrete sides and supports and a concrete embankment. They are contributing. A third bridge is broader, carrying two tracks, and is steel throughout. This third bridge is non-contributing.

Near the east end of Garfield Boulevard, immediately west of S. Wentworth, the boulevard passes over the multiple lanes of the depressed Interstate 90-94/Dan Ryan Expressway, which was opened in 1962. The bridge dates from the 1980s and is non-contributing. At the far west end of the W. Garfield Boulevard central median, there is a non-historic tiered concrete fountain, which is fronted on the east by a rectangular plaza with benches. The fountain is non-contributing.

The center two miles of Garfield Boulevard, from S. State Street to S. Ashland Avenue, was originally built as a center drive with flanking service roads. This section was rebuilt between 1896 and 1905, so that for its entire length Garfield Boulevard's configuration would be uniformly-divided drives with a center median.

S. Western Boulevard/Avenue is a ***Type 4*** boulevard paired with an arterial street, and it is 3.1 miles long and 200' wide. Western Boulevard was created by the original 1869 South Park legislation. It was constructed adjacent to and to the east of the existing S. Western Avenue, which was laid out as a plank road in the 1850s. Today S. Western Avenue serves as an arterial road. S. Western Boulevard parallels it north from W. Garfield Boulevard in Gage Park to the Sanitary & Ship Canal. A broad central median, approximately 100'wide, separates the two roadways, each with four lanes of traffic. Today, the eastern roadway is called S. Western Boulevard, while the western roadway is called S. Western Avenue. The central median is park-like; the flanking parkways are lined with trees, although sparse in some areas.

There are three railroad crossings. The first crossing, at W. 49th Street, has two bridges. One is all-steel and carries two tracks and is contributing. The other carries the CTA/Orange Line elevated train and has two tracks. This bridge is steel with steel sides and has a concrete embankment and supports; it is non-contributing. The median north of these bridges is occupied by an elongated bus shelter and drop-off drives; it is one of the only places along the boulevard system where the median has been removed.

The second crossing is very broad and cuts diagonally across W. 39th Street. Three side-by-side all-steel bridges carry eight tracks at this crossing. All three of these bridges are contributing.

The third crossing, with two bridges, is at W. 36th Street. An all-steel bridge carrying two tracks is located beside a new concrete bridge with concrete supports carrying two tracks, the latter being the continuation of the CTA/Orange Line elevated train. The all-steel bridge is contributing; the new concrete bridge is non-contributing.

S. Western Avenue and S. Western Boulevard are aligned along the length of the central median, from Gage Park up to W. 34th Street. At W. 34th Street, shortly before they reach the Sanitary & Ship Canal, the roadways cross and S. Western Boulevard is carried over S. Western Avenue by a non-contributing, non-historic bridge consisting of concrete supports and an iron bed. This bridge connects ca. 1940 historic embankments. S. Western Boulevard and S. Western Avenue then pass under two non-historic, non-contributing bridges, also having concrete supports and steel beds that carry the travel lanes of Interstate 55/Stevenson Expressway (opened in 1964). S. Western Avenue and S. Western Boulevard continue under a historic contributing bridge carrying railroad tracks. This bridge has geometric Art Deco detailing on its concrete supports and has a steel bed. North of this bridge, S. Western Avenue and S. Western Boulevard are carried over the Sanitary & Ship Canal (opened in 1900) by a ca. 1940 bridge that has Art Deco detailing on its concrete supports and on its limestone pinnacles. The bed of this bridge is steel. Immediately north of the Sanitary & Ship Canal, S. Western Boulevard curves west and becomes W. 31st Boulevard, while S. Western Avenue, no longer paired with its namesake boulevard, continues north.

The Connection between the Two Park Systems

The connection between the West Chicago Park System and the South Park System was to prove challenging for the two groups of commissioners. Western Boulevard/Avenue would need to be carried over (or under) numerous transportation links: railroad tracks, the Illinois & Michigan Canal and the West Branch of the South Fork of the Chicago River. This complexity was multiplied in the late 1890s by the construction of the Sanitary & Ship Canal.

After much negotiation with the canal managers and the railroads, the two systems were first connected in 1894 with the construction of a drawbridge over the Sanitary & Ship Canal on S. Western Boulevard. However, the intersection of W. 31st Street and S. Western Boulevard continued to be a major traffic bottleneck until it was relieved by the construction of a major new overpass and underpass system from

1939-41 as part of the Public Works Administration's (PWA) improvement program. The multi-ramped system that exists at this transportation hub today is substantially original to the 1940 design.

The side walls of the ramps are cast in exposed-aggregate concrete with Art Deco concrete pylons on the bridges, matching low pylons, shallow relief panels on the ramp walls and small curved platforms over each of the pedestrian tunnel entrances. The concrete bridges have beautifully-detailed concrete supports, with stylized reeding and dentils throughout. The bridge over the canal has limestone pylons with the same Art Deco detailing as the concrete of the ramps. The bridge as originally constructed was a lift bridge, but the extensive superstructure once used to raise the bridge has been removed. There are at least four original Art Deco street lamp bases on the ramp and bridge system with zigzag cast ornament. A large bronze sign on the northwestern bridge pylon documents the many engineers, designers and public officials involved in the project, as well as the PWA project number. The Stevenson Expressway/Interstate 55 passes east-west over the entire ramp system.

Descriptions: West Chicago Park System Boulevards and Squares

***S. Western Boulevard/Avenue*.** The section north of the Sanitary and Ship Canal is .2 mile long, extending from the canal on the south to where it meets W. 31st Boulevard on the north. Although most of Western Boulevard/Avenue is a **Type 4**, there is no greenway on S. Western Boulevard north of the canal. The route was laid out in 1881 and plans were drawn in 1886. It was not until 1914 that this section achieved its current configuration, after a land swap with the Sanitary District to improve the corner of S. Western Boulevard and W. 31st Street. The intersection with W. 31st Boulevard remains visually awkward. On the west side of the boulevard is a large lawn area with some trees and much shrubby growth along the canal's edge. This lawn area runs west to the four-track railroad crossing that spans the canal and the boulevard near S. Rockwell Street.

W. 31st Boulevard. Only .5 miles long, this section of the boulevard system runs roughly east-west from S. Western Boulevard to S. California Boulevard. Two major railroad overpasses cross the roadway near S. Rockwell Street. The west overpass has characteristic early-twentieth century concrete facing with inset panels and Gothic arches and is contributing. The reinforced concrete substructure appears to be of more recent date. The overpass no longer carries railroad tracks. The east overpass is more classical in design inspiration and is difficult to date. It has heavy concrete anchors with shallow inset panels and prismatic tops. Underneath is an exposed steel structure. This overpass is non-contributing.

W. 31st Boulevard is 250' wide and has a winding route. It starts out south of the arterial, W. 31st Street, but then crosses to the north at the intersection with S. Rockwell Avenue. Only the section west of S. Rockwell Avenue has any significant accessible green space. The green space has a long, winding earthen berm in it, a very unusual feature on the western boulevards. This boulevard is a ***Type 4***, a boulevard paired with an arterial street, and it appears relatively empty since there are no buildings on the south side of the boulevard and only Cook County Corrections land and a large school on the north side. The parkway has loosely-shaped mounds with trees planted in rows adjacent to the road and in informal groupings in the center of the parkway.

S. California Boulevard/Avenue. This segment of the boulevard system is .75 miles long. It runs north-south from W. 31st Boulevard to W. 24th Boulevard. It is approached on the north by a sweeping curve from W. 24th Boulevard. S. California Boulevard/Avenue is a ***Type 4***, 250' wide and similar in character to W. 31st Boulevard. Trees are planted in rows adjacent to the road and informally on the interiors of the broad parkway. It is crossed by W. 25th Street and W. 26th Street and by grade-level railroad tracks (no longer in use) on the south side of W. 26th Street. Like the boulevard segment at S. Western Boulevard/Avenue, the west roadway is an arterial called S. California Avenue and the east roadway is a

boulevard, called S. California Boulevard. There is a tiered concrete fountain at the south end of S. California Boulevard/Avenue that is non-contributing

W. 24th Boulevard. W. 24th Boulevard is only .25 miles long, providing a short east-west connection between S. Marshall Boulevard on the west and S. California Boulevard on the east. It is 250' wide and is a **Type 5**. The south side of the street has a wide lawn; the north side has the large and imposing Carter H. Harrison Technical High School.

At the intersection of W. 24th Boulevard and S. Marshall Boulevard, on the southwest corner, is a monument to *Jacques Marquette.* Designed by Hermon Atkins MacNeil in 1926, the bronze sculpture powerfully depicts Marquette holding his cross with Louis Joliet on his left and an Algonquin Indian on his right. It is set on a rectangular granite base with a series of low steps leading up to it on all four sides. The front panel on the base depicts a canoe being portaged and bears the inscription: *This monument was erected by the Trustees of the Ferguson Monument Fund to commemorate the discoveries and the sacrifices of the Jesuit missionary Pere Marquette. Dedicated MCMXXVI.*

The base is weathered and difficult to read. The monument is set on a diagonal in the broad parkway, facing across the intersection, with beautiful mature trees shading it.

S. Marshall Boulevard is a short segment, .5 miles long. It runs north-south, connecting the south end of Douglas Park (W. 19th Street) with W. 24th Boulevard. It is a ***Type 5***, a center drive with broad parkways and is crossed by two railroad bridges between W. 19th Street and W. 21st Street. The northernmost overpass is the older of the two and is contributing. It is a standard height viaduct with large rusticated block walls in the underpass. The southern overpass is carried on unusually high reeded concrete pillars and is non-contributing. It has some decorative braces that give a nod to the ornament found on earlier railroad bridges on the boulevards. On the 250' wide boulevard, trees are planted in rows adjacent to the road and in informal groupings in the center of the parkway.

W. Douglas Boulevard is .75 miles long. It runs east-west, connecting the western edge of Douglas Park (S. Albany Avenue) to Independence Square. It is a ***Type 3*** boulevard. This boulevard was part of the original plan for the West Chicago Park System, with land acquisition and plans drawn up in 1871. The boulevard was built between 1873 and 1881, making it one of the earliest West Park segments to be opened to the public. Its design clearly reflects this early date, with a winding concrete path down the center of the median, (the only such path in the entire West system) and informal groupings of both trees and shrubs. There are a considerable number of non-contributing features and minor resources not counted along W. Douglas Boulevard. These include concrete benches of various types and seating areas with game tables at S. St. Louis Avenue. There is a non-historic modern object, a sculpture, at S. Kedzie Ave. and raised planters at Homan Avenue. Another non-contributing object, a concrete obelisk denoting the "historic boulevards," stands at the entrance to Douglas Park.

Independence Square is located at the intersection of W. Douglas Boulevard and S. Independence Boulevard. It is bounded on the north by W. Douglas Boulevard, on the west by S. Independence Boulevard, on the south by W. 114th Street and on the east by S. Ridgeway Avenue. Although the roadway now cuts off the northeastern corner of the square, it still remains an important visual turning point in the boulevard system. What gives it this important presence is the *American Youth and Independence Day Fountain* that rises at the center of the square. This monument, a contributing object and designed in 1902 by Charles Mulligan, was the first and only sculptural fountain commissioned by the West Chicago Park System. The round granite pool of the fountain rests on a raised area in the square. At its center is a fifteen-foot high granite pedestal which originally had four cast-bronze plaques around the base; these plaques are now missing. The bronze sculpture depicts the excitement and joy of

Fourth of July patriotism, with two boys and two girls waving flags, blowing horns and beating drums as they march with high knees and faces raised to the sky. The square has little surviving landscaping, with just a few scrubby trees on the edges of the lawn area south of the fountain. There is also a non-contributing building located in the southeast corner of the square.

S. Independence Boulevard. Approximately .9 miles long, S. Independence Boulevard runs north-south from W. Harrison Street (Interstate 290/Eisenhower Expressway)) to W. Douglas Boulevard. It is a ***Type 3.*** It is crossed by a railroad overpass between W. Taylor and W. Fillmore Streets.[23] This overpass is the ornamental concrete type introduced throughout much of the West System in the 1910s. Rows of trees line the roadway. The landscaping has trees close to the roadway in rows and more informally planted inside the green median.

S. and N. Hamlin Boulevard, .3 mile long, is the north-south extension of Independence Boulevard. S. Hamlin Boulevard runs from W. Congress Parkway (Interstate 290/Eisenhower Expressway) on the south to W. Madison Street on the north and then it becomes N. Hamlin Boulevard, skirting the western edge of Garfield Park the entire way. North of W. Lake Street N. Hamlin Boulevard becomes N. Hamlin Avenue and continues to the north boundary of Garfield Park. Although it is a ***Type 3***, a divided drive with a center median, throughout, the green median widens considerably south of W. Gladys Avenue. Between W. Monroe and W. Adams Streets the parkway has been carved away to almost nothing in order to accommodate four lanes of traffic. This narrow parkway is planted with a relatively recent row of trees and ornamental grasses. In the broad section of the median near W. Congress Parkway, trees are planted informally and create a shady grove.[24]

N. Central Park Boulevard is .10 miles long and 250' wide. It runs north out of Garfield Park as an extension of N. Conservatory Drive leading to Garfield Square (W. Ferdinand Street). It is a ***Type 2*** and is crossed by a railroad overpass at the northern edge of the park. This non-contributing bridge carries multiple tracks and is constructed of steel girders with rusticated concrete blocks on the underpass walls.

Although the land for this segment was acquired immediately after the West Park Commission was formed, plans were not finalized for this segment until 1903. The drives were widened in 1921 in response to the increasing amount of automobile traffic on the boulevards.

Garfield Square lies at the turning point between N. Central Park Boulevard and W. Franklin Boulevard. It is an irregularly-shaped rectangle, roughly 300' x 325,' and is bounded on the north by a road named Garfield Square, on the west by N. Monticello Avenue, on the south by building lots, and on the east by N. Central Park Avenue. It is bisected by W. Ferdinand Street, which becomes W. Franklin Boulevard. The square contains a non-contributing concrete obelisk in the northeast corner, erected in 1996 denoting the "historic boulevards." A pedestrian pathway runs through a lawn area that is planted with numerous groupings of trees.

W. Franklin Boulevard is .75 miles long and 250' wide. It runs west-east between Garfield Square (N. Central Park Boulevard) and Sacramento Square (N. Whipple Street). It is a ***Type 2***, and was laid out in 1903, although not completed until 1911. Its drives were widened in 1921. This boulevard is landscaped with groupings of small trees and more mature single trees.

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[23] This overpass carried a freight line of the Chicago & Great Western Railway when originally built. It now carries the lines of the Baltimore & Ohio Railroad.

[24] It should be noted that the street signs on the northern section of Hamlin shift between "Street", "Avenue" and "Boulevard" throughout the distance between Washington Boulevard and Gladys Avenue.

Sacramento Square lies at the turning point of W. Franklin Boulevard and N. Sacramento Boulevard. It has no distinct northern boundary, merging directly into N. Sacramento Boulevard. On the east, it is bounded by N. Sacramento Boulevard, on the south by W. Franklin Boulevard and on the west by N. Whipple Street. Although part of the original West Chicago Park system plan, the square has been altered several times over the years. Especially notable is the redesign in 1909 to accommodate the newly-acquired Sacramento Boulevard extension to the south.[25] Today the dominating presence of intersecting roadways leaves little green space at this turning point for the boulevard system. It retains only one of its original corners, the southwest, and has just a few informal groupings of trees and shrubs. This square is embedded in what has always been an industrial part of the West Side, with massive train yards to the east and factories on all sides. The embankment to the south once carried railroad tracks.

N. Sacramento Boulevard is .55 miles long and runs south-north from Sacramento Square to W. Augusta Boulevard. The Boulevard is 263' wide from Sacramento Square to W. Grand Avenue and 400' wide from W. Grand Avenue to W. Augusta Boulevard. It is crossed by a contributing ornamental concrete railroad overpass in the Gothic style just south of W. Chicago Avenue. This bridge once carried trains into and out of the railroad yard to the east.[26] The boulevard is a ***Type 2*** and has some informal groupings of trees and shrubs in the parkway. Between W. Grand Avenue and W. Chicago Avenue, the east service drive has been removed along with the eastern border of trees. Some of the large trees lining the western roadway are still in place. Parking space has been carved from the parkway between W. Chicago Avenue and Sacramento Square. N. Sacramento Boulevard has relatively few crossings and, of these, only W. Grand Avenue is a major arterial.

BOULEVARDS AND SQUARES ALREADY LISTED ON THE NATIONAL REGISTER

Midway Plaisance was listed as part of the 1972 *Jackson Park Historic Landscape District and Midway Plaisance* nomination. The Midway is approximately 1 mile long, and 700' wide. It is a ***Type 1*** boulevard. It connects the south end of Washington Park with the north end of Jackson Park. It is bounded by E. 59th Street on the north, E. 60th Street on the south, S. Cottage Grove Avenue on the west, and S. Stony Island Avenue on the east. A broad central depressed median is flanked by roadways with two lanes of one-way traffic. These roadways are then separated by a median from service drives bordered by a parkway. A row of trees borders the grass-covered parkways and medians along the length of the Midway. This simple landscape treatment is only varied between S. Woodlawn and S. Ellis Avenues, where a skating rink is located in the center of the depressed median and a garden is planted along much of the north median. Several sculptures are located on the Midway Plaisance, including the *Carl Von Linne Monument* by Frithiof Kjellberg, designed in 1891 and relocated from Lincoln Park in 1976; the *Thomas G. Masaryk Monument* by Albin Polasek, dedicated in 1955, and the Cheney-Goode Memorial, designed by the South Park Commission architect and installed in 1932.

The following boulevards and squares were listed as part of *The Logan Square Boulevards Historic District:*

N. Humboldt Boulevard is .75 miles long, extending north from Garfield Park (W. North Avenue) to the eastern edge of Palmer Square (N. Shakespeare Avenue). It is a ***Type 2,*** with formal rows of trees lining the roadway and informal groups of shrubs in the parkway. The parkway has been slightly built up to provide mounds for the plantings. It is crossed by an ornamental concrete railroad overpass at W. Bloomingdale Road.

[25] Sacramento Avenue was purchased from the City in 1903 in order to create Sacramento Boulevard, thereby creating a more direct connection between Garfield Park and Douglas Park for automobile traffic.
[26] The overpass originally carried the Chicago, Minneapolis & St. Paul Railroad.

Palmer Square is approximately 7 acres, bounded on the north and south by W. Palmer Square, on the east by N. Humboldt Boulevard, and on the west by N. Kedzie Boulevard. It is roughly oblong. The square has an oval jogging path around its perimeter, a concrete sidewalk along its north and south sides, and three north-south sidewalks: one in the middle and one at either end. There is a boulevard kiosk, dating from ca. 1996, at the square's west end, and a modern play area featuring mounds and whimsical forest animals at the center. There are a number of old growth trees throughout the square.

N. Kedzie Boulevard is approximately .8 miles in length. It runs north-south and connects Palmer Square to Logan Square. It is a ***Type 2*** boulevard.

Logan Square is approximately 5.5 acres, bounded approximately by the service drives of W. Logan Boulevard on the north and south, N. Troy Street on the east, and N. Kedzie Avenue on the west. The *Illinois Centennial Column*, dating from 1918 and designed by Henry Bacon and Evelyn Beatrice Longman, stands in the center of the square. There is a small building facing southwest on North Milwaukee Avenue.

N. Logan Boulevard is approximately 1 mile long, extending from Logan Square east to Interstate 90/Kennedy Expressway. It is a ***Type 2*** boulevard. The .35 mile section of N. Logan Boulevard between the Kennedy Expressway and the Chicago River has no greenway, is largely flanked by newer buildings, and was not included in the National Register *Logan Square Boulevards Historic District* that is referenced in this nomination.

INTEGRITY OF THE SYSTEM

The integrity of the overall configuration of *The Chicago Park Boulevard System Historic District* is very high. Except for three squares in the West Park System (Independence, Garfield and Sacramento) the sizes of the parks, boulevards and squares have not changed markedly since 1942, the end of the period of significance for *The Chicago Park Boulevard System Historic District*. The three squares are somewhat reduced in size from their original 400' x 400' dimension to facilitate traffic flow.

On the boulevards, the location, width of rights-of-ways, and configuration of roadways, parkways and medians has changed relatively little since 1942, the end of the district's period of significance. One exception is found on S. Western Boulevard/Avenue, where a public transit station with a long canopy, built in the 1980s as part of the CTA Orange Line rapid transit line connecting the Loop with Midway Airport, occupies the median at W. 49th Street. (Map 34)

Overall, the integrity of the boulevard landscapes ranges from good to fair. The flat topography has changed little. The narrow parkways bordering the streets still mostly consist of grass and trees planted in lines, and the medians still retain their overall impression of continuous, linear parkland. Landscaping along the boulevards falls into three categories: formal (characterized by rows of shade and ornamental trees), informal (characterized by groves and māsses of shade and ornamental trees), and park-like (grouped areas of shade trees interspersed with isolated specimen and ornamental trees, mostly found in squares and along wide medians.) Based on available historic images and descriptions, this general statement expresses how the boulevards were historically envisioned. A limited collection of drawings also provided information.

Although some of the trees are quite old and many new trees have been planted, the number of trees along the boulevards is far fewer than during the period of significance.[27] Disease and pollution have

[27] There have been recent efforts to reinforce the historic planting patterns. For instance, Open Lands has been working with the Chicago

resulted in the eradication of several tree species once widely used, such as elm and ash. The practice of salting roads has also impacted the quality of turf and trees. Forest management practices have led to the substitution of trees now seen as invasive, such as the Ailanthus/tree of heaven. Maintenance practices and labor costs have also had their effect on the boulevards' landscape, as many workers with hand mowers who were once able to maintain trees closely spaced in lines gave way to fewer workers and larger mowers. Floral displays, common on S. Drexel Boulevard, were also found on Western Boulevard and Garfield Boulevard, although only in small areas. They no longer exist. Still, the historic landscape style of each boulevard, based on the elements that remain—be it formal, informal or park-like—is largely discernible. The ghosts of the configuration of historic walkways survive on S. Drexel Boulevard, and there are still paths on W. Douglas Boulevard.

There are some understory and ornamental trees as well as shrub groupings on the boulevards and in the squares. Typically these can be found next to railroad crossings and at locations where roadways cross the boulevards, such as at W. 13th Street on S. Independence Boulevard and at S. Homan Avenue on W. Douglas Boulevard. As with large shade trees, time, lack of maintenance and environmental factors have taken their toll and there are no longer as many shrubs and ornamental trees as there were during the period of significance.

Non-historic elements in the boulevards and squares exist. There are some pieces of sculpture and fountains that have been placed since 1942. Many were installed in the 1990s. There are two obelisks, one in Garfield Square and the second where W. Douglas Boulevard meets Douglas Park. Three tiered-concrete fountains were installed, at the north end of S. Drexel Boulevard, at the west end of W. Garfield Boulevard, and in front of the Cook County Criminal Courts Building at W. 26th Street and S. California Boulevard/Avenue. At the intersection of E.47th Street and S. Dr. Martin Luther King, Jr. Drive, the "Chicago Blues District" is celebrated with four non-historic sculptures representing jazz musicians, which were installed in 2005. Lighting has also been changed along the system.

Concrete came into use for curbs, gutters and sidewalks around 1900, as did asphalt for roadways. Asphalt roads have been resurfaced in asphalt, and concrete sidewalks have been replaced by concrete. Historically, crosswalks were rare on medians except at intersections, and they continue to be. They are common, however, on the parkways in front of residences, commercial and institutional buildings.

The presence of light fixtures, regularly spaced along the boulevards, was common during the period of significance. All early light fixtures have been replaced with modern fixtures that are a mixture of the cobra variety and fixtures that simulate historic fixtures. Traffic signals along the boulevards were standardized during the period of significance, but no historic signals remain.

Non-historic introductions along the system include bus shelters and signage, the latter being placed on light and traffic fixtures or on metal poles. In addition, electrical and phone junction boxes as well as signal control boxes can be found at intervals throughout the system.

Despite the landscape changes that inevitably take place over time and the transformation of hardscape features, the greenways that make up *The Chicago Park Boulevard System Historic District* remain and have left a powerful imprint on the City of Chicago. A continuous arc of green, from E. 35th Street and S. Dr. Martin Luther King, Jr., Drive, extending south, west and north to the east end of W. Logan Boulevard, embraces the city and today exemplifies its early development history.

Department of Transportation (CDOT) to follow the original planting designs for S. Western Ave. The Chicago Park District supplied them with South Park Commission historic plans. This wasn't a strict restoration, but it was an attempt to reinforce the historic formal planting patterns.

ARCHITECTURE LINING *THE CHICAGO PARK BOULEVARD SYSTEM HISTORIC DISTRICT*

As might be expected in a historic district with hundreds of buildings, there are many different building types represented. The styles of buildings in the *Chicago Park Boulevard System Historic District* embody in microcosm, the architectural styles prevalent in Chicago between the 1870s and 1942, and there is great stylistic variety. Much of the architecture along the park and boulevard system is distinguished. In addition, it generally is site specific. The buildings, no matter what their type, were consciously designed to accommodate their setting to take advantage of nearby transportation systems, to respond to area demographics, and to relate to the landscaped parks and the boulevards they surround. Although the buildings differ in type, size and style, they frequently are of higher architectural quality than the buildings along side streets, which did not carry the prestige of living or working next to the parks, boulevards or squares. In general, a high level of design quality characterizes the buildings in *The Chicago Park Boulevard System Historic District*.

Some blocks and portions of blocks facing the park boulevard system are not included in this historic district. The two main reasons are that they are mostly or all vacant lots or non-historic construction built after the district's period of significance. Further information about the location and character of these omitted areas can be found in Section 8: ARCHITECTURE LINING THE PARKS, BOULEVARDS AND SQUARES: 1869-1942, under sub-sections concerning each individual boulevard, square or park in the larger district.

Building Types

Examples of the various building types and styles are keyed into *The Chicago Park Boulevard System Historic District* maps of the Boulevards, Squares and Parks. There are 67 maps, referenced by four pages of keys. See Continuation Sheet "Chicago System Boundaries, Keys and Maps (Attachment 2)."

Residential Buildings

Of the primary contributing buildings in this historic district, more than 85% are residential. Although most of the buildings fronting on the parks are residential, there are locations that are exceptions. The exceptions include the east boundary of Washington Park (S. Cottage Grove Avenue), the north boundary of Douglas Park (W. Roosevelt Road), and the north boundary of Humboldt Park (W. North Avenue), all of which are largely commercial. The east side of Douglas Park (S. California Avenue) is lined by several institutions. The south boundary of McKinley Park (W. Pershing Road) is made up of industrial buildings that are part of the Central Manufacturing District, which was listed in the National Register as the *Central Manufacturing District --Pershing Road Development Historic District* in 2015. The boulevards that are not predominantly residential are: the south end of S. Western Boulevard/Avenue, W. 31st Boulevard (which serves as a connector and has no structures facing it), S. California Boulevard/Avenue between W. 26th Street and W. 31st Street, and N. Sacramento Boulevard between W. Chicago Avenue and W. Franklin Boulevard. The buildings facing these boulevards are largely industrial, with only a handful of residential buildings.

Within the district, detached or party-wall single-family houses, two-flats and three-flats were built on narrow lots and tend to have small front lawns with uniform setbacks. The exception to this configuration is found along Marshall Boulevard, on the south side of W. 24th Boulevard, and on the east side of S. California Boulevard/Avenue between W. 24th Boulevard and W. 26th Street, where the houses have deep front lawns. Most of the smaller residential buildings were constructed between the late 1880s and 1920. There are some areas, as along S. Drexel Boulevard, where there are larger houses on more spacious lots. Most of the buildings facing the boulevards are masonry.

There are more than 350 contributing buildings containing four or more individual residential units—4-flats to tall apartment buildings along the boulevards and parks, with additional buildings in the already listed *Logan Square Boulevards Historic District.* All are brick structures, many with stone trim. One prolific type is characterized by tiers of sun porches facing onto the boulevards and parks. Only a small number of the apartment buildings along the boulevards and parks are taller than four stories. Courtyard buildings, which are typically 3-1/2 stories with apartments facing a front courtyard, range from large-scale structures along Drexel Boulevard to ½ courtyards facing Franklin Boulevard and Douglas Boulevard. The largest concentrations of apartment buildings containing more than six units may be found along S. Drexel Boulevard, W. 51st Street, W. Douglas Boulevard, and W. Franklin Boulevard, and also along N. Kedzie Boulevard, N. Humboldt Boulevard and W. Logan Boulevard in the already-listed *Logan Square Boulevards Historic District.*

There are a variety of vernacular residential building types along the park and boulevard system. They range from gable and gambrel front cottages to bungalows and four squares to greystones of varying sizes. The bungalows, four squares and greystones have features that enable them to be categorized by style.

The majority of the vernacular residential building types in the *Chicago Park Boulevard System Historic District* are rough-faced or smooth-faced Bedford limestone greystones. There are additional greystone buildings in the already listed *Logan Square Boulevards Historic District.* Beginning in the late 1880s the builders of this building type, seemingly unique to Chicago, embraced a variety of architectural styles, from Queen Anne and Romanesque early on to Classical Revival. Some greystones, with turrets and crenellations, columns and pilasters, brackets and towers, and a variety of unusual details, are difficult to categorize stylistically. Although many are eclectic, each tends to be dominated by a particular style with the less dominant secondary styles used for decoration. In addition to Logan Square, there are particularly dense concentrations of greystones along S. Dr. Martin Luther King, Jr. Drive and W. Douglas Boulevard.

Those residences of all sizes along the parks and boulevards that are not greystones were designed in a variety of styles—ranging from Italianate in the 1870s to Art Deco and Moderne in the 1930s, with the vast majority of buildings designed in a variety of styles bearing historic references, from Queen Anne and Romanesque to Classical and Tudor Revival. The largest concentration of Italianate houses is found on E. Oakwood Boulevard. There are only a few Art Deco residences, and these are found on S. Dr. Martin Luther King, Jr. Drive. Numerous residential buildings of all sizes were inspired by Craftsman architecture, characterized by geometric massing with stone trim. Craftsman dominates the streetscape along the south side of Jackson Park, some stretches of S. Dr. Martin Luther King, Jr. Drive, W. Garfield Boulevard, and S. Western Boulevard/Avenue. Some of the larger brick apartment buildings, typically those built in the 1920s, incorporated Tudor, Classical or Craftsman detailing.

Some of the residential buildings in the *Chicago Park Boulevard System Historic District* were designed by architects who have an established reputation for design quality. There are residences, for example, designed by Burnham & Root (442 E. Oakwood Boulevard [Map 5] and 4545 and 4941 S. Drexel Boulevard [Maps 7, 8]), Henry Ives Cobb (1130 E. 59th Street [Map 14] and 1144-46 E. 59th Street [Map 16]), Frost and Granger (4801 and 4935 S. Drexel Boulevard [Map 8]), Holabird & Roche (3614 S. Dr. Martin Luther King, Jr. Drive [Map 1] and 2240 W. 37th Street [Map 39]), Ernest A. Mayo (4321 S. Dr. Martin Luther King, Jr. Drive [Map 2]), Pond & Pond (923-937 E. 60th Street, Midway Plaisance [Map 16]), and Rapp & Rapp (1642 E. 56th Street [Map 17]). A great many of the houses by well-known architects were built along S. Drexel Boulevard and S. Dr. Martin Luther King, Jr. Drive, areas that attracted a wealthy clientele.

Large numbers of residential buildings in the district were designed by competent yet lesser-known architects. There are residences, for instance, designed by Edbrook & Burnham (3961, 3963 and 3965 S. Drexel Boulevard [Map 6]), Henry L. Newhouse (4310-12 and 4724-28 S. Dr. Martin Luther King, Jr. Drive [Map 2,3]), William H. Pruyn (4314-16 and 4318-20 S. Dr. Martin Luther King, Jr. Drive [Map 2]), Andrew Sandegren (415 E. 60th Street [Map 13]), and Horatio Wilson (4512, 4518, 4630 and 4805 S. Drexel Boulevard [Map 7]). Throughout the system, there are stylistically-distinguished single family houses and apartments of varying sizes by architects who are virtually unknown.

There are excellent representative examples of residential architectural styles along the park and boulevard system. These include a fine Italianate six-flat at 620-630 E. Oakwood Boulevard [Map 5], the Richardsonian Romanesque mansion designed by Treat & Foltz in 1887 for Martin Ryerson at 4845-4851 S. Drexel Boulevard [Map 8], the Chateauesque house that Henry Ives Cobb designed for John A. McGill at 4938 S. Drexel Boulevard in 1891 [Map 8], the Classical Revival house at 4626-4628 S. Drexel Boulevard designed by Horatio R. Wilson in 1893 [Map 7], and a Tudor Revival residence at 1722 W. Garfield Boulevard that was designed by N.K. Pruyn in 1916 [Map 30]. In addition there are many examples of a variety of architectural styles in the *Logan Square Boulevards Historic District*, included by reference in this nomination.

The already-listed *Logan Square Boulevards Historic District* is predominantly residential, consisting mainly of brick and stone masonry single family houses and detached 2- and 3-flats. It also has some low-rise apartment buildings, courtyard buildings and Craftsman apartments with tiered sun porches. There are a number of greystones in the district with Romanesque and Classical detailing. The buildings were generally designed between the mid-1880s and late 1920s, most by architects who are not well-known.

Mixed-Use Commercial Buildings

Although the majority of buildings along the boulevards are residential, there are some mixed-use commercial buildings, with stores or restaurants on the first floor and apartment units above. These buildings are located along arterial streets facing parks and where major arterial streets cross the boulevards at public transportation intersections. There are excellent examples of mixed-use buildings located at the transportation nodes of E. Garfield Boulevard near the Garfield CTA/Green Line stop: (315 and 317 E. Garfield Boulevard [Map 26]) and at the southwest corner of W. North Avenue and N. Kedzie Avenue (1550 N. Kedzie Avenue [Map 63]).
Mixed-use buildings tend to stand two to four stories and are built right at the front lot line. They are rectangular buildings with glazed first-floor storefronts. Windows above the first story, where apartments are located, are often double hung. Some of these buildings are large with several stores on the first floor. Others are smaller and contain a single business. The buildings are all masonry: some entirely brick, some faced in stone and some sheathed in terra cotta. The Humboldt Building at 2747-53 W. North Avenue, located at the southeast corner of W. North Avenue and N. California Avenue [Map 63], is an excellent example of a large terra cotta building that marks a transportation crossing. One particularly interesting example of a small commercial building with apartments above is the Schlitz brewery tied-house building at 3456 S. Western Avenue [Map 40]. This building, with its corner tower, stands two stories, is built of brick with stone trim, and is unique within the district.

The design of these mixed-use commercial buildings is usually dominated by a particular style. Examples include buildings at 3458 W. Lake Street (Queen Anne) [Map 56], 735 W. Garfield Boulevard (Tudor Revival) [Map 27], 305 E. Garfield (Craftsman) [Map 25], and 317 E. Garfield (Craftsman) [Map 25].

Commercial Buildings

There are a number of commercial buildings in the historic district, many of which are dedicated to a specific enterprise. One is the Liberty Life Supreme Life Insurance Company Building at 3501-11 S. Dr. Martin Luther King, Jr. Drive [Map 1]. It was designed in 1921 by architect Albert Anis. The only bank constructed along the boulevards is the Classical Revival Kenwood National Bank, located at 4636 S. Dr. Martin Luther King, Jr. Drive, designed in 1921 [Map 3]. The only hotel is the eight-story Sutherland Hotel, which stands at the corner of E. 47th Street and S. Drexel Boulevard at 4657-59 S. Drexel Boulevard/900 E 47th Street [Map 7]. It was designed by Henry L. Newhouse in 1917. The Sutherland was individually listed on the National Register of Historic Places in 2011.

In the already-listed *Logan Square Boulevards Historic District*, there are 3 commercial buildings. One such example is a 3-story store and auditorium building designed by Worthman & Steinbach at 2535-47 N. Kedzie Boulevard in 1911 [Map 66].

Churches and Synagogues

Of the many prominent religious, institutional, educational, and municipal buildings located in *The Chicago Park Boulevard System Historic District,* there are more than 20 churches and synagogues. There are a handful of additional churches in the already-listed *Logan Square Boulevards Historic District*. All of them were “imbedded” in residential segments of the boulevards, close to the homes of their congregants. All of them are contributing buildings.

Churches and synagogues often occupy prominent corner sites. Some, such as the church designed in 1897 by S.S. Beman for the First Church of Christ, Scientist at 4017-23 S. Drexel Boulevard [Map 6], are relatively small. Others, such as Corpus Christi Church at 4910-20 S. Dr. Martin Luther King, Jr. Drive [Map 4], are large complexes. Although the buildings have not been substantially altered, in most cases denominations have changed. There are a number of buildings, constructed as Jewish synagogues along S. Independence and W. Douglas Boulevards that today serve Christian congregations. All of the churches and synagogues tend to be high style, many designed by prominent architects. Built between the 1880s and the 1930s, they reference a variety of architectural styles. Most of the synagogues were built in the 1910s and 1920s and were inspired by Classical architecture. Examples include Congregation Anshe Sholom at 754 S. Independence Boulevard, designed in 1926 by Henry L. Newhouse & Burnham [Map 53] and Sinai Congregation at 4600-4622 S. Dr. Martin Luther King, Jr. Drive, designed in 1909 by Alfred Alschuler [Map 3]. Corpus Christi, a Catholic church at 4920 S. Dr. Martin Luther King, Jr. Drive, is also Classical Revival. It was designed by Joseph McCarthy in 1916 [Map 4]. Handsome examples of Romanesque Revival structures include two churches on E. Oakwood Boulevard. One of these, the Oakland Missionary Baptist Church built in 1903, is at 649 E. Oakwood [Map 5]; the other, Memorial Baptist Church, designed in 1899 by Patton, Fisher & Miller, is located at 729 E. Oakwood [Map 6]. An excellent example of a Gothic Revival religious building, Visitation Church, built 1898-99, is found at 843 W. Garfield Boulevard [Map 27].

The already-listed *Logan Square Boulevards Historic District* has several religious buildings. They include a Catholic church, located at 2523-25 W. Logan Boulevard, designed by Worthmann & Steinbach and built in 1906 [Map 67]; the Eleventh Church of Christ, Scientist by Leon Stanhope, located at 2836-40 W. Logan Boulevard and built in 1916 [Map 67]; the Christ English Lutheran, now Norwegian Memorial Lutheran Church at 2608-12 N. Kedzie Boulevard, designed by Charles Sorenson and built in 1908 [Map 66]; the First English Evangelical Church at 3058-70 W. Palmer Square, designed by Lowe & Bollenbacher and built in 1923 [Map 65]; and St. Sylvester Church at 2163-69 N. Humboldt Boulevard/2157 W. Palmer, designed by Egan & Prindville and built in1905 [Map 65] . There is one synagogue building, B’nai David Ohave Zedek, designed by David Saul Klafter and built in 1919. It is

located at 1908-10 N. Humboldt Boulevard [Map 64].

Hospitals

There are a few hospitals facing the park and boulevard system. They are large complexes, with buildings that have been added over time. Two face Douglas Park: St Anthony Hospital at 2851-67-75 W. 19th Street [Map 47], and Mt. Sinai Hospital at 1501 S. California Boulevard [Map 63]. The Municipal Contagious Diseases Hospital is located at 3000 S. California Avenue [Map 43]. The Norwegian-American Hospital is located at 1044 N. Francisco Avenue, on the east side of Humboldt Park [Map 61]. The Franklin Boulevard Hospital, now Sacred Heart Hospital, is located at 3234-40 W. Franklin Boulevard [Map 59]. In addition to these five hospitals, the Sinai Schwab Rehabilitation Center is located next door, to the north, of Mt. Sinai Hospital.

The first structure built for St. Anthony Hospital was designed in 1897 by Henry Schlacks. With Flemish gables, the building does not easily fit into any specific architectural category. Mt. Sinai is a complex of buildings with its original Beaux Arts design dating from1919. The Municipal Contagious Diseases Hospital was designed in the Classical Revival style in 1914 by Charles W. Kallal. The five-story Norwegian American Hospital is a brick building in the Classical Revival style with stone trim and detailing. The Franklin Boulevard Hospital is a four-story Classical Revival building of light colored brick with minimal ornamentation, much of it in the bay containing the main entrance.

Community Centers

There are two important community centers located in *The Chicago Park Boulevard System Historic District*. Both occupy prominent sites. One is the Abraham Lincoln Center, located at 700 E. Oakwood Boulevard [Map 5]. This rectangular brick building stands six stories high. Designed by Frank Lloyd Wright and Dwight Perkins in 1898-1903, it has the pared-down simplicity associated with the Prairie Style, although it doesn't strictly reference the style. By contrast, the Jewish Peoples Institute at 3500 W. Douglas Boulevard, designed in 1926 by Klaber & Grunsfeld and located at the intersection of W. Douglas Boulevard and S. St. Louis Avenue [Map 50], is an elaborate and unusual Moorish Revival building.

Educational Buildings

There are more than a dozen educational buildings in the historic district and not already listed in other districts. Some were built as public schools. A small number were built as private schools associated with religious institutions. All are large, prominently sited, and located in residential neighborhoods.

The two styles favored for the design of school buildings were Classical Revival and Tudor Revival. Four of them, all designed by Arthur Hussander in the 1910s, (Carter H. Harrison Technical High School at 2832-2850 W. 24th Boulevard [Map 45], Hyde Park High School at 6200-6220 S. Stony Island Avenue [Map 19], Theodore Herzl Elementary School at 3701-3725 W. Douglas Boulevard [Map 51], and Nathanial Pope Elementary School at 1832-1858 S. Albany Avenue [Map 47]) are Classical Revival. Tudor Revival was popular somewhat later. One such example is Providence St. Mel at 115-119 S. Central Park Avenue, designed in 1929 by Morrison & Wallas [Map 55].

Collegiate Gothic, because of its association with collegiate accomplishment, dominated the architecture of the University of Chicago from 1893, when the first buildings along the north side of the Midway Plaisance were constructed. Most of these University of Chicago buildings on the north side of the Plaisance are already listed on the National Register as contributing to the Hyde Park-Kenwood Historic District, listed in 1979. These include Nancy Foster Hall, designed by Henry Ives Cobb in 1893 at 1126/30 E. 59th Street [Map 16] and the University President's House, also by Cobb, in 1895 at 1144-

1146 E. 59th Street [Map 16]. Following this pattern, James Gamble Rogers designed the University of Chicago Laboratory School for primary and secondary students at 1362 E. 59th Street in 1903 [Map 15]. Later buildings at the University were equal in quality to these and tended to respect the Collegiate Gothic idiom.

The University of Chicago is arguably the most important institution with a visual and physical connection to the Chicago park boulevard system. Paul Cornell, the founder of Hyde Park in 1853, foresaw this newly-subdivided railroad suburb as a fine residential community that would someday be anchored by an important institution. This did not happen until just the annexation of Hyde Park to Chicago in 1889. By then, the Hyde Park community had received a tremendous embellishment with the creation of the original South Park system (now comprised of Jackson Park, Washington Park, and the connecting Midway Plaisance). These parks provided greenspace that defined the west and south borders of today's Hyde Park community area. Land adjacent to the Midway Plaisance itself, and made attractive for development by that proximity, became the location of Cornell's long-sought institutional anchor for the neighborhood, the University of Chicago.

A previous University of Chicago, established in 1856 in Chicago's Douglas community to the north, had failed in 1886. A number of businessman and civic boosters worked to establish a successor university, and Hyde Park was selected as the location. Empty land on the southwestern edge of the established community, owned by department store owner Marshall Field, was available. This land happened to be on the northern edge of the Midway Plaisance. This is where the first University of Chicago buildings were built.

Designed by Henry Ives Cobb, the original University of Chicago buildings formed the first buildings of a quadrangle that was not fully built up until the immediate post-World War II era. The intent was to evoke the spirit of universities such as England's Oxford and Cambridge with their "cloistered" quadrangles. Several quadrangle buildings faced the Midway Plaisance, but the intent was to create an inward looking educational space, set apart from the surrounding community. Quadrangle buildings form a "wall" that plays off against the greensward of the Plaisance, but main building entrances tend to face the inner quadrangle.

It was only later that university buildings consciously engaged the Midway Plaisance, creating a strong physical connection with the sweeping landscape through prominent entrances and facades that were clearly "front" facades facing the Plaisance. An early building facing the Plaisance, a residence for the university president built in 1895, is only modestly connected visually to the Plaisance. However, in 1903, Emmons Blaine Hall was built facing the Midway Plaisance on the block between S. Kimbark and S. Kenwood avenues. Built to house facilities for the University's School of Education, the building was designed in a handsome Gothic Revival manner, clad in gray limestone. In the next decade, in 1916, Ida Noyes Hall was built in the block just east of Emmons Blaine Hall. Built to house social and recreational facilities for female university students, Ida Noyes Hall was designed in a finely-detailed Tudor Revival manner, visually consistent with earlier University buildings.

Both Emmons Blaine Hall and Ida Noyes Hall directly face the Midway Plaisance, creating a visual "dialogue" with the Plaisance. Other university buildings with similar sitings on the north side of the Plaisance would follow, including Rockefeller Chapel, located at 1156-1180 E. 59th Street and built in 1925-1928, and the International House at 1414 E. 59th Street, built in 1932.

This university tendency to site buildings with clear visual relationships to the Midway Plaisance continued on the south side of the Plaisance, but mostly in the second half of the 20th century. An early example is Burton-Judson Courts at 1005 E. 60th Street, built as a dormitory in 1931. It was not until after

World War II, however, after the district's period of significance, that other major university buildings joined Burton-Judson Courts, creating a major university presence south of the Plaisance.

Government Buildings

Cook County buildings have a strong presence along S. California Boulevard/Avenue. Most are County jail buildings, all of which are recent and non-contributing. However, there is one significant historic building, the Cook County Criminal Courthouse at 2600 S. California Avenue [Map 44]. It is a stately Classical Revival building designed in 1927 by Eric E. Hall. Other government buildings that contribute to the significance of *The Chicago Park Boulevard System Historic District* include a fire station at 5218 S. Western Avenue [Map 33], and the Western Avenue Pumping Station at 4921-4959 S. Western Boulevard, designed in 1927 by Charles W. Kallal [Map 34].

Industrial Buildings

There are a number of industrial buildings (factories and warehouses) in *The Chicago Park Boulevard System Historic District.* They range in size from small buildings to large complexes. Most are concentrated along the south end of S. Western Boulevard/Avenue, on W. Pershing Road facing McKinley Park, and on W. Franklin and N. Sacramento Boulevards. These factory and warehouse buildings are all located adjacent to railroad lines and/or along Chicago's river and canal system. The industrial buildings in the district are typically brick, timber frame, steel frame or concrete frame construction, with their interior frame expressed on the building's exterior. Some of them, such as those along Western, Franklin and Sacramento boulevards, stand two to four stories tall. They tend to be small buildings, although some, such as the Sprague Warner Company Building at 461-605 N. Sacramento Boulevard [Map 59], are low- rise but large, sprawling complexes. The industrial buildings making up the Central Manufacturing District (CMD) along W. Pershing Road are considerably taller; they are large block-like buildings standing six to seven stories tall. (In 2015 these buildings were listed on the National Register as part of the *Central Manufacturing District: Pershing Road Development Historic District*. The vast majority of all the industrial buildings are red brick loft structures with stone or terra cotta trim. They are built up to the front lot line with embellishment concentrated around doorways and rooflines. Some, such as the building for GAW O'Hara Envelope at 500 N. Sacramento Boulevard, have towers [Map 59]. The Central Manufacturing District Tower, 2001 W. Pershing Road [Map39] stands alone, with an ornamental clock, marking the location of the complex.

The industrial buildings in *The Chicago Park Boulevard System Historic District* represent a range of styles. Many of them, especially those that were built as part of the CMD, are architecturally distinguished and particularly noteworthy for their stylistic detailing. Represented styles include Craftsman (2165-2211 W. Pershing Road, Samuel Scott Joy, 1922 [Map 39]; 500 N. Sacramento Boulevard, 1910's [Map 59]), Classical Revival (2225 W. Pershing Road, Alfred S. Alschuler, 1923 [Map 39]; 700 N. Sacramento Boulevard, 1920s [Map 60]), Gothic Revival (2139 W, Pershing Road, A. Epstein, 1927 [Map 39), and Art Deco (461-605 N. Sacramento Boulevard, A. Epstein, 1941 [Map 59]).

Several important architects designed industrial buildings along the boulevard system, especially those in the CMD. They include Alfred Alschuler, who designed the L. Fish Furniture Company building at 2225-2235 W. Pershing Road in 1923 [Map 39], and the Parisian Novelty Company at 3510-3524 S. Western Boulevard in 1927 [Map 40]; A. Epstein, who designed 2139 W. Pershing Road for Standard Brands in 1927 and 2159 W. Pershing Road for Albert Pick Co. in 1936 [Map 39], as well as the Art Deco Sprague Warner complex at 461-605 N. Sacramento Boulevard [Map 59]; and S. Scott Joy who designed the Westinghouse Electric Company Building, in the CMD in 1922 [Map 39]. John Ahlschlager designed the Schulze Baking Company building at 20-40 E. Garfield Boulevard in 1914 [Map 25]. Schulze is already individually listed on the National Register.

Architectural Styles

Italianate

The earliest houses in *The Chicago Park Boulevard System Historic District* were built in the Italianate style. The Italianate, along with Gothic Revival, developed as a reaction to the formal Classical ideals that had dominated architecture for over 150 years: the Georgian, then Federal and Greek Revival architecture that had set the tone for residential construction from the early 1700s until the mid-1850s. By comparison, Italianate architecture was a more Romantic style inspired by informal Italian farmhouses. Most Italianate houses, especially the simpler versions, were not architect designed.

Andrew Jackson Downing popularized the Italianate style through pattern books he published in the 1840s and 1850s. With examples of plans and elevation drawings taken from these books, local carpenters and craftsmen could easily build these homes. The style was most commonly used between 1855 and 1880. Those in the Chicago area tend to have been built in the late 1860s or 1870s. Typical Italianate houses stand two to three stories tall. They are characterized by low-pitched roofs with deep, bracketed cornices, tall narrow windows topped by segmental or curved arches and projecting bays. Double doors with arched detailing are characteristic, and in city houses they open off a raised front porch.

There are only a few Italianate houses in *The Chicago Park Boulevard System Historic District*, a relatively small number compared to other style buildings that were constructed later. The largest concentration is along E. Oakwood Boulevard. The six-flat at 620-622 E. Oakwood Boulevard [Map 5] is a representative example of the style. Built of brick, it stands three stories with a raised front entrance porch. Windows are double hung, tall and narrow and topped by ornamental stone hoodmolds with curving corners and a raised keystone. The three units to the west have a projecting polygonal bay; the three to the east have a rectangular bay. The building has a deep cornice supported by prominent brackets. A less elaborate example of the style can be found at 608-610 E. Oakwood Boulevard [Map 5]. It is red brick with corner bays and a shallow bracketed cornice. Like the other Italianate houses on the block, it has tall narrow double-hung windows. There are a small number of cottages with Italianate detailing that feature paired ornamental brackets and limestone hoodmolds. These are scattered throughout the more working class areas of the district. One example is located at 1629 S. California Avenue [Map 48].

Second Empire

The Second Empire Style takes its name from the reign of Napoleon III, who established the Second Empire in France, transforming much of the city of Paris into grand boulevards lined with stately buildings topped by mansard roofs. It was at this time, beginning in the 1850s, that the Louvre, built for Louis XIV in the seventeenth century by Francois Mansart, was expanded. The Second Empire style is also called the Mansard Style after the architect of the Louvre.

Second Empire buildings are generally topped by a steep double-pitched roof known as a “Mansard roof,” which typically encloses an entire floor of livable space. Sometimes they are topped by steeply pitched hipped roofs. Many Second Empire buildings have projecting dormers that break through the cornice line, shutters, French doors and prominent chimneys. These buildings tend to be stately and imposing.

There are only a few houses and flats along the boulevards designed in the French Second Empire style which was popular from the 1880s through the turn of the twentieth century. Examples include housing at 1819 S. California Avenue [Map 48] and 1636 W. Garfield Boulevard [Map 30]. There is a concentration of Second Empire buildings on E. Oakwood Boulevard, including three single-family residences at 517,

637 and 639 E. Oakwood Boulevard and a three-flat at 624 E. Oakwood Boulevard [Map 5].

Gothic Revival

The Gothic Revival style was, like Italianate, a popular style during the mid to late nineteenth century. For housing, there were cottages built in a loose interpretation of Gothic architecture inspired by pattern books published by Andrew Jackson Downing in the 1840s. For churches, a more literal interpretation of the style was generally adopted.

Gothic Revival architecture was reminiscent of the Middle Ages, when the church ruled supreme. Verticality, pointed arches, cross gables, stained glass windows and towers characterized Gothic churches. These elements were adopted selectively for residential designs. They were combined in a manner that sometimes resembled their European ecclesiastical precedents. The largest concentration of Gothic Revival residential architecture is along S. Dr. Martin Luther King, Jr. Drive. These include high style greystone houses at 3616 [Map 1] and 3936 S. Dr. Martin Luther King Dr. [Map 2], and 4510 and 4512 S. Dr. Martin Luther King, Jr. Drive [Map 3]. There are also apartment buildings on the boulevards built in the Gothic Revival style. One is located at 3650-54 W. Douglas Boulevard [Map 51]. Visitation Church at 843 W. Garfield Boulevard [Map 27] exemplifies Gothic Revival ecclesiastical architecture.

Collegiate Gothic

Collegiate Gothic is a sub-category of Gothic Revival architecture. They are similar in that both are inspired by Medieval Gothic architecture. Because of its association with the architecture of the prestigious English universities of Oxford and Cambridge, the style came to symbolize knowledge, strength and respectability.

The quadrangle organization and Gothic detailing, particularly the incorporation of square towers associated with English Gothic architecture, characterize Collegiate Gothic buildings. Universities such as the University of Chicago, that were built in the late 19th- and early 20th-century, respected the highly organized planning of Oxford and Cambridge. In Chicago, the influence of the 1893 World's Columbian Exposition, with its tightly ordered buildings and boulevards representing a "stately system of organization," also had a particularly profound influence on campus planning. This influence is highly visible at the University of Chicago in Henry Ives Cobb's master plan for the school. Cobb organized the campus around quadrangles. The quadrangles, which added a sense of intimacy to the overall scheme, resemble those of English universities as well as of older American campuses, such as Yale and Harvard. The, architecture, with limestone buildings and Gothic detailing, is stylistically associated with the older English Gothic buildings.

Collegiate Gothic university buildings were constructed on the north side of the Midway between 1893 and 1932. Following the precedent Cobb set in his design for Foster Hall, subsequent architects, including James Gamble Rogers, Shepley, Rutan & Coolidge, Bertram Grosvenor Goodhue Associates and Coolidge & Hodgdon, continued designing buildings in the Collegiate Gothic tradition. All are located on the University of Chicago campus, but not all are in the Hyde Park-Kenwood Historic District.

Queen Anne

Queen Anne architecture was named and popularized by a group of nineteenth century English architects led by Richard Norman Shaw (1831-1912), whose sprawling manor houses were well known to American architects. Ironically, the historic precedents Shaw and his followers drew from had little to do with Queen Anne or the formal Renaissance architecture that was dominant during her reign (1702-1914). Instead Queen Anne architecture borrowed most heavily from the models of the preceding Elizabethan and Jacobean eras.

By the 1880s the Queen Anne style spread throughout the country via pattern books and *The American Architect and Building News*.[28] Precut parts, including a variety of shaped shingles (made possible by the perfection of the band saw after the Civil War) and spindles (made possible by the power lathe), were readily available and distributed easily by the country's expanding railroad network. These wood parts provided decorative detailing that gave a house individual character, even when the house was predominantly masonry.

The Queen Anne style is characterized by the variety of surface materials, window configurations and roof types, as well as irregular massing. The overall effect is asymmetrical and picturesque, with an emphasis on richly decorative textures and multiple colors. Many Queen Anne houses were built with a variety of molded or specially-shaped bricks and saw-tooth, fish scale, square, or rounded shingles. Windows, frequently filled with leaded or stained glass, were incorporated into bays and towers that had polygonal or conical roofs. Groupings of casements were typical as were upper panes outlined with squares of colored glass. Tall brick chimneys were common. Almost every Queen Anne house featured some kind of porch and/or balcony.

The Queen Anne style is prevalent in *The Chicago Park Boulevard System Historic District*. Some stand alone; others are party wall structures. Many greystones feature Queen Anne detailing. Queen Anne houses are of all sizes. Those found at corners can be quite exuberant, although most midblock townhouses tend to be simpler and more disciplined.

Excellent examples of Queen Anne houses are located at 1408 [Map 28] and 1656 W. Garfield Boulevard [Map 30]. A Queen Anne cottage is located at 1649 S. California Avenue [Map 48], and several are found between 3011 and 3035 W. 19th Street [Map 47]. There is a large, flamboyant red brick Queen Anne house at 3656 S. Dr. Martin Luther King, Jr., Drive, designed in 1885 by architect William W. Clay [Map 1]. It is a surviving remnant of the large single family homes that occupied corner lots on this boulevard in the 1890s. Commercial Queen Anne structures may be found at 3458 W. Lake Street [Map 56] and 3456 S. Western Boulevard [Map 40].

Richardsonian Romanesque

The Richardsonian Romanesque style, named for the architecture of Henry Hobson Richardson, grew out of an interest in the rugged Romanesque forms utilized by Richardson, a Boston architect who designed three buildings in Chicago including, in 1886, the John J. Glessner House at 1800 S. Prairie Avenue. The other two buildings have been demolished.

The Richardsonian Romanesque style is characterized by rough, rock-faced masonry, round-headed arches, a picturesque footprint and a bold geometric simplicity. It was a highly original style that was immensely popular in Chicago during the late 1880s and 1890s, influencing the work of John Wellborn Root, Henry Ives Cobb, Louis Sullivan, Frank Lloyd Wright and many other Chicago architects.

Numerous rough-faced stone party-wall Richardsonian Romanesque houses line Dr. Martin Luther King, Jr. Drive, S. Drexel Boulevard, W. Garfield Boulevard, and S. Independence Boulevard. A high percentage of these are greystones. There is a Richardsonian Romanesque mansion, the Martin Ryerson House at 4851 S. Drexel Boulevard, designed by Treat and Foltz in 1887 [Map 8]. Richardsonian Romanesque was also a popular style for churches, reminiscent of their medieval precedents and similar to the several Richardson had designed in Boston. Four of the Richardsonian Romanesque buildings in the district are churches. These include the Metropolitan Apostolic Church at

[28] Virginia and Lee McAlester. *A Field Guide to American House.* New York: Alfred A. Knopf, 1985, p. 268.

4100 S. Dr. Martin Luther King, Jr. Drive [Map 2] and the Monumental Baptist Church at 725-729 E. Oakwood Boulevard [Map 5].

Classical Revival

The Classical Revival style gained in popularity following the 1893 World's Columbian Exposition, held in Chicago's Jackson Park. Dominated by monumental Classical buildings, the fair was widely photographed and attended by thousands of people. Even several smaller fair structures, built on a more domestic scale, were Classical Revival. As a result of the fair, Classical Revival commercial and institutional buildings dominated architecture for several decades.

Classical Revival was a style particularly well suited to buildings such as banks and art museums, institutions that wanted to project an image of stability, monumentality and timelessness. The style was sometimes favored for churches and frequently for synagogues. Because of its monumental scale, appropriate for large structures, the full-blown Classical Revival style, typified by two-story-tall columns, was less commonly applied to residences. Classical detailing, however, was attractive to Chicago builders and homeowners, many of whom had visited the fair. The enduring popularity of Classical architecture, with its familiarity, simple beauty and stately image had substantial appeal.

Classical Revival residences feature porches with roofs supported by classical columns that have Doric, Ionic, or Corinthian capitals. Sometimes pilasters are used instead of actual columns. Frequently the entry porch is capped by a pediment and embellished with Classical details. A classical cornice with dentils is common.

There are numerous Classical Revival townhouses and flats stretching along the system. It is, in fact, the most dominant style in *The Chicago Park Boulevard System Historic District*.
The Classical Revival style was particularly favored for greystones. Whereas the Columbian Exposition was called "The White City" because the exteriors of the major buildings simulated white marble, smaller scale houses and flats built along the boulevards could actually have stone fronts. Architects and builders constructed elegant greystone single family houses and flats of various sizes for their clients. The multiple-unit apartment building at 3323-3325 W. Douglas Boulevard is a fine example of a Classical Revival greystone flat building [Map 50]. A row of stately single family residences was constructed in 1901 from plans by the architectural team of Peabody & Beauley. They are located at 4941, 4943, 4949, 4955, and 4959 S. Dr. Martin Luther King, Jr. Drive [Map 4].

Classical Revival was a style favored for Christian Science churches and for synagogues. Abandoning the then-popular Gothic or Romanesque Revival style, Solon S. Beman embraced classicism and established the architectural style for the Christian Science denomination in his design for the First Church of Christian Science at 4017-4023 S. Drexel Boulevard [Map 6]. His churches were simple, impressive and dignified, featuring tall colonnades.

Classicism was frequently adopted for synagogues designed in the 1910s and 1920s. Alfred Aslchuler designed the building housing Sinai Congregation at 4600-4622 S. Dr. Martin Luther King, Jr. Drive in the Classical Revival style in 1912 [Map 3]. Kehilath Anshe Mayriv Synagogue, at 4953 S. Drexel Boulevard, was designed in the Classical Revival style by Henry L. Newhouse in 1923-24 [Map 8]. The Classical Revival style was also popular for school buildings. Hyde Park High School at 6220 S. Stony Island Avenue [Map 19] and Carter Harrison Technical High School at 2832-2850 W. 24th Boulevard [Map 45] are both stately buildings designed by Arthur F. Hussander in the Classical Revival style.

Colonial Revival/Georgian Revival

The Colonial Revival style became popular after the 1876 Centennial Exposition in Philadelphia and became, to many, a national style. Colonial Revival architecture, with its Classical detailing, order and symmetry, offered an alternative to the picturesque Queen Anne style. Features of Colonial Revival architecture include rectangular form, symmetry, gable or hip roofs (frequently with dormers), double-hung windows with multi-pane glazing, shutters, bay windows, paneled doors topped by transoms, fanlights or pediments and front doors (sometimes) flanked by sidelights.

Georgian Revival architecture is a popular subtype of the Colonial Revival style. Georgian Revival buildings often share classical features with Colonial Revival structures but are typically red brick masonry and almost always have a front portico–either one or two stories. Roofs are usually hipped, and symmetrical; chimneys are often prominent. Georgian Revival buildings tend to be grand and fairly close to their Georgian precedents. The more stately examples have several classical elements including cornices with modillions and dentils. Balustrades, columns, and pilasters are also common and found their way into the style just after the Columbian Exposition.

Colonial Revival examples may be found at 1442-1450 E. 59th Street [Map 15], 1509 W. Garfield Boulevard [Map 28] and 3801 W. Madison Street [Map 55]. One handsome example of a Georgian Revival building is located at 1365-1375 E. 60th Street [Map 15], along the Midway Plaisance. Built in 1918 by Coolidge & Hodgdon as St. Paul's on the Midway Church, the building now houses the Sonia Shankman Orthogenic School. The red brick Chicago Orphan Asylum at 5114-5120 S. Dr. Martin Luther King, Jr. Drive (now the Chicago Baptist Institute) was designed by Shepley, Rutan & Coolidge in the Georgian Revival style [Map 4].

Beaux Arts

The Beaux Arts was an elaborate style favored for grand homes and public buildings including train stations, clubs and hotels. Stately Beaux Arts buildings were constructed in prosperous urban centers from the late nineteenth century through the 1920s. Although often adapted to large elegant buildings, the style percolated down to smaller townhouses and flats, and there are some, although not many, examples along the boulevard system. The Beaux Arts style takes its name from the *Ecole des Beaux Arts* in Paris, once the world's premier architectural school, where many of America's earliest important architects studied. Beaux Arts is a style based on Classical precedents, symmetry and order, yet embellished by lavish decorative detailing including swags, escutcheons, decorative brackets, canopies, paired columns, arched openings, pilasters and ornamental panels with floral or foliate carving. These lavish treatments were adopted on smaller buildings to express the significance of the building's architecture and its association with grander examples.

Among the examples of the Beaux-Arts style is a single-family residence at 4321 S. Dr. Martin Luther King, Jr. Drive, constructed in the 1910s from a design by architect Ernest A. Mayo [Map 2].

Tudor Revival

The Tudor Revival style was popular in America between approximately 1893 and 1940, although the great surge in popularity occurred in the 1910s and the 1920s, Tudor Revival architecture evoked an image of English country living, a way of life that came to symbolize a homeowner's elevated economic status and implied respectability. Tudor Revival houses of various types were constructed by builders but often designed by experienced architects.

Features of Tudor Revival style buildings include picturesque massing; steeply-pitched, front-facing gable roofs; tall narrow windows, often configured as groups of multi-pane casements; decorative (not

structural) half-timbering; and doorways topped with Tudor (flat pointed) arches or flat arches with shoulder ends. Some entrances have a projecting vestibule covered with a gable or a steeply-pitched asymmetrical gable roof. Unlike the greystones along the boulevards, Tudor Revival residences have walls of brick, sometimes with stone or stucco trim.

Although some Tudor Revival buildings in the district are single-family houses, such as that at 4732 S. Dr. Martin Luther King, Jr. Drive [Map 3] or those designed by Frost & Granger in 1901 at 4801 and 4935 S. Drexel Boulevard [Map 7, 8], most are multi-family, including courtyard buildings and flats. Examples of Tudor Revival courtyard apartment buildings are found at 1524-34 E. 59th Street on the Midway Plaisance [Map 15] and at 1418 W. Garfield Boulevard [Map 28]. There is a heavy concentration of Tudor Revival courtyard buildings on the south perimeter of Jackson Park. These include an apartment located at 1801-1809 E. 67th Street that was designed by architect Z. Erol Smith in 1924 [Map 22]. A Tudor Revival 3-flat can be found at 511 E. Oakwood Boulevard [Map 5]. Additionally, there is a 6-flat designed by Henry L. Newhouse in 1905 located at 4310-4312 S. Dr. Martin Luther King, Jr. Drive [Map 2] and an 8-flat at 4314-4316 S. Dr. Martin Luther King, Jr. Drive by William H. Pruyn Jr. in 1913 [Map 2]. There are also industrial buildings, such as the factory located at 2001 W. Pershing Road [Map 39], that were inspired by Tudor architecture.

Chateauesque

Compared to other examples of revival style architecture, the incidence of buildings influenced by stately French chateaux is comparatively rare. The style became somewhat popular in the late 19th century. Principal identifying features of Chateauesque architecture include steeply pitched roofs, prominent cylindrical towers topped by conical roofs and stone facades. The majority of buildings constructed in this style are formal and imposing despite their generally picturesque massing.

Chateauesque buildings in the district include the stately house designed in 1891 by Henry Ives Cobb at 4938 S. Drexel Boulevard (today multifamily) [Map 8], flats at 4724-4728 S. Dr. Martin Luther King, Jr. Drive designed by Henry L. Newhouse in 1903 [Map 3], and a two-flat located at 1306 S. Albany Avenue designed by W. Schneider in 1897 [Map 49].

Spanish Revival

The Spanish Revival style became popular after the Panama-California Exposition held in San Diego in 1915, reaching its peak of popularity during the 1920s. With buildings imitating elaborate Spanish prototypes, it received worldwide attention. Spanish architecture is most common in the southwestern states (especially California) and in Florida, areas that were settled by the Spanish and where Spanish Colonial building actually occurred. Yet Hollywood, and the romance of movies, influenced the development of Spanish Colonial architecture and the style was frequently adopted for movie houses and apartment buildings

Features of Spanish Revival architecture include yellow-cream brick wall surfaces, low-pitched red tile roofs, usually with narrow or no eaves, arches and twisted columns. Sometimes there is a suggestion of a bell tower.

One courtyard apartment building located at 214-222 S. Hamlin Boulevard [Map 54] was designed by Dubin & Eisenberg in 1925. There is a multiple unit building at 4619 S. Drexel Boulevard [Map 7]. The Midwest Athletic Club at 3800 W. Madison Street is also Spanish Revival. It stands twelve stories tall and was designed by Michaelsen & Rognstad in 1926 [Map 56]. This building is among those in the historic district previously listed on the National Register of Historic Places.

Italian Renaissance Revival

Italian Renaissance Revival architecture was never as popular as Classical or Tudor Revival styles, but it was attractive to the designers of some stately houses. Beginning in the late-nineteenth century, many American architects and their clients visited Italy, giving them first-hand familiarity with Italian villas and palazzos.

Italian Renaissance Revival structures designed by these architects mimicked their Italian predecessors quite closely. This authenticity distinguishes Italian Renaissance Revival buildings from the Italianate buildings that preceded them. Italianate buildings were based on pattern book drawings by builders who had no first-hand visual experience with Italian buildings.

The typical Italian Renaissance Revival house has a low-pitched hipped or flat roof. The hipped roofs are covered in red or green ceramic tile; the flat-roofed type sometimes has a prominent cornice and roofline balustrade. The houses are often, but not always, symmetrical. Classical detailing, including columns and Palladian windows, is common. Trim is generally of stone. Some examples of Italian Renaissance Revival houses are long and low, others tall and stately. All of them are formal and quite elegant. Very often Italian Renaissance Revival buildings are architect-designed. Examples of this style include a 6-flat designed by C. Frank Jobson in 1910 at 5036-5038 S. Drexel Boulevard [Map 8] and an architect-designed single-family residence at 4805 S. Drexel Boulevard, designed by Horatio R. Wilson in 1910 [Map 7].

French Renaissance Revival

French Renaissance Revival is a style that is loosely based on French architecture of the sixteenth and seventeenth centuries. It was among the variety of styles that were popular in the first three decades of the twentieth century. Americans who had been abroad gained first had familiarity with French architecture. Others acquired knowledge from photographs of French houses that were published in periodicals and journals. Architects who had studied at the *Ecole des Beaux Arts* had considerable knowledge of the style.

Many examples of French Renaissance Revival architecture evolved from Gothic architecture and display Gothic arches and elaborated detailing. Roofs are often Mansard or hipped. Towers, through-the-roof dormers and classical elements are also characteristic. Examples of the style are located at 1216 S. Albany Avenue [Map 49], 3135 W. Douglas Boulevard [Map 49], a single-family residence designed by Zachary T. Davis in 1901 located at 726 W. Garfield Boulevard [Map 27], and a two-flat built in 1903 at 1653 W. Garfield Boulevard [Map 30]. There is a fine example of a French Renaissance Revival multi-use terra cotta building located at 2747-2753 W. North Avenue [Map 63], opposite the northeast corner of Humboldt Park. This building features a commercial space on the first floor and apartments on the upper floors.

Moorish Revival

Moorish Revival architecture is derived from the Islamic architecture of North Africa and parts of Spain and Portugal. Although it is associated with exotic, romantic places and frequently adopted for theaters, hotels and garden pavilions, it was also popular for synagogues. This is likely because Medieval Spain, where Moorish architecture was prevalent, enjoyed a tolerant climate and for a time had been a welcoming country to Jews. So the Moorish association was attractive for Jews seeking a style for their buildings

The Jewish People's Institute (JPI) at 3500-3516 W. Douglas Boulevard incorporates Moorish arches and the style's colorful mosaics into the design of the building. The JPI was designed by Klaber & Grunsfeld

in 1926 [Map 50]. Additionally, the style was applied to a synagogue located at 3620-3624 W. Douglas Boulevard designed by J.W. Cohn & Co. in 1926 [Map 51]. There is also a Moorish Revival multi-unit apartment building located at 5001-5007 S. Dr. Martin Luther King, Jr. Drive [Map 4].

Arts and Crafts/Craftsman

The Arts and Crafts or Craftsman style, as it is sometimes called, developed as a reaction against the complicated massing and elaborate detailing of Victorian period styles (Italianate, Gothic Revival, Second Empire and Queen Anne) and as well as the formalism of Classical Revival architecture. The style grew out of the Arts and Crafts movement in England, which originated in the late-nineteenth century as a reaction to the negative effects of industrialization. It stressed simple designs, natural materials and fine craftsmanship. The style flourished into the 1920s. Arts and Crafts residences received extensive publicity. Publications such as the *Western Architect*, *The Architect*, *House Beautiful*, *Good Housekeeping*, *Architectural Record*, *Country Life in America* and *Ladies' Home Journal* familiarized the nation with the style. As a result, pattern books offering plans for Arts and Crafts/Craftsman homes flooded the market; some even offering pre-cut packages of lumber and detailing to be assembled by local builders.[29] Craftsman bungalows were very popular as were two- and three-story craftsman flats.

Craftsman style houses were uncomplicated, efficient, and neat, with straightforward profiles and clean lines. They were neither ornate nor cluttered; there was no attempt to reference historical styles, express social status, or ornate display. Using machine tools in the initial construction stages lowered labor costs, but finish work was often done by hand. It became a distinctly American style that was comparable in its approach, through the use of natural materials and geometric detailing, to the more artistically-developed Prairie Style architecture of Frank Lloyd Wright and his followers.

An important feature of the style relates to the expression of a building's construction. The Arts and Crafts/Craftsman house typically has exposed rafter ends and roof beams or triangular knee braces, set under gables. Almost all of the houses or flats have some type of bay or porch, either open or glazed. In flats, the porches are typically stacked. Windows are usually double-hung, often three over one or four over one.

The Craftsman buildings in the district are predominantly red or cream-colored brick with sparsely-applied stone trim adopted for window sills, string courses and lintels. Geometry dominates, both in terms of massing and detailing. Some buildings, like 3055 W. 19th Street [Map 47], have polygonal bays; some, like 3616-3618 W. Douglas Boulevard, have tiers of rectangular bays [Map 51].

Arts and Crafts features are typically found on four squares and bungalows. There are high style craftsman bungalows at 1735 W. Garfield Boulevard [Map 30] and 1908 W. Garfield Boulevard [Map 30] and at 5339 S. Racine Avenue [Map 29]. There is a characteristic 2-flat at 2435 S. California Avenue [Map 45] and one at 3550 W. Douglas Boulevard [Map 50].

Industrial buildings also employed the Craftsman style due to its basic simplicity and cost effectiveness as well as its association with fine workmanship. The Westinghouse factory building at 2211-2165 W. Pershing Road, designed in 1922 by Samuel Scott Joy [Map 39], is an excellent example of the style.

Sullivanesque

Sullivanesque architecture reflects the influence of architect Louis Sullivan (1856-1924). The style, which became popular in Chicago and other parts of the country between the 1890s and 1920, is characterized

[29] McAlester. p. 454.

by wall surfaces displaying an intricate weaving of stylized foliate and geometric forms executed in terra cotta or plaster. The patterns are typically symmetrical, sometimes set in panels. Sullivan's ornamentation bears no resemblance to historical precedent. Sullivan typically applied this kind of ornamentation to his designs for steel frame commercial buildings. An example of Sullivanesque architecture is 1146 S. Independence Boulevard [Map 52].

Prairie School/Prairie Style

The Prairie School of architecture or Prairie Style, as it is sometimes called, developed in the Midwest and is considered a uniquely American style of architecture. Although influenced strongly by the Arts and Crafts movement, the style was developed by Frank Lloyd Wright and was practiced by many of his followers, hence the name "Prairie School." It was popular from 1890 to around 1915, although some practitioners designed Prairie School buildings into the 1930s. The style is primarily residential, although it was also employed in the design of other types of buildings that are generally small scale.

Prairie School buildings are simple and express the horizontality of the Midwest's prairie setting. Most Prairie Style residences stand two stories, have low pitched (usually hipped) or flat roofs, wide cornices, and details that emphasize the horizontal. Detailing includes narrow Roman brick, horizontal banding, ribbons of windows (usually casements), and projecting wings. There is little, if any, applied ornament, except that windows frequently contain leaded or stained glass in geometric patterns. Geometry, not historicism, governs the design.

Sometimes Prairie detailing is grafted onto building types like the American four square and the bungalow. While both the Prairie Style house and the Arts and Crafts house are simple and incorporate natural materials, Prairie houses are usually larger, more sophisticated in their designs, and often architect-designed; builders, however, also adopted the style.

There are a handful of Prairie style buildings in the district. Two are flats; a 6-flat at 138-140 S. Hamlin Avenue [Map 55] and a 2-flat at 1643 N. Humboldt Boulevard in the already-listed Logan Square Boulevards Historic District [Map 63]; one is a single-family house, at 1122-1124 W. Garfield Boulevard [Map 28]; and one is a pool house designed in 1914 by William Carbys Zimmerman, located at 3041 W. Augusta Boulevard [Map 61]. There is also a Prairie Style apartment building at 755-757 S. Independence Boulevard [Map 53].In addition, the Rath House, at 2703 W. Logan Boulevard [Map 67], in the *Logan Square Boulevards Historic District,* is included by reference in this nomination.

Art Deco

Art Deco is an elegant style that takes its name from the world's fair held in Paris in 1925, known as *Exposition Internationale des Arts Decoratifs et Industriels Modernes.* The style was popular during the late 1920s and 1930s. The 1925 Paris exposition introduced forms to the world that, when taken collectively, characterized a whole new view of design.

Art Deco, characterized by linear, hard-edged, angular geometric shapes, was often embellished with stylized decoration, generally in low relief. Ornament was sometimes executed in the same material as the building, frequently cut stone, or it was applied in various metals, tile or glazed brick. Often round or polygonal windows were introduced. Metal casements are typical. Geometry dominates, especially in a building's decorative trim.

The Art Deco style is not particularly prevalent in *The Chicago Park Boulevards System Historic District* because most of the building construction occurred before this style became popular. However, there are distinguished examples of Art Deco design elements found in the railroad viaducts, street overpasses

and bridge lampposts where S. Western Boulevard crosses the Sanitary & Ship Canal.

Examples include two courtyard apartment buildings located at 901-909 and 911-923 S. Independence Boulevard, both designed by A.I. Lurya in 1928 [Map 52]. There is a multi- use building at 5501 S. Prairie Avenue [Map 24]. The Sprague Warner factory building at 461-505 N. Sacramento Boulevard is a stunning example of the style, one that features a stone tower at the intersection of W. Franklin Boulevard and S. Sacramento Boulevard [Map 59]. The complex was designed by A. Epstein in 1941. The same architect designed an Art Deco factory building in the Central Manufacturing District at 2151-2159 W. Pershing Road in 1936 [Map 39].

Moderne

The Moderne style developed in the late 1930s and is much like the simple, geometric Art Deco architecture that preceded it—with one major difference: it is characterized by streamlining. A fascination with speed influenced all aspects of design. Even static objects, including buildings, adopted smooth rounded forms, parallel horizontal stripes--dynamic elements that expressed the efficiency and speed of automobile, train and airplane travel. Round windows and glass blocks were used.

Hollywood popularized the Moderne style by showcasing the association between streamlined architecture and luxury liners and glamorous movie theater interiors and fancy hotels. The Moderne style was particularly adaptable to small commercial buildings, shops and factories as well as buildings associated with travel, such as gas stations and bus terminals. Chicago's 1933-34 Century of Progress Exhibition offered designers the opportunity to put new materials, construction techniques and forward-looking designs before the public, and many embraced it. World War II and its resulting devastation subsequently ended the country's romance with speed.

Examples can be found at 3001-3017 W. Franklin Boulevard [Map 59], 4043-47, and 2015 S. Marshall Boulevard [Map 46]. Streamlined Moderne features are integrated into the office section of the Sprague Warner factory building at 461-605 N. Sacramento Boulevard [Map 59].

No Style or N/A

When a building has no features that clearly reflect a particular architectural style, it can usually only be described as "No Style." There are a few dozen such buildings in the historic district. They date from 1890 through the 1930s. Some of them are architect-designed; most are not. They tend to be very simple. Some No Style buildings conform to the typical size and materials along the parks and boulevards but have had non-historic alterations made. These changes include the removal of identifying ornamental features, the replacement of front porches or the application of siding, which may cover identifying features of a style. If these non-historic additions were removed, perhaps a style could be identified. Because the materials, massing, original openings and roof shapes have been maintained, these No Style buildings are considered Contributing to the significance of the district.

An example of a No Style building may be found at 5231 S. Racine Avenue, a bungalow clad in siding [Map 29]. Another example is a simple stripped down two-flat at 3406 W. Franklin Boulevard [Map 58]. There is a similar simple commercial building at 548 N. Sacramento Boulevard [Map 59] that is also No Style. The six-story building located at 700 E. Oakwood Boulevard, originally known as the Abraham Lincoln Center, was designed by Frank Lloyd Wright and Dwight H. Perkins and constructed between 1898 and 1903 [Map 5]. The building is described as No Style not because of alterations but because it breaks from established architectural precedent, creating a very simple building that cannot be categorized stylistically.

Vernacular Building Types

Vernacular residential architecture refers to buildings that are not high style and have little to define them stylistically. Instead, they are described by form (upright and wing houses, for example), roof shape (houses with gambrel- or gable-front roofs), placement of rooms, or building materials (like many cottages). Although some vernacular buildings cannot easily be categorized, other building types, including four squares and bungalows (subtypes of single family houses), were built in large numbers and are easily described by common characteristics. These are typically identified with particular time periods. Four squares were popular between 1900 and 1930. Bungalows were built roughly between 1900 and the mid-1920s. Ranch houses were generally built from the 1940s through the 1960s. Duplexes, townhouses, flats, and apartment buildings are categorized by function. Vernacular houses were most often built without the assistance of a trained architect. They may have been put up by a builder, a carpenter or by the homeowner.

After the 1880s, mass-produced, standardized building materials became more widely available.[30] By the turn-of-the-century, four squares and bungalows were mass-produced and widely advertised in periodicals and catalogues featuring pre-cut houses. They were more likely to be built by a local contractors or carpenters than by the owner. Some four squares and bungalows were architect-designed and contained ornamental features identified with architectural styles such as Craftsman or Colonial Revival.[31] The more high style a vernacular building is, the more likely it was designed by an architect.

There are a relatively small number of bungalows in *The Chicago Park Boulevard System Historic District*, but a large number of greystones of all sizes. Greystones have an architectural style applied to their façade with the greystone type assigned because of material usage—a smooth or rough-finished Bedford limestone.

Most of the vernacular residential buildings are located near the industrial areas along the boulevards. It is here where bungalows and four squares, as well as gable front and gambrel front houses and small cottages tend to be located. Several of these residences are located at the west end of the north side of W. Garfield Boulevard, near the industries on S. Western Boulevard. They are located at 2106, 2112, 2122, 2124, 2128, 2134, 2141 and 2142 W. Garfield Boulevard [Map 31]. Of these, both 2134 and 2141 W. Garfield Boulevard are gable front, while the remaining addresses are gambrel front.

Residential Vernacular Building Types

The Cottage

Some of the earliest modest single-family houses in Chicago were cottages, and there are several sprinkled throughout *The Chicago Park Boulevards System Historic District*. They are sometimes referred to as “workers’ cottages.” The oldest ones in the District date from the 1870s and are brick, constructed as a reaction to the destruction of the city’s frame building stock by the 1871 Fire.

For survey purposes, those without any characteristic stylistic elements were classified as “cottages.” A number of them were built before the city’s streets were raised to accommodate sewers; as a consequence they stand two stories tall but have one story beneath ground level. The cottages located at 1241 (Map 49] and 2419 S. California Boulevard [Map 45] exhibit the gable-front cottage massing and

[30] Alice Edwards Novak and Karen Lang Kummer. “The Architectural/Historic Resources of Quincy’s Northeast Neighborhood, Survey Report, Phase Two.”
[31] A considerable amount of this discussion on defining vernacular architecture is drawn from the draft of “National Register Bulletin: Surveying and Evaluating Vernacular Architecture” prepared by the Midwest Vernacular Architecture Committee, Edited by Barbara A. Wyatt, Madison, Wisconsin, April 1987.

are brick, the typical primary material.

The Four Square

Although the four square is a house type, it is frequently associated with a particular style of architecture because of its detailing. Four squares may be very simple or they may have decorative detail associated with Craftsman, Prairie, Classical or Colonial Revival architecture.

The standard four square is balanced and symmetrical, stands two stories and has a large attic, sometimes finished. Large dormers that commonly extend from each side of the home's hipped roof make the attic livable. A porch is an important hallmark of the four square, but it does not resemble a Victorian verandah. It is rectangular, lacks decorative detailing, and extends across the front of the house. Often the porch on a four square has a solid wall rather than a balustrade enclosing its lower half. If there are posts and balusters they tend to be square rather than turned. Sometimes, however, a bay or turret breaks the box, linking the house stylistically to the Queen Anne style. Colonial Revival four squares have Classical detailing, including Palladian windows. Craftsman and Prairie Style four squares are recognizable by their horizontal banding, broad eaves and stucco walls.

Preference for the square shape can also be seen as a matter of economy. (The cube yields the most interior space for the money spent on foundation, framing and roof.) Although the foursquare was built in rural areas as well as in cities and suburbs, it was well suited to small lots, prefabricated parts, and the growing housing needs of middle class families. Variants on American four squares appeared in virtually every pattern book, including both the Sears and Radford catalogues, published between 1900 and 1925. Different models offered options in window styles, porch parts, siding, and interior elements.[32]

There are a small number of four squares in *The Chicago Park Boulevards System Historic District*, all contributing, with a concentration at the west end of Garfield Boulevard. Simple examples of four squares, may be found at 1102 {Map 28], 1106 [Map 28], and 2311 W. Garfield Boulevard [Map 31], as well as 2442 W. 54th Street [Map 32], all of which feature Craftsman detailing. There is a four square with Classical Revival detailing located at 2315 W. Garfield Boulevard Map 31]. The four squares at 432 and 434 N. Central Park Boulevard [Map 58] have no decorative detailing and are defined as No Style.

The Bungalow

The bungalow, as we have come to know it, refers to relatively modest 1- or 1 ½-story houses. The term “bungalow” actually is derived from a kind of travelers’ shelter that was popular in eighteenth century British-ruled India. Located along India’s roads, these “bungalows” were low-roofed cottages built of unbaked brick, surrounded by a wide porch or verandah. Carried to England, the word was first used to describe small resort cottages and symbolized a “Bohemian” life style.

By the first decade of the twentieth century the term bungalow began to replace the word “cottage” to define a small, single-story (or at most 1 ½-story) American dwelling. Because costs of labor, construction, and heating systems were soaring, the middle class homeowner sought to build a house that was economical and efficient. Social historian Gwendolyn Wright notes, “The ideal middle class dwelling underwent a major transformation: from an exuberant, highly personalized display of irregular shapes, picturesque contrasts, and varieties of ornament, supposedly symbolizing the uniqueness of the family, to a restrained and simple dwelling.”[33]

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[32] “National Register Bulletin: Surveying and Evaluating Vernacular Architecture” prepared by the Midwest Vernacular Architecture Committee, Edited by Barbara Wyatt, Madison, Wisconsin, April 1987, p. 29.
[33] This background material is largely taken from Jakle, pp. 170-173; he quotes Gwendolyn Wright, *Moralism and the Model Home: Domestic Architecture and Cultural Conflict in Chicago, 1873-1913*, Chicago: The University of Chicago Press, 1980, p. 3.

The typical bungalow is a 1- or 1 ½-story structure with a low profile and a horizontal orientation and is usually built on a raised basement. It has a broad (frequently tiled) roof with a low pitch, wide projecting eaves that often are supported by exposed brackets, a large front porch or projecting front bay, a prominent chimney, and many windows. Dormers are common. Unlike the four square, which was meant to be contained, the bungalow blended indoor and outdoor spaces as much as possible through the use of natural materials like clapboards, split shakes, or brick. Bungalows often embodied many features associated with the Craftsman style; the differences relate primarily to size. They were particularly popular in the 1910s and 1920s.

One example may be found at 1720 W. Garfield Boulevard [Map 30]. There are many more in the 2100 and 2200 blocks of W. Garfield Boulevard [Map 31]. Bungalows can also be found at 2250 W. 37th Street [Map 39] and at 2425 S. California Boulevard [Map 45].

Indigenous Chicago Residential Building Types

The Chicago Bungalow

The Chicago bungalow is a specific local building type commonly found in large numbers in a crescent shaped area between the industrial neighborhoods and Chicago's suburbs.[34] This crescent is commonly referred to as the "bungalow belt." Some were constructed along Chicago's boulevards and parks. Two-flats and three- flats, which resemble tall bungalows, were especially popular.

Typical Chicago bungalows are built of solid brick construction, rest on a lot that is 25' to 37' wide and 125' deep, are surrounded by landscaping and have a garage at the rear of the lot. They are set back 10' to 25' from the street and often use common brick on the side and rear elevations. Chicago bungalows are rectangular and stand 1-½ stories with dormer windows. The entrance is generally off-center, set under a small open porch. Next to the entrance is a rectangular or polygonal bay filled with windows, an extension of the living room. The windows in the more elaborate examples contain stained glass. Other textures and additional color are provided by patterned face brick. Limestone inserts and banding are used for trim. Often there are window boxes and trellises.

The design of Chicago bungalows and the flats resembling tall bungalows were influenced by the simple, clean lines of the Arts and Crafts movement. This simplicity is also found on the interior, which generally consists of six rooms—a living room, dining room, bath, two bedrooms and a kitchen, with an unfinished basement and an attic. Bungalows could be ordered through periodicals such as the *American Builder* magazine or through organizations like The American Face Brick Association.[35] Often more elaborate Chicago bungalows can be found on street corners. Chicago bungalows were popular in the 1910s and 1920s.

There are two large, handsome Chicago bungalows located at 1700 and 1735 W. Garfield Boulevard [Map 30] in *The Chicago Park Boulevard System Historic District*. Smaller, more typical, examples are located around Gage Park, towards the west end of W. Garfield Boulevard, between the 1700 and the 2200 blocks, near the factories on S. Western Boulevard. Examples of these Chicago bungalows include 5339 S. Racine Avenue [Map 29] and 2130 W. Garfield Boulevard [Map 31].

[34] *The Chicago Bungalow.* The Chicago Architecture Foundation. Edited by Dominick A. Pacyga & Charles Shanabruch. Chicago: Arcadia Publishing, 2001, p. 8.
[35] *Ibid*, page 42, 50.

The Greystone

The greatest number of any one type of building along the boulevard system is the greystone, a type seemingly unique to the city of Chicago. Chicago greystones are buildings sheathed in grey limestone. They are found in a variety of building types and sizes. Greystones are found in a variety of residential building types, including single family (one-flats), two- and three-flats, six-flats, eight-flats and large apartment buildings. Sometimes the greystone is free-standing; sometimes it is a party-wall residence. There are often several in a row. Typically limestone was reserved for the front facades only; side and rear elevations were either face brick or common brick.

Greystones were generally constructed between 1890 and 1920 and reflect the styles most popular during the last decade of the nineteenth century and the first two decades of the twentieth century. There are many Queen Anne, Romanesque Revival, Renaissance Revival and Classical Revival greystones as well as examples of the type that combine styles. One style generally dominates each building.

Although greystones are found throughout Chicago, large numbers may be found in the neighborhoods of Logan Square, North Lawndale, West Garfield Park, Lakeview, Englewood and Washington Park. At the time the greystones were built, these were middle class neighborhoods. Because limestone was relatively more expensive than brick and probably the most expensive building material of the time, it was one that only middle, upper-middle or upper-class families could afford.[36]

The most desirable sections of the various community areas, because of their attractive park-like setting, were along the boulevards. Brent D. Ryan, in his essay on “What is a Chicago Greystone,” in Roberta Feldman’s book on greystones, notes that “Chicago’s Greystone Era neighborhoods ring the city in a coherent geographical pattern along the paths of the city’s boulevard system….These boulevards can be thought of as the core of Chicago’s ‘Greystone Belt’.”[37] Greystones were built on the most prestigious streets, those with the highest visibility, the most amenities and the easiest accessibility—i.e. the residential boulevards.

Greystones are located throughout the park and boulevard system. There is a particularly dense concentration along S. Dr. Martin Luther King, Jr. Drive. Some are architect-designed. Architects who built greystones include Andrew Sandegren, Charles M. Palmer, Henry L. Newhouse, John Ahlschlager, Edbrooke & Burnham and Horatio Wilson of Wilson, Marbel & Lamsen.

The most popular style for greystones was Classical Revival. Single family residences in the Classical Revival style can be seen at 4941, 4943, and 4949 S. Dr. Martin Luther King, Jr. Drive, designed by Peabody & Beauley and built in 1901 [Map 4]. Peabody & Beauley also designed two Gothic Revival residences in 1901 at 4947 and at 4953 S. Dr. Martin Luther King, Jr. Drive [Map 4].

The second most popular style for greystones was Richardsonian Romanesque. Examples of this style can be found at 3961, 3963 and 3965 S. Drexel Boulevard [Map 6]. These three-flats were designed by the team of Edbrook & Burnham in 1887. There is an Italianate greystone was built at 3551 S. Dr. Martin Luther King, Jr. Drive [Map 1]. There are also historical revival greystone two-flats and three-flats. A Tudor Revival two flat can be found at 3341 W. Douglas Boulevard (1907) [Map 50]. There are many fine greystones located in the already-listed *Logan Square Boulevards Historic District*. Examples include those at 2050 N. Humboldt Boulevard [Map 64], 2228-2230 and 2337 N. Kedzie Boulevard [Map 65], and 2801-2803 [Map 67] and 3024 W. Logan Boulevard [Map 66].

[36] Roberta M. Feldman and Jim Wheaton, Editors. *The Chicago Greystone in Historic North Lawndale.* Chicago: City Design Center in the College of Architecture and the Arts at the University of Illinois at Chicago, 2006, p. 86.
[37] *Ibid.*

Multifamily Building Types

Flats

There are numerous multiple-family dwellings along the parks and boulevards. These buildings sometimes have multiple addresses. They range in size from 2- and 3-flats to 6- and 8-flats to buildings taller than three stories. They typically feature replicated floor plans for each story. Often the 2-, 3-, 6- and 8-flat buildings were constructed on raised basements to accommodate ground floor apartment units. Main entrances are up a half-story and there is sometimes an entrance under the staircase. Multiple-family buildings in *The Chicago Park Boulevard System Historic District*: were first constructed in the 1890s. These buildings have rounded front bays and are a variation on the Queen Anne house, but simplified. Examples include "The Carolyn" and "The Pearl," located at 3830-3832 and 3836-3838 S. Dr. Martin Luther King, Jr. Drive [Map 1]. Some 2-flats have two entrance doors; some are buildings with units accessed through an interior hall and have a single entrance.

There are many rows of greystone flat buildings lining the park boulevard system. These were constructed from the late 1880s through the 1910s. There are also large concentrations of red brick flat buildings, with stacked, glazed front porches and stone trim. These are mainly Craftsman style buildings, sometimes described as tall bungalows. Many may be found on S. Dr. Martin Luther King, Jr. Drive and along W. Garfield Boulevard. There are also apartment buildings that have unusual detailing and were designed in a variety of styles. The already-listed Belmonte Flats, designed by Patton & Fisher in 1893 at 4257-59 S. Dr. Martin Luther King, Jr. Drive [Map 2] resembles many apartment hotels that were constructed for the 1893 World's Columbian Exposition.

Numerous examples of multifamily buildings, executed in a variety of styles, may be found in *The Chicago Park Boulevard System Historic District*. They include the following: Gothic Revival: 2231 E. 67th Street/6700 Crandon (designed by Henry K. Holsman, built 1926) [Map 23] and 3650-3654 W. Douglas Boulevard [Map 51]; Craftsman: 1935 W. Garfield Boulevard (built in 1915) [Map 30] and 4313-15 S. Dr. Martin Luther King, Jr. Drive [Map 2]; Classical Revival: 4700-4712 S. Drexel [Map 7]; Tudor Revival: 2536 S. California Avenue [Map 45] and 1118 W. Garfield Boulevard [Map 28], and Spanish Revival: 1934-1936 W. Garfield Boulevard (designed by E.J. Males, built in 1926) [Map 30] and 4625-4637 S. Drexel Boulevard [Map 7].

Courtyard Buildings

Courtyard buildings are residential in use and frequently have multiple addresses. They are typically "U"-shaped, surrounding a grassy interior courtyard. They are brick, with face brick on the elevations visible from the public way. Trim is either stone or terra cotta. It may be lavish or spartan and may reference Tudor, Classical or Craftsman styles. Entrances are located on the interior court, with each entrance accessing a block of six apartment units.

Courtyard apartment buildings were popular during the 1910s and 1920s and sometimes replaced large single-family homes with accompanying coach houses. This is the case in some sections of S. Drexel Boulevard and S. Dr. Martin Luther King, Jr. Drive. Examples of the courtyard type are located at 1801-1809 E. 67th Street (Tudor Revival; designed by Z. Erol Smith and built in 1924) [Map 22], 4901 S. Drexel Boulevard (Spanish Revival; built in 1926) [Map 8], 3410-3418 W. Douglas Boulevard (Classical Revival) [Map 50], and 911-923 S. Independence Boulevard (Art Deco) [Map 52].

Secondary Structures

When *The Chicago Park Boulevard System Historic District* was surveyed, the surveyors drove down alleys in back of the buildings to ensure that all secondary structures associated with the buildings facing

the parks, boulevards and squares were included. They were categorized according to building type as coach houses, garages, flats or barns. They were also rated by observation as contributing or non-contributing based on their integrity or date of construction relative to the period of significance.

Some coach houses, like the one in back of the Martin Ryerson House at 4851 S. Drexel Boulevard, were two stories in height and were designed to match the style of the house [Map 7]. Other secondary rear buildings are simple common brick buildings that have living quarters above garages. There are many of these along the alleys behind S. Dr. Martin Luther King, Jr. Drive. Garages are generally simple brick or wood structures and are one story in height. There are also two- to three-story brick structures located along alleys that are flats.

INTEGRITY OF THE ARCHITECTURAL STREETSCAPE AND BOUNDARY RATIONALE FOR THE HISTORIC DISTRICT

The integrity of the architectural streetscape of *The Chicago Park Boulevard System Historic District* as a whole is very good. There are some areas with dense concentrations of historic buildings, while other portions of the district have moderate demolition of historic structures. A small number of portions of the parks and boulevard system have more substantial demolition.

The Chicago park boulevard system was intended from the beginning to spur high-quality architectural development, and the buildings associated with this development can be seen throughout the park boulevard system. The boulevards, squares and parks associated with the system provided physical and visual focuses for neighborhoods as they developed. Buildings facing the system are included within the district if they are from the period of significance and have integrity.

More specifically, dense concentrations of historic buildings facing the park boulevard system remain along most of the streets lining the system's parks and squares and many sections of boulevards, including S. Dr. Martin Luther King, Jr. Drive [Maps 1-4] and S. Drexel Boulevard [Maps 6,7,8], all of E. Oakwood Boulevard [Map 5] and W. 24th Boulevard, the north end of S. California Boulevard [Map 45], all of S. Marshall Boulevard [Maps 46,47], sections of W. Douglas Boulevard [Maps 49-51], and sections of N. Sacramento Boulevard [Maps 60-61]. It is also the case along the already-listed Logan Boulevard, Kedzie Boulevard and Humboldt Boulevard [Maps 65-67].

The areas where moderate demolition of buildings facing parks, squares or boulevards has occurred include sections between S. Spalding and S. Homan Avenues along Douglas Boulevard [Map 50] and between S. May and S. Carpenter Streets along W. Garfield Boulevard [Map 28] as well as between W. 52nd Street and W. 53rd Street along S. Loomis Boulevard, facing Sherman Park [Map 29].

Several areas with greater demolitions within the District that contain small groupings or single buildings are included largely where the buildings are particularly architecturally noteworthy. An example of single residential building included on a block is 1146 S. Independence Boulevard [Map 52]. Provident St. Mel School at 115-119 S. Central Park Boulevard is the only building on its block, facing Garfield Park [Map 55]. Fine examples of a small grouping of buildings are found at 725, 747-49 E. Oakwood Boulevard [Map 5] and at 4711 and 4719 S. Drexel Boulevard [Map 8]. A third example of a small grouping of noteworthy buildings is found at 1135 and 1145 S. Independence Boulevard [Map 52].

Further discussion of where there are block fronts not included in the historic district, most often due to demolition of historic buildings and/or construction outside the period of significance, can be found in the sections on individual boulevards, parks and squares found in Section 8, "Architecture lining the Parks, Boulevards and Squares, 1869-1942."
There are other considerations concerning what buildings are included in the historic district and what are

not. Generally, the historic commercial and industrial buildings and some of the institutional and multi-family buildings directly border the sidewalk, while the residences have a shallow front yard. However, in some areas, the sides of buildings face the boulevards, squares and parks. These buildings are within the district boundaries because they typically fall within the period of significance and their proximity to the sidewalks continues the sense of a street wall. Examples include the bungalows and apartment buildings facing the side streets between S. Leavitt Street and S. Damen Avenue on the north side of McKinley Park, along W. 37th Street, [Map 39] and the houses facing the side streets bordering the south edge of Gage Park at 56th Street [Map 32].

Where buildings are oriented toward the side streets, but are built after the period of significance and set back from the sidewalk behind side yards, they are typically omitted from *The Chicago Park Boulevard System Historic District*: Such generous setbacks do not form a frame for the green space they face. This is the case on the south side of E. 67th Street between the east side of S. Jeffery Boulevard and S. Constance Avenue, where the new construction consists of two gas stations and houses and flats that have wide side yards facing Jackson Park [Map 22]. The area adjacent to E. 67th Street developed through the 1940s and 1950s.[38]

Where there are large expanses of vacant land lining the boulevards in the district, they are left out. This is rarely true around the squares and parks. Often these expanses, found along some of the boulevards, reflect demolition. For example, between E. 37th Street and East 39th Street on the east side of S. Dr. Martin Luther King, Jr. Drive, public housing was torn down in the recent past [Map 1]. Another example is found on E. and W. Garfield Boulevard on either side of the Interstate 94/Dan Ryan Expressway, from Washington Park to Wallace Street [Maps 26, 27], where there are pockets of historic buildings. These pockets are kept within the district, while the vacant land between them has all been omitted since it doesn't reflect the historic character of the district. There are also smaller pockets of vacant land. For instance, at the southeast corner of S. Kedzie Avenue and W. Douglas Boulevard, three of the corners are vacant [Map 50]. Today they are abandoned parcels, not parking lots but sometimes just used to park cars. These smaller pockets also don't reflect the historic streetscape. For the system as a whole, however, the architectural development is clearly apparent.

Vacant corner lots are left in the historic district if they are part of an expanse of historic buildings. This is the case, for example, on the south side of W. Garfield Boulevard between S. Halsted Street and S. Lowe Avenue [Map 27]. Corner lots are almost always taken out of the district when they have been redeveloped with incompatible new construction. Gas stations, fast food restaurants and strip malls that were built after the District's period of significance and are not part of the historic character of *The Chicago Park Boulevard System Historic District* were omitted. An example would be the two gas stations on the east and west sides of S. Jeffrey Avenue facing Jackson Park [Map 23]. Other new construction was deliberately left out of the district if it was not compatible with historic development patterns in terms of massing, height, siting, materials and the amount of surrounding open space. One example is a high rise apartment building set well back from the street on the northwest corner of E. 47th Street and S. Drexel Boulevard [Map 7].

The boundary of *The Chicago Park Boulevard System Historic District* contains the buildings that reflect the historic development of the system during the period of significance. Most are contributing. Those buildings that are non-contributing tend to be new construction, built after 1942, with a smaller number having non-historic remodeling or that have deteriorated so much that they now lack integrity. These tend to be interspersed with the historic buildings that are included in the district.

[38] *Chicago Historic Resources Survey: an Inventory of Architecturally and Historically Significant Structures,* Chicago: Chicago Department of Planning and Development, Commission on Chicago Landmarks, 1996. pp. 327-333.

The Chicago Park Boulevard System Historic District
Name of Property

Cook County, Illinois
County and State

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.)

Property is:

- [ ] 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.)

Community Planning and Development
Landscape Architecture
Architecture

Period of Significance
1869-1942

Significant Dates
N/A

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

Cultural Affiliation (if applicable)
N/A

Architect/Builder
Jenney, William Le Baron; Olmsted & Vaux; Jensen, Jens; Cleveland, H.M.S.; Dubuis, Oscar, et al.

The Chicago Park Boulevard System Historic District | Cook County, Illinois
Name of Property | County and State

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).

Summary Paragraph

The period of significance for *The Chicago Park Boulevard System Historic District* begins in 1869, which is the year state legislation was passed establishing Chicago's park and boulevard system. Construction along the system began within two years. The period extends from 1869 to 1942, when America's entrance into World War II curtailed Federal funding, and substantial improvements to the system ended. The Federal funding that had been used to rehabilitate and upgrade Chicago's parks, squares and boulevards ran out, and little construction followed. Most of the buildings in the district were built during this same time period, 1869-1942, with the great majority of those constructed along the system completed in the last decade of the 19th century and in the first two decades of the 20th century. The buildings located along the system represent in microcosm types and styles of buildings that were constructed in Chicago during the period of significance.

The 26-mile-long *Chicago Park Boulevard System Historic District* is nominated under Criterion A and Criterion C for listing on the National Register. It is nationally significant under Criterion A for Community Planning and Development as the first comprehensive system of greenways for a major city in the United States. It was created in response to the belief that it would not only foster healthful, accessible and livable neighborhoods, but would also spur residential real estate development in what was then the outskirts of the city. Because of Chicago's prominence, the design of the system was seminal in the creation of park and boulevard systems in cities nationwide. Designed by several of the country's most noteworthy early landscape practitioners, who created a large connected system of artistically-designed parks, boulevards and squares on a scale unlike any other landscape endeavor in Chicago, it is therefore locally significant under Criterion C for Landscape Architecture.

It is also locally significant under Criterion C for Architecture, representing in microcosm the stylistic development of numerous building types constructed in Chicago during the period of significance. Higher caliber real estate development was a goal of the system's early promoters, and it is noteworthy that in many cases the buildings are of a more distinguished quality of design than those built farther from the boulevard system. Although landscape and hardscape treatments have changed over time, the integrity of the configuration of the boulevard system is high, with the location and landscape character of the roadways, parks and squares generally intact. Some of the buildings lining the system have suffered deterioration but little in the way of insensitive remodeling. Where there are dense concentrations of buildings, the integrity is generally excellent. Despite the demolition that has occurred in some areas with urban renewal and neglect, there is sufficient architectural integrity throughout the boulevard system that defined and continues to define the edges of the system's parks, boulevards and squares.

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

The Chicago Park Boulevard System Historic District, enabled by legislation passed in 1869, is significant under two National Register criteria and three areas of significance.

CRITERION A – Community Planning and Development

The Chicago Park Boulevard System Historic District is nationally significant under Criterion A for Community Planning and Development for being early and influential. The system was designed and executed by some of the nation's greatest luminaries in the field of landscape architecture. Among them were Frederick Law Olmsted, William Le Baron Jenney, Horace William Shaler Cleveland and Jens Jensen. Not only was the Chicago park and boulevard system associated with important early landscape architects, it was the first major comprehensive system in the country. Because of Chicago's prominence, the design of the system was

influenced in the creation of park and boulevard systems in cities nation-wide.

Ted Turak, the author of a biography of William LeBaron Jenney, early designer of Chicago's West Park System, stated that the city's park proponents:

> *Intended to give Chicago what no American city yet had—a planned park system integrated into the urban fabric. Even Olmsted's great Central Park in New York remained aesthetically apart. It was inserted into the grid pattern of streets and stands in splendid rectangular isolation to its environment …Chicago's planners, on the other hand, saw parks in series forming a green belt around the city.*[39]

The ambitious 26-mile system making up *The Chicago Park Boulevard System Historic District* was created in response to the belief that it would not only help create healthful, accessible and livable neighborhoods, but would also spur residential real estate development in what was then the outskirts of the city. As anticipated, the park and boulevard system attracted real estate development and in the process created one of the city's most recognizable and lasting urban features.

For the first time in Chicago, urban growth was thoughtfully planned and executed on a city-wide scale. The park and boulevard system not only provided a structure for orderly real estate development, it also provided an amenity that elevated the sophistication of the city by enriching both its visible character and its quality of life.

CRITERION C

Landscape Architecture

The Chicago Park Boulevard System Historic District is locally significant under Landscape Architecture because the size and configuration of the system's greenscape expresses a comprehensive artistic quality unlike any designed landscape in the city. Completed over a period of time, it is associated with the productive careers of significant figures in American landscape architecture, including Frederick Law Olmsted, William Le Baron Jenney, Jens Jensen, Horace W. S. Cleveland, and Oscar F. Dubuis. Chicago's system is noteworthy because of design elements characteristic of the work of these early landscape architects, men who established and developed what evolved into the ambitious and comprehensive park and boulevard system that influenced other American cities and landscape designers.

Architecture

The architecture along *The Chicago Park Boulevard System Historic District* is locally significant and represents the distinctive characteristics of the multitude of building types and styles that were popular during the time that Chicago's parks and boulevards were being developed. They reflect the stylistic progression of Chicago's architectural styles from 1869 through 1942. The architecture represents work by some of Chicago's most talented practitioners: some recognized, others prolific but not well-known. These architects and builders designed buildings in the fashionable styles of their time. Among Chicago's most noteworthy architects who designed buildings in the District were Henry Ives Cobb, Shepley, Rutan & Coolidge, Holabird & Roche, Frank Lloyd Wright, Alfred Alschuler and Solon S. Beman. Many of the buildings in the historic district, whether or not they were designed by significant architects, are of a very high caliber.

[39] Theodore Turak. *William Le Baron Jenney: a Pioneer of Modern Architecture*. Ann Arbor, Michigan: UMI Research Press, 1986. p. 78

THE NATIONAL SIGNIFICANCE OF *THE CHICAGO PARK BOULEVARD SYSTEM HISTORIC DISTRICT*

The Chicago Park Boulevard System Historic District, composed of designed parks linked by a series of landscaped boulevards connected by squares, is nationally significant in the area of Community Planning and Development. Not only was the Chicago park and boulevard system associated with the country's most important early landscape architects, it was the first such system designed on a major scale. The design was seminal in the creation of park and boulevard systems nation-wide.[40]

Association with Important Landscape Architects

Several important early landscape architects contributed to the design and development of the Chicago park and boulevard system. An authoritative perspective on the national significance of their achievement comes from respected author and educator Charles A. Birnbaum, FASLA, FAAR, founder and president of The Cultural Landscape Foundation (TCLF):

> *Designed by America's most talented and influential early landscape architects, Chicago's park and boulevard system set the standard nationally for many subsequent endeavors. Frederick Law Olmsted, Sr., as well as H. W. S. Cleveland, William Le Baron Jenney and Jens Jensen all contributed to the design of this unrivaled system of parks linked by a ribbon of greenways. Boston, Minneapolis and numerous other cities were to follow suit, but Chicago was the progenitor of this type of design and historically it had a wide-reaching and lasting impact.*[41]

The most significant of these early practitioners was Frederick Law Olmsted, who defined and dominated the profession of landscape architecture in the second half of the nineteenth century. Even before 1870, when Olmsted's firm, Olmsted, Vaux & Co., designed Chicago's South Park System, Frederick Law Olmsted had played an important inspirational role in the creation of the city's park and boulevard system. The complex social, economic and aesthetic philosophy Olmsted developed for New York's Central Park gave Chicago boosters such as Paul Cornell and J.Y. Scammon a visionary framework for their city. His interaction during the Civil War years with key movers and shakers, such as Ezra McCagg and William Bross, inspired them to take legislative action to create the Chicago system. The design Olmsted subsequently created with Calvert Vaux for South Park (today Jackson Park, Washington Park and the Midway Plaisance) and its connecting boulevards was a masterful application of his mature philosophy.

In terms of historiography, Vaux has been overshadowed by Olmsted, but Vaux too was important. In addition to being Olmsted's co-designer of Central and Prospect parks, he brought to the Chicago project his prior experience as the partner of Andrew Jackson Downing, one of America's earliest landscape theorists and champion of public parks. In fact, because of his field experience under Downing, Vaux "was likely the best-trained landscape designer then in North America" when he collaborated with Olmsted to produce their winning 1857 entry in the Central Park competition.[42] Chicago's South Park System was the last such project Vaux designed with Olmsted. By mutual consent, they dissolved their partnership a year after submitting their 1871 report and plan for Chicago.

Horace William Shaler Cleveland was a contemporary of Olmsted and a talented pioneering landscape architect in his own right. To his position as landscape architect for the South Park Commission, Cleveland

[40] The manuscript for the statement of national significance was reviewed by Charles Birnbaum, FASLA, FAAR, founder and president of The Cultural Landscape Foundation (TCLF).
[41] Charles Birnbaum. E-mail to Susan Benjamin, Benjamin Historic Certifications; Andrew Heckenkamp, National Register Coordinator, State of Illinois' Terry Tatum, Coordinating Planner I, Historic Preservation Division, Dept. of Housing and Economic Development, City of Chicago. May 7, 2011.
[42] Pregill, Philip and Nancy Volkman. *Landscapes in History: Design and Planning in the Western Tradition*. New York: Van Nostrand Reinhold, 1993. p.426

brought experience as a surveyor in Illinois, a scientific farmer in New Jersey[43] and a partner with Robert Morris Copeland in their successful Boston landscape architecture firm. He also spent a brief period of time working for Olmsted supervising plantings for Prospect Park. In 1869, Cleveland moved to Chicago where his work included an extension to Chicago's landscaped Graceland Cemetery. Cleveland served as "Landscape Architect of the South Park and connecting Boulevards" until 1874, when, because of the national financial panic of 1873, his salary was stopped. Cleveland was largely responsible for executing Olmsted & Vaux's plan for Washington Park, Drexel Boulevard and Grand Boulevard. He went on to become one of the best- known Midwestern landscape designers, laying out suburbs, estates and campus plans. His most famous park system work was a skillfully conceived plan for the St Paul and Minneapolis regional park system.[44]

William Le Baron Jenney, the initial designer of the West Park System, was influenced by Olmsted as well as by the great parks and boulevards of Paris that were constructed while he was a student at the *Ecole Centrale des Arts et Manufactures*. Jenney had no previous experience with park design when he was hired to design the West Park System (although he had worked with Olmsted on Riverside, Illinois, one of the nation's first planned communities). Even so, he is considered by landscape architecture professor Reuben M. Rainey, PhD, to be "one of the more gifted American park designers of the nineteenth century, worth of inclusion in the ranks of Frederick Law Olmsted Sr., Calvert Vaux, Horace Cleveland, William Hammond Hall and Jacob Weidenmann."[45]

Jens Jensen, the acclaimed dean of the Prairie Style of landscape architecture in America, made his contributions to the design of the West Park System in the early twentieth century. Jensen's knowledge of plant material and his design skills were honed as he worked his way up from laborer to superintendent of Humboldt Park in the 1890s and General Superintendent of the entire West Park System in 1905. Designing private estates for wealthy clients and his work for the Special Park Commission in the early twentieth century also provided Jensen valuable experience. Jensen scholar Robert E. Grese, in his biography, *Jens Jensen: Maker of Natural Parks and Gardens,* summarizes Jensen's significance by quoting landscape architecture scholar Darrel Morrison: "scholars are rightfully placing Jensen 'alongside the other landscape greats----Andrew Jackson Downing, Frederick Law Olmsted, H.W.S. Cleveland, John Nolen, and the like.' "

Early and Seminal Park System: The Parks Movement and the Rise of the Profession of Landscape Architecture

Chicago's park and boulevard system and the designers who created it were in the forefront of two closely-related developments in the second half of the nineteenth century—the parks movement and the rise of the profession of landscape architecture. Thus, in addition to its masterful designers, the Chicago park and boulevard system is nationally significant as an early and seminal development in what would become a national movement to establish urban park systems.

The parks movement is well explained by Pregill and Volkman in their *Landscapes in History: Design and Planning in the Western Tradition*:

> *Throughout the English-speaking portions of North America, pastoral parks became the civic norm and an expected part of the infrastructure for any progressive city. These parks and park systems also became a mainstay of landscape architectural practice.*[46]

[43] Cleveland became associated with Andrew Jackson Downing and Frederick Law Olmsted during this time through his involvement in the National Pomological Congress. Cleveland was one of the founders of this organization. The National Pomological Society is the oldest fruit organization in North America, founded by Marshall P. Wilder in 1848 to foster the science and practice of fruit growing and variety development. http://americanpomological.org/.
[44] Tishler, "Horace Cleveland: The Chicago years," p. 35.
[45] Reuben M. Rainey. "William Le Baron Jenney and Chicago's West Parks: From Prairies to Pleasure-Grounds." *Midwest Landscape Architecture.* Urbana: University of Illinois Press, 2000, p.57.
[46] Pregill and Volkman, *Landscapes in History: Design and Planning in the Western Tradition*, p. 441.

The Central Park competition in 1857 inaugurated an era of park building that would begin in earnest after the Civil War. The parks and park systems referenced by Pregill and Volkmann would continue to be created throughout America until World War II and would endow the nation with some of the most lasting and beneficial of its urban amenities.

Addressing social, environmental, and aesthetic concerns for the livability of cities, the parks movement was dominated by the man whose writings and designs brilliantly articulated it—Frederick Law Olmsted. Through these writings Olmsted built an enormously successful national practice for himself. In doing so he enlarged the scope and influence of the then-limited practice of landscape gardening, which quickly matured to become the profession of landscape architecture. The name "landscape architect" was chosen by Olmsted and his partner Calvert Vaux for their profession.[47] Olmsted's success and his writings created a national demand for the services of professional landscape architects.[48]

Central Park proved that properly-designed landscapes were not merely civic amenities but critical to both the physical and economic development of cities. Because of the nationally-acclaimed success of Central Park, Olmsted and Vaux were subsequently hired for scenic landscape park projects by rival cities seeking to similarly elevate their status. In these early designs the partners refined and developed the park and park system concept, enriching it with the addition of parkways and boulevards, creating not just a single amenity but one fully integrated into the urban fabric. Elizabeth Barlow Rogers explains:

> *Olmsted and Vaux felt that a single park's role as a civilizing influence, ameliorating the noise and hectic pace of the metropolis, was still somewhat limited. They envisioned the carriage drives within parks being extended to become parkways, tree-canopied transportation corridors connected to other parks, the whole forming a new framework superimposed over the grid, a green skeleton guiding the city's expansion.*[49]

Based on a review of the characteristics of America's park and boulevard systems, their defining elements appear to be:

- At least one park, often including a large sheltering structure or pavilion and a variety of landscape amenities such as a water feature, winding paths, and meadows providing scenic vistas and places for relaxation, repose and recreation. If topography and acreage permitted, these parks included separation of pedestrian, horse, and vehicular traffic.
- Boulevards or parkways creating a network of greenways that connected the parks to one another, their surrounding neighborhoods, and often creating a continuous greenway encircling or arcing around the city.
- Squares or circles, sometimes containing monuments or fountains, at the turning points in the boulevard system.

Early Park and Boulevard Systems

The early Olmsted-associated parks that included boulevards were located (in chronological order) in Brooklyn, Chicago, Buffalo and Boston. The Chicago and Buffalo park and boulevard systems were designed at approximately the same time and were the first ones in which several parks are connected by boulevards or parkways. Because of its greater scale and sophistication, however, Chicago can justly be considered the first comprehensive system of parks and inter-linking pleasure drives.

[47] Elizabeth Barlow Rogers. *Landscape Design: A Cultural and Architectural History*. New York: Harry N. Abrams, 2001, p.344.
[48] Pregill and Volkman. *Landscapes in History*, p. 431.
[49] Rogers. *Landscape Desig*n, p.346.

Brooklyn

Before becoming a borough of Manhattan, Brooklyn was an independent municipality. It was the first city to hire Olmsted and Vaux after their work on Central Park, and also gave the partners their first opportunity to advocate for a broader approach to parks, one that included parkways. Although authorization from the state legislature to create Brooklyn's Prospect Park was secured in 1859 and land for it obtained in the early 1860s, Olmsted and Vaux were not hired to design the park until 1865, following the Civil War.

In the first report which Olmsted and Vaux submitted to Brooklyn's park commissioners in 1866, they proposed a series of "special roads that would make travel to the park through the city romantic and fun."[50] They suggested a drive leading to the Atlantic Ocean beaches to the south that would be bordered by trees and shrubs. They also suggested a lengthy inter-city eastern pleasure drive that linked Brooklyn's Prospect Park with New York's Central Park and the Hudson River beyond. The portion within Brooklyn was proposed to traverse undeveloped country and take in scenic natural views along waterways. [51]

Olmsted and Vaux elaborated on the value of such landscaped pleasure drives in their second report of 1867, urging the commissioners to consider early adoption of this concept.[52] Emphasizing Brooklyn's destiny as essentially a residential suburb of New York City, Olmsted and Vaux saw these streets as a method for encouraging middle class housing development that would increase real estate tax revenues to the city of Brooklyn. It would also bring fresh air to the neighborhoods and provide a means of moving traffic through the congested city. Unfortunately, the commissioners were reluctant, and Olmsted and Vaux's parkway plans were never fully implemented.

In Olmsted's plan only Brooklyn's 6,600 foot long Eastern Parkway (built 1870-74, stretching east from Prospect Park to Atlantic Avenue) and Ocean Parkway (built 1874-80, stretching south from Prospect Park to Coney Island) were completed. When they were first built, these parkways provided an excellent example of the broad pleasure drive with a landscaped median that Olmsted felt was an essential component of the best city plans. He described this type of drive in his 1871 proposal for the South Park Commission in Chicago: "[this drive is] planned more especially with reference to the rapid movement of a great number of persons driving, riding or walking, being planted openly with straight tows of clean trunked trees."[53] Olmsted and Vaux's concept for a third Brooklyn parkway was never carried out; still, the success of Eastern and Ocean Parkways was so great that the city built another 38 miles of parkways over the next 50 years.[54]

Although Olmsted and Vaux's plan for Brooklyn held the germ of the fully-blown park and boulevard systems that Olmsted would create for Chicago and Buffalo, it did not yet have the essential element of large, landscaped neighborhood-based parks linked by a series of boulevards. In Brooklyn, Olmsted and Vaux were only successful in establishing boulevards that connected important geographic points to Prospect Park, rather than connecting the park to other large, landscaped pleasure grounds.

Only a portion of the Brooklyn system is listed on the National Register of Historic Places. Prospect Park was listed in 1980 and Ocean Parkway in 1983.

Buffalo

After their work in Brooklyn, Olmsted and Vaux's advice was subsequently sought by many cities (including Newark, New Jersey, Philadelphia, Pennsylvania, Newburgh and Albany, New York) regarding the benefits of

[50] Francis R. Kowsky. *Country Park and City: The Architecture and Life of Calvert Vaux*. New York: Oxford University Press, 1998. p. 180.
[51] Rogers. *Landscape Design*, p.346.
[52] Rogers. *Landscape Design*, p. 181.
[53] Olmsted, Vaux & Co. *Report Accompanying Plan for Laying Out the South Park.* Chicago: Evening Journal, 1871, p.28.
[54] Witold Rybczynski. *A Clearing in the Distance*. New York: Scribner, 1999, p.283.

acquiring land for future pleasure drives as well as parks. However, in Buffalo, New York, the partners were afforded the opportunity to both plan and carry out a park and boulevard system. Olmsted had been consulted in 1868 by a group of Buffalo citizens who were considering three sites for a park. Instead of choosing one, he advised them to use all three and linked them together with parkways that followed the existing street pattern.

Although built out a decade later, Buffalo's park and boulevard system was conceived at about the same time as the Chicago system. This is the plan that most closely resembles Chicago's. It is much smaller in scope, however. Initially planned with three parks, three parkways, three linking circles (as opposed to Chicago's squares) and one "place," Buffalo's design was exhibited at the Centennial Exhibition in Philadelphia in 1876 and, before that, at the 1868 Paris Exhibition, where it had won an honorable mention for Olmsted.[55] Of the plan's three parks, only one was large and contained the characteristic Olmsted design features, including a large meadow, a lake and a circuit drive. This park was 376-acre Delaware Park, located at the north edge of the city. "The Front," a park located on a bluff overlooking the Niagara River and Lake Erie, encompassed just 32 acres but provided a spectacular setting right in the heart of the city's commercial district. "The Parade" (later Humboldt Park and now Martin Luther King, Jr. Park), at 56 acres, was due east of the downtown in an area of the city that had not yet developed. The size of the parks, compared to those in Chicago, was small.

Buffalo's parkways were to be "broad thoroughfares planted with trees and designed with special reference to recreation as well as for common traffic."[56] Like Olmsted's plan for Chicago's South Park system, Buffalo's parkways primarily followed existing streets. This was the case with Delaware Street, which was widened into a parkway. In Buffalo, Olmsted and Vaux were able to create some new parkways as well; two examples are Humboldt Parkway and Bidwell Parkway. Some of these parkways had the straight, traffic-focused character of Olmsted's Eastern Parkway in Brooklyn and Chicago's Grand Boulevard. Others were more like Chicago's Southgrove Parkway (today's Drexel Boulevard): "designed with a view to more quiet and leisurely movement…its principal feature is a walk or series of walks passing somewhat indirectly through a grove with frequent interludes of shrubbery, fountains and arbors to invite rest and contemplation."[57]

Buffalo's system, like Chicago's, was designed to provide "breathing spaces" for residents of a city where industrial and residential areas were closely knit. It also provided residential areas access to a greater number of parks. In addition, it was expected to provide a structure to the city's outward growth and a spur to orderly real estate development that would increase property values. For Buffalo, Olmsted and Vaux proposed a series of parks and linking parkways rather than large stand-alone recreation area like New York City's Central Park. While both the Buffalo and Chicago systems do share the basic concept of an arc-shaped series of parks and linking boulevards, the Buffalo plan was far smaller and less sophisticated than that for Chicago's 26-mile boulevard system.

Most of the Buffalo system was listed on the National Register in 1982. A thematic nomination for the entire system was accompanied by nominations for Martin Luther King, Jr. Park, Delaware Park & Front Park, Cazenovia Park and Riverside Park. Parkside East and Parkside West, two related residential developments, were placed on the National Register in 1986. Although the three original parks, the circles and most of the original parkways remain, Humboldt Parkway has been lost.

Chicago

Following the early park developments in the East, Chicago became the first western city to design and implement a city-wide park system; this was done through its three park commissions.[58] Only one other city,

[55] In their initial plans for the comprehensive systems in Brooklyn and Buffalo, Olmsted and Vaux called these new roadways "parkways." In Chicago, however, Olmsted called them "boulevards," after the Parisian models they were based on.
[56] Kowsky. "The Parkway System."
[57] Olmsted, Vaux & Co., p.28.
[58] Pregill and Volkman. *Landscapes in History*, p. 441.

Buffalo, had previously initiated a park system that included interconnecting pleasure drives and, in comparison, Chicago's was a colossus.

The contiguous, arc-shaped system around Chicago that ultimately resulted from the original 1869 legislation was comprised of five large designed parks (Jackson, Washington, Douglas, Garfield and Humboldt) and six small squares (Lincoln Park was meant to be connected via Diversey Parkway, but because of the lack of funds and political problems, the Lincoln Park Commissioners never succeeded in developing Diversey as a landscaped boulevard.) The entire system is approximately 26 miles in length including boulevards connecting the parks and squares. Although the West and South park systems hired separate designers (William Le Baron Jenney and Olmsted & Vaux, respectively) aesthetic unity was achieved system-wide because of the broad influence of Olmsted's park philosophy.

Substantial portions of Chicago's park and boulevard system were laid out in freshly-annexed and almost entirely undeveloped portions of the city. The undeveloped nature of the land meant that the Chicago park commissioners were able to acquire much of the land soon after the legislation was passed. The Chicago park and boulevard plan was an ambitious project and was complicated by administration being divided among separate park systems. As a result, construction of the system continued into the early twentieth century.

Boston

In Boston legislation was passed in 1869 authorizing one large or several small parks. Five years of heated public debate ensued, with both Cleveland and Olmsted adding their comments in favor of a park and parkway system approach. They were joined by Cleveland's former partner, landscape architecture pioneer Robert Morris Copeland, who also championed the idea of a Boston park system in his 1872 publication, "The Most Beautiful City in America: Essay and Plan for the Improvement of the City of Boston."[59]

As in New York and Chicago however, Olmsted, not Cleveland, was chosen as the designer. This occurred in 1875. A system approach was adopted and Boston's famed "Emerald Necklace" was strung together by Olmsted in a series of commissions that lasted the duration of his professional life.[60] The necklace was comprised of five major parks--- the "jewels"--Back Bay Fens, Leverett Park (now Olmsted Park and the Riverway), Jamaica Park, Arnold Arboretum and Franklin Park--that were linked by "the strands" of parkways consisting of Charlesgate, Fenway, the Riverway, Jamaicaway, and the Arborway. The parks and parkways surrounded much of the city's northern and western edges. Unlike Buffalo, the system in Boston also linked to the pre- existing historic public parks--the Boston Common (created 1634) and the Public Garden (created 1837).

The plan for Boston's park and boulevard system is both similar to and different from Buffalo's and Chicago's. All three systems have a series of parks linked by greenways but the systems in both Buffalo and Boston connected directly to the city's old commercial core. Olmsted's plan for Boston included a large country park, designed in 1884 and named Franklin Park. It is considered one of Olmsted's masterworks. The greenway system was conceived as linking not only parks but also open spaces with a didactic purpose, including the zoo in Franklin Park, the Arnold Arboretum and historic sites such as Charlestown Heights and Castle Island on Boston Harbor.

Boston's rugged topography played a role in defining the system. Boston's system has a much more picturesque quality compared to Olmsted's designs for Chicago and Buffalo. As in Buffalo, Olmsted was largely constrained by the city's existing street system—a system that was an amalgamation of winding Colonial-era roads and various nineteenth century grids. He was able to create some new parkways in the more distant areas around Franklin Park, but for the most part his plan enhanced or worked within the pre-existing

[59] "Robert Morris Copeland." Cultural Landscape Foundation website http://tclf.org/content/robert-copeland.
[60] Rogers. *Landscape Design*, p. 350.

roadways. The Boston system, as in both Buffalo and Chicago, had numerous simple tree-lined traffic-moving arteries (for example, Commonwealth Avenue and Beacon Street). It also had broad linear parks like the Back Bay Fens and the Jamaicaway.

The Boston system does not appear to have been driven by the impulse for real estate development, as the systems in Brooklyn, Buffalo and Chicago, to a large extent were. In Boston, Olmsted and his clients sought "the desired tranquilizing and restorative effect on city dwellers."[61] There was also, from the beginning, a desire to protect both water quality and unusual natural features and to provide educational components--like the Arnold Arboretum and Franklin Park Zoo. The Boston park system reflects the strong progressive reform motive found in that city at the end of the nineteenth century.

Boston was one of the first cities to build small parks and playgrounds, including active play areas for both adults and children of the working classes.[62] First conceived of in 1887, these small parks were added to the system starting in 1891. Chicago was soon to follow in the small parks and recreation movement. Chicago's neighborhood park concept began with two experimental parks along the boulevard system, McKinley and Gage Parks. After the success of these, the Olmsted Brothers and D.H. Burnham & Co. designed a series of additional neighborhood parks in Chicago, including Sherman Park which connects with the park and boulevard system. These parks provided national models in terms of both design and programming.

The Boston system has been declared eligible for the National Register, but only some of it has been listed on the Register. Those areas along the system currently listed are: Arnold Arboretum, Boston Common and Public Garden, Charlestown Heights, Chestnut Hill Reservoir Historic District, Neponset Valley Parkway, Old Harbor Reservation Parkways, Stony Brook Reservation Parkways, Truman Parkway, VFW Parkway, Winthrop Parkway and Winthrop Shore Drive.

Later Park Systems

Chicago's early park and boulevard system inspired many other American cities to plan their own systems. The city was influential in this national movement for several reasons. Olmsted himself went on to design other systems, with the experience of Chicago behind him. He worked on the systems in Boston and Rochester, New York, in the late 1880s and Louisville, Kentucky, in the early 1890s. Chicago's park and boulevard system was early and sophisticated and became well-known because of the city's prominence. It culturally influenced smaller cities in the vast hinterland of its economic orbit. Examples of Midwest cities whose park systems resembled Chicago's and which are now justifiably well-known are Minneapolis, Milwaukee, Kansas City, and Indianapolis.

Minneapolis

Minneapolis has a park and boulevard system designed by Horace William Shaler Cleveland, the man who initially executed Olmsted's plan for Chicago's South Park. In 1883 Cleveland began work on the Minneapolis Park System, a project that was considered to be "the crowning achievement of his career."[63]

Inheriting existing lakes connected by Minnehaha Creek, he laid out a system of interconnected lakes, parks and parkways that encircle the city. Although called parkways not boulevards, the plan was conceptually similar to Chicago's system, consisting of parks linked by greenways. The parkways mix curvilinear and rectilinear segments, whereas Chicago's boulevards are all straight. The system continued to expand during the twentieth century.

[61] Cynthia Zaitzevsky, *Frederick Law Olmsted and the Boston Park System*. Cambridge: Harvard University Press, 1982, p. 75.
[62] Ibid. pp. 96-7.
[63] Birnbaum. *Pioneers of Landscape Design*, p. 6.3

In 1906 Theodore Wirth was hired by the Minneapolis Board of Park Commissioners to build upon Cleveland's master plan. He acquired more land, built additional parks and parkways, and beautified the park land. In addition, he oversaw the design and construction of the city's first golf course. Just before his retirement in 1935, he worked on a plan, in collaboration with the State Department of Highways, to develop a metropolitan park system. Today a park is named in Wirth's honor. The park system of Minneapolis, as established by Cleveland and continued by Wirth, remains one of the most outstanding in the country.

Milwaukee

Frederick Law Olmsted, along with numerous other landscape architects, was involved in the gradual growth of Milwaukee's park and boulevard system. When first designed in the 1890s, Milwaukee's plan had six parks connected by boulevards. Frederick Law Olmsted & Company was hired to design Lake, West (Washington) and River (Riverside) parks in 1892. Frederick Law Olmsted, Sr.'s son, John Charles, implemented the design of the parks with Warren H. Manning responsible for the planting designs. Plans generated by the Olmsted firm included Newberry Boulevard, which connected Lake Park to River (Riverside) and West (Washington) parks. A lakefront drive adjacent to Lake Park was also proposed by the firm. It was not developed by the city until 1929, however, and was based on a later plan by architect Alfred C. Clas.[64]

Today the Milwaukee park and boulevard system has dozens of parks and 84 miles of boulevards throughout the metropolitan area. Although extensive, the boulevards of the do not connect continuously to the parks or to one another, thus it bears the hallmarks of a plan that was planned incrementally rather than being conceived as a whole and executed in stages. The system was listed on the National Register in a Multiple Property Documentation form entitled, "Milwaukee County Park System," in 2008.

Kansas City

Kansas City has an extraordinarily intact park and boulevard system designed largely by George Edward Kessler (1862-1923).[65] Kessler arrived in Kansas City in 1887 to work on the picturesque Hyde Park subdivision. Following the formation of a park board in 1892, Kessler designed a comprehensive system with three large parks, three smaller community parks and four boulevards. By 1920, the system would grow to include 67 parks and boulevards. The system effectively ties together the many quadrants of the metropolitan area through a series of loops and parallel boulevards. As in the Chicago plan, Kansas City incorporated some existing streets into its many segments and used the city's grid as its underlying geometry. Also like Chicago, the boulevards were conceived of as pleasure drives and commercial traffic was excluded for many years. Unlike Chicago, however, Kansas City's boulevards were mostly 100' wide right-of-ways that only allowed for a single broad roadway bordered by deep tree-lined parkways. The boulevards are not as varied in configuration as Chicago's.

Indianapolis

Although many parks were built in Indianapolis in the late-nineteenth and early-twentieth century, it took the 1908-1909 master plan of George Kessler to tie them together with a network of boulevards.

Created during the height of the City Beautiful movement, the Indianapolis plan reflects this movement's impulse for health, beauty and order. Kessler's plan, one of eighteen he designed for American cities, closely

[64] Long, Christine, Emily Pettis and Christina Slattery. "Milwaukee County Parkway System." National Park Service Multiple Property Documentation Form, 2008.
[65] This and the following information on Kansas City's system comes from Janice Lee et al, eds. *A Legacy of Design: An Historical Survey of the Kansas City, Missouri, Parks and Boulevards System, 1893-1940.* Kansas City Center for Design Education and Research, Kansas City, 1995.

follows the tenets laid out by Olmsted in his plan for Chicago's South Park system.[66] It stresses the importance of fresh air, the value of a plan for growth and the need for easy travel between one part of the city and another. It also makes use of the city's natural river features and "beautiful possibilities" to give it a local character.[67] Kessler's special skill was in being able to quell local political disputes and get his plans executed.[68] His Indianapolis plan included a major regional park in every quadrant of the city, each with its own character. Unlike Chicago's, Kessler's plan had meandering parkways to connect the parks rather than the straight and angular parkway system of Chicago.[69] In addition to the character of the parkways themselves, Kessler's plan showed a City Beautiful concern for flood control and protection of water resources. Although its roots are in the nineteenth century, the Indianapolis system is a park and boulevard plan developed in the twentieth century.

Kessler died in Indianapolis while supervising construction of a new belt road in 1923. He was succeeded by Lawrence Sheridan, a past Park Commissioner and Harvard School of Landscape Architecture- trained professional, who implemented and augmented Kessler's plan over several decades. The legacy of Kessler and Sheridan's work was the establishment of the planning foundation for much of Indianapolis' park system.

"Indianapolis Parks & Boulevards" were placed on the National Register of Historic Places in 2002. It is the largest Multiple Property nomination in the state. The contribution of George Kessler to the urban park system heritage of Indiana was recognized again in January, 2011, with the listing on the National Register of the "Fort Wayne Park and Boulevard System Historic District" as an example of a comprehensive public space and transportation system developed from 1909 to 1955.

Conclusion

To quote Daniel Bluestone, Director, Historic Preservation Program and Professor of Architectural History, School of Architecture, University of Virginia:

> *What Chicago achieved in its park and boulevard development provided a model and a standard to which other growing cities aspired to but rarely accomplished. The talented designers, who shaped the Chicago system, ranging from Frederick Law Olmsted and Calvert Vaux to Horace William Shaler Cleveland, William Le Baron Jenney and Jens Jensen, were all pioneers in landscape architecture. They took the lessons and experience of Chicago and applied them to other urban park systems around the country.*[70]

The Chicago Park Boulevard System Historic District is of national stature. Chicago's system was one of the earliest projects undertaken as part of the nationally-significant parks movement. More importantly, the Chicago Park and Boulevard System was a significant milestone in the development of that movement—significant because of its plan and because of its sophistication as an integrated system of parks and boulevards. Chicago was the first "western" city to conceive and carry out such a system, and, with national status and economic reach, it served as a role model for the development of other such systems. Finally, in addition to being an early and innovative park and boulevard system, located in a city that was on center stage nationally, its design quality, established by the many nationally acclaimed landscape architects who conceived and implemented it, was outstanding.

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[66] National Park Service, "Indianapolis Park and Boulevard System," (2002), Section 7, p. 2. John Olmsted had created a limited park plan for Indianapolis in 1895.
[67] Ibid. Section 8, p.28.
[68] http://www.nps.gov/nr/travel/indianpolis/kessleressay.htm.
[69] Ibid.
[70] Daniel Bluestone. Letter in e-mail to Susan Benjamin, Andrew Heckenkamp, National Register Coordinator, State of Illinois' Terry Tatum, Coordinating Planner I, Historic Preservation Division, Dept. of Housing and Economic Development, City of Chicago, dated May 17, 2011.

HISTORY AND DEVELOPMENT OF *THE CHICAGO PARK BOULEVARD SYSTEM HISTORIC DISTRICT*

Summary: History and Development of the System Between 1869-1942

The desire to create a continuous arc of parks and boulevards encircling the city came close to reality after the Civil War when, in 1869, the Illinois Legislature created three independent park commissions under separate acts of legislation—the South Park Commission, the West Chicago Park Commission and the Lincoln Park Commission.

The South Park Commission initially created the 1055-acre South Park, now Jackson and Washington Parks, and the Midway Plaisance. Its early boulevards were: Grand Boulevard (S. Dr. Martin Luther King, Jr. Drive), S. Drexel Boulevard, E. Oakwood Boulevard, E. and W. Garfield Boulevard and S. Western Boulevard/Avenue. Drexel Square was created to connect S. Drexel Boulevard and Washington Park. Gage Park, McKinley Park, and Sherman Park were later added adjacent to the original boulevards.

The West Chicago Park Commission created Humboldt, Central (Garfield) and Douglas Parks. The boulevards that connected the parks were: S. California Boulevard/Avenue, S. Marshall, W. 24th, W. 31st, W. Douglas, S. Independence, N. Hamlin, S. Hamlin, N. Central Park, W. Franklin, N. Sacramento, N. Humboldt, N. Kedzie, and W. Logan. Independence Square connected W. Douglas Boulevard and S. Independence Boulevard. Sacramento Square connected N. Sacramento Boulevard and W. Franklin Boulevard. Palmer Square connected N. Kedzie Boulevard and N. Humboldt Boulevard. Logan Square connected N. Kedzie and W. Logan Boulevards.

The original intention of the three park systems was to connect the West Chicago Park System with the Lincoln Park System via Diversey Parkway. Diversey Parkway, which was under the jurisdiction of the Lincoln Park Commission, was never built out as a wide green boulevard with a landscaped median. Thus only the South and West Park Systems became continuous.[71]

The South and West park systems each hired their own designers (Olmsted, Vaux & Company and William Le Baron Jenney, respectively) to lay out the original parks and boulevards. Both firms were influenced by landscape trends in Europe and cemetery design in the United States. Although most of the plans were quickly established, implementation occurred more incrementally, and other skilled landscape architects had a hand in the design process. The catastrophic Chicago Fire of 1871 and the subsequent national financial panic presented hardships for both commissions in the early 1870s; however, the South Park system was largely completed by the time the World's Columbian Exposition was hosted there in 1893. The West Chicago Park system continued to labor under many difficulties and was only partially completed in time for the fair.

In the years following the 1893 Worlds Columbian Exposition, as the City of Chicago grew exponentially, the parks and boulevards developed in response to new technology and park design philosophy. With electricity and the growing importance of the automobile, durable road surfaces and traffic management became increasingly important, and sections of the park and boulevard system were changed, beautified and completed. Gage Park was improved and expanded; McKinley and Sherman parks were created then enlarged to provide beautiful landscapes, recreational programs and social services as part of what became known as the Small Parks Movement. Douglas Park was improved with changes guided by Jens Jensen.

In 1934 the three individual park districts, along with 19 smaller park districts that had been created between the 1890s and early 1930s, were consolidated into a single agency, the Chicago Park District. After the

[71] In 1869, ownership and management of Lincoln Park was transferred from the City to the Lincoln Park Commission which was given the authority to enlarge the park to new boundaries between Diversey Ave. at the north and North Avenue at the South. The Lincoln Park Commission enhanced Lincoln Park and a stretch of Lake Shore Drive.

consolidation of the Chicago Park District, substantial improvements were funded by the Works Progress Administration (WPA). The Chicago Park District benefitted from this New Deal program until December 1942, when Federal funding, which had been used since the mid-1930s to maintain and enhance the system, ended as America entered World War II. Most of the buildings lining Chicago's parks, boulevards and squares were built between the 1870s and 1942.[72]

EARLY HISTORY: THE YEARS BEFORE 1869

Parks Movement: the 1850s

As early as the mid-1850s, Chicagoans began pressing for park development as they looked toward the future growth of the city. Although the city was less than twenty years old, with a population in 1850 of just under 30,000, there was already a need for a comprehensive park system. By this time, Chicago had relatively small parks, most of which had been created by real estate interests to boost property values. Among them were Washington Square (1842), Union Park (1853), Jefferson Park (now Skinner Park, 1850), and Vernon Park (now Arrigo Park, 1857). There were also two lakefront parks owned by the City of Chicago: Dearborn Park (1839) and Lake Park (1836), marking the beginning of what would become Grant Park. The early parks were developed in a piecemeal fashion and the city had no formal policies, nor a plan to create a more cohesive system.

Advocates warned that if provisions weren't soon implemented for the development of parks throughout Chicago there could be serious public health consequences. In 1853, an early citizen wrote several letters to the editor of the *Chicago Daily Tribune*, each entitled "A Plea for Public Parks." The writer presented strong arguments that there was still ample land available for parks to be built throughout the entire city. He suggested "…that there is need of relief to the interior sections of the city from the malaria which in the abundance of vegetation is wafted from the prairie…—from the unhealthy air which necessarily rises from the river with its growing commerce—and from the noxious exhalations of the decaying pavement…the city demands as a means of drainage a source of pure air and a preservative of health the establishment of Parks."[73]

Landscape Influences: Parisian Parks and Boulevards and the Rural Cemetery Movement

At the same time as citizens were advocating for parks in Chicago, local newspapers published articles about the parks and boulevards of Paris. The French model served as an inspiration to Chicago's civic leaders. In 1853, Napoleon III appointed George-Eugene Haussmann to develop an innovative new plan for Paris that included the creation of broad tree-lined boulevards radiating through the city and connecting parks and other important locations. Baron Haussmann dramatically reconfigured Paris to improve efficiency, provide better drainage and public lighting and to make the city more desirable for the burgeoning middle class. Paris's new boulevards captured the imagination of the world. Chicago papers reported glowingly of their civilizing influence and overall beauty. A Chicago newspaper of 1859 described the boulevards of Paris as "grand beyond description." In 1867, the *Chicago Daily Tribune* reported that the garden of the Tuileries with the Champs-Elysees was "the finest urban promenade in the world."[74]

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[72] The Chicago Park District served as the steward for Chicago's Park and Boulevard System from 1934 until the Second Consolidation Act of 1959. Under this agreement the City of Chicago assumed control of the boulevards and transferred a number of municipal parks to the Chicago Park District. At that time a large collection of records and plans relating specifically to the boulevards were transferred from the Chicago Park District to the City of Chicago. These records, unfortunately, have been lost. The Chicago Park District discovered a cache of plans and drawings relating to the history of the parks, however, in 1987. After the discovery of the historical plans and drawings, the Park District developed an historic preservation initiative that included generating a Multiple Property Documentation National Register Form entitled "The Historic Resources of the Chicago Park District," approved in 1990. This document established a context for all of the historic parks. Subsequent to its adoption, the Chicago Park District created individual National Register historic district nominations that fit within this context. Jackson Park and the Midway Plaisance were listed in 1972.

[73] "A Plea for Public Parks," *Chicago Daily Tribune*, April 8, 1853, p. 2

[74] *Chicago Tribune,* 1867. Exact date unknown. Clipping Collection, Chicago Park District

Many of Chicago's early park proponents were well-traveled, had visited Paris, and were familiar with European parks and boulevards. William Butler Ogden (1805-1877), a savvy and cultured resident of the north side of Chicago and Chicago's first mayor (1837-38), was a prime example. He was inspired by his travels to Europe in the early 1850s and sent letters to Chicago newspapers urging the creation of major institutions and amenities including public libraries, museums, parks and boulevards.[75] Such amenities, he argued, would not only promote quality of life and elevate real estate values; they would give Chicago a competitive edge over rival cities. Parks and boulevards created elegant natural settings for costly private dwellings in the affluent neighborhoods of European cities. In Chicago, where the geography of its flat plain afforded virtually no natural sites to attract high-end development, parks and boulevards would provide distinguishing characteristics and be magnetic. Despite Ogden's vision for Chicago, the city did not yet have any formal policies or legislation that would enable the development of a comprehensive park and boulevard system.

With the deficit of parkland, people in Chicago often visited local cemeteries to commune with nature. There was a trend, particularly in eastern cities, known as the rural cemetery movement, in which burial grounds were designed as beautiful green spaces to provide solace and refuge for the living. Mount Auburn, the first rural cemetery, was begun in 1831 outside Boston.

Chicago's oldest rural cemetery, Oak Woods, was incorporated in 1853 and designed by "arguably the foremost cemetery designer in the United States in the nineteenth century," Adolph Strauch (1822-1883).[76] Strauch was the designer of the seminal Spring Grove Cemetery in Cincinnati. His revolutionary "lawn plan" aesthetic, with its emphasis on a unified landscape treatment and well-designed outbuildings, was admired and studied by his contemporary Frederick Law Olmsted as well as by the succeeding generation of landscape masters, including Ossian C. Simonds.[77] Simonds would recall that "Olmsted used to say that when he needed inspiration he visited Spring Grove."[78] Picturesque landscaped cemeteries were developed on the outskirts of Chicago in the late 1850s and early 1860s by many of the elite gardeners and civic leaders, including Paul Cornell, who would also play major roles in first advocating for, and then carry out, the creation of the park and boulevard system.[79]

The rural cemetery movement was important to the development of Chicago's park and boulevard system. These cemeteries exposed to the upper and middle classes the new naturalistic style of landscape and predated the parks as a place for pastoral strolls. In addition, the visitors and cemetery developers, including Cornell, would form a constituency for development of parks and boulevards in Chicago. The cemeteries also set a standard for design excellence in public landscapes because of the talent of their designers, who included future west parks designer, William Le Baron Jenney.

Importance of Real Estate Interests

Chicago real estate speculators and developers, such as Paul Cornell on the south side and Isaac Hitt of Hitt,

[75] Ogden's letters appear in the Daily Democratic Press, 26 January, 20 February, 23 March and 26 June, 1854. Daniel F. Bluestone, *Constructing Chicago.* New Haven: Yale University Press, 1991. p. 22, 212.
[76] Noel Dorsey Vernon. "Adolph Strauch: Cincinnati and the Legacy of Spring Grove Cemetery." *Midwestern Landscape Architecture*. Edited by William H. Tishler. Chicago: University of Illinois Press in cooperation with Library of American Landscape History/ Amherst, Massachusetts, 2000, p. 5.
[77] Ibid.
[78] Ibid.
[79] The treasurer of Oak Woods Cemetery, located south of the city, was Hyde Park real estate developer Paul Cornell, who would go on to help establish Chicago's south park system. A similarly civic-minded real estate speculator, Thomas Barbour Bryan, purchased 80 acres on the city's north side in 1861 to create a beautiful burial ground so he could properly inter his son. It was named Graceland Cemetery. It evolved over a period of years, benefitting from a host of talented landscape professionals, including future west parks designer William Le Baron Jenney and Ossian Cole Simonds. Known for Contributing to the development of the Prairie Style in landscape architecture, Simonds created an environment at Graceland Cemetery that gave it national significance. He also served as the consulting landscape gardener for Lincoln Park for a series of years between 1903 and 1921.

Harden and Hitt on the West side, played a pivotal role in the development of the city's park and boulevard System.[80] Writing in 1884, early historian A.T. Andreas underscored the role of these real-estate men, "This class of our citizens, by their energy and foresight have been among the most earnest promoters of the park system, and to their indefatigable perseverance the success of the movement may be largely ascribed."[81]

The father of the South Park System is generally identified as Paul Cornell, the founder of Hyde Park. In 1853 Cornell purchased the initial 300 acres for his community seven miles south of the city center. The coming of the railroad to Chicago in the early 1850s spurred the creation of many suburbs radiating from the city. Hyde Park was one of them. Cornell sought competitive advantage among these for his vision of a cultured, sylvan, industry-free community, accessible to Chicago, for middle and upper class business and professional men and their families. Thus, he adopted as one of his principle development strategies the creation of parks connected to the city by landscaped boulevards. The very name of the community was derived from Hyde Park, London, an urban locale of pleasure grounds and boulevards.[82]

Hitt, a West Chicago Park commissioner, owned many blocks of land in the Humboldt Park and Humboldt Boulevard area. William Ogden owned a substantial amount of land around Sacramento Square. These men, along with Cornell, were among the most earnest early promoters, recognizing the integral relationship between the establishment of beautiful parks and boulevards and the opportunity to make huge profits. This positive relationship between parkland and the desirability of real estate was of utmost importance to the creation of a system of parks and boulevards in a city historically obsessed with real estate speculation. The creation of New York's Central Park in the 1850s had demonstrated the principle of adjacent real estate appreciation on a grand scale. Boulevards later referred to as "parks strung out," would improve the scenic value, but they would also spread the financial benefit of living along a park to a greater number of property owners.[83]

Arguing that land should be acquired both in the city and beyond the city limits where it was less expensive, park advocates also created a constituency favoring the creation of a park system by tapping into a new generation of mid-nineteenth century middle and upper class residents. These residents were hungry for the physical, moral and mental separation of work and home—but within a comfortable distance of city conveniences. Migration away from city centers was already a pattern of the "more fortunate classes" in Paris, London, Vienna, Berlin, New York, Boston and Philadelphia.[84]

Escalation in real estate values along parks and boulevards in Chicago did indeed come to pass. Writing in 1874, historian Everett Chamberlin noted that "…the south and west parks have been for five years the principal stimulus to land speculation and investment and the key to the situation of the Chicago real estate market."[85]

But, the boulevards offered the public more than just scenic improvements and real estate appreciation. They resulted in comfortable, well-constructed paved roadways for a city used to coping with ruts in the dry season and mud in the wet season. The boulevards also created systematically planted, tree-lined streets that gave a modern, cosmopolitan air of sophistication to the city. If imitation can be equated with financial approbation, it is interesting to note that some of Chicago's large developers, such as Samuel E. Gross and Samuel J. Walker, would ultimately follow the park commissioners' example of coordinated tree plantings along the

[80] Everett Chamberlin. *Chicago and its Suburbs*. Chicago: T. A. Hungerford & Co. 1874. pp. 313-336. Chamberlin lists many names of developers along the South and the West park systems.
[81] A. T. Andreas. *History of Chicago from the Earliest Times to the Present in Three Volumes*. Chicago: A. T. Andreas, 1884, p 172.
[82] Jean Block. *Hyde Park Houses Chicago*: University of Chicago Press, 1978, p. 6.
[83] *Chicago Tribune,* June 16, 1872. Cited in Bluestone, Constructing Chicago, p. 54.
[84] Victoria Post Ranney. *Olmsted in Chicago*. Chicago: R. R. Donnelly & Sons, 1972, p 11.
[85] Chamberlin. *Chicago and Its Suburbs*, p.313.

boulevards by offering the same in their developments along prestigious Michigan and Ashland Avenues.[86]

Social Betterment

Many of Chicago's early civic leaders, like William Ogden, were concerned about the corrosive effects of business pursuits on the social character of the city. They felt that the antidote was close contact with the natural landscape, the effect of which was to ennoble the individual character and foster a more tranquil and virtuous state of mind.[87] They were also serious gardeners themselves, with landscaped grounds around their homes. One such person was Jonathan Y. Scammon (1812-1890). He was an organizer of the Chicago Horticultural Society who would play an important role in the parks movement. Scammon was a pioneer Chicagoan, wealthy lawyer, connoisseur of art and literature, railroad promoter and friend of Abraham Lincoln. Scammon was also owner of one of the city's most renowned private gardens, which was located to the south of the city in Hyde Park.[88] Naturalistic landscapes like that belonging to Scammon were far removed from the city but located near enough for their owners to enjoy the city's benefits. The park and boulevard system would offer the general public this same attraction.

In addition to cultivating good character, parks and boulevards were hailed as a vehicle for social harmony. They afforded the opportunity for classes to mix in a shared urban space through promenading and other leisure activities. Chicago's lakefront park (today Grant Park) and the street that became Michigan Avenue had, by the 1840s, become a small stage on which residents practiced the custom of promenading. In both European and major eastern cities, this custom had been performed since the beginning of the nineteenth century in grand urban settings such as Battery Park in New York, Charleston's Battery and Philadelphia's Fairmount Park. In reality, promenading was an upper and middle class pastime of see-and-be-seen. Promenading as a concept, however, with its attendant associations of intermingling and class harmony, gave parks and boulevards broad intellectual and social appeal in Chicago, a fast-growing city of native-born and immigrant newcomers. As the city grew, promenading was to become a favored activity in the new parks and boulevards system.[89]

Concern for Public Health

By 1860, Chicago's population had escalated to over 110,000, more than tripling since 1850. As the pace of population growth and real estate development accelerated in the 1850s, so did awareness of the associated psychological, social and health problems they brought. Population growth also brought an expanded awareness of the idea that parks served as a healthy antidote to these problems.

Dr. John Henry Rauch (1828-1894), played an important role in spurring the parks movement. Rauch was an articulate spokesman for the positive role parks could play in the health of the city. He linked public health and parks through his study of the public health threats created by the city's lakefront cemetery, which was partially incorporated into what became Lincoln Park. The public health controversy surrounding the creation of Lincoln Park led to broadened awareness of the need for a more systematic approach to the creation of parks in all three divisions of the city.[90]

[86] Bluestone*, Constructing Chicago*, p. 52.
[87] Ibid. p.9.
[88] Ibid.
[89] Bluestone, *Constructing Chicago*, p.18.
[90] In the 1850s Rauch's detailed studies and activism had aroused not only influential organizations and people, but the general public. Rauch impressed on north side citizens the public health threat caused by decaying bodies in shallow sandy graves on the lakefront, threatening the spread of cholera and small pox through the city's water supply. An unused portion of the lakefront City Cemetery was designated as Lake Park in 1860. In 1865, after the assassination of president Abraham Lincoln, the park was renamed Lincoln Park, with Swedish landscape gardener Swain Nelson creating the original plan for the park.

Creating Legislation for the Park and Boulevard System

The Civil War put direct advancement of the parks issue on the back burner, but it provided an indirect benefit. During the Civil War the national and local organizing efforts of the United States Sanitary Commission, the forerunner of the American Red Cross, brought together a group of capable and civic-minded men who saw the importance of parks to the health of city dwellers.[91] Most notably, the group included Ezra Butler McCagg (1825-1908) whose wife was William Butler Ogden's sister and whose law partner was South Side park proponent Jonathan Y. Scammon.[92] Frederick Law Olmsted (1822-1903) the famous landscape architect who designed Central Park, was chosen to head the national organization.[93] A Chicago branch of the Sanitary Commission was soon formed with McCagg serving as president. He and Olmsted formed a close friendship and McCagg soon became a leader in the parks movement.[94] Olmsted enjoyed the hospitality of McCagg's north side home, including its handsomely-landscaped grounds and extensive hothouses.

In 1867, Scammon entrusted McCagg to draft the first bill submitted to the Illinois legislature attempting to establish a park south of the city.[95] According to historian Daniel Bluestone, Scammon suggested that the "bill be based on New York's Central Park Statute."[96]

As South Side proponents were crafting their first attempt at park legislation, there was a broader awareness of the need for a citywide system of parks and boulevards. In 1866, the *Chicago Times* had published an illustration of a 14-mile system of "Drives and parks for Chicago." The article boasted that this project would give Chicago "the finest drives, parks and building sites on the continent." The newspaper's plan, which was simple and rectilinear, showed building lots lined with a drive and parkland that formed a squared-off arc extending along the north, west and south sides of the city. Roads led out from the center city and link to the proposed system of lots and parkland. This early vision foreshadows the development of a park and boulevard system that would surround the city.[97]

Although the first park bill was defeated, the park movement was gaining momentum.[98] Immediately after the Civil War the persuasive Frederick Law Olmsted sparked the interest of yet another pivotal Chicagoan during an 1865 meeting in Yosemite Valley: Chicago's William Bross. Bross was the owner of the *Chicago Tribune*, a City Council member and Lieutenant Governor (1865-1869) at the time that the parks legislation was finally passed. Bross later described the conversation he had with Olmsted:

> *…we discussed nothing so much…as the Central Park of New York. And both Colfax [Speaker of the U.S. House of Representatives] and Olmsted agreed with me that nothing was needed to make Chicago the principal city of the Union but a great public improvement of a similarly gigantic character. My return being hastened by my ardent desire to have the thing attended to, I at once consulted the principal citizens of Chicago.*[99]

By 1868, the south side leaders were revising their bill and citizens on the north and west sides were drafting legislation for new parks in their areas. Concerted efforts to unify the three systems were under way. An article titled "Parks and Boulevards" was published in the *Chicago Tribune*, January 24, 1869, supporting a plan for a

[91] The Sanitary Commission was formed during the Civil War with the mission of coordinating relief for wounded soldiers.
[92] Victoria Post Ranney, ed. *The Papers of Frederick Law Olmsted.* Baltimore: Johns Hopkins University Press, 1990. pp 427-433
[93] Olmsted was chosen to head the United States Sanitary Commission as general secretary. This was because of the extraordinary skill he demonstrated in the organization of work and personnel involved with the construction of Central Park.
[94] Victoria Post Ranney, ed. *The Papers of Frederick Law Olmsted*, p. 24.
[95] Bluestone. *Constructing Chicago*, p. 26.
[96] Ibid. p. 26.
[97] Ibid. p. 21.
[98] Voters defeated the 1867 park legislation for several reasons. These included disagreement over the specific location of the park by south side interests and working class resistance to paying higher taxes for a park, especially one far removed from their neighborhoods.
[99] Bluestone, *Constructing Chicag*o, p. 26.

connected system. It states: “this grand highway, when planted, will form a handsome connection between the several parks and the several divisions of the city. It will, in fact, so connect all the public grounds as to make them practically but parts of a continuous park extending around the entire limits of Chicago.”[100]

The three separate park bills were passed by the Illinois legislature in 1869, creating the South, West Chicago and Lincoln Park Commissions. The three commissions would act independently, but with the goal of creating a continuous park and boulevard system to encircle the city. Unfortunately this goal was never totally realized. The combined effect of early funding constraints and litigation affecting the Lincoln Park Commission hindered the opportunity to develop Diversey Parkway as a boulevard that would join Lincoln Park and a section of Lake Shore Drive to the West Chicago Park System.[101]

CHICAGO'S GROWTH AND ITS IMPACT ON THE DEVELOPMENT OF *THE PARK BOULEVARD SYSTEM HISTORIC DISTRICT*: 1869-1893

By 1869, Chicago was already a city of accomplishment. As a major trading port and railroad hub Chicago prospered and had grown tremendously during the Civil War. In the years immediately following the war the city’s leaders foresaw that Chicago would continue to play a prominent role in the nation’s commerce. The city’s cultural life began to expand as well, with museums, libraries and theaters all beginning to take shape in the 1860s.[102]

At the same time as the state legislature created the park systems they also enabled Chicago to annex a vast area of land. This annexation, to the west, was to contain all three of the parks—future Humboldt, Garfield and Douglas—and all the boulevards for the West Park System. While the city was annexing land to accommodate growth, residential development continued to move westward and southward. The South Park district was contained within three separate towns, South Chicago, Lake and Hyde Park. These would not be annexed until 1889, when the city incorporated vast land areas on its perimeter totaling 125 square miles and adding nearly a quarter of a million residents to Chicago.

On October 8, 1871, Chicago suffered a disastrous fire that destroyed an area 3-1/2 miles square including the city’s business district and leveled 18,000 buildings. Following the fire, the city’s expansion began to boom, with the city’s population jumping from 300,000 in 1870 to 500,000 in 1880. By January of 1872 *The Land Owner*, which hadn’t been published since August 1871, was back in print and resumed its promotion of real estate development throughout the city, including news about the parks and boulevards in each monthly issue. In April, 1872, the editor predicted a 33% population growth in the coming year and urged the park commissioners to push ahead with the work on the parks so “that the public may have a place to take themselves and families for recreation, out of the turmoil and dust of the city, to breathe a little pure air, and give a pleasant relaxation to overtaxed brains and muscles.”[103] It was also hoped that the fresh air would encourage the public to purchase house lots and houses, since real estate promotion was an important part of the park and boulevard scheme from the very beginning. During this time, the West Chicago Park Commission was being formed.

With Chicago’s topography so flat and empty, the street grid made the siting of the parks and boulevards relatively straightforward. By the 1860s Chicago’s grid was already in place, with major roadways following the section lines of the Northwest Ordinance Survey. Some of these roads would be widened to become boulevards along the city’s park and boulevard system. The only diagonals in this framework were the

[100] “Parks and Boulevards,” *Chicago Tribune*, January 24,1869,
[101] Lake Shore Drive was listed as part of the Lincoln Park Historic District National Register nomination.
[102] For example, the Chicago Academy of Sciences was founded in 1857 and chartered in 1865; the Art Institute grew out of the Chicago Academy of Design that was founded in 1866, and theatres had long been a presence in the city, notably the McVickers’ Theatre that burned in the fire of 1871.
[103] *The Land Owner*, v. IV, no. 4 (4/1872), p. 50.

waterways, the old plank roads of the original settlers (including Ogden Avenue and Milwaukee Avenue) and the radiating spokes of the railroads. From their start in 1848 the railroads had expanded rapidly, with Chicago quickly becoming the hub for all mid-continent freight and passenger operations. By 1869, ten railroad lines ran out of the city and two additional lines ran north and south through the near west side. Several of these lines were already providing commuter rail service to the suburbs.[104] In addition, there were horse-drawn streetcar lines which would continue to expand their range throughout the early years of the park and boulevard development. The parks and boulevards had to fit within this existing and expanding transportation framework as much as possible.

The railroads and streetcars were to have enormous impact on both the character and the pace of development in and around the parks and boulevards. The railroads were used to bring raw materials to the parks that would be used to improve the soils, build fences, lay drainage pipes, construct waterways and bridges and build buildings. But the railroads also crossed the west and south boulevards in several places, creating hazardous conditions for these planned pleasure drives. The story of the parks and boulevards is one of frequent negotiation with Chicago's railroad operators, streetcar lines and, eventually, elevated railroads. Railroad viaducts are still a defining feature of many boulevards; in almost every instance, the last boulevard sections to be developed were ones that either had intractable disagreements over rights-of-way with a railroad or that did not have adequate streetcar service to encourage residential development.

In addition to the street grid and the railroads, the other important defining feature for Chicago's parks and boulevards was water. Throughout both the south and west systems the land was flat and swampy and the soil was poor. In the west system, in particular, drilling wells to provide water for the newly-planted landscapes and trees, draining water from the flat, hard soils, and creating new bodies of water where none had existed were all early planning projects important to the initial development of the park and boulevard system.

SOUTH PARK SYSTEM HISTORY: 1869-1893

Summary Paragraph

Legislation in 1869 created the South Park Commission, which immediately set out acquiring lands legally specified for a large park and connecting boulevards. They hired the nation's leading landscape architecture firm, Olmsted, Vaux and Co., to design the system. Despite early financial challenges, it began to be built out from the most populated areas to the least, with construction on the boulevards taking place first. Horace William Shaler Cleveland was hired in 1872, after some work had begun, to implement the plans for the South Park System. Work progressed on S. Drexel, Grand (now S. Dr. Martin Luther King, Jr. Drive), E. Oakwood, E. and W. Garfield and S. Western Boulevards. A fountain was constructed in Drexel Square. Landscaping, drainage, roadways, sidewalks and utilities were given continued attention. The system was completed in time for the 1893 World's Columbian Exposition, which was held in the then largely- undeveloped Jackson Park and Midway Plaisance.

Legislation Creating the South Park System

The initial acts creating the South Park Commission were approved by the Illinois legislature on February 24 and April 16, 1869. These acts were subsequently approved by a vote of the people of the towns that the Commission would serve—i.e. South Chicago, Hyde Park and Lake, a geographic region spanning from the Chicago River south to 138th Street and from Lake Michigan west to Cicero Avenue.

As chartered by the State of Illinois, the South Park Commission was an independent agency and responsible for the largest of the three park districts created in Chicago in 1869. The lands under its jurisdiction were specified in the legislation. They were comprised of a 1,055-acre park, initially referred to as "South Park" (but subsequently called Jackson Park, Washington Park and the Midway Plaisance), and boulevards that would

[104] West Chicago Park Commission, *Second Annual Report*, 2/28/1871, p.53.

become Grand, S. Drexel, E. and W. Garfield and S. Western. The boundaries would be amended in 1872 to include Drexel Square and E. Oakwood Boulevard.

The act also provided for a board of five members, the South Park Commission, which was empowered to acquire, administer and maintain the system. The first South Park Commissioners were appointed by the governor on April 16, 1869. They were Judge John M. Wilson, Leverett B. Sidway, Paul Cornell, Chauncey T. Bowen and George W. Gage. Instead of appointment by the governor of Illinois, going forward the commission members recommended that future appointments be made by judges. In their words "to secure as far as possible the selection of good men and to keep the administration out of politics." [105] Thus, legislation the next year provided that the appointment of future board members would be made by the judges of the Cook County Circuit Court. The logic was that more than one political party was represented and the judges, "ranking considerably above average men," would ascertain the qualifications of potential appointees. According to Sidway in 1908:

> *It would, I imagine, be difficult, even if possible, to find another great city corporation controlling the employment of so many men and expenditure of so much money, which had for about forty consecutive years kept as free from all political influences as had the South Park Commission, or whose administration has met with so little criticism by the people.*[106]

The South Park commissioners of this period, and well into the twentieth century, were generally civic minded, capable and dedicated, many serving for long periods of time. A number of them were well known and respected leaders of their day in the areas of banking, law, industry and real estate. The commissioners included: John M. Wilson one of the original members who, when appointed, was the former Chief Justice of the Superior Court of Chicago (served 1869-1872); Paul Cornell,(served 1869-1883) real estate magnate Potter Palmer (served 1871-1874); the powerful president of the Union Stock Yards, John B. Sherman (served 1877-1902); philanthropist and civic leader Charles Hutchinson (served 1906-1924) and Judge John Barton Payne (served 1910-1924) whose leadership in the National Parks movement led to his serving as Secretary of the Interior in the cabinet of President Woodrow Wilson.

The Designer: Olmsted, Vaux & Co.

Soon after passage of the parks legislation Dr. John Rauch wrote Frederick Law Olmsted that he was working to have Olmsted make a comprehensive study of all of the Chicago parks, a possibility Olmsted relished. But it was not to be.[107] Instead Olmsted, Vaux & Co., the nation's most experienced and prestigious landscape architecture firm, was hired in 1869 only by Chicago's South Park commissioners to prepare plans for the parks and boulevards in their system. While the legislation creating the South Park System specified the location of parkland and boulevards, the design was left to the commissioners.

Frederick Law Olmsted and his English partner Calvert Vaux (1824-1895) had received wide-spread acclaim for their design of Central Park. Olmsted had traveled to Paris in the 1850s and was enamored with what Baron Haussmann had achieved there. In articles he sent home documenting his European travels, Olmsted described the city's new boulevards, particularly noting the *Avenue de l'Imperatrice* (now Avenue Foch). Olmsted carried the idea and the image of Haussmann's boulevards back to America and ultimately to Chicago.

Olmsted came to Chicago in 1863 to examine the wooded area on the banks of the Des Plaines River ten miles west of the city that was the proposed site for the new suburb of Riverside. His plan of curving

[105] South Park Commissioners, *Report of the South Park Commissioners for a Period of Fifteen Months from December 1, 1906 to February 29, 1908, Inclusive.* Chicago, 1908, p.66.
[106] Ibid.
[107] Victoria Post Ranney. *Olmsted in Chicago*, p. 27.

picturesque streets around a central park and train station included a proposal to build a parkway connecting the suburb to the city. He hoped to provide a transportation alternative to the train as well as a pleasure drive for those traveling over the bare, flat prairie between Chicago and his garden-like suburb. Although the city streets were in place, the boulevard Olmsted envisioned connecting Chicago to his garden suburb was not to be fully realized.

The Plan for the South Park System

Calvert Vaux consulted with the South Park commissioners in October 1869 while he was in Chicago working on the design of Riverside. The South Park commissioners were occupied with acquiring parkland and so set the first priority for the landscape firm to be surveys, plans and specifications for the two boulevards that would provide the link between the1055-acre park and the city to the north. These two boulevards would later be called S. Drexel and Grand boulevards. Six months later, in April 1870, the partners were hired to design South Park. Within the month the firm ceased working on Riverside and focused their attention on the South Park project.

Following a careful topographic survey, Olmsted and Vaux submitted a 53-page report and detailed plan in 1871. The report was compelling not only philosophically, in its well-written advocacy of the need for parks, but also in the quality, complexity and clarity of its planning and design vision. Emphasizing many of the purposes that inspired the creation of Chicago's park and boulevard system, Olmsted and Vaux nurtured a vision of Chicago as one of the future great cities of the world and the south side as the most prosperous section of it. The partners urged the commissioners to seize the opportunity afforded by their blank slate of undeveloped land to design and build a system that would meet the needs of a city that would eventually encompass the entire South Park system. Furthermore, they urged the commissioners to envision their project as one part of a system essential to the improved health, attractiveness and prosperity of the whole city of Chicago. With wisdom born of experience, Olmsted and Vaux advocated honesty and commitment to quality so that the south park system would be commensurate with the future greatness of the city and would not be compromised in the short-term by corruption or public stinginess.

Throughout the document, Olmsted and Vaux repeatedly state that a well-executed plan would promote economic gain. They cite as examples both New York's and Brooklyn's experience with the "great increase in the value of real estate" once Central Park and Prospect Park were opened. They noted that the "character of the improvements…really advance (d) the rank of the city in the public estimation and suddenly caused a new class of expectations to be formed of its future…"[108] Their report contrasted this result with the experiences of Baltimore and Philadelphia, whose "more superficial and commonplace" improvements produced "no very extraordinary increase of value in neighboring real estate."[109] The South Park commissioners would follow the successful development path of New York's Central Park and Brooklyn's Prospect Park.

The Olmsted & Vaux report further urged the South Park commissioners to recognize and capitalize on new urban trends. They write in the report that the new park, though located outside the city, would ultimately serve as more of an urban park, and explained why with insights from their experience. Olmsted and Vaux had designed Central Park to be at the center of a city of "two millions," but when it was built it seemed remote to most New Yorkers.[110] Citing the new trend of suburban expansion outside the city, Olmsted and Vaux put the development of the South Park system in a broader urban planning context. They explained that people who were to move to lots along the parks and boulevards would expect a more desirable place to live. These expectations included improved healthfulness, larger lots, single-family homes distinctly separate from

[108] Olmsted, Vaux & Co., Landscape Architects, *Chicago South Park Commission Report Accompanying Plan for Laying Out The South Park*. Chicago: Evening Journal, Book and Job Printing House, 1871. pp. 19-43.
[109] Ibid. p. 44.
[110] Charles E. Beverage & Carolyn R. Hoffman, eds. *The Papers of Frederick Law Olmsted: The Years of Olmsted, Vaux & Company, 1865-1974.* Baltimore: Johns Hopkins University Press, 1992. p.551.

"commercial quarters," wide streets and public spaces. Parks, by improving drainage and visual quality, would also improve the value of surrounding residential property.

The plan Olmsted and Vaux unveiled for South Park was one that did not preserve nature as they found it. The site was not a promising one. In the words of South Park commissioner Leverett Sidway, it was "flat, sterile and uninteresting."[111] Olmsted, Vaux & Co.'s design, however, brilliantly played off the unpromising site's flat topography with meadows, its shallow water table with lagoons, and its lakeside location with amenities that included a pier and promenade. Foremost of all was the concept that "the park of any great city, is [the]…antithesis to its bustling, paved, rectangular, walled-in streets."[112]

Within the park, Olmsted and Vaux provided for the simultaneous but mutually-exclusive pursuits of solitary contemplation of natural scenery and group activities. While the majority of spaces were designed naturalistically, there were a small number of formal settings, including promenade grounds and carriage drives. Olmsted and Vaux advocated against novelty features and urged the commissioners to hold fast to the main concepts of the plan: "simple visual unity and a subordination of detail to general effect."[113] Olmsted and Vaux also stressed that the fundamentals of drainage and turf and foliage health should always remain top priorities. The South Park commissioners would heed this wisdom over the succeeding twenty years as they created both the parks and boulevards.

The drawing that accompanies the 1871 plan is very detailed for the large South Park with its two divisions and the Midway Plaisance but it shows only stubs of the three boulevards emanating from Washington Park. The written report did, however, supply details pertaining to the design of these three boulevards. Two principal approaches from the city led to the north corners of Washington Park.

The western approach, named Southopen Parkway in the report (later Grand Boulevard), was described as being "planned more especially with reference to the rapid movement of a great number of persons driving, riding or walking, being planted openly with straight rows of clean trunked trees."[114]

The eastern boulevard described in the report was named "Southgrove Parkway" (later S. Drexel Boulevard). It was designed "with a view to more quiet and leisurely movements, and its principal feature is a walk or series of walks passing somewhat indirectly through a grove with frequent interludes of shrubbery, fountains and arbors to invite rest and contemplation."[115] Olmsted & Vaux were dissatisfied, however, with the way that the street was "at present laid down on the maps," turning "abruptly at right angles a few hundred feet away from the Park." They were equally critical of the "wholly inadequate" entrance where the boulevard met the park, concluding that "some considerable improvement will inevitably be required."[116] The report recommended this situation be remedied "before any houses are erected in the neighborhood." Citing as a model, the street in London between fashionable Pall Mall and Regent Street, Olmsted & Vaux recommended "an extension of the parkway on a scale commensurate with the importance of its position and having a marked artistic character of its own."[117] Dubbed the "Parkway Quadrant," this extension was a square cut diagonally by a curved road. "[T]he curved line of the approach," opined the firm, will "have a sufficiently bold sweep to be easy and agreeable in connection with the long straight line of Southgrove Parkway, and the main Park entrance to which it leads will be relieved of any appearance of awkwardness."[118] This advice would later be heeded and

[111] *Report of the South Park Commissioner*s, 1908, p.61.
[112] Olmsted, Vaux and Co., Landscape Architects, *Chicago South Park Commission Report Accompanying Plan for Laying Out The South Park*. p.18.
[113] Olmsted, Vaux and Co., Landscape Architects, *Chicago South Park Commission Report Accompanying Plan for Laying Out The South Park*, p. XXX
[114] Ibid. p.28.
[115] Ibid.
[116] Ibid. pp. 51-52.
[117] Ibid. p.51.
[118] Ibid. p.52.

Drexel Square was created to serve as an elegant transition to Washington Park.

The third "grand approach" was located on the west side of the park (later Washington Park) where congregating spaces—such as a concourse for carriages, a music stand, grandstand and refectory—were planned. This congregating area was called "The Pavilion" in the report. Thus, "the grand approach from the west entering the park in front of the Pavilion was named "Pavilion Parkway" (later Garfield Boulevard) by Olmsted and Vaux.[119]

The report wisely concluded that, because improvements would be carried out over a long period of time, it was "not to be expected that a plan will be made at the outset so complete, that no additions to it or modifications of it in detail will be admissible…." The conclusion emphasized, however, that "it is of the utmost consequence that the essential ends should be clearly seen before the work is organized and that…these great ruling ends should be pursued with absolute consistency."[120] The South Park commissioners would heed this counsel as they proceeded to execute the plan.

Development and Construction of the Boulevards: South Park System

The process of acquiring the lands designated in the 1869 legislation began almost immediately after the South Park commissioners were appointed; so too did the difficulties obtaining them. Original commissioner L.B. Sidway reminisced many years later that

> *…hard times made the labor and responsibilities of the commissioners so great during the first six or eight years that I doubt if any one of us would have accepted the position if we had anticipated what had to be gone through with for the public good. I certainly would not.*[121]

The main problems were insufficient funding, litigation, and financial setbacks associated with catastrophic local and national events.

From the beginning the commissioners were handicapped because of insufficient funding. Speculation caused the land to cost much more than was anticipated and the monies provided for purchase, improvement and maintenance were simply not adequate. In the early years the graduated assessment system (by which property contiguous to parkland bore the greatest tax burden) failed to bring in enough revenue because so much land was unimproved.

Just two years into the project came a multi-year stretch of hard times as a result of the Great Chicago Fire of 1871, followed by the national financial panic of 1873. The fire destroyed all the Commission's records, including the tax assessment roles, so no money was available until 1873. Immediately following the fire, operations were suspended for several months and Commissioners Sidway and Bowen used their personal savings and professional banking connections in Chicago and New York to help the commission meet its obligations.[122]

Litigation was also a source of delay, with challenges on a variety of fronts, including the validity of the South Park legislation and the Commission's authority to levy taxes and assessments. Litigation over land purchase was also a source of expense and delay. Nonetheless, the Commissioners had acquired the majority of the lands by 1875 and work had actually begun on some sections of the boulevards of the South Park system

[119] Ibid. p.26.
[120] Olmsted, Vaux and Co., Landscape Architects, *Chicago South Park Commission Report Accompanying Plan for Laying Out The South Park*, p.54.
[121] South Park Commissioners, R*eport of the South Park Commissioners for a Period of Twelve Months from March 1, 1908 to February, 28, 1909, inclusive.* Chicago: 1909, pp. 58-71.
[122] Ibid., p. 60.

earlier.

Development of the South Park system began with construction of boulevards. The major focus of the early Commissioners was on the boulevards, especially the two leading to the north end of Washington Park that would bring people from the city. Olmsted had strongly advised earlier clients of the wisdom of creating a direct approach into the park. Writing in 1867 to the chairman of the Committee on Plans of the Park Commission of Philadelphia, he explained:

> *A Park may…be well considered…and may yet incompletely fulfill its proper function in the general municipal economy of a great City, if…the approaches to it are of an indirect, meager and unattractive character, and liable to be so crowded by common commercial traffic, as to cause general inconvenience or even apprehension to the feeble, the timid or the weary….it is therefore very desirable that in connection with the general scheme in its earlier stages, a clear leading idea should be formed of an ultimate plan to be adopted in regard to the Streets that connect the Park entrances with the heart of the City.*[123]

The overall strategy of the South Park Commissioners was "to begin at a point nearest the largest population and make all improvements continuous to the farthest point." Furthermore, "they … made no improvement at any point that could not be reached from the city over park roads."[124]

In order to implement their strategy the South Park commissioners had hired Horace William Shaler Cleveland. In 1872, despite problems, the commission was again functional following the devastation of the October 1871 Chicago Fire. Upon the recommendation of Frederick Law Olmsted, the Commissioners hired Cleveland as "Landscape Architect of the South Park and connecting Boulevards."[125] Olmsted's work and design philosophy were familiar to Cleveland, who had worked for Olmsted on Prospect Park. As reported by Cleveland, he was hired with the understanding:

> *That the plans furnished by Messrs. Olmsted and Vaux were to be carried out in their general features and that the work of designing and generally directing the details of ornamental arrangements and planting, was entrusted to me. The necessity of rigid economy was strictly enjoined upon me. I was instructed to confine myself exclusively to such works as were immediately and essentially necessary.*[126]

By the time of Cleveland's arrival, the west boulevard leading to the park, later named Grand Boulevard,[127] had been created by widening existing Kankakee Avenue 132' to the west in accordance with the South Park act.[128] Then called South Park Boulevard, it extended two miles from 35th Street south to 51st Street. Following precedents in Europe and Riverside, and as described by Olmsted in the 1871 report, Grand Boulevard was designed to move people expediently from existing neighborhoods north of the system into Washington Park. The design provided for formal plantings separating foot, equestrian, carriage and commercial traffic. Specifically, the 200' wide boulevard included a central 55' wide pleasure drive for carriages flanked by medians lined with rows of trees. These medians separated the main drive from the narrower side roads, which were intended for commercial traffic and which had adjacent parkways and sidewalks. Grand Boulevard opened to 345'wide where it entered Washington Park at its northwest corner.

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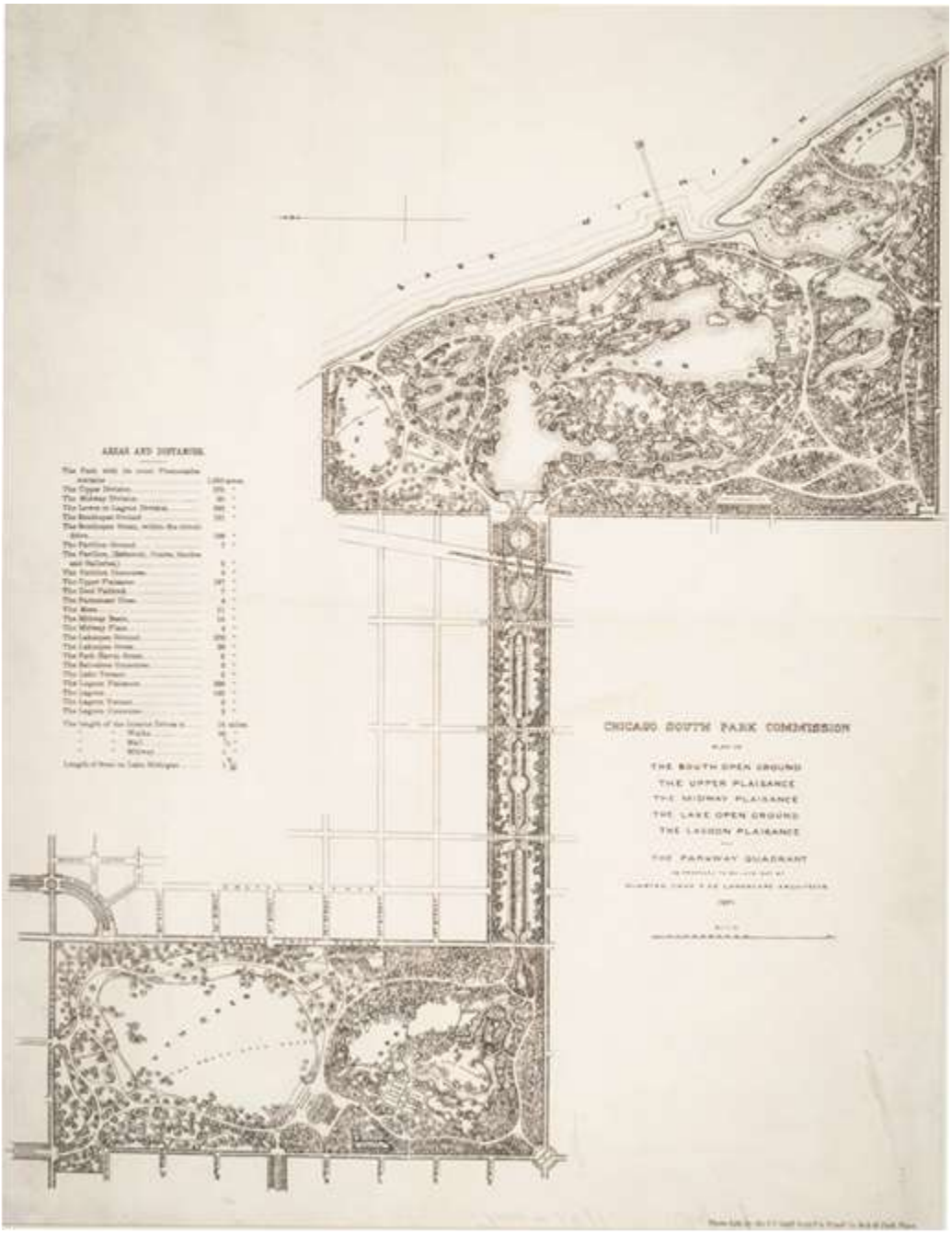
[123] *The Papers of Frederick Law Olmsted*, p. 232.
[124] *South Park: Acts of the General Assembly Relating to the same, and the collection of Assessments. Decisions of the Supreme Court Relating Thereto. Ordinances Synopsis of Improvements.* Chicago: Beach, Barnard and Co., Legal Printers, 1875, p.82
[125] *Report of the South Park Commissioner to the Board of the County Commissioners of Cook County* (1908), p.68.
[126] *Report of the South Park Commissioners to the Board of the County Commissioners of Cook County.* Chicago: Jameson & Morse, 1873, p 15.
[127] This west boulevard had been named Southopen Parkway in the Olmsted and Vaux report.
[128] Chamberlin *Chicago and its Suburbs*, p.321.

Grand Boulevard was the boulevard most frequently traveled by carriages, not only "because of the length and width of the drive," but also "because of the display it afforded for fast driving."[129] Beginning in 1873, the eight mile per hour speed limit was suspended at appointed times to allow for fast driving. In 1874, the east side drive of Grand Boulevard was only open two days a week; by 1877 it was in constant use. In 1882 from 47th to 51st, the distance of one half mile, the east drive was made into a speeding track.



Olmsted Vaux & Co. 1871 Map of Chicago South Park Commission (showing today's Jackson Park, Washington Park and the Midway Plaisance)

[129] *Report of the South Park Commissioners to the Board of the County Commissioners of Cook County*. 1882, p.8.

In 1878, an enormous hexagonal stone drinking fountain was erected at Grand Boulevard and 35th Street, where the boulevard was entered from the city to the north. The fountain was so large that 12 teams of horses could drink from it at once.

The construction of the east boulevard, named Drexel Boulevard by 1873,[130] was also underway by the time of Cleveland's arrival. Land for the thoroughfare's right-of-way had been purchased 100' on each side of a center line of the existing Drexel Avenue from 51st to 43rd Street. It continued northward and then diagonally 200' wide along the existing Elm Street (what is today the diagonal portion at the north end of S. Drexel Boulevard) until terminating at Oakwood Avenue.[131] In his report to the South Park commissioners at the end of the year, Cleveland explained that the original plan for the 1.5 mile-long boulevard envisioned a central, naturalistically ornamented space of 100 feet wide, arranged with paths, grass, trees and shrubbery. A portion of this space had been laid out but poorly graded and seeded. During construction of the flanking driveways it became necessary to take off 5' from each side of the central planting space, which in turn necessitated the, "making such changes of interior arrangement, that… it was deemed necessary to rearrange the whole design which was one of the first duties I was called upon to perform."[132] By summer 1873 the entire median had been properly graded and a lush lawn had been developed, along with winding gravel paths and irregularly planted trees and shrubs. Thousands of visitors were drawn to Drexel Boulevard that summer.

The greatest excitement, however, was created by the "tasteful display of brilliant masses of flowers on the sections between 45th and 47th," with Cleveland recommending that such ornamental flower gardens be expanded at various points along this boulevard "as extensively as may be done, consistently with the necessary condition of constant care and supervision." In his year-end report to the Commissioners, Cleveland noted that "the sudden transformation of these grounds from a sandy waste… was as great a surprise to the public as it must have been gratifying to you."[133] By the following year (1874), historian Everett Chamberlin described the construction of the street as essentially complete, with the 90' median flanking 40' carriage roads bordered by 15' sidewalks.[134] Through most of its history this street would be called Drexel Boulevard, but in the 1870s it was called Grove Parkway.

From 1873 until early in the twentieth century, Drexel Boulevard's extensive floral displays were renowned for their beauty and intricacy. The 1877 *Annual Report* called them the most popular feature of the South Park system. By 1883 the *Annual Report* noted that the display had a national reputation—little wonder when, for example "new and unique designs" in the 1885 flower beds included the American flag, a sun dial and a portrait of General Grant. These designs ran contrary to Olmsted's idea of a naturalistic landscape for the boulevard, but the commissioners desired a showpiece and the South Park system's landscape gardener Frederick Kanst produced spectacular displays year after year. According to early Chicago historian Everett Chamberlain, the *Avenue l'Imperatrice* in Paris, considered the finest street in the world, was the model for Drexel Boulevard. Winding walkways curved around flowers and shrubbery and were occasionally accented with trellises, rustic seats, fountains or vases. The South Park commissioners took care to control the cost and quality of bedding plants as well as of the large trees and shrubs. By 1875 enough greenhouses had been built by the commissioners to supply the plant material needed for the South Park system's walks and drives.[135] Also by this time, a uniform building line of 40' had been established for the entire length of Drexel Boulevard,

[130] This east boulevard had been named Southgrove Parkway in the Olmsted and Vaux Report. Before being called Drexel Boulevard, it was known as Grove Parkway.
[131] *South Park Commissioners: Statutes and Special Ordinances.* Chicago: The Gunthorp-Warren Printing Co. 1908. p. 402.
[132] *Report of the South Park Commissioners to the Board of the County Commissioners of Cook County,* 1873, p.17.
[133] Ibid., p. 12.
[134] Chamberlin, *Chicago and Its Suburbs*. p. 321.
[135] *South Park: Acts of the General Assembly Relating to the same, and the collection of Assessments. Decisions of the Supreme Court Relating Thereto. Ordinances. Synopsis of Improvements.* Chicago: Beach, Barnard and Co., Legal Printers, 1875, p.82.

while on each side of the street property holders had planted large elm trees.[136]

Olmsted & Vaux's recommendation to improve Drexel Boulevard's entry into the northeast corner of Washington Park was realized in 1872. The segment of existing 51st Street, that originally connected the south end of this boulevard with the park, was widened. First known as the "Drexel Entrance to Washington Park", it was described by Chamberlin as being 450' wide and extending an entire block from its east to its west side. Through most of its history however, the entrance has been known as Drexel Square.

The year before, the commissioners had renamed Grove Parkway to honor Francis M. Drexel (1792-1863), a Philadelphia banker and early Chicago real estate speculator. Drexel had partnered in the subdivision of land along Drexel Avenue and had donated land for the street to help foster development of nearby property he owned. [137] By 1883, the life-size statue of Francis Drexel, which completed the $40,000 bronze fountain structure, was installed, as were the water connections. The sculptor of the piece was Philadelphia resident Henry Manger (1833-?), a German immigrant about whom relatively little is known. In 1888, the Drexel brothers paid an additional $5,000 for the granite basin of the Drexel Fountain to be enlarged 10' on all sides.

Following the successful examples set by Olmsted and Vaux's Central Park and Prospect Park projects, a small area at the north end of Washington Park, which was the end closest to the city, was also improved at the same time as the construction of the first boulevards. Consequently, by 1873 visitors could enjoy a pleasure drive of four miles along the two substantially-completed boulevards and through the north end of Washington Park. Horace Cleveland reported that Grand and Drexel Boulevards now presented "the appearance of well- kept grounds" so appreciated by the citizenry that they "throng there."[138] On Grand Boulevard an average of 3,000 carriages per hour were counted in 1873: in subsequent years these numbers would continue to rise.[139]

There was still a "much needed and beautiful connecting pleasure way from Grand Boulevard to Grove Parkway [Drexel Boulevard]."[140] It was to be Oakwood Boulevard, completed in 1877. The existing Oakwood Avenue was widened to 100' in accordance with legislation passed in 1871, two years after the original 1869 act.[141] The boulevard's "fine, smooth and clean driveway" was one-half mile long and 100' wide, with cobblestone gutters and 7.5' parkways on each side that were lined with a "large number" of elm and maple trees.[142] Sidewalks that were 10' wide flanked the parkways. Oakwood Boulevard was further embellished in 1878 when an ornamental cast iron fountain was erected in the wide, grassy, triangular space at its intersection with Drexel Boulevard.[143]

With the completion of Oakwood Boulevard, a circuit could be completed by citizens out to enjoy a continuous pleasure drive down Grand Boulevard, across the north side of Washington Park, up Drexel Boulevard and across Oakwood Boulevard. People could take their own carriages or rent them from the South Park system. A broad range of social classes took part in this outing, frequenting the boulevards and the parks and fulfilling the vision of Olmsted and Chicago's civic leaders. In 1876, responding to the desire of those who did not own a carriage, the South Park commissioners began offering phaeton rides over the boulevard circuit at "a very moderate expense."[144] The response was overwhelming: "in the first 117 days of operation, 24,733 passengers

[136] Chamberlin. *Chicago and its Suburbs*, p 323.
[137] Dan Rottenberg, *The Man Who Made Wall Street: Anthony J. Drexel and the Rise of Modern Finance*, p.47.
[138] *Report of the South Park Commissioners to the Board of the County Commissioners of Cook County*. 1872, p.19.
[139] Ibid., p. 15
[140] *Report of the South Park Commissioners*, 1877.
[141] Daniel F. Breen ed. *Historical Register of the Twenty-Two Superseded Park Districts. Compiled under the supervision of the Division of the Secretary, Chicago Park District, by the Works Progress Administration.* Project 30160. 1941, p.405.
[142] A. T. Andreas, *History of Chicago from the Earliest Times to the Present in Three Volumes*. Chicago: A. T. Andreas, 1884, p. 170.
[143] *Report of the South Park Commissioners to the Board of the County Commissioners of Cook County, 1878*, p. 9
[144] Ibid., 1877, p 8.

paid ten cents each."[145] The rides became not only self-sustaining, but a source of income for the South Park Commission until 1897.

Attention was also focused, in the early 1870s, on the improvement of Garfield Boulevard (55th Street), which was initially named Pavilion Boulevard, as suggested in the original 1871 Olmsted and Vaux report.[146] By the 1870s, most of the land had been acquired.[147] As specified in the original 1869 South Park legislation, 55th Street was widened an additional 134' to the south, making for a 200' wide boulevard, 3.5 miles long, from Washington Park west to Western Avenue. The boulevard was originally planned by the South Park commissioners to combine two different roadway configurations. Along the half-mile from Washington Park to S. State Street, it was to have a configuration like Drexel Boulevard, with a central median 90' wide flanking driveways 40' wide and, at the outer edge of each driveway, a 15' sidewalk. From S. State Street west to Reuben Street (later Ashland Avenue), a distance of 2 miles, the boulevard was planned in a configuration like Grand Boulevard, with a 75' central driveway flanked by 36' medians, a 24' roadway on each side and an outer 15' sidewalk, with enough parkway for rows of trees. The last mile, from Reuben Street west to Western Avenue, was to be improved the same as the first half-mile.[148] By 1874 the entire length of the boulevard had been graded with the 40' roadways as planned and with a 75'center roadway separated from the side roads by medians. By 1877 it was decided that the 75' central roadway would be reduced to 50'.[149] Through the 1880s and early 1890s the medians and parkways would continue to be graded and planted out, sidewalks would be built and roadways would be surfaced as the build-out proceeded westward.

Western Avenue dates from the 1850s, when it was a plank road known as Blue Island Avenue. Western Boulevard, 200' wide, was constructed on land specified in the original 1869 South Parks ordinance as adjacent to and east of existing Western Avenue. By 1874, 1.25 miles of the 3.1 miles of land selected for the boulevard by the South Park commissioners was left to be acquired. An idea of the relative isolation of its location at this time is obtained from the South Park Commissioners' 1878 *Annual Report*. This report records that although "Western Avenue Boulevard's" central planting space was filled with trees almost its entire length, at the request of numerous owners the space was enclosed by a fence to protect the new trees from injury by roving cattle.[150] In 1875 it was part of a 15-mile driving circuit along the south park system boulevards that stretched from Western Avenue, through both Washington and Jackson parks to the lakeshore and along the Midway.[151] It was in keeping with the advice Olmsted had penned just two years before to the chairman of the Committee on Plans of the Park Commission of Philadelphia:

> *Experience has also shown that the distance which can be passed over easily in the course of a pleasure drive is much greater than can be furnished in a City Park … and it becomes desirable therefore, to prepare at the outset for an ultimate extension of the rural drive far beyond the boundaries of the Park itself.*[152]

Chicago's South Park system would provide this experience. By 1882, Western's 40' wide east (boulevard) drive was open for travel from the Illinois & Michigan Canal to W. Garfield Boulevard. The boulevard continued to be improved through the remainder of the 1880s and the early 1890s with a crushed stone surface, gutters, catch basins, hydrants and trees.

[145] Bluestone, *Constructing Chicago*, p.57.
[146] In 1881 the name was changed to Garfield Boulevard upon petition of a large number of property owners. *Report of the South Park Commissioners*, 1881, p. 15.
[147] Daniel F. Breen, ed. "Historical Register of the Twenty-Two Superseded Park Districts." p. 88.
[148] *Report of the South Park Commissioners to the Board of County Commissioners of Cook County*, 1874, p. 9.
[149] Ibid. 1877, p. 30.
[150] Ibid. 1878, p. 7.
[151] Ibid. 1875, p.16.
[152] Beverage et al, *The Papers of Frederick Law Olmsted*. p.232.

In their execution of the South Park system's infrastructure, the Commissioners heeded Olmsted and Vaux's advice that proper drainage was as essential to success as well-constructed roadways. Thus from the outset, road beds were constructed "in the most substantial and durable manner" and built with sewers.[153] The drainage system of Drexel Boulevard, for example, was completed by 1873, with a cement sewer pipe carrying off water from the road and planting surfaces and connecting with the Hyde Park sewer system.[154] In their 1874 *Annual Report*, the commissioners ask for the public's understanding of the expense and slow progress of creating "boulevards and drives" from "scarcely broken country roads" by echoing Olmsted and Vaux's conviction that sewers were "a most real, practical benefit to adjacent property owners."[155]

In the mid-1870s cement pipe gave way to improved brick sewers and catch basins. On Oakwood Boulevard this cost was borne jointly by the South Park commissioners and the Village of Hyde Park, with the system being connected to the village drainage system. Drainage in the less affluent Town of Lake, west of Hyde Park, was less sophisticated and arrangements for a permanent outlet for the drainage of Garfield Boulevard into the Illinois & Michigan Canal were not made until 1882.

Excellent road surfaces were as important as drainage. The boulevards were heavily used and over time, the South Park commissioners adopted road construction and surfacing methods to maximize their performance. Experiments with different materials were made prior to constructing Grand Boulevard, the first boulevard. There, they initially graded the surface then added cobble stone and applied a top dressing of screenings (marble chips) or Joliet limestone gravel. Gutters were covered by asphalt, cobblestone or blast furnace slag.[156] Crushed limestone macadam appears to have been the most common surfacing material for the boulevards in the 1880s and early 1890s. The ubiquitous cobblestone gutters of the 1870s and 1880s gave way in the 1890s to combined curbs and gutters made of granite or concrete. The carriage-riding public eagerly took advantage of the new, improved roads.

Landscape improvements to the boulevards were, like drainage and road surfacing, given significant attention. Again heeding Olmsted and Vaux's advice, the South Park commissioners invested much time and effort into establishing new plantings and developing effective growth and management practices for them. In this regard, the employment of landscape professional Horace William Shaler Cleveland was a milestone. When he arrived in 1872 the only planting that had been done was on Grand Boulevard. The need for professional services there at this point was critical, as Cleveland's report that year attested.

The central drive-way had been made and a row of elms planted on each side in the center of the spaces reserved for the ornamental borders. The trees had been brought from the forest, and presented the gaunt and ill-proportioned appearance usual with such trees before they have had time to develop new foliage. The borders in which they were planted had not been graded to a rounded surface, but presented the appearance of flat beds rising abruptly several inches above the level of the roadway. The attempt had been made to secure a growth of grass on these beds, but it had proved a failure, and their only covering was a growth of weeds and oat stubble.[157]

By the end of the year Cleveland had remedied the situation on Grand Boulevard, with the ornamental borders on each side of the main drive graded so as to drain properly with a "gracefully curved surface" and the whole covered "with a rich sward" of grass.[158] In the early 1870s both Grand and Drexel boulevards were planted with large forest trees—principally elm, maple, ash and linden because they were known to be hardy.

[153] Ibid
[154] Ibid
[155] *Report of the South Park Commissioners to the Board of County Commissioners of Cook County,* 1874, p.7.
[156] Beverage et al, *The Papers of Frederick Law Olmsted*. p.322.
[157] *Report of the South Park Commissioners to the Board of County Commissioners of Cook County*, 1873, p.13.
[158] Ibid.

In 1870, the South Park commissioners gained control of cost, quantity and quality of plantings by establishing their own nursery in Washington Park in 1870 "in which such young trees and shrubs as were considered desirable for park purposes, were planted."[159] The able Frederick Kanst was hired to operate the nursery, and by 1875 the commissioners could report: "This nursery has been a complete and perfect success, and now furnishes several thousand first class trees each season…."[160] In 1882 the nursery moved from the south end of Washington Park to the Midway Plaisance, and in 1892 it moved to Gage Park.

Trees were planted in formal "lines" in the parkway between the outer roadbed and the sidewalk and also, in some places, in the medians. Elms were very popular for this purpose and in the 1870s were planted along all the South Park system boulevards. By 1878 Grand Boulevard, the most formal, was finished along its entire length with six lines of elms in the medians on each side of the main roadway, a feat requiring 1,524 trees.[161] Hard maples, linden and ash also continued to be planted in association with the landscaping of the boulevards.

A great deal of energy went into developing effective establishment, growth and management practices for the soil and grasses of the boulevards and parks. Olmsted and Vaux had strongly driven home the point that healthy soil was one of the essential elements that must be achieved if the park system was to be a success. In his report of 1873 Cleveland described the method resulting in attaining a "rich velvet sward, as thick and firm as if the whole ground had been sodded." This required repeatedly plowing the soil, heavy dressings of stable manure, seeding, close cutting and watering from hydrants during drought.[162] For much of the period, manure was supplied to the South Park system from the nearby Union Stock Yards, located north of Garfield Boulevard and west of Western Avenue/Boulevard. On Drexel Boulevard lawn sprinklers were set out when necessary to keep new grass, shrubs and flowers fresh. Once established, the lawns of the boulevards were regularly mowed and kept in good condition.

Although Drexel was the boulevard most abundantly planted with flowers, others were as well. By 1875 the South Park commission had enough greenhouses to substantially increase the amount of flowers on the boulevards and in the parks. The following year the central median at the north end of Western Boulevard and Western Avenue, near the Illinois & Michigan Canal, was planted from 35th to 39th streets "in the same manner as on Grove Parkway [Drexel Boulevard], with trees, shrubs and flowers. The walks throughout the planting spaces were finished and graveled.[163]

Sidewalks laid along the boulevards during the period were generally between 8' and 10' wide. Until the 1890s, when concrete-based material began to be used for sidewalks on all of the boulevards, Drexel and Grand Boulevards' sidewalks were originally paved with bluestone or Euclid (Ohio) sandstone. On Oakwood and Garfield Boulevards, clay and lake-shore gravel walks that had been laid in the 1870s were improved with asphalt or stone sidewalks in the 1880s. The walks winding through plantings on the medians that ran the length of Drexel Boulevard and were located in isolated areas on some of the other boulevards were generally crushed stone. On Drexel, which received heavy use, they were improved in the early 1880s with asphalt. Granite crosswalks at intersections became common beginning in the late 1880s.

Utilities were incorporated in initial construction of the boulevards or they were integrated later into existing rights-of-way. Water pipes were being installed along Oakwood Boulevard by the town of Hyde Park in 1874. The South Park Commission was laying its own pipe for sprinklers the same year. In the mid-1870s no water main existed on W. Garfield Boulevard, but water was obtained from hydrants owned by the Town of Lake.

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[159] *South Park: Acts of the General Assembly Relating to the same, and the collection of Assessments. Decisions of the Supreme Court Relating Thereto. Ordinances. Synopsis of Improvements.* Chicago: Beach, Barnard and Co., Legal Printers, 1875, p. 82.
[160] Ibid.
[161] *Annual Report of the South Park Commissioners 1878*, p. 9.
[162] Ibid. 1873, p.23.
[163] Ibid. 1876, p 8.

Water pipe was still being laid on W. Garfield and Western boulevards in the early 1890s. Pipe was being laid by several gas companies in the mid-1880s in sections of Grand, Drexel, Oakwood and Garfield boulevards, and lamp posts were erected by village and town authorities along these pipelines at intervals from 75' to 100'. The installation of these improvements made living and working along the boulevards all the more desirable.

Development of the Parks of the South Park System: Washington Park, Jackson Park and the Midway Plaisance, Gage Park

Washington Park

Washington Park, Jackson Park and the Midway Plaisance were developed as a result of the 1869 legislation. Washington Park was originally known as the Western or Upper Division of the 1055-acre "South Park" that was planned by Olmsted & Vaux in 1871. The South Park commissioners hired the highly-regarded landscape architect Horace William Shaler Cleveland (1872-1874), and by the late-1880s this park had been landscaped substantially as planned. Washington Park was listed on the National Register in 2004 under the *Historic Resources of the Chicago Park District* MPD, with significance cited for both history and architecture.

Named Washington Park in 1881, the 367-acre site was generally developed from north to south. The pastoral emphasis of the original design was conveyed most strongly by the iconic great meadow of the South Open Green. Two lagoons were also included in this design that succeeded in accomplishing Olmsted's goal of providing urban dwellers a place of refuge and relaxation among nature. Sometime after the Great Fire of 1871, Washington Park became the headquarters of the South Park System. While Washington Park has adapted over time to changing needs, it retains the genius of its original design, as well as buildings by significant architects including Burnham and Root (stables and roundhouse, 1880), D.H. Burnham & Co. (administration building, 1910) and Perkins, Chatten & Hammond (armory, 1928).

Jackson Park and the Midway Plaisance

Jackson Park and the Midway Plaisance were also part of the 1055-acre "South Park," created by the legislation in 1869 and designed by Olmsted, Vaux and Co. in 1871. Originally, Jackson Park was known as the "Eastern" or "Lower Division;" the "Midway Plaisance," a mile-long boulevard, connected it to the "Western" or "Upper Division." The Eastern and Western Divisions were respectively named Jackson and Washington Parks in 1881. Jackson Park has the distinction of being designed at three points in time by the firm of famed landscape architect Frederick Law Olmsted: Olmsted, Vaux and Company's original plan of 1871; Olmsted's involvement with Henry Codman, Daniel H. Burnham and John W. Root to design the 1893 World's Columbian Exposition; and the Olmsted, Olmsted and Eliot's plan of1895, which transformed the site back into useable parkland. During the early twentieth century, the Olmsted Brothers also contributed to the development of the park. Jackson Park and the Midway Plaisance were listed together on the National Register in 1972, with significance cited for history and architecture.

Relatively little of the 1871 plan submitted by Olmsted and Vaux had been executed by the time the park was designated in 1890 as the site for the World's Columbian Exposition. Olmsted and his then-partner Henry Codman were chosen to be the landscape designers of the fair's spectacular grounds, whose centerpiece was a formal aquatic basin lined with classically-inspired buildings. After the fair, Olmsted's original concept, which was characterized by an imaginative interconnected lagoon system, was largely executed by his firm Olmsted, Olmsted and Eliot and, after Olmsted's retirement, by its successor firm, Olmsted Brothers headed by his sons. The only major building remaining from the fair is the Fine Arts Building, originally designed by D. H. Burnham and Company's chief designer, Charles Atwood. After years housing the Field Museum and then a rehabilitation, it reopened in the 1930s as the Museum of Science and Industry.

The Midway Plaisance was also part of the World's Columbian Exposition. It served as the area where amusements were concentrated, including the 264-foot-high Ferris Wheel. Like Jackson Park, the Midway

Plaisance was largely completed after the fair. Although both Olmsted's 1871 and 1895 plans called for a canal through the center of the Midway linking the lagoon systems in Jackson and Washington Parks, this feature continually proved cost prohibitive and was never realized. As built out, however, the Midway's central lawn was depressed and its flanking roadways were formally planted with lines of trees. In the later twentieth century a small number of sculptures were placed on the Midway, while in the early-twenty first century new gardens were planted on its north side and a skating rink was constructed on the exact location of the historic Ferris Wheel.

The first buildings of the University of Chicago rose at the time of the World's Columbian Exposition's development and opening. The University is arguably the most important institution with a visual and physical connection to the Chicago park boulevard system. Designed by Henry Ives Cobb, the original University of Chicago buildings formed the first buildings of a quadrangle that was not fully built up until the immediate post-World War II era. The intent was to evoke the spirit of universities such as England's Oxford and Cambridge with their "cloistered" quadrangles. Several quadrangle buildings faced the Midway Plaisance, but the intent was to create an inward looking educational space, set apart from the surrounding community. Quadrangle buildings form a "wall" that plays off against the greensward of the Plaisance, but main building entrances tend to face the inner quadrangle.

Early Efforts to Create Gage Park

Gage Park began in the 1870s as a small green square at the intersection of S. Western Avenue and Garfield Boulevard. It sat precisely at that turning-point of the southwesterly end of the South Park Commission's portion of Chicago's boulevard system. In 1873, the commissioners decided to acquire land adjacent to this intersection to create a 20-acre park. Two years later, as land acquisition was underway, one of the board members, George W. Gage, died in office, and the remaining commissioners adopted a resolution naming the unfinished 20-acre park in his honor.

Born in Massachusetts, George W. Gage (1812- 1875) came to Chicago with his brother David in 1853. They became the proprietors of the Tremont House, making it one of the area's most successful hotels, and George W. Gage went on to own a second hotel. A public-spirited citizen, Gage served as a member of the South Park Board of Commissioners from its inception in 1869 to his death in 1875. Described as "an energetic, thorough, and intelligent member of the commission," he served as board's auditor for three years during this period. Although the commissioners had acquired the 20-acre site by the time of Gage's death, it remained largely unimproved until after the World's Columbian Exposition of 1893.

South Park System Readies for the World's Columbian Exposition

When Chicago was selected by the United States Congress in 1890 to host the World's Columbian Exposition,[164] the South Park Commissioners agreed to lease the open Midway Plaisance and largely-unfinished Jackson Park as the site for the fair. Although pressured for permission to include Washington Park as part of the fairgrounds, they refused, concerned that the delicate ecosystem so patiently and expensively created there would be ruined.

Management of the fair was quickly decided upon, with Chicago architect and planner Daniel H. Burnham as director of works and George R. Davis as director-general.[165] The country's leading architects competed for the honor of designing one of the fair's many buildings and Frederick Law Olmsted, in a return to Chicago, was engaged to lay out the extensive grounds.

[164] The fair was eagerly sought by America's cities as a sign of their own status and as a way to stimulate their economies and local real estate values. The choice came down to New York City vs. Chicago, with Chicago emerging the victor.
[165] Pierce, *A History of Chicago*, p.899.

While the fairgrounds were leased to the fair managers, the responsibility for readying the boulevards so that people could access the fairgrounds fell to the South Park commissioners. Portions of Grand, S. Drexel, Garfield and S. Western Boulevards were resurfaced and concrete gutters and curbing were installed. The west end of Garfield's south drive (Ashland to Western), and a portion of Drexel Boulevard (from the Union Stock Yard Railroad to 47th Street) were reconstructed. New granite concrete walks were built along portions of Grand Boulevard including its medians. Granite crosswalks were laid spanning its drives. Drexel Square was improved with a new 30' wide, macadam-surfaced driveway constructed along the south edge of the square.

Considerable planting was done on Garfield Boulevard nearest to Washington Park, and stretches were improved farther west with lines of trees, sidewalks, and finished or reconstructed roadways. The Western Boulevard roadway was completed all the way south to its end, at W. Garfield Boulevard; walks and gutters were laid, and trees were planted.

Chicago underwent an electrical revolution between the 1880s and the 1910s, with important consequences for the parks and boulevards. The first electric arc lamp was demonstrated on the north side of the city on the evening of April 25, 1878.[166] Its intensely bright light, "turned the darkness back into day,"[167] and changed the nature of urban streets and street life forever. Just two arc lamps generated more illumination than 650 of the standard gas streetlamps then in use.[168] Characteristically, the South Park Commissioners chose to control this new technology in-house by constructing their own electrical plant at 58th Street in Washington Park, it opened in November, 1892. That year, arc lamps powered by the plant were placed on the boulevards nearest the fair site—throughout Grand, Drexel and Oakwood Boulevards, on Garfield Boulevard from Washington Park to State Street and along the sides of the drives in Washington Park. The 261 lamps installed were "supported from ornamental cast-iron post placed on the edge of the drives at intervals averaging about 300."[169] The upcoming 1893 World's Columbian Exposition promised to astound visitors by daylight. Its revolutionary and dramatic use of electric lighting, however, would astonish and dazzle them by night. The surrounding parks and boulevards would both complement and enhance the fair.

WEST CHICAGO PARK SYSTEM HISTORY: 1869-1893

Summary Paragraph

The West Chicago Park Commission, created by legislation in 1869, hired William Le Baron Jenney to design the system of three parks and connecting boulevards established under the law. Implementation of Jenney's original plans of 1870-1871 was hampered during this period by financial challenges and political corruption, as well as by land conditions that included poor soil and drainage. Oscar F. Dubuis later succeeded William Le Baron Jenney as chief engineer. Garfield and Humboldt Parks were substantially completed by the 1880s and considerable work was finished on Douglas Park. Construction on the boulevards was sporadic and not fully completed during this period.

Legislation Creating the West Chicago Park System

The act to authorize the West Chicago Park system was passed in February 1869. At the same time as the state legislature created the park commissions, it allowed Chicago to annex a vast area of land lying between Western Avenue and Crawford Avenue (now Pulaski Road) extending from the Illinois & Michigan Canal to North Avenue. This western annexation was to contain all of the West Park System's parks and boulevards. The West System's parks were laid out in areas that in 1869 were largely rural and it was only the rapid

[166] The demonstration was held at the City's Water Tower, one of the few buildings to survive the great Chicago Fire of 1871. Harold L. Platt. *The Electric City: Energy and the Growth of the Chicago Area, 1880-1930.* Chicago: The University of Chicago Press, 1991, p. 3.
[167] Ibid.
[168] Ibid. The brightness of the standard gas fixture was twelve to sixteen candlepower, while that of the arc lamp approached 2,000 candlepower.
[169] *Report of the South Park Commissioners to the Board of County Commissioners of Cook County*, 1892, p. 11.

population growth of the third quarter of the nineteenth century that proved the wisdom and foresight of the original legislative act. As Jens Jensen was to later note, "When these improvements were advocated, it was stated that they were too large and so remote that they would never be used by Chicago citizens."

In the West Park System, the Governor would be responsible for appointing the commissioners, which he promptly did following approval of the legislation by public vote in March, 1869. As soon as the legislation was passed, the Governor appointed a park commission that began its work in May of that year. The Commission had seven members with staggered terms plus a President and a Treasurer.[170] The fact that the commissioners were appointed by the Governor, rather than elected by popular vote, as they were in the Lincoln Park system, or appointed by the Judges of the Cook County Circuit Court, as they were in the South Park system, meant that throughout the history of the West Park System the commissioners would be politically beholden to whoever was in the state house. The South Park commissioners were more savvy and civic-minded professionals; the west siders were real estate developers, property owners and attorneys. They were generally not people with a long-term stake in the neighborhood nor were they men (and later, women) who went on to make other civic contributions.[171] Throughout the history of the West Park System, the challenge for the commission would be the dearth of civic-minded residents. Unlike Hyde Park, the west side did not have a strong group of professional-class residents who could serve as advisors. With few commissioner choices and a political appointment system, the West Park System would quickly face charges of corruption, financial waste and, eventually, rampant patronage. These problems plagued the West Park System throughout its history.

The West Chicago Park Commission was officially seated on May 5, 1869, and it seems clear from the speed at which they proceeded to get down to business that a great deal of discussion and planning had already taken place while the legislation was making its way through the voting process. By July the commission already had ten plans in place to show to the public. They were exhibited for ten days and the public was invited to donate the land upon which the parks and boulevards were to be built. Not surprisingly, there was little interest in donating land so the Commission pared down the proposals to three and once again submitted them to the public for perusal. During this second round enough land was offered to the commissioners that they felt they could safely choose a plan with which to proceed. Thus, the locations of the three parks and the routes of all but one of the boulevards (originally part of Southwest/now Marshall Boulevard) were determined by November 1869.[172]

The initial hope that land could be acquired through generous donations or simple acquisition proved completely unrealistic. It quickly became clear that land prices were going to be driven up by speculation, rapidly pushing up the cost of acquisition. Once the park bills were confirmed, "The prairie around the site of the proposed parks and boulevards…was covered with people looking over the ground."[173] Land prices in some areas increased tenfold in just a few months.[174] Never-the-less, by the end of 1869 the commissioners had purchased 450 of the 761 acres needed and by the end of 1870 they had in hand most of the acreage they would need to build the parks and boulevards.

The three commissioners charged with locating the parks "made an effort to locate the parks where they would be accessible from public means of travel, and, at the same time, not so far from business and residence

[170] Daniel F. Breen, ed. *Historical Register of the Twenty-two Superseded Park Districts*, Works Progress Administration Project 30260, 1941, pp.423-424.
[171] Extensive biographical material on West Park commissioners has not been found. Of the initial group, Henry Greenebaum was later incriminated for dealing fraudulently with Park Commission funds. Isaac Hitt moved to Evanston by 1871, but not before making a great deal of money by investing in land around the proposed parks and boulevards. Eben Runyan, a lawyer, was also President of the Board of Education while serving as a park commissioner.
[172] Ibid. For the route of Southwest Boulevard see *Chicago Daily Tribune*, 1/9/1881, p.10.
[173] *The Land Owner*, v. I, no. 4 (10/1869), p.86.
[174] Ibid. pp. 332-336.

centers as to make them inaccessible to pedestrians and carriages."[175] According to the terms of the legislation, the northernmost park was to be north of Kinzie Street, a minimum of 200 acres and cost $250,000 to develop. The central park was to be between Kinzie and Harrison streets, a minimum of 100 acres and cost $400,000 to develop. The southernmost park was to be between Harrison Street and the Chicago, Burlington & Quincy tracks (now the Burlington, Northern & Santa Fe), a minimum of 100 acres and cost $250,000 to develop. Originally the legislation specified that the boulevards were not to be developed until the parks were complete, but the commissioners soon realized that the boulevards were too important—as links, both actual and visual—to delay. The commissioners hoped to develop a system where each piece would have its own character, but a character that was harmonious with the whole.

The Designer: William Le Baron Jenney

William Le Baron Jenney (1832-1907) was the first Architect & Engineer for the West Chicago Park System. Hired in early 1870, Jenney would create plans for the system of three large parks and connecting boulevards—the system that today encompasses Douglas Park, Garfield Park, Humboldt Park and the west side boulevards. An engineer, architect and planner, trained at Harvard University and in Paris at *l'Ecole Centrale des Arts et Manufactures*, Jenney is best known for his contributions to the development of the skyscraper.

He served at Vicksburg during the Civil War where he met Frederick Law Olmsted. The two became friends and examples of correspondence between them remains in the Olmsted Papers in the Library of Congress. In 1868, when Olmsted designed the planned community of Riverside, Illinois, with architect Calvert Vaux, they hired Jenney as architect as well as supervisor for the implementation of the landscape.

The Plan for the West Chicago Park System

Jenney's plan created an arc of parks and boulevards running through the far west side of the city. The north and south parks lay between California and Kedzie Avenues. The central park was ½ mile further west, between Central Park Avenue and Hamlin Boulevard at W. Madison Street, with a square segment projecting east to Homan Avenue. The system began on the North Branch of the Chicago River with W. Logan Boulevard running west to N. Kedzie Boulevard, then south on N. Kedzie Boulevard to Palmer Square. From Palmer Square, N. Humboldt Boulevard was to run south to the northernmost park, Humboldt Park. From the park, N. Sacramento Boulevard (originally Central Boulevard) ran south to Sacramento Square, the first of the formal squares that were designed to mark turning points in the system. From Sacramento Square, W. Franklin Boulevard (originally part of Central Boulevard) ran west into Garfield Square (originally Central Square). A short segment of boulevard, now called N. Central Park Boulevard, connected Garfield Square to Garfield Park (originally Central Park). Within the park, North Conservatory Drive had park land on the west and private buildings on the east. S. Hamlin Boulevard ran south from Madison Avenue on the western edge of Garfield Park to Gladys Avenue. South Independence Boulevard (originally Douglas Boulevard) ran south out of Garfield Park from its southwest corner, turning at Independence Square to connect to W. Douglas Boulevard and then into Douglas Park on its northwest edge. South Hamlin and S. Independence boulevards met at the southwest corner of Garfield Park. From Douglas Park the boulevard system took a series of jogs to reach the Illinois & Michigan Canal. This entire southern section of the system, first laid out in 1881, was originally called Southwest Boulevard but now consists of S. Marshall Boulevard, S. California Boulevard, W. 24th Boulevard, W. 31st Boulevard and a small section of S. Western Boulevard.

None of Jenney's original plans for the boulevards survive so what little information we have about the form of the boulevards comes from his written recommendations in the *Annual Report*s of the West Park Commission. In addition to the lack of plans for the boulevards, there are only a limited number of early photographs of the west side boulevards in the late nineteenth and early twentieth centuries. As a result, our knowledge of the

[175] West Chicago Park Commission, *Second Annual Report*, 2/28/1871, p. 53.

West Side boulevards is much less complete than it is for the South Side. Finally, money problems that plagued the West Side system throughout its history seem to have limited the plantings on the boulevards. Initially, rows of trees predominated. Much later, shrubs would be added. But elaborate floral displays and winding paths never seem to have been part of the execution on the West Side boulevards. Without a finished loop of roadway and beautiful mansions and gardens to attract Sunday pleasure drivers, the west side was never as popular a spot as the south side for the weekly "promenade."

The boulevards initially were planned to be 250' wide with varying layouts. Central Boulevard and Humboldt Boulevard were to have a central 50' drive flanked by 51' lawns, 25' service roads and 24' sidewalk and parkway areas. Douglas Boulevard was to have a 100' central lawn flanked by 50' drives and 25' of sidewalk and parkway. The three primary segments of the system, where land acquisition, planning and construction took place during the first round of construction, maintained this 250' width. Later segments were more variable, with the railroad viaduct on W. 31st Boulevard narrowing the roadway to just 70'. The central drive or drives were for pleasure and the side drives were for deliveries and other local traffic. It was anticipated that the boulevards would be planted with straight rows of trees along the roadways. The squares were to relieve the monotony of the straight and formal boulevards.

Development and Construction of the Boulevards, West Chicago Park System

The West Park commissioners faced numerous challenges early on. Unfortunately, the initial legislation for the parks and boulevards had grossly underestimated the cost of land acquisition and development and overestimated the potential real estate tax revenues. Thus work on the parks during the initial decades happened more slowly than anticipated.

In the West Park System the commissioners attempted to get nearly the entire plan underway at once so people throughout the west side would feel as if progress was being made, but they were unsuccessful. Despite frequent pleas from both commissioners and the public to focus their efforts in order to complete one area, the commissioners were unable to finish any of the boulevards until more than twenty years had passed. Garfield Park and Humboldt Park were both substantially complete by the early 1880s, but Douglas Park remained a work in progress for several more decades. Both commissioners and the press publicly expressed a desire to see one park or one boulevard segment that was complete as planned but the management style, cash flow and neighborhood demands prevented it.

Raising money to develop the park and boulevard system was challenging from the beginning and took many years. Since it became clear almost immediately that the proposed funding structure of the original legislation was inadequate, a special bond issue to fund more park and boulevard work was approved in 1879. A second $1 million bond issue was passed in 1891 in order to bring the system to completion in time for the Columbian Exposition. Although not yet fully landscaped, the majority of the system north of Douglas Park was in use by 1893.

The West Park Commissioners placed their park and boulevard system on land west of the Chicago River that was open prairie "without appreciable undulation of surface or a single specimen of forest growth worthy of preserving."[176] The lack of topographical features would be the first challenge that Jenney faced. The soils and the drainage were to be equally, if not more, challenging.

The soils were clay and required the addition of enormous quantities of organic material in order to be readied for planting of trees and grass. In dry seasons the soil turned rock hard and in wet seasons it was slippery and heavy. One of the first jobs of the park commissioners was arranging to have trains on their way to the stockyards drop loads of manure at the south end of what was to become Douglas Park. For several decades

[176] West Chicago Park Commission, *Second Annual Report*, (2/28/1871), p. 53.

this compost pile was a major feature of the landscape just north of the Illinois & Michigan Canal. The commissioners also grew corn in the parks in the early years in order to break up the soil and to provide a cash crop.[177] Grading, digging, planting and growing were all activities that were essential, but difficult in the tough prairie soils.

The flatness of the terrain meant that there was little natural drainage. Early photographs of the parks show pools of standing water. It would be necessary to create adequate drainage for both the parks and the boulevards since there were no city drains in this area for many years. The West Park commissioners were challenged by water problems during the early years. In the first year of its existence the West Park commission had three wells drilled: one in each park and one near present-day Sacramento Square (the lowest point in the system). With the city's own sewage system at capacity, drainage proved to be an enormous headache for the commissioners. It was suggested that the West Side would need to build its own sewers (at that point, open ditches) by digging a ditch that would run north and south into the branches of the Chicago River.[178] Eventually, however, with the growing awareness of the health hazards of open ditches, drainage would be placed underground in pipes.[179]

Finally, the distance of the West Park System lands from the core of the city meant that large areas were still in use by farmers. The commissioners had to purchase and install miles of fencing in order to protect their trees, crops and grass from roaming, grazing cattle. Fencing the border of each of the three parks was the first job that was undertaken by the West Park Commission.[180]

Jenney was responsible for the first park and boulevard plans and it was under his direction that construction got underway. The commissioners themselves were also responsible for much of the day-to-day supervision during these early years.[181]

Construction of the parks and boulevards on the West Side seemed to start all at once in the 1870s: wooden curbs were placed, roadways were graded, lawn areas were manured and trees were planted. This work occurred on N. Humboldt, N. Sacramento and W. Douglas Boulevards as well as in Sacramento Square. But none of the boulevards were officially opened in the 1870s. There was still much work to be done, including providing safe crossings for the trains throughout the system.

One of the enduring challenges in the West Park System was the charges of corruption and waste that would plague the commission throughout its 65 year history. In 1877 the Governor would remove and replace the sitting board as a result of both internal and external problems. His actions were challenged in court by some of the commissioners, but the state Supreme Court upheld his authority and the new commission members were confirmed in July of 1878. Only three of the members of the previous commission were reappointed. This would happen six more times over the course of the West Park commission's history, sometimes with dramatic reorganization accompanying it. Inevitably the new commissioners would inherit debt and labor problems and, often, neglected parks and boulevards. In 1878 the new commission inherited $425,000 in debt, leading them to request money from the new bond issue, the first of many such bail outs that the legislature would need to authorize. Given the turmoil in the West Park Commission it's remarkable that work on the system continued to move forward.

The commissioners had financial difficulties in the 1870s, and Jenney often had problems receiving payment for his work. By the end of 1874, he shifted his position from Architect & Engineer to Consulting Engineer, and

[177] West Chicago Park Commission, *Twelfth Annual Report*, 2/28/1881, p.25.
[178] West Chicago Park Commission, *Second Annual Report*, (2/28/1871), p.53.
[179] West Chicago Park Commission, *Fourth Annual Report*, 2/2/1873, p.52.
[180] West Chicago Park Commission, *Second Annual Report*, 2/28/1871, p.77.
[181] In 1882, the commissioners were asking to hire "a man familiar with surveying, road building and landscape gardening" to relieve them of personal responsibility. West Chicago Park Commission, *Thirteenth Annual Report*, 2/28/1882, p. 8.

in 1875, he resigned from the West Park Commission to focus on his private practice and begin a teaching position at the University of Michigan. By 1881, his place was taken by his employee Oscar F. Dubuis who remained in charge until 1893.[182] During Dubuis' long tenure the parks and boulevards were substantially developed, often with modifications suggested by him.[183] His work is especially evident in Douglas Park and on all the segments of Southwest Boulevard (S. Marshall, W. 24th, S. California, W. 31st and S. Western boulevards).

The 1880s saw a similar pattern to the '70s: a strong start with little work done after 1883. In 1881 the commissioners were able to reach agreement with four railroads about the location of their crossings on N. Humboldt, N. Sacramento, W. Douglas and S. Marshall boulevards. This smoothed the way for work to continue on the latter three segments. On N. Humboldt Boulevard additional trees were planted and preparation work for the side lawns was complete by the time it was opened to the public in 1882. On N. Sacramento Boulevard trees were planted but only 11,000' of drive were complete when the railroad crossing at Taylor Street opened in 1885. Similarly, W. Douglas Boulevard was only partially complete in 1890. On Southwest Boulevard Dubuis created a fresh set of plans in 1886 and work was begun in 1888.[184] By 1886, Sacramento Square, Franklin Boulevard and Independence Square had been planted and cultivated.

From the beginning the west system seems to have understood that different parts of the boulevards would carry different types of traffic and, therefore, would need different surfacing materials. They expected the main drives on the boulevards to be used primarily by carriages and other horse-drawn passenger vehicles. It was expected that the side drives would receive less traffic but the traffic would include wagons and delivery vehicles. It was understood that providing decent driving surfaces would be key to encouraging real estate development in the area.[185] In 1884 the *Chicago Daily Tribune* complained, "Why the West Park Board has such a hard time finding a dressing for its boulevards, while the South and North side people seem to be so successful, I don't understand."[186]

The commissioners had several choices of materials. Packed earth or cinders was the cheapest and easiest road surface, but it did not hold up well to heavy traffic or to rains. Chicago had long favored wooden block paving, or Nicolson pavers, thanks to the ready availability of lumber. It is possible that Nicolson pavers were used in numerous places during the West Park System's early years, although the only record we have of them is on the railroad crossing and side drives on Humboldt Boulevard.[187]

As early as 1873, macadam was being used for the central drive on N. Humboldt Boulevard.[188] Macadam was an eighteenth century invention of Scotsman John Loudon McAdam. Its hard surface was created by laying broken stones in tight patterns and covering them with smaller stones. Macadam was to be the surface most used on the boulevards until the advent of asphalt in the 1890s. In fact, macadam was still in recorded use in the West Park System as late as 1907.[189] In 1879, the West Park commissioners used a cinder bed with a 7" layer of "rolled cement gravel" surface on Central Boulevard.[190]

In 1891, the legislature approved the second bond issue. There would then be $1 million raised, in order to accelerate construction and prepare the park and boulevard system for the World's Columbian Exposition.[191] Every park and boulevard saw work under this bond issue. Electric lights were added to N. Humboldt, N.

182 Julia S. Bachrach and Jo Ann Nathan, *Inspired by Nature: The Garfield Park Conservatory and Chicago's West Side*, 2008, p.11.
183 Ibid.
184 Today's Marshall, W. 24th, S. California and W. 31st Boulevards.
185 *The Land Owner*, Vol. I, no. 1 (7/1869), p.6.
186 *Chicago Daily Tribune*, 10/5/1884, p.24.
187 West Chicago Park Commission, *Twenty-fifth Annual Report*, p.80.
188 *Chicago Daily Tribune*, 5/4/1873, p.2.
189 West Chicago Park Commission, *1907 Annual Report*, p.24.
190 West Chicago Park Commission, *Tenth Annual Report*, 1880, p.8.
191 West Chicago Park Commission, *Twenty-Third Annual Report*, 1892, p.7.

Sacramento and W. Douglas Boulevards and roads were improved. It was during this period that the West Park Commission first experimented with concrete for roads and sidewalks. As traffic increased earlier surface materials were not holding up well, and smoother and sturdier surfaces were needed.

During the feverish activity of the 1890s both macadam and the newer asphalt were used.[192] Asphalt blocks were first used in Paris in 1824, but the modern asphalt road—gravel mixed with hot tar to bind it—did not appear in the United States until 1868. The West Park commission, with heavy road use throughout its system by the 1890s, was quick to adopt this new, durable road surface.[193]

As part of the 1891 bond issue, a complete landscape plan for W. Douglas and S. Independence Boulevards were prepared by P.S. Peterson & Son, one of the earliest local nursery and landscape contracting firms.[194] These plans were Victorian in character, with each segment of the boulevard parkway having a unique design. The designs alternated between single paths and double paths, geometric and curvilinear. All of the designs included vast numbers of trees and shrubs and, on a few blocks, large flower beds. Allées of maples, lindens and elms alternated with large beds of flowering shrubs. These are the only segments of boulevard in the West Park System that are known to have received this extensive landscaping treatment.

Development of the Parks of the West Chicago Park System: Douglas Park, Garfield Park, Humboldt Park

Although Douglas Park was one of the three parks originally envisioned in the 1869 legislation that established the West Park System, it has not been listed on the National Register of Historic Places, nor has it been previously nominated as part of the multiple property nomination form "*The Historic Resources of the Chicago Park District*" and it is included in this nomination. Garfield Park and Humboldt Park have been listed and are being discussed briefly for reference.

Douglas Park

Early Conception and Development: the 1870s

Douglas Park was conceived as the southernmost of the three original parks of the West Park Commission. The site's name honors Stephen A. Douglas (1813-1861), a United States senator who served from 1847 to 1861 and helped bring the Illinois Central Railroad to Chicago. He is well remembered for his pre-Civil War presidential defeat by Abraham Lincoln, despite his superb oratorical skills during the famous Lincoln/ Douglas debates. Three major landscape designers contributed to Douglas Park's development between the 1870s and 1910s— William Le Baron Jenney, Oscar F. Dubuis, and Jens Jensen.

The park commissioners appointed William Le Baron Jenney as Engineer and Architect for the West Park System in February of 1870.[195] He had begun creating plans for the northern part of the boulevards several months before.[196] By the end of 1871, Jenney had completed original plans for the entire ensemble of Douglas, Garfield, and Humboldt parks and the connecting boulevards. Jenney drew inspiration from the work of Frederick Law Olmsted Sr., as well as from the French parks and boulevards by Jean-Charles Adolphe Alphand and Baron von Haussmann that were under construction when Jenney was a student in Paris in the

[192] West Chicago Park Commission, *Twenty-fifth Annual Report*, p.79.
[193] Concrete was never adopted by the West Park Commission for road surfaces, although it began to appear in the 1890s as sidewalk material throughout the system.
[194] P. S. Peterson & Son, Nurserymen, Douglas Boulevard. n.d. This is a set of six sheets in the archives of the Chicago Park District. They are all labeled Douglas Boulevard, but half of them are for Independence Boulevard. Pehr Peterson came to Chicago from Sweden in 1850 and was so successful in his landscaping business that he was eventually knighted by the King of Sweden. His sons carried on the business into the 1920s after his death in 1903. The preceding information was provided by Julia Sniderman Bachrach, Chicago Park District Historian.
[195] *Proceedings of the West Chicago Park Commissioners*, v. 1 February 3, 1870, p. 57.
[196] *Proceedings of the West Chicago Park Commissioners*, v.1, November 4, 1869, p. 38.

1850s.

Although Jenney's 1871 original plan for Douglas Park was only minimally implemented, it clearly conveyed both sources of inspiration. Jenney referenced French design in his use of monumental entrances, formal esplanades, and elliptical drives marked with sculptures or fountains, and grand terraces and plazas. Olmsted's influence was conveyed through a large natural-looking lagoon with a "Picnic Island," small grassy meadows, and trees and shrubs used to shape scenic views.

Jenney believed that transforming the three native prairie sites into usable parkland would be particularly challenging. They had poor soil conditions, few trees worth saving, and the most pressing issue— poor drainage. Relying on his engineering expertise, Jenney created artificial lakes "in each park with banks sufficiently raised above the water level to form a reservoir and receive the natural drainage. The earth removed for the formation of these lakes furnished a portion of the material needed to secure graceful undulations of surface."[197] In Douglas Park, Jenney focused on the northern area, excavating a large portion of the lake and adding wagonloads of sand and manure from the Chicago Stock Yards along its edges. Approximately 66 acres of finished parkland opened to the public in 1879 with formal ceremonies a few years later.

Douglas Park Evolves: Late 1870s to Early 1890s

In the late 1870s, Oscar F. Dubuis (1849 – 1906), a Swiss-born engineer, carried on Jenney's West Park work. After studying engineering, Dubuis apprenticed for an architect in Switzerland.[198] He settled in Chicago in 1870, and began working for Jenney. Dubuis succeeded Jenney as engineer for the West Park Commission in 1878 and continued in this position until 1893. Although little is known about Dubuis, some of his work indicates that he considered the natural attributes of the Midwest landscape in his designs. In writing about improving Garfield Park, he asserted: "We must bear in mind that it is obviously impossible to produce in the vicinity of Chicago such scenery as will affect the mind as it is affected by mountain scenery."[199] He suggested less dramatic topography, and planted masses of wild shrubbery along the edges of the lagoon in Garfield Park.

Dubuis began the next major stage of development for Douglas Park in the mid-1880s. His plan of March 1, 1885, [Attachment 7: Historic Park Maps, Douglas Park B] indicates the improvements that had been completed by this date. In it, Ogden Avenue, which had already existed as a wide angled thoroughfare outside of the park, now cut through the park. Running diagonally, the wide road replaced an earlier winding drive to accommodate a streetcar line. North of Ogden Avenue, Dubuis' lake occupied a smaller area than had been shown on Jenney's earlier plan. The revised water feature had an undulating shape, with a small bird island and a narrow stream adjacent to a peninsula with winding paths. During this period, improvements to the park also included a barn, a fountain, a building for parties and special events knows as the Casino (not related to gambling) and a greenhouse building.

By this period, each of the three parks had its own greenhouse to propagate flowers and other plants, but the structures were not intended as display houses for the public. By the early 1880s, the West Park Commissioners wanted to have a small conservatory with show houses in each of the three parks. "As early as 1870, William Le Baron Jenney had envisioned a fine conservatory for Chicago's Central (Garfield) Park… This plan called for one of America's first public conservatories, but funds fell short. Instead the commissioners built small utilitarian hothouses in Humboldt, Garfield and Douglas Parks"[200]

[197] A.T. Andreas, *History of Chicago From the Earliest Period to the Present Time*, v. III, p. 179, 1886.
[198] Bachrach and Nathan, p. 11.
[199] *Fourth Annual Report of the West Chicago Park Commissioners*, (1883) p.16
[200] *Inspired by Nature*, p. 60.

By the late 1880s, Dubuis began improving the area south of Ogden Avenue. The project included a conservatory and flower garden. The new garden was sited on the south side of Ogden Avenue, adjacent to the southern extension of the park's artificial lake, which was designed by Dubuis as shown in his 1885 Plan [B]. In 1888, Jenney designed the garden which included a whimsical conservatory known as the Winter Garden.[201]

At the time, Jenney served as consulting architect and landscape engineer to the West Park Commission. This was the only Jenney-designed conservatory in the West Parks. The conservatories in Garfield and Humboldt parks were both designed by the architectural firm known of Frommann and Jebsen. All three of the small conservatories were demolished approximately twenty years later. In *Chicago The Garden City: Its Magnificent Parks Boulevards and Cemeteries*, the Winter Garden is described: the "building and its surroundings, although simple in detail, combine to produce an elegant effect and are unique in the park system of Chicago."[202]

The Winter Garden opened in 1890, but the commissioners were not yet satisfied with the conditions of the park. At the time, eighty-three acres of the parkland remained as unimproved prairie. The commissioners outlined a plan to levy a one-million dollar special assessment to make improvements throughout the West Park System. In Douglas Park they intended to build additional water features with "rugged waterfalls over grotto work" as well as artificially heated ponds for "lilies and other water plants which have been imported from South America."[203] The proposed work also included boat houses, pavilions, cafés, lawns, sidewalks, and drives.[204] Although the entire list of Douglas Park improvements was not realized at the time, by 1892, the commissioners had made significant repairs and completed many landscape beautification efforts throughout the entire system to make a good impression to the throngs of visitors arriving in Chicago to visit the World's Columbian Exposition.

Garfield and Humboldt Parks

Garfield Park, which was listed on the National Register in 1993 with significance given to both its architecture and its history, is one of the three original parks called for in the 1869 legislation authorizing creation of the West Chicago Park System. The first plans for what was then known as Central Park were drawn up by architect and engineer William Le Baron Jenney. Jenney considered the natural conditions to be very poor, and referred to Central Park as "the first battle ground."[205] He recommended implementing improvements to the eastern forty acres in the center of the park so that the public could see how the finished landscape would look. The park's original 40-acre acre officially opened in 1874. The next major stage of improvements was undertaken by Jenney's successor, Oscar F. Dubuis. His work, undertaken in the early 1880s, included expanding the park's lagoon to the west.

Architecturally and historically significant, Humboldt Park, which was listed on the National Register in 1992, was the first park in the West Park System to be fully completed. Originally designed by Jenney in 1871, it opened to the public in 1877. Like all three of the original landscaped "pleasure grounds" designed by Jenney, Humboldt Park was meant to be a place of refuge from the city, providing passive recreation among picturesque trees and meandering lagoons. Oscar F. Dubuis, Jenney's successor as West Park System engineer, continued Jenney's work and made several important modifications during the late 1870s and early 1890s.

[201] The Plans for "Winter Garden for Douglas Park, WLB Jenney Architect & Landscape Engineer" are in the Chicago Park District Special Collections.
[202] Andreas Simon, ed., *Chicago The Garden City: Its Magnificent Parks Boulevards and Cemeteries*, 1893, p. 86.
[203] "To Beautify the Park, Work Being Done to One of the West Side Parks," *Chicago Daily Tribune*, Nov. 9. 1891, p. 9.
[204] "West Side Parks and Boulevards: How They Are To Be Beautified and Improved," *Chicago Daily Tribune*, Dec. 31, 1890, p. 7.
[205] *Twelfth Annual Report of the West Chicago Park Commissioners*, 1881, p. 8.

THE SOUTH PARK SYSTEM: 1893-1934

Summary Paragraph

The South Park system's Jackson Park was redesigned as the site of the 1893 World's Columbian Exposition and the Midway Plaisance was developed as the fair's amusement area. Following the fair, both areas were redesigned and completed in the spirit of Olmsted and Vaux's original 1871 plan. The new concept of small parks was realized along the system with the development of McKinley, Gage and Sherman Parks. The boulevards were maintained and upgraded with concrete curbs, gutters and sidewalks. Overall, the boulevards changed relatively little, except for Garfield Boulevard. Garfield was reconstructed from being two boulevard types to a single uniform type. Railroad crossings were elevated on both S. Western Boulevard/Avenue and E. and W. Garfield Boulevard. Grand Boulevard was beautified at each end with sculpture. Substantial effort was invested in adapting the South Park system to the automobile and electricity.

The World's Columbian Exposition

The World's Columbian Exposition of 1893 was to prove a watershed moment for both Chicago and the nation. The design for the fair was momentous. Its impact was widespread.

In *The City in a Garden: A History of Chicago's Parks*, Julia S. Bachrach explains that Olmsted was asked to help identify the site for the fair. "Stressing the importance of views of Lake Michigan as the fairground's backdrop and noting the unfinished state of Jackson Park, he suggested building the World's Columbian Exposition there."[206] Working with architects Burnham & Root, Olmsted and his associate Henry Codman planned "a gleaming campus of monumental buildings oriented around a formal Court of Honor basin and along adjacent interconnected lagoons."[207] Although fair organizers wanted the exposition to occupy Washington Park as well as the Midway Plaisance, the South Park Commissioners wanted to protect the completed landscapes of that park. Thus the Midway, not Washington Park became part of the fair. A series of ethnic displays and amusements, including an enormous Ferris Wheel, were located there. These were intended both to entertain and to educate visitors.

In the six months that the fair was open, 20 million people from around the world walked through the gates and took away with them a vision of both the "ideal" world of the Court of Honor as well as the "real" world of the Midway Plaisance.[208] Because of its monumental main exhibition buildings, most of which were whitewashed and designed in the Classical style, the World's Columbian Exposition became known as the "White City." These exhibition halls were built around a large lagoon that was surrounded by broad terraces and magnificent sculptures.

The success of the fair was a phenomenon, particularly in light of the worldwide financial depression that struck in 1893. The Columbian Exposition was to set the standard for the numerous world fairs that were to follow. The Beaux Arts plan of the Court of Honor was also to provide the impetus for cities to undertake more professional formal plans for their civic centers during the early years of the twentieth century.[209] The neoclassicism of the Court of Honor would lead architects away from the eclecticism of the Victorian era. The fair's electric lights were an inspiration, showing both homeowners and cities just what the possibilities were for this new, "clean" light. Automobiles, which were to have lasting impacts on the boulevards in Chicago, were first shown as novelties at the fair and it was here that Henry Ford saw the internal combustion engine

[206] Julia S. Bachrach, *The City in a Garden: A History of Chicago's Parks, Center for American Places at Columbia College*, Chicago, 2012, p. 13.
[207] Ibid.
[208] There are dozens of sources for information on the Columbian Exposition, but an excellent summary can be found in The *Encyclopedia of Chicago*, pp.898-902.
[209] Rogers, *Landscape Design*, p.368-9.

demonstrated. Lectures, postcards, newspaper coverage and the exhibits themselves were all to spread the influence of the Columbian Exposition far and wide. The fair catapulted Chicago into the top tier of America's cities, not just because of its burgeoning population or its railroads or its trading volume, but now for its cultural aspirations.

John W. Root died suddenly in 1891, and Daniel Burnham, continued on as the Fair's Director of Works. He, and his crews worked feverishly to prepare the fair for its opening on May 1, 1893, the city was experiencing an equally explosive drive to ready itself for this world-class event. Particularly noticeable was the push to improve the city's streetcar and commuter rail system. Horse cars and omnibuses had been in place in Chicago since 1852, with lines running west from the city center as well as north and south on major arteries like S. State, S. Halsted, S. Ashland and S. Western Avenues.[210] On the south side the Chicago City Railway by the 1880s was running the nation's most extensive cable car system.[211] Traffic congestion on the city's streets and the cost and sanitation issues of employing horses for streetcar locomotion pushed several entrepreneurs to try to obtain right-of-way and the technology for elevated ("el") steam-powered railroads. The first passenger el, the "Alley El", opened in 1892 and went from downtown Chicago to the south side,[212] with electrification following soon after in 1894. Burnham's plan for the fair included a large rail terminal at the southwest corner of the Court of Honor as well as the two existing stops on the Illinois Central line that ran through the eastern end of the Midway.

The years following the World's Columbian Exposition saw Chicago continue its upward trajectory: more trade, continued expansion of its rail connections throughout the nation, expansion of its streetcar and el lines, more industry and of course more people to fuel all this economic activity. There was also frenetic real estate activity in the city. From worker housing to mansions, boarding houses to hotels, warehouses to skyscrapers, Chicago's building stock grew from the early 1890s up to World War II, albeit intermittently because of the 1893 and 1929 Depressions and World War I. Many new residents continued to stream into the city. The population would increase by 500,000 to 600,000 every decade between 1880 and 1930. This would be the period of the most significant building activity along the boulevards and around the parks.

The Establishment and Development of the University of Chicago in relation to the Midway Plaisance
As mentioned earlier in Section 7, the University of Chicago is arguably the most important institution with a visual and physical connection to the Chicago park boulevard system. Paul Cornell, the founder of Hyde Park in 1853, foresaw this newly-subdivided railroad suburb as a fine residential community that would some day be anchored by an important institution. This did not happen until just the annexation of Hyde Park to Chicago in 1889. By then, the Hyde Park community had received a tremendous embellishment with the creation of the original South Park system (now comprised of Jackson Park, Washington Park, and the connecting Midway Plaisance). These parks provided greenspace that defined the west and south borders of today's Hyde Park community area. Land adjacent to the Midway Plaisance itself, and made attractive for development by that proximity, became the location of Cornell's long-sought institutional anchor for the neighborhood, the University of Chicago.

A previous University of Chicago, established in 1856 in Chicago's Douglas community to the north, had failed in 1886. A number of businessman and civic boosters worked to establish a successor university, and Hyde Park was selected as the location. Empty land on the southwestern edge of the established community, owned by department store owner Marshall Field, was available. This land happened to be on the northern

[210] Grossman et al. *Encyclopedia of Chicago*, p.791.
[211] Bruce G. Moffatt. *The "L": The Development of Chicago's Rapid Transit System, 188-1932.* Chicago: Bulletin 131 of the Central Electric Railfans' Association, 1995, pp. 21-26.
[212] Known as the Alley L, the line carried its first passenger in May of 1892. It was joined by the line to Logan Square on the northwest side (1890), the Lake Street line to the west (1892), and the Humboldt Park, Garfield Park and Douglas Park lines (1895). Although they struggled to make money throughout their existence, the elevated continued to extend their lines to reach new residential development into the 1910s.

edge of the Midway Plaisance. This is where the first University of Chicago buildings were built.

Designed by Henry Ives Cobb, the original University of Chicago buildings formed the first buildings of a quadrangle that was not fully built up until the immediate post-World War II era. The intent was to evoke the spirit of universities such as England's Oxford and Cambridge with their "cloistered" quadrangles. Several quadrangle buildings faced the Midway Plaisance, but the intent was to create an inward looking educational space, set apart from the surrounding community. Quadrangle buildings form a "wall" that plays off against the greensward of the Plaisance, but main building entrances tend to face the inner quadrangle.

It was only later that university buildings consciously engaged the Midway Plaisance, creating a strong physical connection with the sweeping landscape through prominent entrances and facades that were clearly "front" facades facing the Plaisance. An early building facing the Plaisance, a residence for the university president built in 1895, is only modestly connected visually to the Plaisance. However, in 1903, Emmons Blaine Hall was built facing the Midway Plaisance on the block between S. Kimbark and S. Kenwood avenues. Built to house facilities for the University's School of Education, the building was designed in a handsome Gothic Revival manner, clad in gray limestone. In the next decade, in 1916, Ida Noyes Hall was built in the block just east of Emmons Blaine Hall. Built to house social and recreational facilities for female university students, Ida Noyes Hall was designed in a finely-detailed Tudor Revival manner, visually consistent with earlier University buildings.

Both Emmons Blaine Hall and Ida Noyes Hall directly face the Midway Plaisance, creating a visual "dialogue" with the Plaisance. Other university buildings with similar sitings on the north side of the Plaisance would follow, including Rockefeller Chapel, located at 1156-1180 E. 59th Street and built in 1925-1928, and the International House at 1414 E. 59th Street, built in 1932.

This university tendency to site buildings with clear visual relationships to the Midway Plaisance continued on the south side of the Plaisance, but mostly in the second half of the 20th century. An early example is Burton-Judson Courts at 1005 E. 60th Street, built as a dormitory in 1931. It was not until after World War II, however, after the district's period of significance, that other major university buildings joined Burton-Judson Courts, creating a major university presence south of the Plaisance.

Architects associated with the history and development of the University of Chicago include Henry Ives Cobb, Shepley, Rutan & Coolidge, Coolidge & Hodgdon, James Gamble Rogers, and Bertram Goodhue. These and other architects associated with the University are mentioned and discussed in greater detail in the "Architects" portion of Section 8.

Almost all university buildings on the north side of the Midway Plaisance are within the boundaries of the Hyde Park-Kenwood Historic District, listed on the National Register in 1979. At the time, the portion of the University located in Hyde Park proper, north of the Plaisance, was considered an important institution in the history of Hyde Park and Kenwood, and its buildings on the north side of the Plaisance were largely considered significant to the history of the community. Many of these buildings were therefore identified as contributing to this district at the time of its listing, while others were not due to lack of age. A reevaluation of the University of Chicago might find that many more buildings could now be considered contributing to the Hyde Park-Kenwood Historic District.

The portion of the University campus on the south side of the Midway Plaisance is largely a product of post-World War II development, and therefore fell outside the Chicago Park Boulevard System Historic District's period of significance. Exceptions include Burton-Judson Courts and the previously listed Lorado Taft Home and Studio (1966), which were included in this district along with one or two other buildings not originally University buildings. However, the post-war development of the south campus includes significant buildings by nationally- and internationally-important architects, including Eero Saarinen and Ludwig Mies van der Rohe. A

potential historic district could recognize the historical and architectural significance of this development, which appears National Register-eligible in its own right.

Having said that, the architectural quality and historical significance of the University of Chicago campus taken as a whole, both north and south of the Midway Plaisance, would appear to make the entire campus a potential National Register-listed historic district in its own right, although not every building would be considered contributing as of the writing of this nomination.

Continued Development of the South Park System Boulevards

In the decades between the 1893 World's Columbian Exposition and the consolidation of Chicago's various park districts into the Chicago Park District in 1934, the original boulevards, including the Midway Plaisance, retained the basic configuration, which was established in the nineteenth century, the exception was Garfield Boulevard. Modifications were made on a few of the boulevards, including Grand Boulevard, generally in conjunction with the incorporation of sculpture or traffic control. Some of these modifications involved beautification.

Attention in the first decade of the twentieth century focused on the south end of Grand Boulevard where it widened into the area previously called the "Entrance to Washington Park." The ideals of the City Beautiful Movement which grew out of the 1893 fair inspired civic beautification nation-wide at this time. The experience of the fair, creating an idealized city, one that was more beautiful, functional, orderly and efficient, could be applied to cities throughout the country. In Chicago this urge for beautification and public monuments provided the impetus for sculptures to be placed on the boulevards and in the formal squares that marked the turning points for the boulevard system.

In 1902 a group of public-spirited citizens interested in the beautification of the south park system, organized by civic leader Charles Hutchinson, agreed to fund a significant portion of the cost of erecting an equestrian statue of George Washington. The donors were some of Chicago's wealthiest art patrons and powerful civic leaders.[213] Designed by nationally renowned sculptor Daniel Chester French, the bronze statue of Washington was a duplicate of one that had been recently erected in Paris. Hutchinson had seen the original in French's Paris studio and decided the same would be appropriate to herald the main entry to Chicago's Washington Park.[214] The South Park commissioners committed to funding the remaining cost of the statue and providing the necessary base and site.

Before the statue was erected, however, the South Park commissioners prepared immediate surroundings for it that was suitably "formal, dignified and imposing."

> *A plan… [was] adopted which provides for a large formal plaza surrounded with close plantation and stone seats with ornamental lamps, and posts at the driveway and walk entrances. The monument will stand in the center of the plaza, on axis of the central driveway of Grand Boulevard, and a new straight driveway leading from the plaza to the park, a distance of 600 feet there connecting with the present park drives. This new drive will be 60'wide with planting spaces and walks 15' wide on either side. Lines of large elm trees will be placed in the planting spaces, and dense plantations will be made back of the walks. These improvements will add greatly to the appearance of this, the main driveway entrance to the park, as well as provide more room for carriages, which was badly need.*[215]

[213] The donors included Clarence Buckingham, E. B. Butler, R.T. Crane, B.F. Ferguson, Daniel C. French, William A. Fuller, H.N. Higginbotham, C. L. Hutchinson, Thos. Murdock, Byron L. Smith and Otto Young. *Annual Report of the South Park Commission for the Fiscal Year 1904*, Chicago: 1905.
[214] Bach and Gray. *A Guide to Chicago's Public Sculpture*. Chicago: The University of Chicago Press, 1983, p. 284.
[215] *Report of the South Park Commissioners to the Board of County Commissioners of Cook County*, 1903. p. 26.

The monument and its new environs, renamed Washington Monument Square, were quietly completed in 1904. Uncharacteristic of the times, the donors requested that no dedicatory or unveiling exercises be held.

In the beginning of the second decade of the twentieth century, at 35th Street, the north end of Grand Boulevard, the oversized fountain installed in the late 1870s was removed. Work began on replacing it with an ornamental fountain that sent a spray of water 20' into the air. This fountain was enclosed by a 4.5' low concrete wall measuring 60' x 80' that was landscaped with trees and shrubs.[216]

Grand Boulevard's name was changed to South Park Way in 1925, in order to make it uniform with the names of the streets that continued north and south of it.[217] That same year the area of the boulevard immediately south of the fountain was widened to relieve traffic congestion.

By this time, Grand Boulevard near 35th Street had become home to the elite of Chicago's African-American middle class. The growing African-American community lived in the surrounding area. In 1925, their representatives began requesting a site just south of 35th Street on the boulevard to locate a monument commemorating the "Negro" soldiers of the 370th Infantry who had lost their lives in World War I. The monument had been approved by the Illinois General Assembly. Racial tension underlay a controversy over locating the proposed monument on this site. The measure finally passed in September 1926 and the monument was erected in 1927. The sculptor was French-born Leonard Crunelle, and the supervising architect was John A. Nyden, then State Architect.

Considerable work took place on Garfield Boulevard. Between 1893 and 1901; the double roadway at the west end of Garfield, from Ashland Avenue to S. Western Boulevard, was being finished with catch basins, a crushed limestone surface, granite concrete sidewalks and curbs. The median was also being completed.

In 1896, the railroad tracks crossing Garfield Boulevard were elevated. At the same time, the central portion of the boulevard, between State Street and Princeton Avenue, was reconfigured. The center drive was taken out; the two side drives were widened from 25' to 40', and a median of 90' was established.[218] Originally it had a center drive with parallel service roads from State Street west to Ashland Avenue. It was rebuilt to be the same type as both end segments, which had divided drives with a center median. The center median was slightly wider (120') on the reconstructed segment from Halsted Street to Ashland.[219] The process of achieving a unified roadway was completed in 1905. As the reconstruction progressed, existing utilities were relocated as necessary and electricity was installed.

By the mid-1920's, extensive building construction south of Garfield—much of it attracting workers in industries located north of the boulevard—combined with construction of the long, uninterrupted medians in the western portion of Garfield Boulevard, prompted requests for the cutting of street crossings across the median. Only one, for Hoyne Avenue, was granted. That crossing took place in 1925. One median crossing had been approved in 1909 to access the entrance to Sherman Park, located on the north side of W. Garfield Boulevard at Racine Avenue. Another had been granted further east, in 1904, for Prairie Avenue.

By this same time, the intersection of W. Garfield Boulevard and S. Western Boulevard/Avenue had become sufficiently hazardous that the city Alderman for the area ordered the installation of a cautionary traffic signal. After some consideration by the South Park Commission, the intersection was reconfigured in the late

[216] *South Park Commissioners Report for a Period of Twelve Months, from March 1, 1909 to February 28, 1910*, inclusive. Chicago, 1910, pp. 16-17.
[217] *South Park Commissioners Report for a Period of Twelve Months, from March 1, 1924 to February 28, 1925*, inclusive. Chicago, 1925, p. 269.
[218] *Report of the South Park Commissioners to the Board of County Commissioner of Cook County, 1895*, pp. 12-13.
[219] Ibid. 1901 pp. 10-11.

1920s.[220] The central median of S. Western Boulevard was opened to allow direct access for both Garfield Boulevard's roadways to Western Avenue and S. Western Boulevard. W. Garfield Boulevard was extended west into Gage Park and slightly west of Western Avenue. Its south drive was widened. At the same time, Western Avenue was widened through Gage Park.

Most of Garfield Boulevard was in very poor condition by the beginning of the Depression. After this was brought to the Commissioners' attention by County Commissioner Emit Whalen, the board approved a comprehensive improvement of the south drive of Garfield, from S. Princeton Avenue west to S. Damen Avenue in 1930.[221]

Landscape, Hardscape and Utilities

Much of the landscape work along the original boulevards in the years between the Columbian Exposition and the Great Depression was related to maintenance. Dead trees "in the lines" along the boulevards were continually being replaced. The South Park Commission's *Annual Report*s between 1893 and 1909 reveal that elms, poplars, ash and linden remained popular choices.

The South Park Commission continued to operate its own nursery. In addition to replacement trees, the nursery supplied most of the new trees and shrubs for the medians and parkways along Western and Garfield boulevards as they were completed. Sod for planting spaces on the boulevards where grass seed could not be established was acquired from farms located outside the city.

Plans detailing the plantings on the original boulevards of the South Park system are virtually nonexistent. A rare exception is a 1909 set of Engineering Department drawings of the boulevards which includes a general depiction of their landscape. Grand, S. Drexel and E. Oakwood boulevards are shown consistent with their earliest character—formal lines of trees in the parkways along Grand and Oakwood boulevards, and winding paths through informally-placed plantings on S. Drexel Boulevard. The center median of Garfield Boulevard is shown as having both formal and informal segments. Winding paths, like those through the Drexel Boulevard median, are shown on the Garfield Boulevard median from Princeton to Normal avenues. These were laid down in 1898 when this section of the boulevard was reconfigured.[222]

The 1909 annual report noted that floral decoration continued on S. Drexel Boulevard.[223] Flowers were planted on S. Western Boulevard/Western Avenue as well. The northern one-third of its median (approximately from McKinley Park to the Illinois & Michigan Canal) was landscaped informally incorporating winding paths. The *Annual Report* of 1909 commented that "This little park, well supplied with benches and the flowers, is enjoyed by a large number of laboring people from the stock yards and nearby railroad yards." By the 1920's, however, most of the outdoor floral display was concentrated on S. Drexel Boulevard.

As a result of labor shortages during World War I and funding shortages in the early 1920s, the maintenance of landscaping suffered. Pollution only exacerbated the situation. The *Annual Report* of 1922 noted that:

> *Maintaining trees, shrubs and flowers is becoming more difficult every year, owing to the atmospheric conditions of Chicago. The number of varieties that do well is getting smaller every year. Some of the most attractive shrubs, the* Berberi Thunbergii*,* Spiraea van Houttei*, Indian Currant, etc., will not thrive. Trees such as the Norway Maple, Sugar Maple, Horse Chestnut*

[220] *South Park Commission Official Proceedings* Vol. 34, Sept 16, 1925 to August 5, 1926, p. 39.

[221] Ibid., Vol. 38, July 16, 1930, p. 276.

[222] *Report of the South Park Commissioners to the Board of County Commissioners of Cook County*, 1898, pp. 8-9.

[223] *South Park Commissioners Report for a Period of Twelve Months*, from March 1, 1908 to February 18, 1909, inclusive. Chicago: 1909, p.59. In 1909, planted beds on this boulevard totaled 45,000 square feet

Birches in variety, cannot be grown successfully any more.[224]

In 1923 the economic picture for the South Park system improved enough to plant 24,107 shrubs and 749 trees along almost the entire length of Grand Boulevard.[225]

In the years following the Fair the use of concrete for the construction of sidewalks and combined curb and gutter systems was continued and expanded. Cobblestone gutters and stone sidewalks were gradually replaced with the new material. In the 1890s, crosswalks of granite concrete were laid across the boulevard medians at the intersections of the various streets. With financial austerity necessitated during and after World War I, stone sidewalks were maintained by leveling sunken flagstones. By the early 1920s, maintenance shifted back to replacing stone sidewalks with concrete.

As roadways were constructed or reconstructed in the period between the Columbian Exposition and the 1929 Great Depression, utilities such as water and sewer were added or improved. Sixty-five lawn hydrants were added along Grand Boulevard, for example, in 1893.[226] Aging segments of these systems were an ongoing issue. In 1910, for instance, 4,000 feet of cast iron pipe was laid on Garfield Boulevard to replace the old wrought iron pipe and in 1922 “driveway catch basins that had become defective through age” were replaced.[227] As new types of utilities, including electricity and telephones, became available during the period, these too were incorporated along or across the boulevards.

Adaptation to New Technology: Electricity, the Automobile

The Columbian Exposition created hope in the promise of technology for comfort and prosperity in the coming century. Between 1893 and 1934, the South Park System would meet the challenge. Much of its activity on the original boulevards would move past construction to adapting to various aspects of the twentieth-century’s expanding technologies, particularly electricity and the increasing popularity of the automobile.

This period of time witnessed the transition in the lighting of the parks and along the boulevards to electricity. In 1893, a new electric plant that had opened just the year before was upgraded and a lighting policy was defined. Lamps were to be lit in the parks and on the Midway Plaisance when there was no moon and only until 11 p.m., while the lamps on the boulevards burned from dusk to daylight.[228] By 1895 387 lights powered from the Washington Park plant were in continual use on Grand, S. Drexel, E. Oakwood and the easternmost quarter of E. Garfield Boulevard as well as along the Midway. Three years later electric lighting service was extended the remaining three-quarters of E. and W. Garfield Boulevard, but the power for this area was purchased from the Commonwealth Edison Company, whose powerhouse was located at W. Garfield Boulevard and Wallace Street.

In the first dozen years of the twentieth century the Washington Park power plant continued to be updated and enlarged, permitting the South Park system to extend electric lighting to McKinley Park and along most of the length of Western Avenue. A new powerhouse opened in Washington Park in 1906. In an effort to decide the best type of lighting for permanent use, a variety of lighting methods and materials were temporarily tried out, and gas-filled tungsten lamps were chosen in 1915 to replace all the arc lamps in the system.[229] In 1913, the South Park Commission began to buy all its electrical power from the Sanitary District of Chicago.

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[224] South Park Commissioners Report for a Period of Twelve Months, March 1, 1921 to February 28, 1922, p.61.
[225] *South Park Commissioners Report for a Period of Twenty-four Month*s, March 1, 1922 to February 28, 1924, p. 115.
[226] *Report of the South Park Commissioners to the Board of County Commissioners of Cook County*, 1893, pp.9-10.
[227] *South Park Commissioners Report for a Period of Twelve Months, March 1, 1921 to February 28, 1922* , p. 29.
[228] *Report of the South Park Commissioners to the Board of County Commissioners of Cook County*, 1893, p. 13.
[229] *South Park Commissioners Report for a Period of Twelve Months, March 1, 1914 to February 28, 1915*, p. 55.This experiment took place on a short stretch of Michigan Avenue. Flaming arc lamps, tungsten lamps, gas lamps, wooden posts, iron posts, placement at different intervals, and different watts, as well as different globes were tried out before the tungsten lamps were selected and installed throughout the system.

By the mid-1920s the South Park commissioners began undertaking an extensive rehabilitation of the lighting system in most of the ”old parks and boulevards,” which involved both retrofitting existing light fixtures and installing new fixtures. Repair work is described in this excerpt from the Commission’s 1924 Annual Report:

> *In the old parks and boulevards where the gooseneck type of post is used there is now used an old arc lamp housing… on which a 12” Alba globe is used. We have designed a pendant type fixture to replace these which will be more efficient and with which there will be less possibility of electrical trouble.*[230]

The pendant fixtures replacing the old arc light hangers were installed on the existing iron lamp posts of the old World’s Fair and Brush type.[231] Electric fixtures were continually being upgraded.

Existing iron lamp posts and heads were not uniform along the system. Several different types were in use. However, an effort was made for a consistent look along an individual boulevard. Concrete posts, for both street lighting fixtures and traffic safety island were becoming widespread in the 1920s although both spacing and type were selected in response to site needs. Wherever possible, fixtures that were removed from one location were reused in another location.

With the 1914 start-up of Henry Ford’s production line for automobiles, car ownership was within reach of a much broader group of Americans and sales took off. Adapting the boulevards to the ever-increasing number of automobiles would be a major issue facing the South Park commissioners during this period. By the middle of the first decade of the twentieth century it was abundantly clear to the staff of the South Park System that the rapidly increasing number of motorized vehicles required a very different road surface than horse-drawn vehicles.

Heretofore the macadam road has been a satisfactory substitute for the ideal good weather pleasure drive, a dirt road. The automobile is so destructive of macadam roads that it is impossible to maintain the surface of such driveways in good condition on any thoroughfare where motor vehicles are extensively used.[232]

The South Park commissioners undertook a study of surfacing techniques in numerous American cities. After having also conducted tests of a variety of surfaces on different boulevards, by 1907 the South Park commissioners had chosen “bitulithic pavement” which “consisted of crushed stone cemented together with a bituminous concrete largely consisting of tar and covered with a thin coating of fine crushed granite.”[233] In 1908, the commission’s investigation took General Superintendent, J. Frank Foster to Paris for the first International Meeting on Roads. For this event, the government of France invited the leading road builders of the world. Not only was Foster afforded the opportunity to exchange information and ideas with the world’s leading government officials and engineers, he was charged by the commissioners with visiting and studying the most important cities of Europe. Accompanied by Daniel Burnham in London and Paris and Frederick Law Olmsted, Jr., in England, Germany, Austria and France, Foster carried out his assignment to study road construction and maintenance as well as “allied subjects” relevant to the improvement of the South Park system. These included the “construction and usefulness of parks and playgrounds, lighting systems, buildings and various forms of equipment and items of cost.”[234]

Upon Foster’s return, experimentation with various kinds of road surfacing continued on the boulevards in an

[230] *Report of the South Park Commissioners for a Period of Twenty-four Month, from March 1, 1922 to February 28, 1924*, p. 262.
[231] Ibid.
[232] *Report of the South Park Commissioners for a Period of Fifteen Months from December 1, 1906 to February 29, 1907*, p.37.
[233] *Report of the South Park Commissioners for a Period of Fifteen Months from December 1, 1906 to February 29, 1907*, p.16.
[234] *Report of the South Park Commissioners for a Period of Twelve Months from March 1, 1908 to February 28, 1909* , p. 9.

effort to identify a substance that was both long-lasting and affordable. The decision was made in 1910 to choose a 2-inchsurface of asphaltic concrete, the "latest improvement in the development of auto-proof pavement" which

> *Consisted of crushed limestone and torpedo gravel, mixed and heated in a revolving cylinder and, while hot, combined with liquid asphalt. When thoroughly mixed it is spread over the driveway, rolled and surfaced with a thin topping of asphalt, over which is spread fine crushed granite. Only enough asphalt is used to cement the particles of stone together. The result is a pavement having the appearance of macadam, yet one that so far has been proof against disintegration by the friction and suction of auto tires.*[235]

Thereafter, the South Park commissioners carried out a policy of surfacing as much of the main drives each year as the budget permitted. The new asphaltic concrete surface was made in the South Park system's own mixing plant and placed on the original macadam foundation, with all work initially being done by the Commission's work force.[236] Because of financial and labor shortages after World War I, however, by the early 1920s the majority of this work was being contracted out. By the mid-1920s some sections of the original boulevards were being reconstructed with 2 inches of asphaltic concrete on a new concrete base.

The proliferation of the automobile and the improvement of road surfaces that enabled higher speeds necessitated the development of specialized traffic controls. In the first decade of the twentieth century "safety islands" were constructed in the center of boulevard roadways at intersections "for the purpose of compelling vehicles to keep on the right side of the driveway when turning these corners, and requiring them to lessen their speed."[237] The islands consisted of concrete platforms equipped with "electric lights in red globes on 10' posts." The original boulevards were some of the first streets where they were installed. The early cast iron posts were generally replaced with concrete posts in the 1920s.

The need for traffic signs, in addition to safety islands, can be understood in light of this 1914 vignette:

> *The remarkable increase in the number of automobiles using the park and boulevard driveways had not only congested the traffic greatly, but has added very considerably to the danger to those having to pass over the drives either on foot or in vehicles. The policing of the drives requires many more officers than heretofore and despite their best efforts many car drivers are constantly violating the law as to speed, noise and smoke, making the drives dangerous, almost intolerably noisy and exceedingly malodorous to users as well as the residents*[238]

By the early 1920s stop signs were being installed, as were automatic "stop and go" signals. The South Park commissioners investigated two different types of "stop and go" lights, and chose the more visible but expensive "lens" type that displayed red and green lights, over the "shield type" that displayed the words "stop" and "go." A few manufacturers erected demonstration models of the lens type. General Superintendent Foster counseled the desirability of uniformity in the signals throughout the boulevards, so a single style was chosen for the system. Other signs installed during this decade included "one way," illuminated directional signs and other traffic-related signs with special wording. Signs unrelated to traffic generally were not permitted. Railroads, for instance, were not allowed to advertise their line on the elevated track bridges. Although signs were kept to a minimum, the South Park Commission cooperated with the Illinois Division of Highways, placing signs locating the routes of the fledging state highways where they traversed the boulevards.

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[235] Ibid. 1915, p. 55
[236] Ibid. 1911, pp. 18-19.
[237] *Annual Report of the South Park Commission for the Fiscal Year 1906,* p. 27.
[238] *Report of the South Park Commissioners for a Period of Twelve Months from March 1, 1913 to February 28, 1914*, p.50.

Rail Crossing Safety and Grade Separation

From the mid-1890s until the mid-1920s, the elevation of railroad crossings constituted major projects along the original boulevards of the South Park system. Most of this work was executed between 1896 and 1913. The issue of railroad crossings as a traffic bottleneck and especially as a cause of pedestrian and motor vehicle accidents was a major source of city-wide concern during the period.[239]

The majority of railroad crossings in the South Park District were located on W. Garfield and S. Western boulevards. On W. Garfield Boulevard, there were five crossings for seven railroads. On S. Western Boulevard/S. Western Avenue there were three crossings for six railroads. One railroad line also crossed both Grand and S. Drexel boulevards. The earliest elevations, in 1896 and 1898, were executed in conjunction with the reconfiguration of Garfield Boulevard from a center drive to parallel drives. These elevations involved three railroads located on the eastern end of Garfield.[240] Tracks, necessary to accommodate the factories that were being constructed along S. Western Boulevard and in the Central Manufacturing District at 39th Street, made for especially problematic intersections. Reporting in 1904 on the near-completion of the elevation of multiple adjacent sets of tracks across S. Western Boulevard/Avenue near 39th Street, the South Park commissioners noted that "This will be a very great improvement, as the crossing was one of the most dangerous in the South Park System."[241] The elevation of the single rail line (Chicago Junction Railroad) across Grand and S. Drexel boulevards was completed in 1907. These changes were enormously complex, involving negotiations with several railroads. The solution was construction of multiple viaducts.

The railroad bridges constructed between the 1893 Columbian Exposition and World War I were completed during a decade-and-a-half of concentrated activity. Their physical appearance is similar to the requirements of the ordinance passed by the South Park commissioners in 1902 pertaining to the elevation of the Panhandle Railroad across Western Avenue. The ordinance provided for the erection of ornamental steel or iron structures with spans of sufficient length to permit the park driveway to pass beneath the structures without obstructing supports therein. All supports for the structures within the boulevard are to be iron or steel columns, thus providing for the maximum of light and air beneath the bridges at all points. The floors are to be water-tight and as nearly noiseless as possible. The structure is to be similar to the Pittsburg, Ft Wayne and Chicago RR Co structure at its crossing of Garfield Blvd.[242]

Parks Added to the South Park System: Gage Park, McKinley Park and Sherman Park

Although as originally conceived, the South Park System comprised one large park known as South Park (renamed Washington Park, Jackson Park and the Midway Plaisance) and its adjoining boulevards, within a short period of time, efforts were underway to create additional parks. Both Gage Park, which dates to the mid-1870s, and McKinley Park, begun in 1901, resulted from these efforts. Gage and McKinley parks are significant historic properties created by Chicago's South Park System, however, they have not been previously listed on the National Register of Historic Places. Sherman Park, which dates from 1905, was listed on the National Register in 1990.

Gage Park Begins to Develop: 1890s – 1910s

First established as a park in 1873, Gage Park sat in an unimproved state for over twenty years. Frustrated by the park's unfinished condition, surrounding residents made repeated requests for improvements. In 1899, the commissioners agreed to devote $14,000 to Gage Park. When construction hadn't materialized by the following year, a large group attended a meeting of the commissioners "to protest against the delay of the

[239] This fact was underscored by its being addressed in Daniel Burnham's 1909 Plan of Chicago.

[240] The paired track was the Chicago, Rock Island and Pacific Railroad and the Lake Shore and Michigan Southern Railroad, & the Pittsburgh, Ft. Wayne and Chicago tracks near Stewart Avenue.

[241] *Report of the South Park Commission to the Board of County Commissioners of Cook County*, 1904, p. 32.

[242] *Report of the South Park Commissioners to the Board of County Commissioners of Cook County*, 1902, p. 6.

South Park board in making promised improvements."[243]

As a result of the community's complaints, the commissioners adopted an improvement plan for the Gage Park in early 1901. Because the relatively small site was "bisected on the north and south by Western Avenue," the commissioners believed it "impossible to create a park with much, if any, landscape effect."[244] South Park Commission in-house designers produced the improvement plan. Although modest in its scope, the design included a sunken garden with a formal reflecting pool and colonnade, as well as several features that were innovative for the time—"suitable playground" areas for baseball and lawn tennis, a wading pool and a sand court.[245] A 1904 newspaper article described "playgrounds" and lawn tennis area, asserting that the sunken garden was the "gem of the place."[246] By this time, the community surrounding the park was developing and the surrounding neighborhood took on the name of the park. For decades the Gage Park neighborhood had suffered from a lack of proper sewers and became known for flooding. A major land owner in the area, Hetty Green, fought court battles because she did not want to pay her share of a special tax assessment to pay for the sewer improvement. When the courts ordered her to pay, in 1908, residents celebrated with "bonfires in the streets."[247]

After the sewer project was constructed, the Gage Park community continued to develop in the 1910s, still needing additional recreational space and programs. As, the South Park Commissioners made initial improvements to Gage Park in 1901, they were increasingly concerned that the existing parkland within their jurisdiction could no longer satisfy the needs of all of the people they served. The city had experienced tremendous industrial growth and the population was surging. In 1869, when Chicago's original three park commissions were formed, the city's population was 300,000. By 1900, that figure had increased to 1.7 million, and at that time nearly 750,000 people lived a mile away or farther from any park.[248] They knew that Gage Park would only be the start to their efforts to create small parks for the congested south side.

McKinley Park and the Small Parks Movement: 1901- 1934

Aware of the deplorable living and working conditions and lack of open spaces in the tenement districts within its jurisdiction, the South Park Commission drafted a bill that would empower it to build new parks for the first time in 30 years. The act, approved by the State Legislature in 1899, allowed for the creation of new parks if they were contiguous to an existing park or boulevard. Before the commissioners could develop a whole series of new parks, they wanted to experiment with some of the playground features that they had been considering. In January of 1901, the South Park Commission acquired a 34-acre site adjacent to a boulevard—S. Western Avenue—north of Gage Park. Known as Brighton Park, the property had previously been the site of the old Brighton Race Track. In October of 1901, the South Park Commission officially named it in honor of President William McKinley (1843 -1901), shortly after his assassination. South Park Commissioner Daniel F. Crilly said "As McKinley was a man of the people, so will McKinley Park be a park for the people."[249]

Located in an overcrowded immigrant neighborhood near the Union Stock Yards, McKinley Park was meant to serve as an experiment for the new neighborhood park concept. At this time in history, there were very few playgrounds in America, and most were small sand or dirt lots with little or no playground apparatus. Chicago's first playground opened at Jane Addams' Hull House in 1893, and by the late 1890s the city's Special Park Commission had set out to create municipal playgrounds. That group had very little funding; however, and it had difficulty achieving its goals. The South Park Commissioners' experimental playgrounds in McKinley and

[243] "Criticize A Park Board," *Chicago Daily Tribune*, Oct. 15, 1900, p. 1.
[244] *Report of the South Park Commissioners from December 1, 1900 to December 1, 1901*, p. 10.
[245] Ibid.
[246] "Chicago's Magnificent Park System," *Chicago Daily Tribune*, October 10, 1904, p. B7
[247] "Gage Park Wins Sewer Fight," *Chicago Daily Tribune*, April 19, 1908, p. 7.
[248] Dwight Heald Perkins. *Report of the Special Park Commission to the City Council of Chicago on the Subject of a Metropolitan Park System*. Chicago: 1904, 39.
[249] "Name Park for McKinley," *Chicago Daily Tribune*, Oct. 10, 1901, p. 4.

Gage Parks proved to be a very important to the development of parks and playgrounds throughout Chicago and the nation.

When the commissioners first discussed the idea of introducing playgrounds, they essentially meant parks with playfields in them. Created by South Park Commission designers, McKinley Park's original plan included a 15-acre ball field, 5-acre lawn tennis meadow, and swimming and wading lagoons with locker and changing rooms. Though smaller in scale, Gage Park's playground features were also playfields that were considered experimental in nature. J. Frank Foster, General Superintendent of the South Park System, strongly believed that playground components would be highly beneficial to the rapidly growing areas near the boulevards. In the spring of 1903 as the improvements to both Gage and McKinley Parks were underway, Foster said "McKinley Park, which will be completed shortly, and Gage Park will be as nearly ideal as the South Park Commissioners can make them. The establishment of playgrounds is the best investment a municipality can make."[250]

That June, the South Park Commission dedicated McKinley Park with a celebration attended by 10,000 people. Henry G. Foreman, President of the South Park Board of Commissioners gave the address, stating:

> *We are not simply dedicating a new park; we are doing much more than that… We are celebrating the start of a new era of park building in this city. McKinley Park, which heralds the new era, has been created almost by magic. Two years ago this site was a cabbage patch. Today…McKinley Park is adapted to the needs of the people of this district. More that is of actual use to the local population is provided here than in any other park in Chicago.*[251]

The success of McKinley Park prompted the commissioners to move quickly in its effort to create a whole system of neighborhood parks that would provide beautiful landscapes, recreational programs and social services to the densely populated neighborhoods on the city's south side.

The South Park Commission had secured enabling legislation in 1901 that allowed it to issue bonds to acquire and improve new parks. This law stipulated that the proposed parks had to be contiguous to an existing boulevard and could not be more than ten acres in size. In 1902, the commissioners brought the proposal before public referendum, and it received strong public support. The following year, the South Park Commission went to the State Legislature to amend the 1901 act. The 1903 amendment, known as the Lundberg Act, removed the size limitation, allowed the park commissioners to locate the new parks anywhere in their district and authorized the issuance of bonds. With the legal authority and funding in place, the commissioners could now move ahead on plans to build 14 pioneering neighborhood parks throughout the district.

The South Park Commission's General Superintendent, J. Frank Foster, was largely responsible for conceiving the neighborhood park concept.[252] Foster believed that the new parks could function as neighborhood centers and uplift and improve the lives of the residents of the overcrowded tenement districts. He suggested that in addition to the ball fields, swimming and wading pools, and tennis lawns that had been tested in McKinley and Gage parks, the new parks should also offer a variety of other features. These included separate outdoor gymnasiums for men and women, running tracks, children's sand courts, and a new type of building, the field house. Based on the precedent of Chicago's settlement houses, these innovative parks buildings "would provide athletic, educational, recreational programs and social services throughout an entire year."[253] This was

[250] "Play Lots A Crime Cure," *Chicago Daily Tribune*, April 19, 1903, p. 12.
[251] Address of Henry G. Foreman, President of the South Park Commissioners, on the *Occasion of the Dedication of McKinley Park*, June 13, 1903 (in holdings of the Chicago Park District Special Collections).
[252] Sniderman Bachrach, Julia and Will Tippens. *Chicago: The Historic Resources of the Chicago Park District*. National Park Service Multiple Property Documentation Form, 1990. Section FIII, p. 11.
[253] Julia Sniderman Bachrach, *The City in a Garden: A Photographic History of Chicago's Parks*, Center for American Places, Harrisonburg, VA: 2001, 12.

particularly useful because Chicago's cold climate had traditionally limited the use of the parks between the late fall and early spring.

In 1905, as efforts were underway to create a system of 14 new neighborhood parks, the South Park Commissioners dedicated a monument to President William McKinley in McKinley Park. Commissioner Crilly had organized a committee of 35 prominent Chicagoans including department store magnate Marshall Field and Charles Dawes, a banker who went on to become a United States Vice President. As part of the fund-raising effort, the South Park Commissioners agreed to melt down an old, universally disliked bronze statue of Christopher Columbus in Grant Park, reducing the cost of the new sculpture by $2,500. Sculptor Charles J. Mulligan (1866-1916) depicted McKinley with one hand on a desk and the other holding the pages of a speech advocating the famous Tariff Act, which he presented to congress in 1890. Mulligan's bronze figure stands on an elegant exedra designed by architects Pond & Pond.

In late 1903, the South Park Commission had hired the Olmsted Brothers landscape architects to begin designing the landscapes for a whole system of new neighborhood parks. Frederick Law Olmsted, Sr. had retired in 1898 because of declining health and his practice was carried on by his two sons, Frederick Law Olmsted, Jr. and his half-brother, John Charles Olmsted. When the commissioners hired the Olmsted Brothers, Olmsted Sr. had recently passed away. In 1904, the commissioners hired the firm of D.H. Burnham &Co. to collaborate with Olmsted Brothers on the plans for the neighborhood parks and specifically to design all of the architectural components including a new building type, the field house. In addition to field houses, the new plans included ball fields, swimming and wading pools, outdoor gymnasiums, running tracks, and playgrounds with apparatus.

By the end of 1905, the first ten of the South Park Commission's revolutionary neighborhood parks had opened to the public. Although some of them were located in close proximity to McKinley Park, McKinley was still heavily used by nearby residents. In fact, during the summer of 1905, more than 92,500 people used the swimming and wading pools at McKinley Park.[254]

McKinley Park was so intensely used that in 1906 the commissioners undertook a major expansion to the park. They acquired an adjacent 40-acres east of the original site, more than doubling its size. In-house designers created the expansion plan and construction began in October of 1906. The plan incorporated the existing lawn tennis area, ball field, swimming lagoon and locker facility of the original park. It also retained the earlier irregularly-shaped wading pool, but significantly expanded the waterway by connecting in to a large meandering lagoon intended for boating in the summer and ice skating in the winter. The lagoon had a number of small wooded islands. Along the southwest side of the lagoon extension, the designers created a formal walkway with urns and ample space for a band stand. This connected to winding paths that encircled the lagoon and an adjacent meadow and led to a tree-lined drive.

While this plan also incorporated a children's playground and open air gymnasiums for men and women, it did so within a naturalistic landscape. J. Frank Foster emphasized the importance of providing the new recreational features without forfeiting the kind of beautiful scenery that could be found in Jackson and Washington Parks. He suggested that if properly designed, parks could provide "the enjoyment of all outdoor sports without interfering with the natural beauties or lessening the enjoyment of those who come to the park for the purpose of reaching, as nearly as it is possible for them to reach, the country."[255]

Constructed between 1906 and 1909, McKinley Park's expansion included the installation of more than 18,000 trees and shrubs.[256] Following the 1906 plan, the work included the installation of gymnastic apparatus in the

[254] *Annual Report of the South Park Commissioners for the Fiscal Year 1905*, p. 61.
[255] J. Frank Foster, "An Article on Small Parks," presented to the Chicago Society for School Extension, April 18, 1903.
[256] *Annual Report of the South Park Commissioners for a Period of Twelve Months from March 1, 1908 to February 28, 1909*, p. 93.

open air gymnasium spaces located in the older section, on the southwest side of the park. The children's area, adjacent to the wading pool, was equipped "with all the apparatus to be found in the other park playgrounds."[257]

In the next several years McKinley Park was well-used by the surrounding community. Considering the numerous field houses located in nearby neighborhood parks, area residents became increasingly aware of their need for a similar facility. Although D.H. Burnham & Company had prepared sketches of a recreational building for McKinley Park years earlier, the commissioners had never pursued it.[258] In January of 1916; the South Park Commission received a petition from the Fifth Ward Civic League requesting the construction of a field house in McKinley Park. Stating that "the fifth ward is the only cosmopolitan ward in the city without a field house," the petitioners explained that "since the park is centrally located it offers an excellent location for a field house."[259]

A month later, after several prominent citizens appeared before the board to make a similar request, the commissioners adopted a resolution to build a gymnasium facility in McKinley Park. That March, Henry E. Legler of the Chicago Public Library wrote asking the commissioners to include "suitable library quarters" in the new building.[260] They agreed to this request and instructed the staff to prepare detailed plans for a field house with a budget of approximately $160,000. The plans were developed under the supervision of Chief Engineer Linn White (1864 – 1949).

Linn White began working in the South Park Commission's engineering department in 1904, and was promoted to the position of chief engineer by 1909. He remained in this position until the consolidation of the Chicago Park District in 1934. He spent the following several years as consulting engineer to the Chicago Park District and retired in 1940. In a *New York Times* obituary, White was described as a "leading figure in the negotiations with railroads that resulted in the 1919 ordinance for Chicago's downtown and South Side lakeshore improvements."[261] Linn White had work closely with D.H. Burnham & Company on the design and construction of the earlier field houses and he was also quite knowledgeable about the use of exposed aggregate concrete, the material from which they were built. In fact, White published an article entitled "The Treatment of Concrete Surfaces" in 1907.[262]

White was clearly influenced by the D.H. Burnham & Company buildings of a decade earlier for his design of the McKinley Park field house of 1916. Like the earlier field houses, the building was rendered in the Beaux Arts style, which Burnham favored. Mirroring many of the original field houses, it included a spacious lobby, two gymnasiums, locker and bathroom facilities, club rooms, an assembly hall, and a library. The McKinley Park field house was composed of exposed aggregate concrete, sometimes called "marblecrete" or "popcorn concrete." Considered an innovative building material at the time, the concrete structures could be constructed quickly, relatively inexpensively, and ornamentation could be molded directly into facades. The project also included the construction of a boiler house building, expressing a utilitarian design similar those designed by the Burnham for the neighborhood parks.

In 1918, the South Park District's Board of Commissioners invited Joseph Donnersberger to have a portrait made of himself, specifically for installation in the new McKinley Park field house. Joseph Donnersberger (1843–1929) moved to Chicago after serving in the Civil War. He established a real estate firm and went on to

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257 *Report of the South Park Commissioners for a Period of Fifteen Months from December 1, 1906 to February 29, 1908*, p. 35.

258 South Park Commissioners Proposed Buildings for Recreative Centre, McKinley Park, Chicago, D.H. Burnham & Co. n.d.

259 *300 Minutes of the South Park Commissioners*, v. 23, January 19, 1916, p. 68.

260 Ibid, March 6, 1916, p. 149.

261 *New York Times*, January 14, 1949.

262 *The American Architect and Building News*, May 4, 1907.

become president of the Chicago Real Estate Board. Donnersberger was South Park Commissioner from 1889 to 1902 and again from 1911 to 1916. He served as president of the board for ten of those eighteen years, including 1893, the year in which the World's Columbian Exposition took place in Jackson Park. Renowned artist Lorado Taft asked Paul Fjelde, then a sculptor in his studio, to create a bronze bas-relief portrait of Donnersberger. Fjelde's distinguished bronze panel portrays Donnersberger in profile, with an inscription about his commitment to public service.

Between the 1910s and the early 1930s, McKinley Park was a popular place for many recreational activities. In 1922, 40,000 Lithuanian immigrants who lived nearby gathered in the park for a pageant celebrating the recent independence of their homeland and to thank Americans for supporting their efforts for an independent nation. The celebration included a parade with colorful floats and hundreds of children clad in native costumes singing traditional songs as well as a pageant depicting their nation's 500 year struggle for independence.[263] During this period the South Park Commission had a large staff that provided a broad array of recreational programs ranging from arts and crafts such as kite-making classes to a full array of athletic programs.

Gage Park and the Small Parks Movement: 1910s- 1934

During the period in which McKinley Park community members had been requesting a field house there, residents near Gage Park felt that they needed additional green space for their park. A delegation of seventy people including ex-Governor Charles S. Deneen and a member of the Chicago Board of Education attended a South Park Commission board meeting in 1916 to request an expansion to the park. The group stated that Gage Park "in its present state is entirely too small for the neighborhood." They explained, "all the lawn space is taken up by tennis courts, baseball grounds, and a children's wading pond, the rest is closely planted with shrubbery and trees," and that "there is not any space for picnics or for people seeking a restful enjoyments and recreation so necessary in the strenuous city life."[264]

The commissioners complied with this request and acquired an additional 9.75 acres of property on the southwest side of Gage Park in 1916. The extension involved razing a row of houses on S. Artesian Avenue. Local groups suggested that the commissioners should retain the house at 5536 S. Artesian, described as a "good building" with heating and gas lighting for use as a club house.[265] The commissioners agreed in 1917, and although local community members expected that it would soon be replaced with a real field house, the club house continued to be used for more than eight years.

By 1920, area residents were becoming increasingly frustrated with the lack of new facilities in Gage Park. In response J. Frank Foster presented a plan for improvements to the park to the Board of Commissioners that included a swimming pool with dressing booths, outdoor gymnasiums for men and women, a children's playground and a field house. The commissioners approved the plan on August 20, 1920, with the exception of the field house.[266] The project involved filling the irregularly shaped wading pool and constructing a rectangular swimming pool with a classically inspired dressing room building.

The need for a field house remained strong, and the community continued pressing for the construction of such a facility. In 1924, the South Park Commissioners received petitions signed by more than 2,500 individuals including many teachers and children from nearby Gage Park School.[267] Over the next year, many additional community members and groups continued making field house requests. The commissioners finally agreed, and Linn White had his staff prepare plans and specifications for a field house in Gage Park, approved by the

263 "Lithuanians, 40,000 Hold Celebration," *Chicago Daily Tribune*, August 21, 1922, p. 17.
264 *Minutes of the South Park Commissioners*, v. 24, Oct. 18, 1916, p. 1.
265 Ibid, v. 25, November 21, 1917, p.3.
266 *Minutes of the South Park Commissioners*, v. 27, August 20, 1920, p. 178.
267 *Minutes of the South Park Commissioners*, v. 32, December 17, 1924, p. 362.

board in 1926.

Like the McKinley Park field house which was designed a decade earlier, the Gage Park field house was rendered in the Beaux Arts style and was also built of exposed aggregate concrete. Although also one story in height, it is somewhat larger and more monumental in scale than McKinley Park's field house. The Gage Park's building had a construction budget of $335,000, which was substantially higher than that for McKinley Park. The large field house had an assembly hall, indoor gymnasiums, locker and shower rooms, welfare rooms, club rooms, and a library. The project also included the construction of a boiler house on the southwestern side of the park. Both buildings were completed in 1928.

Three years later, the South Park Commissioners hired artist Tom Lea to paint a mural that would adorn the interior of the field house auditorium. More than two decades earlier, a member of the South Park Board, Judge John Barton Payne, had established an art fund to beautify the interior of field houses in the district. Although Payne was no longer a member of the board, the fund was still in effect, and Lea was paid several hundred dollars for the Gage Park Mural.

Born and raised in Texas, Tom Lea (1907 – 2001) came to Chicago to study at the School of the Art Institute under the renowned muralist John Warner Norton (1876 – 1934). A couple years later, Lea became Norton's apprentice and went on to establish himself as a mural painter and commercial artist in Chicago, eventually moving to Santa Fe, New Mexico. For the Gage Park project, Lea portrayed "French explorers, fur traders, and missionaries René-Robert Cavelier de La Salle, Jacques Marquette and others who first traveled to the Chicago area, and the pioneering families who later came by covered wagon and settled there" with a heavenly figure in the clouds pointing westward.[268]

Sherman Park

Collaboratively designed in 1904-5 by landscape architects the Olmsted Brothers and D.H. Burnham & Company architects, Sherman Park (which was listed on the Register in 1990) is one of the seminal and best preserved of the South Park Commission's neighborhood parks. The park's 60-acre site was one of the largest among the new system. Because of the relatively expansive space and the site's wet and low conditions, the Olmsted Brothers "envisioned an extensive waterway as the park's centerpiece."[269] In their preliminary plan, the Olmsted Brothers rendered the water feature as "a formal, rectangular canal with concrete walls."[270] In an effort to reduce costs and increase space for ball fields, this design was revised to be more naturalistic, with a meandering lagoon surrounding a large central island; a formal complex of buildings, including a field house, was only provided at the north end of the park. The island meadow provided space for the ball fields. Most of the landscape surrounding the island was designed with irregular groupings of shrubs and trees, with a perimeter composed of gently rolling berms. In contrast, the north edge of the park is more formal, with classically-detailed buildings symmetrically arranged around a central swimming pool. In 1912, the interior of the field house was decorated with murals executed by Chicago Art Institute students who studied under renowned artist John Warner Norton. The murals were commissioned by the fund established by South Park Commissioner Judge John Barton Payne. Sherman Park was named in honor of John B. Sherman (1825 –1902), founder of the nearby Union Stock Yards, who served as a South Park Commissioner for twenty-five years. John Sherman was the father-in-law of the park's famous co-designer Daniel H. Burnham. The South Park Commission's neighborhood park model proved to be influential through the nation. In their seminal 1909 *Plan of Chicago*, Daniel H. Burnham and Edward H. Bennett provide a chapter entitled Chicago's Park System in which they presented the final plan and two photographs of Sherman Park.

[268] Mary Lackritz Gray, *A Guide to Chicago's Murals*, Chicago: University of Chicago Press, 2001, p. 174.

[269] *The City in a Garden: A History of Chicago's Parks*, Second Edition, Center for American Places at Columbia College, 2012, p. 159.

[270] Ibid.

THE WEST CHICAGO PARK SYSTEM: 1893-1934

Summary Paragraph

During this period the streets and final route of the West Chicago park and boulevard system were completed. Improvement to the system was undertaken during the 1890s, but corruption, as well as financial and legal challenges continued to be a problem, with resulting neglect occurring system-wide. Conditions, however, changed considerably in the first two decades of the twentieth century under the direction of Jens Jensen, who was made superintendent in 1905. Sculpture was placed in parks and squares. Electricity, new concrete sidewalks and additional landscaping were introduced. Railroad crossings were elevated, many on viaducts with attractive ornamental treatments. Considerable effort was invested in adaptation to the automobile, including improved road surfaces, modification of road and square configurations and the addition of traffic signals. Jensen's signature prairie features were added to Douglas Park.

Continued Development of the West Chicago Park System

Following the World's Columbian Exposition, extensive residential development would finally reach the parks in the West Chicago Park System, filling the many empty lots that still existed on the far west side in the early 1890s. This new burst of development would make completion of the entire parks and boulevard system absolutely essential. Unlike the South Park system, the West Park System was not completely laid out by 1893, with much work to be done well into the third decade of the twentieth century. In the portion of the West Park system documented by the *Logan Square Boulevards Historic District* nomination, significant improvements began in the 1890s. This is true for much of the rest of the West Park System.

Because so much work had been done to prepare the parks and boulevards for the 1893 Columbian Exposition one would expect the latter half of the 1890s to be a period of relative quiet in the West Chicago Park System. On the contrary, the commissioners were busy improving the existing system and making plans for the few sections that were not yet complete. They introduced electric lights to the boulevard system. They also oversaw the planting of thousands of shrubs on the boulevards that had broad central lawns. The commissioners were active, but their financial and political problems persisted.

Although corruption, finances and legal challenges had been problems within the West Chicago Park System from its very inception, by 1899 the situation was becoming untenable and the resulting neglect of the park system as a whole was obvious to everyone.[271] Irrigation pipes were laid but were not hooked up. Trees, shrubs and flowers were planted but not well maintained. Lawns looked tired, where they existed at all. The conversion from gas to electric lights was moving slowly. Some of the roadways were still paved with the old cedar blocks. Enforcement of traffic laws on the boulevards was lax, making them increasingly dangerous as the first automobiles began to appear in the city.

Despite all this, however, the West Park commissioners were able to complete considerable work during the final decade of the nineteenth century. In the 1890s on Humboldt Boulevard 4000 shrubs were planted in the center lawns, new concrete cross walks were laid, a new railroad viaduct was built and the existing gas lamps were refurbished while the commissioners wondered how they would pay to introduce electricity.

On N. Sacramento Boulevard, major changes were needed to accommodate increased traffic, and new plans were drawn up in 1896. By the end of the nineteenth century, Sacramento had become a major north-south artery through the west side. South of Humboldt Park, drivers encountered a series of closely-spaced traffic obstacles: a railroad viaduct, the square, a sharp right turn, another square, and a sharp left to go through Garfield Park. Once inside the park, there was no convenient through street; drivers had to jog west to pick up

[271] West Chicago Park Commission, *Thirty-First Annual Report,* 1899, p.9.

S. Hamlin Boulevard. If one tried to proceed on a more direct route through Sacramento Square, one immediately encountered another major railroad crossing south of the square. In order to solve this traffic problem, the West Park Commission decided to acquire all of Sacramento Avenue from the city in order to create a true north-south boulevard that would bypass Garfield Park and lead directly from Humboldt Park to Douglas Park. Land acquisition was begun in 1903 and completed in 1913. Although Sacramento never became a boulevard with side drives and landscaped medians, it was widened and planted with trees and renamed N. Sacramento Boulevard.

The south part of the West Chicago Park System, as usual, was lagging behind the north. W. Douglas Boulevard was just having its lawns prepared for seeding in 1898, with the *Annual Report* predicting that the surrounding area was "destined to become a first class residence district."[272] S. Marshall Boulevard and the connection across the Illinois & Michigan Canal were still being reconfigured in response to the massive Sanitary & Ship Canal building project alongside the old Illinois & Michigan Canal.[273] An agreement was reached with the Sanitary Commission in 1897 and work began slowly at the end of the 1890s to bring in the fill necessary to create the many short boulevard segments at the south end of the system. Compounding the problem of laying out this section of the boulevards, south of Douglas Park a railroad viaduct still crossed the planned roadway just 10' above grade. Completion of this section would not be possible until an agreement was reached with the railroad in 1914.

The first decade of the twentieth century was an important time of change for the West Chicago Park System. In July 1905 Governor Deneen removed the existing corrupt commissioners and replaced them with a group of honest men. Of the 619 men and women on the payroll, 299 were fired immediately and the unwieldy team of multiple superintendents was reduced to one, the scrupulously honest Jens Jensen. The new Commission began the process of rebuilding using two pools of money: the $1 million small parks bond and another $2 million bond issue, both passed in late 1905. Jensen prepared a report outlining what was needed, noting that "the parks and boulevards cannot benefit the public to the fullest extent if they are not kept in the best possible condition."[274]

On N. Humboldt Boulevard, work continued on the shrub plantings, new sidewalks and roadway resurfacing that had begun in the 1890s. Conduits for the new electric lights were laid and nearly 100 trees were replaced.

On N. Sacramento Boulevard work was begun to fix the route of the boulevard through Sacramento Square. By 1908 a new railroad viaduct and electric lights had been completed. The park commissioners had always insisted that the railroad viaducts that crossed the boulevards be more than utilitarian in their design. The viaducts that were constructed early in the twentieth century indeed began using ornamental concrete facings over the iron substructure. These new designs gave the viaducts a more substantial and beautiful presence along the boulevards, with the cast concrete enabling the designers to provide more architectural detail than had been possible with the structural ironwork. The 1912 *Annual Report* noted with pride that "The ornamental concrete fascia adopted for the portals…is the most pretentious effort made for ornamentation of any of the subways constructed in the city."[275] Examples of these portals can still be seen on the railroad crossings over

[272] *West Chicago Park Commission Annual Report* 1897.

[273] Along with air pollution, Chicago had serious sanitary issues relative to its drinking water. The state had passed a Sanitary District Enabling Act in 1889 that provided for construction of a new Sanitary and Ship Canal. 314 The canal was to collect the city's sewage, dilute it with lake water and send it to the Mississippi River via the Des Plaines River. The key to this project was reversing the flow of the Chicago River in order to prevent waste from flowing into Lake Michigan, which was the city's main drinking water supply. After lengthy debate and considerable planning, work on the new canal began in 1894. The canal, like the Illinois and Michigan n Canal and the railroads that paralleled it, would pass directly through the juncture of the South and West Park Systems on S. Western Boulevard, forcing the commissioners to adjust their plans for this part of their systems.

[274] *West Chicago Park Commission 1906 Annual Report*, p. 36.

[275] *West Chicago Park Commission, 1912 Annual Report*, p.112.

Humboldt Boulevard at Bloomingdale Road. They are in the mode of contemporary Collegiate Gothic architecture with inset paneling and Gothic arches.

Thirty-five years after it was first laid out as part of the system, plans were finally made for W. Franklin Boulevard, in 1903. Public hearings to review the plans were held, one of the few times such an event was noted in the *Annual Report*s.[276] The delay in the planning and construction of this segment seems surprising, given its importance as the northern approach to the heavily used Garfield Park. Perhaps the industrial character of the neighborhood to the east, including extensive train yards and repair facilities, was the cause of this delay. The area along the eastern edge of Sacramento Square to this day has the most industrial character of any boulevard segment between Garfield and Humboldt Parks. Although drainage, trees and shrubs were completed by 1909, it would be another two years before this short segment of the boulevard system was complete.[277]

On W. Douglas Boulevard work continued on planting trees and shrubs according to the plans. The curbs, gutter, pavement and sidewalks were all redone.

In 1907, an agreement with the railroad was finally reached to raise the viaduct over S. Marshall Boulevard. Work was completed in 1908, making this one of the fastest construction projects in West Park history. Installation of electric lights, trees and lawns were completed shortly afterwards. By 1919, the 50th anniversary of the original park legislation, the city's population had grown nearly tenfold to 2.9 million. The parks and the boulevards were in greater demand than ever as residential, institutional and industrial development continued to fill in the city's western neighborhoods.

During the 1910s, the West Park Commission was focused on developing, at last, a series of small neighborhood parks. This was a decade of maintenance for most of the boulevard system. Jensen, who then served as Consulting Landscape Architect was working on his plans for Columbus Park, a new large park at the far western edge of the city, as well as a comprehensive plan for a metropolitan park system.[278] In 1915 the first attempt was made to consolidate all of the city's park districts under one administration. The bill was defeated, with the West Park commissioners claiming under-representation on the proposed new board for their populous neighborhoods.[279]

Trees and shrubs continued to be planted throughout the system in the 1910s and several new railroad viaducts with ornamental concrete were built to replace earlier ones. These new viaducts were opened in 1911 on N. Sacramento Boulevard, in 1913 on N. Humboldt Boulevard, and in 1914 on S. Marshall Boulevard. The 1920s saw continued work, with some resurfacing on the boulevards in the southern part of the system. Much of the focus in the 1920s was on traffic hazard relief.

In 1910 the West Park commissioners purchased the equipment needed to do its own asphalt paving.[280] By this time asphalt was in widespread use throughout the United States. This was such a momentous event that for several years photos of the paving crews with this new equipment were featured in the *Annual Report*s. In 1925, several commissioners went to Kentucky to look at a new type of asphalt that was being used there. With the exponential increase in automobile traffic over the preceding decade, they were in search of a more durable surface. That year they experimented with rock asphalt over the existing macadam surfaces.[281] The nature of this surface is not known, nor do we know whether the commissioners authorized its further use.

[276] *West Chicago Park Commission, 1909 Annual Report*, p.16.

[277] *West Chicago Park Commission, Forty-third Annual Report*, 12/31/1911, p.22.

[279] *West Chicago Park Commission, 1915 Annual Report*.

[280] West Chicago Park Commission, *1910 Annual Report*, p. 20.

[281] West Chicago Park Commission, *Fifty-Sixth Annual Report*, 2/28/1925, p. 17.

However, there was a great deal of resurfacing done to the boulevards in 1927 and 1928 and it certainly was some type of asphalt.

In 1909, the City of Chicago rationalized its street numbering and naming system, forcing the West Park commissioners to make final decisions about the names of the various boulevard segments. Douglas Boulevard became S. Independence Boulevard (Jackson Boulevard to Independence Square) and W. Douglas Boulevard (Independence Square to Douglas Park). Central Boulevard became N. Central Park Boulevard (Garfield Park to Franklin Boulevard), Franklin Boulevard (N. Central Park Boulevard to Sacramento Square), and Humboldt Boulevard (Sacramento Square to Humboldt Park).

The inclusion of sculpture in squares began to take place at the beginning of the twentieth century. The idea, however, was an important reverberation from the 1893 World's Fair. In 1896 the West Park commissioners expressed a desire to receive donations of sculpture and fountains that could be placed in the three boulevard squares.[282] With their request for these artworks, the commissioners hoped to make the squares more ornamental so that they would become beautiful turning points and landmarks within the overall system.

The squares had originally been envisioned as 400-foot-square mini-parks that would break up the formality of the boulevards and their straight ranks of trees. By 1886, all three squares had been graded, filled and planted with over 3,000 trees.[283] As development and traffic moved to the west side and the boulevards became predominantly traffic routes rather than pleasure drives, it was inevitable that the squares, with their relatively small size and turning-point locations, would suffer. Sacramento Square would undergo a major reconfiguration in the 1910s to accommodate the increasing traffic and industrial activity in this part of the city.[284]

Independence Square, the only one to receive a fountain, was redone in 1901 and its northern quadrant is now shorn away by the turn of the boulevard. Garfield Square became 300' x 325', considerably smaller than the standard 400' x 400'; it was redone at the time of W. Franklin Boulevard's design and construction in 1911.

Although the commissioners had expressed an interest in receiving donations of fountains and/or sculptures in 1896, it was not until 1900 that preparations began for a large fountain in Independence Square entitled "*American Youth and Independence Day*."[285] The design of the fountain, children celebrating the 4th of July, was suggested by Commissioner Charles Lichtenberger, Jr. and executed by well-known sculptor Charles J. Mulligan (1866 – 1916). Mulligan, a student of Lorado Taft, had been the foreman of the sculpture shop at the World's Columbian Exposition and had recently created two sculptures for the Chicago Autumn Festival of 1899. For "American Youth and Independence Day" he executed a design that is both joyous and monumental. Set on a granite base, the circular shape of the fountain visually turns the corner, just as the boulevard traverses the northeast corner of the square. Cast bronze panels, now missing, surrounded the base and it is surmounted by a circular pedestal on which dance two boys and two girls with flags, drums and a small cannon at their feet. Although no longer in operation, the water once sprayed above the children's heads. The children are also cast in bronze and Mulligan wonderfully portrays both their motion and their excitement. Although we have no drawing of the design of the square when the fountain was installed, apparently it was planted with some type of willow tree. Not happy with this choice, one of Jensen's first projects after he became Superintendent was to redesign the square's landscape.[286]

A second sculpture was placed on the boulevards in 1926 at the turning point between S. Marshall Boulevard and W. 24th Boulevard. The Jacques Marquette Monument was designed by Hermon Atkins MacNeil (1866 –

[282] West Chicago Park Commission, *1896 Annual Report*, p. 20.
[283] West Chicago Park Commission, *Seventeenth Annual Report*, 2/28/1886, p. 20.
[284] The 1896 Sanborn Atlas already shows factories along Franklin and Sacramento Boulevards in this area.
[285] West Chicago Park Commission, *Thirty-second Annual Report,* 1900, p 34.
[286] West Chicago Park Commission*, 1906 Annual Report*, p.50.

1947) and paid for by the B.F. Ferguson Fund.[287] This fund was a bequest of Benjamin F. Ferguson to the Art Institute at the time of his death in 1905. Ferguson, a lumber magnate, bequeathed $1 million to be used for sculptures "commemorating worthy men or women of America or important events of American history."[288] The first sculpture to be paid for by the fund was the 1913 Fountain of the Great Lakes at the Art Institute, followed by a series of important works through the 1920s.[289]The Marquette Monument was part of this group. The bronze sculpture depicts Marquette holding his cross with Louis Joliet on his left and an Algonquin Native American on his right.[290] It is set on a rectangular granite base with a series of low steps leading up to it on all four sides. The front panel on the base depicts a canoe being portaged and bears an inscription dedicating the monument to Marquette. The monument is set at an angle to be highly visible to cars passing along the curve between S. California Boulevard and W. 31st Boulevard.

Adaptation to New Technology: the Automobile, Electric Lighting

As in the South Parks, the West Park Commission started the twentieth century by adapting to electricity and the increasing demands of motor vehicles throughout the system. Cars were to be an especially stubborn and expensive problem. The boulevards and the side streets that crossed them felt an immediate impact from the expansion of automobile and truck traffic. By 1921, 99% of the traffic on the boulevards was motor vehicles.[291] The number of accidents was alarming. In 1921 the West Park System installed the city's first stop signs and its first automated traffic signals.[292] By 1925, like much of the rest of the city, the West Park System had completely phased out the use of horses, switching to trucks and tractors for all maintenance work.[293]

Although traffic had been an issue on the boulevards since the completion of the first long segments in the 1890s, it grew into an exponentially more complicated problem as real estate development finally took hold on the west side and streetcars extended their lines west across the boulevards.[294] Wagons were prohibited from the boulevard main drives but they were common on the side drives and the cross streets. Carriages and horses, strolling pedestrians and streetcars also created hazards. By 1900, automobiles were to heighten the danger considerably as their speed and noise alarmed the many horses that were still in use.

In the central business district uniformed police officers directed traffic at busy intersections, but there were no city officers, stop signs or traffic signals on the west side. The West Park System had its own extensive police force, but they were ever more challenged to enforce traffic laws throughout the system, particularly given the new, speedier automobiles that were beginning to appear.[295] Horses, wagons, carriages, cars and streetcars were all using the boulevards at the turn-of-the-century. Boulevard crossings, especially where streetcars were involved, had become serious safety hazards.[296] In 1909, the city passed an ordinance requiring that all streetcar crossings be rebuilt to new safety standards that included rounded turns.[297]

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[287] McNeil was the sculptor for the relief panels at the 1895 Marquette Building by Holabird & Roche, 140 S. Dearborn. Alice Sinkevitch, ed. *AIA Guide to Chicago* (San Diego: Harcourt Brace, 1993), p. 66.
[288] http://chicago-outdoor-sculptures.blogsport.com/2010/05/bfferguson-monument-fund_10.htm.
[289] The Ferguson Fund continues to fund important sculpture in Chicago.
[290] http://www.waymarking.com/waymarks/WM7JW7_Jacques_Marquette_Monument_Chicago_IL. This website also notes that the monument was erected after the Ferguson Fund "received a petition signed by 15,000 schoolchildren asking that a monument be created." The monument is seen every day by the elementary school children of the John Spry Public School immediately behind it on Boulevard Way and the high school students at Carter Harrison High School on the opposite side of West 24th Boulevard.
[291] West Chicago Park Commission, *Forty-Sixth Annual Report* (1914), p. 18 and *Annual Report* (1921), p.46.
[292] West Chicago Park Commission, *1921-1922 Annual Report*, p.16.
[293] West Chicago Park Commission, *1925 Annual Report*, p. 10.
[294] West Chicago Park Commission, *1894 Annual Report*, first mention of racing on the boulevards.
[295] For example, the 1905 Annual Report notes the "attitude of many of the automobiles on the boulevards…in exceeding the speed limit…" p.16.
[296] For an example of a West Park System Police Report from this period see West Chicago Park Commission, *1912 Annual Report*, p. 212.
[297] West Chicago Park Commission, *1909 Annual Report*, p.51.

Like the city, the West Park commissioners knew they needed to respond to these growing dangers. Considerable time was spent in the 1910s evaluating traffic problems on the boulevards and experimenting with various solutions. The West Park System took its first one-day traffic count in 1911 and a second one in 1914 at the corner of Jackson and N. Sacramento Boulevards. In this three-year span, horse-drawn wagon traffic dropped from 260 to 97 and motor-driven trucks doubled from 406 to 812. Automobile traffic exploded from 765 to 3551 in a single day. In response to this increasing traffic volume, the commissioners placed an experimental “pilot post” or “dummy policeman” with an electric light on it at Carroll Avenue on N. Sacramento Boulevard in 1912. In order to address the growing problem of accidents where side streets crossed the busy boulevards, in 1919 the commissioners placed over 600 specially-designed boulevard stop signs at every intersection in the system, the first use of fixed stop signs in the city.[298]

In 1921 the West Park commissioners decided to take action to try and control traffic hazards throughout the system through a series of important steps, some of which were the first of their kind in the city. These included:

Widening the drives on N. Sacramento Boulevard, now a major north-south artery through the west side; Creating rounded corners on the boulevards in order to ease turning; Installing “mushroom lights,” electric lights set into the pavement with a shallow domed iron cage above them at the rounded corners. They served to light the intersection and could be driven over safely by most vehicles.[299]

Instituting directional signs throughout the system, a method that had not yet been tried elsewhere in the city; and erecting a series of automated signal towers, the precursors to our modern-day stop lights. The city was still using people to direct traffic at hazardous intersections, but the West Park commissioners were convinced that these automated signals would be more economical in the long run and they had the added advantage of being there twenty-four hours a day, seven days a week.

The installation of all these safety devices was completed by 1926. Bond issues in 1905, 1915, 1923 and 1927 all helped to increase park lands, carry out improvements, build park buildings and provide maintenance to existing parks. The West Chicago Park System had been able to capitalize on the prosperity of the 1920s by passing a $10 million bond issue in 1927. With this money the West Park commissioners built twelve new buildings, including the massive new field houses in Humboldt, Garfield and Douglas parks. Even the boulevards, which often were the last areas to receive any benefit from bond issues, had $1 million spent on their rehabilitation and widening.[300]

Douglas Park: Mid 1890s-1934

Activities Spur Park Improvements

In 1895, members of several German Turners' clubs petitioned for an entirely new recreational facility in Douglas Park— an outdoor gymnasium. The following year, this resulted in the construction of one of Chicago's first public facilities with outdoor gymnastics apparatus, a running track, a swimming pool, and a natatorium (locker room building) at the southwest side of Douglas Park. Designed by architect Frank Randall, the natatorium building (which is no longer extant) had locker and dressing rooms as well as bathrooms for men and women. Rectangular in form, the structure surrounded the outdoor swimming pool area. The water was heated, and the pool was drained each night to provide fresh water every day. Bathing suits and towels were furnished to the public for free. The adjacent open air gym included an oval cinder running track. Built at the cost of $46,700.00, this facility was dedicated on August 22, 1896, with ceremonies that attracted a crowd of 15,000.

[298] West Chicago Park Commission *1919 Annual Report*.
[299] West Chicago Park Commission *1921 Annual Report*.
[300] West Chicago Park Commission, *1927-1928 Annual Report*, p.13.

In addition to gymnastics and swimming, there were a number of other popular activities in Douglas Park in the 1890s. The lagoon was used for boating in the summer and ice skating during wintertime. To cross various portions of the lagoon north of Ogden Avenue, three handsome bridges were constructed. In 1892, a stone and iron carriage drive bridge was constructed as part of the drive that crosses the lagoon. Two footbridges were built later in the decade. One is a granite boulder arched bridge, completed in 1897. The other is a cut stone bridge dating from the same period. A *Chicago Daily Tribune* article stated that "…Douglas Park is rapidly coming to the front as one of the most attractive and popular amusement places in the city."[301]

West Parks Fall into Decay

By the turn-of-the-century, the West Park Commission was riddled with political graft, and the three parks soon suffered from neglect and deterioration. Of the three parks, Douglas Park was one of the most dilapidated. A newspaper article of 1903 reported:

> *The people living near Douglas Park are complaining of the conditions there. They say it is fast becoming a ruin, that seats broken down are never replaced, that weeds are growing up on the lawns, that rubbish is fast accumulating and never removed, that proper police protection is wanting, and that there is an entire lack of attention from employees.*[302]

Although this derailed progress for a few years, it spurred the next major period of development in Douglas Park, directed by Jens Jensen who eventually became recognized as a dean of American landscape architecture.

Improvements Guided by Jens Jensen

A Danish immigrant, Jens Jensen (1860 – 1951) had settled in Chicago in the mid-1880s and found employment as a laborer for the West Park Commission. This low level job proved to be the beginning of an illustrious career. In 1888, observing that exotic flowers did not thrive in Chicago's climate, Jensen took a team and wagon into the countryside, carting in wildflowers, and transplanting them in Union Park, then headquarters of the West Park System. Although native plants were generally considered weeds, his innovative "*American Garden"* became quite popular.

Because Jensen adamantly refused to take part in the political corruption of the period he was fired in 1900.To support his growing family, he began designing estates for a few influential clients. Five years later, a reform-minded governor, Charles S. Deneen, swept the West Park System clean, by appointing an honest and progressive board. The new board, who selected Jensen as general superintendent and chief landscape architect of the entire West Park System, approved a two million dollar bond issue to fund improvements, and began a major new period of improvements.

Douglas Park needed a great deal of planting when Jensen took over. Jensen later explained that part of the reason the Douglas Park's landscape needed so much attention was that it suffered from smoke damage caused by factories in the area.[303] Jensen asserted that the need to replant gave him the "opportunity of trying out on a large scale this idea of employing indigenous stock, and all the new shrubbery and trees that we planted were native, and wherever replacements were needed in the older areas these were largely made with indigenous material."[304]

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[301] "Music in the Parks," *Chicago Daily Tribune*, June 6, 1897, p. 41.
[302] "Politics Works Ruin to Parks," *Chicago Daily Tribune*, August 31, 1903, p. 7.
[303] Ragna Bergliot Eskil, ed. "Natural Parks and Gardens, by Jens Jensen, as Told to Ragna B. Eskil." *The Saturday Evening Post*. Vol. 202, (March 8, 1930)
[304] Ibid.

In addition to replanting the landscape, Jensen made a major improvement to the deteriorated southern end of the park. He filled in the existing artificial lake and demolished the conservatory, which had fallen into disrepair. This site, with its busy intersection of Ogden Avenue and Sacramento Drive presented a design challenge. Here, in 1907, he placed a long seven-acre formal garden, providing a buffer between the street and a new naturalistic meadow to the south. A concrete Prairie-style pavilion with a grand archway, Flower Hall, marked the entrance to the garden. Although, the designer of this structure is unknown, it was likely Schmidt, Garden and Martin, a firm that designed a number of other Prairie style features in the West Parks during Jensen's tenure. Jensen and Hugh M. G. Garden were friends and known to work closely together. When Jensen retired, in 1935, to establish a "school of the soil", The Clearing" in Door County, Wisconsin, he engaged Garden to design beautiful buildings of native stone on the property.

Along with the shelter structure known as Flower Hall, the Formal Garden had a number of elements composed of concrete such as custom-designed benches and lanterns. Jensen believed that concrete was an excellent material for this garden. In a paper that he presented to a convention of park superintendents he said:

> *May we not call this the beginning of the concrete age, and say who can determine the possibilities of the future in this wonderful composition? No other building material has such a broad scope as usefulness as concrete. Its usefulness is almost unlimited…*[305]

Jensen's paper was published in a magazine article that included photographs of Douglas Park's new benches and Flower Hall pavilion.

One building that was dilapidated beyond repair when Jensen took over was the old Casino. This structure had included a party room and boat house. In 1907, Jensen replaced the building with a Refectory Building, Boat Landing, and Pavilion designed by William Carbys Zimmerman who then served as the Illinois State Architect. "Generally known for his eclectic Revival-style mansions, under Jens Jensen's influence" he created several buildings "in the Prairie style" for the West Park System.[306] Similar to a new Zimmerman- designed building in Garfield Park, the Douglas Park structure had strong horizontal lines with a low-hipped roof and arched openings along the edge of the water from which the boats were launched. An adjacent music court was bordered by pergolas and small octagonal pavilions.

Jensen's work during this period included a new Marshall Boulevard entrance into the park. This "distinctive entrance" had an "ornamental gateway, constructed in semi-circular pergola style, with a water basin in front of the pergolas and with heavy concrete posts."[307] A more utilitarian structure built at this time was a brick barn and service yard tucked into the southeast corner of the park. This red brick stables building had an interior area with stalls for horses, with a hay loft above.

Douglas Park Continues to Evolve: 1910s -1934

By the 1910s, the neighborhood surrounding Douglas Park was largely composed of Eastern European immigrants. A group of Bohemian Americans formed a committee and raised money for a *Karel Havlicek Monument,* to honor the revered Czech poet, journalist and political martyr. One of three original castings of a memorial by Josef Strachovsky (1850 – 1913), a sculptor from Prague, the *Havlicek Monument* was dedicated just west of the formal garden in 1911.

Douglas Park supported an increasing number and variety of recreational activities. Boating and skating

[305]Jens Jensen, "Beauty and Fitness in Park Concrete Work," *Park and Cemetery Magazine*, vol. XVIII, Nov. 1908, no. 9, page 435.
[306]Julia S. Bachrach and Jo Ann Nathan, *Inspired by Nature: The Garfield Park Conservatory and Chicago's West Side*, 2008, p. 21.
[307]*Forty-Fourth Annual Report of West Chicago Park Commissioners for the Year Ending December 31, 1912,* p. 38.

continued to be popular and the lagoon was stocked for fishing as well. The natatorium was a hub for swimming, gymnastics, track and field, and the meadow south of the formal garden had fields for baseball and football.

By 1920, the political winds had shifted once again, and Governor Lowden removed all seven members of the West Park Board of Commissioners from office. Aware that he would soon be ousted, Jens Jensen severed his ties with the West Park System for the final time. Over the next few years, only minor updates were made to Douglas Park and by the mid-1920s, a new West Park Commission Board believed it necessary to undertake a system-wide program of improvements. As part of the 1927 bond issue, Michaelsen & Rognstad, local architects of Norwegian descent, were hired to design the West Park system's twelve buildings. For Douglas Park, the commissioners allocated just under a half million dollars for the new field house. The architects designed an eclectic Georgian Revival style red brick building with fanciful details. Constructed in 1928, this structure was similar to the new Humboldt Park field house that Michaelsen & Rognstad were designing at the same time. Although the two buildings were not exactly alike, the architects created one set of identical floor plans for both field houses.

Between the late 1920s and the early 1930s, Douglas Park was extremely popular and frequently patronized by members of the surrounding Lawndale neighborhood. Fishing on the lagoon was a favorite activity and people could rent rowboats from the lower level of the field house, and they could fish from the boats. The numerous activities offered at the park and its Fieldhouse were enjoyed by many during the early years of the Depression.

Garfield and Humboldt Parks 1905- 1934

Jens Jensen used Garfield Park and Humboldt Park as places to experiment with his ideas of incorporating native plants and stylistically-sympathetic structures into the landscape. In 1908, Jensen replaced the three West Park System conservatories with a single, large conservatory in Garfield Park. This building "was considered revolutionary when it opened in 1908," because unlike the "typical greenhouses with showy displays of potted plants' its rooms had "tropical plantings placed directly in the ground, stratified stonework, lagoons, and cascading water."[308] In 1928, the West Park Commissioners decided to make Garfield Park their headquarters, and they built an enormous Administration building to provide offices to the commissioners and staff members including the park police. Designed by Michaelsen & Rognstad, the Spanish Revival style building was modeled on the California Building of San Diego's 1915 Panama-California Exposition.[309] Known as the "Gold Dome Building," the structure includes fine interior details such as bas-relief panels by sculptor Richard W. Bock (1865- 1949.)

From 1905-1920, Jensen also used Humboldt Park as a living laboratory for his evolving Prairie Style of landscape architecture. His work included the addition of a meandering waterway, which he considered a "prairie river", to the park's lagoon and the incorporation of Prairie style buildings by Schmidt, Garden & Martin and William Carbys Zimmerman. He also added a formal rose garden on the site of a demolished conservatory. Humboldt Park, Garfield Park and Douglas Park, all the parks in Jenney's original plan, were able to adapt over time to its changing neighborhood, new, more active recreational uses and new styles of landscape architecture. Like Douglas Park, Garfield and Humboldt Parks were especially popular during the difficult early years of the Great Depression.

THE CHICAGO PARK DISTRICT: CONSOLIDATION, 1934-1942

Summary Paragraph

Following the onset of the Depression of the early 1930s, the parks, boulevards and squares were in a state of

[308] Julia S. Bachrach and Jo Ann Nathan, *Inspired by Nature the Garfield Park Conservatory and Chicago's West Side*, 2008, p. 57
[309] Ibid, p. 31.

severe disrepair. There were 22 separate park districts managing the park and boulevard system. The Park Consolidation Act of 1934 resulted in all of Chicago's 22 park districts being consolidated into the single Chicago Park District. Federal money was acquired under the WPA and the PWA programs, enabling large scale construction, rehabilitation and additional services. This funding ceased at the beginning of World War II.

Factors Leading to Consolidation of the Park Systems

As a result of reduced tax revenues and their own decades-long mismanagement, the healthy financial conditions of the late 1920s came to a screeching halt once the last of the bond issue money was spent in 1928. When the Depression started in late 1929 the parks were once again facing a backlog of deferred maintenance. Shortly after the onset of the Depression it became necessary for the Illinois Emergency Relief Commission to provide labor for park and boulevard maintenance.[310] In 1933 the West Park Commission was $20,000,000 in debt.[311]

The 1920s were years of great contrasts, especially in the Midwest. On the one hand, business was booming. Real estate, in particular, was experiencing tremendous growth. New skyscrapers, department stores and movie palaces were filling up both Chicago's Loop and its neighborhood commercial areas. Bungalows, courtyards and other types of apartment buildings were finally bringing many city neighborhoods to full development. The parks and boulevards, including those mentioned in the already-listed parks in *The Historic Resources of the Chicago Park District* and the *Logan Square Boulevards Historic District*, were in the heart of much of this new growth.

Although city life seemed to be a never-ending upward spiral of prosperity in the early 1920s, there were early signs of trouble. Throughout the decade farmers struggled with increasing costs and low returns on their crops. With farm crops providing many resources for both commerce and industry in Chicago, it was inevitable that the farm depression would have an early impact on the city. A small recession in 1924, followed by the bankruptcy of the largest streetcar line in 1926, was the first sign of trouble.[312] In 1928 there was a city-wide property reassessment that delayed tax collections that year. The reassessment was followed by six years of tax strikes, further reducing income to all public functions.[313] The final crushing blow came in October 1929 with the stock market crash.

The Great Depression was particularly hard on Chicago since much of the city's prosperity was based on industry, one of the sectors hardest-hit by the economic collapse. Between 1927 and 1931, 50% of the city's manufacturing laborers lost their jobs. In the African-American community, which had long suffered from job discrimination and which did not have the protection of labor unions, unemployment rapidly reached 50%. The atmosphere in Chicago was volatile with both strikes and tense racial confrontations.[314]

Consolidation: The Chicago Park District

When the three original park systems were formed in 1869, there was a geographic logic to their boundaries. Lincoln Park and the city's primary population and commercial centers were east of the river. On the South Side, the towns of Hyde Park, South Chicago and Lake were not yet incorporated into the city. The West Side, newly incorporated, would need large infusions of cash in order to create an entirely new system. Despite the logic of this separation, as early as 1873 there was discussion about consolidating the three systems to

[310] Chicago Park District, *First Annual Report*, 5/1/1934 to 12/31/1935, p. 17.

[311] Sniderman, *The Historic Resources of the Chicago Park District*, Section E, p.14.

[312] Grossman et al, *Encyclopedia of Chicago*, p.6.

[313] Instigated by the Association of Real Estate Taxpayers. *Encyclopedia of Chicago*, p. 809.

[314] Ibid., pp.360-361.

achieve greater efficiency.[315] Although considered four more times in the ensuing decades, it would take the financial crisis of the 1930s to bring about the necessary change.

The West Park System and the South Park System had become two of twenty-two separate park districts operating simultaneously in Chicago during the early 1930s. Along with the problems caused by such an unwieldy number of agencies, there were compelling financial reasons for consolidation. By the early 1930s, 18 of the city's 22 park districts were in default and/or arrears. The Great Depression had rendered most of these independent districts insolvent. The debt of the West Park System was the most staggering of them all. It was desirable to receive federal aid, but in order to be eligible it would be necessary to streamline operations and bring the many systems together to operate as one unit. In 1934, all 22 agencies were legally consolidated into the Chicago Park District.

To gain access to federal funding through President Franklin Delano Roosevelt's New Deal, voters approved the Park Consolidation Act of 1934, "Between 1935 and 1942, the Chicago Park District received more than $82 million in federal funding through Public Works Administration (PWA) and the Works Progress Administration (WPA). State and City funds increased this total to more than $100 million. Using these funds, the park district made numerous improvements throughout the system."[316]

The consolidation vote in 1933 brought together the three original districts as well as nineteen newer districts that had been created since the park legislation of 1895. The public approved the consolidation by referendum on April 10, 1934, thereby creating the Chicago Park District. Unlike some of the large boards that had been appointed by the Governor for the last 64 years, the new board was to have just 5 commissioners who were to be appointed by the Mayor with the approval of the City Council.

Although Mayor Edward J. Kelly (previously President of the South Park Commission) had appointed the Chicago Park District Board of Commissioners by May 1, 1934, a series of lawsuits, delayed the merger of the independent park commissions into the Chicago Park District until October 11, 1934. At that time the new centralized agency began its operations. The Chicago Park District inherited more than 130 parks. Many were more than 60 years old and in dire need of improvements and repairs.

As the new board noted in its *Annual Report*, the citizens of Chicago were faced with the decision about whether to maintain the city's extraordinary system of parks and boulevards even in the face of extreme economic hardship.[317] Their vote was a resounding yes.

As the *Annual Report* of 1935 noted, Chicago was "renowned" for its boulevards so it was important that they be properly maintained and policed. They were not considered secondary to the parks as they might have been in other cities. Indeed, the parks and boulevards together were so widely dispersed throughout the city that the Chicago Park District was "almost a city in itself, woven through the warp and woof of the metropolis."[318] The Chicago Park District regulated 65% of the city's traffic on its 122 miles of boulevard roads and it was responsible for policing these roadways and 5500 acres of parkland. It also had to maintain 28 miles of lake shore.[319] The commitment and dedication of Chicago's residents to this vast system during these difficult times was extraordinary.

The Works Progress Administration (WPA) and Public Works Administration (PWA)

At the onset of the Depression the situation in Chicago was so severe that President Franklin Delano

[315] Sniderman Bachrach, *The Historic Resources of the Chicago Park System*, Section E, p.14.
[316] Julia S. Bachrach and Jo Ann Nathan, *Inspired by Nature the Garfield Park Conservatory and Chicago's West Side*, 2008, p. 32.
[317] Ibid, *First Annual Report*, 1935, p. 18.
[318] Chicago Park District, *First Annual Report*, 1935, p.35.
[319] Chicago Park District, *Annual Report* 1937, p. 15.

Roosevelt made a special effort to direct relief money to the city in order to create jobs and ease the tensions. The newly consolidated Chicago Park District would be the recipient of significant federal relief money. In 1935, the public approved a $6 million bond to match anticipated federal funds. The anticipated funds were from the Public Works Administration (PWA) and the Works Progress Administration (WPA). As evidenced in the Chicago Park District's first *Annual Report*, they were very much needed.[320]

The Public Works Administration was created by the National Industrial Recovery Act in 1933 to fund large scale public projects. It channeled money to Chicago until 1939, when the program effectively came to an end. Its importance to the Chicago Park and Boulevard System was its contribution to the rebuilding of the massive S. Western Boulevard/Avenue bridge across the Sanitary and Ship Canal.

The WPA was created by the federal government in 1935. It provided money to states and municipalities for local projects that would afford much needed employment, principally for residents on relief. The first *Annual Report* of the Chicago Park District explained the process for obtaining them:

> *At the invitation of WPA authorities, the Park District prepared and submitted a long list of worthy projects affecting practically every park and boulevard under its jurisdiction and sufficient in the aggregate to place all physical properties in excellent condition besides providing a large number of added facilities for recreation and park service….On August 3, 1935, the first important WPA project was approved and operations commenced*.[321]

Money from the WPA funded a huge number of work projects and enabled rehabilitation of parks and boulevards throughout the city during the Depression years before World War II. All of the work done to rehabilitate and upgrade Chicago's parks and boulevards during this period was designed and executed by Chicago Park District employees. Over the next six years the Chicago Park District spent nearly $10 million on maintenance, rehabilitation and new construction throughout the city. The last of this work was carried out in 1942 just as the national economy began to grow again in response to the industrial demands of World War II.

Federally Funded Work Projects

Road Surfaces and Traffic

Federal aid was to provide crucial work on the boulevards in the 1930s. With automobile and truck usage now the norm throughout the city, the narrow lanes and hard corners on the boulevards continued to provide serious safety challenges to drivers. Using its bond money the Chicago Park District began a huge program of resurfacing and widening boulevards throughout the system. Ultimately, 94% of the boulevards were resurfaced as part of this program.[322]

The newly-created Chicago Park District worked hard to integrate its operations with those of the city, coordinating traffic lights, improving its accident-reporting system and employing a traffic engineer to create flow diagrams and analyze troublesome intersections. It also worked hard to standardize traffic control devices on the amalgamated boulevard system it had inherited. As the 1935 *Annual Report* explained, "Hitherto, the traffic regulatory and directional signals of the South and West Park Districts varied in design, size and appearance, which was a cause of confusion."[323]

These all were responses to a larger transportation issue. Although planning for a new comprehensive system of superhighways for Chicago had begun, and the Chicago Park District was part of the process, the challenge of this period was to enable the boulevard system to, in large measure, shoulder the traffic burden in the

[320] Ibid., *First Annual Report*, 1935, p. 22.
[321] Ibid.
[322] Chicago Park District, *Second Annual Report* (1936), p.33.
[323] Ibid. *First Annual Report*, p.24.

interim. This was explained in the 1939 *Annual Report*:

> *Our big problem today, is to…analyze the use (now and in the future) of the boulevard system, due to the new super-highway program. It must be borne in mind what a large economic value the boulevard system possesses in addition to its aesthetic and recreational value, in view of the fact that the only super-highways that exist in Chicago today and the facilities that are now used in lieu of them are a part of the Park System. Interior boulevards now serve the purpose that the future super-highways will be called upon to carry, and their present popularity is due to the low accident rate per vehicle mile, scenic beauty, reduced running time, and general efficiency that prevails on those arteries.*[324]

Infrastructure

Crucial infrastructure maintenance was included in the pre-war work undertaken by the Chicago Park District on the original boulevards. It included the installation of man holes, drainage tiles and catch basins, as well as updating the electrical system to power improved traffic signs and signals.[325] In 1938, for example, such work included the laying of 90 lineal feet of new drainage on Marshall Boulevard in the former West Park System and the construction of 3,200 square feet of retaining walls on Garfield Boulevard in the former South Park system.[326] Substantial replacement of curbs and sidewalks was also made possible. WPA funding in 1936 alone enabled the replacement of 30,782 lineal feet of concrete curbing and 203, 308 square feet of concrete walks. [327]

In addition to these larger improvements, the Chicago Park District placed 4000 pre-cast concrete benches, new lamp posts and numerous drinking fountains throughout the park and boulevard system at this time.[328]The necessity to minimize cost drove standardization of many auxiliary components such as these. “Each year a large number of concrete bench supports, electrical light posts and unit members for retaining walls were manufactured and kept at hand ready for installation in the field.”[329]

Landscape

Depression-induced funding shortages in the five years prior to consolidation had resulted in serious deferred landscape maintenance along the boulevards. WPA monies enabled tree, shrub and lawn replacement to be pursued with vigor on nearly all the boulevards. Plants chosen were described in the 1937 *Annual Report* as “ones that tolerate monoxide gas from heavy moving traffic and whose roots stand the confinement of pavement above and electrical wires, water and sewer pipe below.”[330] Garfield Boulevard had declined to very poor condition by the beginning of the Depression. Remedial landscaping in 1939 removed 146 dead and diseased trees and 41,789 shrubs, and 2,600 new shrubs were planted.[331] These numbers illustrate an approach to landscape maintenance initiated during this period which would whittle away the lushness of the boulevards. This approach was articulated in the 1940 *Annual Report*, which stated “…all landscape design in late years is planned with careful attention to the expense of maintenance and with every effort to avoid conditions that materially increase maintenance and operating cost.”[332]

Floral decoration, however, was revived on the boulevards. In 1938, for example, “Outdoor Floral Display

[324] Ibid. *Third Annual Report* (1937), p.89.
[325] Ibid.
[326] Ibid, *Fourth Annual Report* (1938), pp.87-89.
[327] Ibid. *Second Annual Report* (1936), p.38.
[328] Ibid. p.108.
[329] Ibid. *Sixth Annual Report* (1940), p.22.
[330] Chicago Park District, *Third Annual Report* (1937), p.131.
[331] Ibid. *Fifth Annual Report* (1939), p.93.
[332] Chicago Park District. *Sixth Annual Report*, 1940, p.21.

Areas" on the original boulevards of the former South Parks system included 1,013 square feet on South Park Way (Grand Boulevard) at 35th Street, 92 perennial borders on S. Western Boulevard, 39 annual beds totaling 15,368 square feet on S. Drexel Boulevard, and 23 annual beds totaling 10,624 square feet and 3 perennial borders totaling 780 square feet on W. Garfield Boulevard.[333]

Douglas Park under Management of the Chicago Park District

After the consolidation of the Chicago Park District, WPA funds led to improvements in all of the existing parks. In Douglas Park, these included planting thousands of new trees and shrubs, laying new sidewalks, re-grading the ball fields, rebuilding the running track, and constructing a new Colonial Revival-style brick comfort station on the southeast side of the park.

Few alterations or improvements were made to Douglas Park during the WWII period, however; the park was subjected to new pressures in the Post War era. The surrounding neighborhood had a growing population of children as a result of the "Baby Boom" and other demographic changes. In response to the need for additional and improved recreational facilities, new tennis courts and playgrounds were constructed and the old outdoor swimming pool in the natatorium was replaced with a new modern pool adjacent to the field house. Due to overcrowding in the area schools, community groups lobbied for a new high school, and because there were few large vacant properties available for such a structure, they advocated for its construction in Douglas Park. After years of public conflict for and against this proposal, the Illinois Supreme Court made the final decision approving the use of parkland for the new school in 1970.[334] Occupying a two-acre site, just west of the field house, Collins High School was built in 1973 as a project of the Chicago Building Commission.

In addition to the visual impact of the large high school complex, the Chicago Park District made a few small changes in the 1960s and 1970s that have somewhat detracted from the park's historic integrity. The Chicago Park District removed the *Havlicek Monument* from Douglas Park and relocated it to Northerly Island in Burnham Park.[335] Other alterations of the period include constructing a utilitarian landscape shed near the formal garden, building a modern comfort station of the west side of the park, and converting a portion of the lagoon into a swimming lake. The purpose of that project was to accommodate the west side residents who often had little access to Lake Michigan beaches.

Since the mid-1990s, the Chicago Park District has made several improvements to the park including the restoration of Flower Hall—along with its lighting fixtures and benches; the recreation of historic street lights; new playgrounds; establishment of a junior golf facility adjacent to a "natural no-mow" landscape area; and a new curved pergola designed in the spirit of the original. In spite of the intrusion of the school building and some loss of historic fabric, Douglas Park remains an extremely important historic resource. It is a rich tapestry representing the work of Jenney, Dubuis, Jensen and other designers as well as reflecting the needs and desires of subsequent generations that have used the park over the decades. Douglas Park provides Chicagoans with a link to the past and continues to enrich the lives of neighborhood residents.

Management of Gage and McKinley Parks

The 100 million of government funding that was received by the newly-consolidated Chicago Park District led to considerable work in Gage and McKinley parks. As "park facilities and landscapes were in various states of completion and disrepair, a significant portion of WPA funds allowed a flurry of construction and improvement projects."[336] Chicago Park District staff members did nearly all of the planning, engineering, design, and

[333] Ibid. *Fourth Annual Report*, 1938, p.134.
[334] "The Park Lands Fall," *Chicago Tribune*, Oct. 3, 1970, p. 8.
[335] Julia S. Bachrach, Web-based Guide to Fountains, Monuments, Sculptures & Statues, Chicago Park District, 2010, available at: http://www.chicagoparkdistrict.com/facilities/fountains-monuments-sculptures/
[336] Julia Sniderman Bachrach, *The City in a Garden: A Photographic History of Chicago's Parks, Center for American Places*, 2001, p. 24.

construction work for these projects. Work in both McKinley and Gage parks included conditioning lawn and the ball fields, planting thousands of new shrubs and flowers, laying sidewalks, building additional tennis courts, and installing lighting. In McKinley Park, work also included constructing a new parking lot and remodeling the locker and changing room building next to the swimming lagoon.

During the late 1930s McKinley and Gage Parks offered a large menu of programs and activities to their surrounding communities. They both had broad and varied sports programs including swimming, tennis, softball, football, ice skating, and archery. Drama and social dancing were offered at both parks, and McKinley had folk dancing as well. In addition, McKinley Park offered several music programs such as chorus and orchestra. The Chicago Park District provided an extensive array of arts and crafts classes at both parks including pottery, model yacht and airplane making, woodworking, kite making, leather craft, weaving, sewing, and quilting. Gage Park also had its own Drawing and Painting Club that met several times a week and exhibited in its own club room in the basement of the field house.[337] This club may have been responsible for creating a mural which was painted directly on the wall of the first floor library room (now an office). It depicts an Eastern European family and their folk traditions.

Alterations or improvements to McKinley and Gage Parks slowed during the WWII period, however; during the Post War era, the Chicago Park District began focusing on modernizing the parks often to accommodate recreational programs. Unfortunately, some of these changes had a negative impact on the historic fabric of the parks. In 1950, the park district filled in the old naturalistic swimming lagoon in McKinley Park and built a new rectangular pool south of the field house. At that time, the historic changing room building was partially demolished and the remaining portion was converted into a trades facility.

In the late 1950s, the Chicago Department of Transportation sliced through the southeast side of McKinley Park's landscape to make way for a ramp providing an express route from S. Damen Avenue to W. Pershing Road. Not only did this truncate the park's landscape, but it also required the filling of the southeastern side of the lagoon. In Gage Park, the Chicago Park District built a handball court in the men's open air gymnasium in 1950. A decade later, the sunken lily pool was filled in, and made into a lawn area.

In recent years, some additional facilities have been added to the parks with less impact on the historic character of both of the parks. In the mid-1990s, the Chicago Park District built an ice skating rink and an interactive water playground in McKinley Park. At the same time, the lagoon underwent a major renovation project featuring improved access to fishermen. In 2008, the park district installed an artificial turf soccer field in the old children's playground area in McKinley Park and an artificial turf field in an underutilized area at the southeast side Gage Park in 2012.

Over the years, McKinley and Gage Parks have continuously provided a variety of athletic, recreational, social, and educational programs and services to the community. Although they have adapted to current times, the parks retains a good deal of historic fabric. McKinley and Gage Parks offer many of the same kinds of programs as were historically provided such as archery, basketball, football, swimming, gymnastics, and arts and crafts. They also respond to special needs by including therapeutic recreation programs—both parks offer Special Olympics gymnastics programs, and Gage has a number of classes for people with disabilities. Today, McKinley and Gage Parks provide Chicagoans with valuable links to the past and continue to enrich the lives of neighborhood residents

Updating the Link between the Systems

Although financial shortfalls continued to trouble the Chicago Park District, it was able to undertake one major piece of work at the far south end of the old West Park System. In 1936, the intersection of California

[337] "Tribunes Color Photos Feature Gage Park Show," *Chicago Daily Tribune*, October 3, 1937, p. SW 4.

Boulevard, 31st Boulevard, their adjacent streets and the bridge over the waterways and railroads on Western Avenue was redesigned and rebuilt.[338] This was a complicated interchange and had long been one of the most troublesome traffic spots in this part of the city. A beautiful cast concrete bridge with Art Deco detailing and Art Deco lamp posts, 335 new trees and 2160 new shrubs made a substantial improvement to this vital connection between the west and the south sides of the city. In 1937, the Chicago Park District appointed a Citizens Committee to Investigate the Operations and Expenditures of the Chicago Park District.[339] The Committee got a lot of publicity for their work but ultimately concluded that, although the operating costs of the Chicago Park District were high, this was to be expected given the intense use of the parks and boulevards throughout the city.

The final expenditure of money for this project by the Public Works Administration occurred in 1940, when improvements on S. Western Avenue replaced an aging swing bridge that crossed the Sanitary and Ship Canal and the railroad tracks.

World War II: The End of WPA Funding

America's entrance into World War II brought not only a shift in focus of the Chicago Park District to the home front war effort, but a shortage of materials and manpower that effectively suspended construction activity on the original park and boulevard system. Chief Engineer Ralph Burke had seen it coming,

> *Recognizing more and more clearly that the National Defense program and eventually actual war efforts would soon interfere with, if not actually prevent execution of improvement projects of ordinary character. Therefore, every effort was made during the year [1941] to bring to completion all projects that could not be postponed.* [340]

All Works Projects Administration projects were suspended in 1942.The largest single component affecting the original boulevards; the paving program was halted in July, 1942, and thereafter resumed only "as necessary to the successful prosecution of the war."[341]

The contribution of the WPA program to the health and vitality of the Chicago Park District was enormous. The *Annual Report* of 1942 records that the contribution of the Park District to projects jointly sponsored with the WPA totaled $20,565,304.18 for the period from July, 1935 to December 31, 1942, while the contribution of the WPA in labor and materials approximated $80,000,000.00 for the same period.[342] As the president of the Chicago Park District would muse on its impact the following year; in 1935 the newly consolidated park district was "forced at the outset to bend most of its efforts to save fast deteriorating properties," but "[t]hanks to federal aid through the Works Projects Administration during the period 1935 to 1940 inclusive, the Park District was enabled to proceed with a city-wide rehabilitation program…"[343]

ARCHITECTURE LINING THE PARKS, BOULEVARDS AND SQUARES: 1869-1942

Summary Paragraph

The architecture in The Chicago Park Boulevard System Historic District reflects the variety of building types and styles popular in Chicago from 1869 until 1942, with the classical architecture of the 1893 World's

[338] Chicago Park District. *Fourth Annual Report* (1938). p.128. Also see http://forgottenchicago.com/features/chicago-infrastructure/south-western-avenue-improvement/
[339] Ibid. *Third Annual Report*, 1937, p.18.
[340] Chicago Park District, *Seventh Annual Report* 1941, p.20.
[341] Chicago Park District., *Eighth Annual Report* (1942), p.151.
[342] Ibid. p. 105.
[343] Ibid, *Ninth Annual Report* (1943), p.13.

Columbian Exposition being particularly influential. The majority of the buildings in the District tend to be high quality, with many designed by talented architects recognized for their contributions to architectural history. Realtors who developed property and businessmen who established companies along the parks and boulevards found the location appealing, recognizing the potential for financial gain. Those who lived, worked, studied and worshipped in the buildings along the system were attracted by views of nature, a prestigious address and accessibility to recreation. The architecture of each segment of the system was impacted by Chicago's rapid population growth, nearby transportation routes and the city's vast and diverse ethnic settlement patterns. Although deterioration is, in some areas, an issue, the integrity of the buildings in the District generally tends to be very good, with building styles generally unaltered.

Types, Styles and Architects

The buildings along the park and boulevard system reflect, in microcosm the architectural development of the city of Chicago. A vast variety of building types and styles may be found framing Chicago's parks and boulevards in The Chicago Park Boulevard System Historic District. There are single-family homes, row houses, flats of various sizes, large apartment buildings, commercial and institutional buildings and factories. Chicago's choice building sites were located along the parks and boulevards, so that regardless of function the architectural quality tended to be high. Buildings by talented architects dot the entire system.

When analyzed individually, many buildings provide textbook examples of the styles that were popular in the Chicago area from the early 1870s up through 1942. The breadth of building styles is as great as of building types. Throughout the system, there are Italianate cottages, simple but handsome Queen Anne row houses and excellent examples of historical revival buildings of all types, from single-family houses to apartment complexes and factory buildings. Whether Gothic, Tudor, Romanesque, Classical or another revival style, many of these buildings are beautifully detailed. Factories with Craftsman detailing and similarly-detailed large Chicago Bungalows also face the parks and boulevards that arc around Chicago. Art Deco and Moderne buildings are represented. Greystones, a building type seemingly unique to Chicago, dominate many segments of the system; their styles vary from Romanesque to Classical Revival, sometimes displaying a unique combination of various stylistic influences.

Many of Chicago's most prominent architects designed structures along the parks and boulevards. Some, including Alfred Alschuler, A. Epstein, Burnham & Root and Holabird & Roche, are recognized for their large commercial buildings located in Chicago's business district. It is less well known that Alschuler and Epstein designed factories along Pershing Road facing McKinley Park in the Central Manufacturing District, or that Burnham & Root and Holabird & Roche designed buildings along the system. Henry Ives Cobb's Gothic Revival buildings for the University of Chicago dominate a portion of the north side of the Midway Plaisance, and these are buildings that established the on-going visual character of the prestigious university. Frost & Granger designed mansions along Drexel Boulevard. Great movie palaces were created by the firm of Rapp & Rapp, but the firm also designed the Windermere East, a large residential hotel that faces Jackson Park. Other architectural offices with recognizable names include Schmidt, Garden & Martin and Shepley, Rutan & Coolidge. Frank Lloyd Wright's Abraham Lincoln Center on E. Oakwood Boulevard is among the relatively small number of non-residential buildings he designed. The vast majority of buildings along the park and boulevard system, despite the number by prominent architects, were designed by architects who never gained prominence or were built by contractors, carpenters or homeowners. They are nevertheless handsome buildings that are an important part of the system's architectural fabric.

The Attraction of the Parks, Boulevards and Squares

Real estate development was a driving force for construction along the parks, boulevards and squares, which were perceived as visually enticing amenities. Purchasing a home facing a park, square or boulevard guaranteed an extended front yard. With their continuous planting programs, parks and boulevards provided exposure to a lovely view as well as fresh air and a delightful place to promenade.

Proximity to a park meant nearby access to passive and active recreation for those who lived, worked, studied, and worshiped across from them. Douglas, McKinley, Gage and the other parks had gymnasiums, pools, boat houses, bandstands and field houses where a variety of social and cultural activities took place.

The park and boulevard system was convenient. Those who worked downtown could reach their jobs by the nearby transportation systems that crossed the boulevards or ran along the alleys and commercial streets paralleling the boulevards. As the city's population grew and transportation systems expanded, commuter trains, cable cars and the el made getting back and forth easy.

Generally speaking, the boulevards, parks and squares attracted middle, upper middle and upper class residents. Large single-family homes with coach houses, on spacious lots, were built along S. Drexel and Grand Boulevards. Although there are smaller, simpler homes near the factory areas that are located along S. Western Boulevard, W. Pershing Road and Sacramento Square, most of the basic vernacular workers' housing were located on the side streets, not facing the boulevards. The two-family wood tenements, built by developers as worker housing, were constructed closer to the stockyards and factories, somewhat distant from the boulevards. Moving to a home on the boulevards symbolized upward mobility.

Building Development

There are some sections of the boulevards where construction took place very early. This is the case on E. Oakwood Boulevard and S. Drexel Boulevard. E. Oakwood has several houses dating from the 1870s. Development took place more rapidly where there was convenient transportation nearby that went back and forth to the business district. This was the case along S. Drexel and Grand Boulevards. Victoria Post Ranney, author of *Olmsted in Chicago*, notes that by 1875 Grand, Drexel, Pavilion (Garfield) and Oakwood Boulevard were in place.[344] Along these boulevard great houses sprung up and a drive to the upper division of South Park (Washington Park) became a fashionable outing for the wealthy. Those who lacked private carriages could ride in the horse-drawn phaeton which regularly left the corner of S. Drexel and E. Oakwood Boulevard for a thirty-cent tour of the parks

Planning for the World's Columbian Exposition of 1893 served as a huge impetus for building development along the boulevards and parks. In 1888, the "Alley El" (Chicago's first elevated railroad) was chartered, and when it opened in 1892, transportation to the south side greatly improved. With gas lamps followed by electric lamps and ever-improving road surfaces, living on the boulevards and around the parks and squares became increasingly attractive. Large hotels and apartments were built in anticipation of the fair. The Belmonte Flats on Grand Boulevard (today S. Dr. Martin Luther King, Jr. Drive) is a remnant of that construction type. Beginning in the late 1880s, row houses began to line Grand Boulevard. Those built before the fair tended to reflect the Romanesque Revival buildings popular in the late 1880s; those built after it exemplify the fair's Classical legacy.

With its formal Beaux Arts plan and Classical Court of Honor, the World's Columbian Exposition had a lasting influence. For decades, it impacted the design of monumental public spaces and the country's architecture, with classicism embraced by major institutions and, on a smaller scale, by homeowners. The influence of the fair's dignified classical architecture is seen in the design of synagogues along S. Independence and W. Douglas boulevards, but also in the detailing of the numerous greystones scattered from Grand Boulevard on the east to W. Douglas Boulevard on the west and to N. Logan Boulevard on the north. Almost immediately after the fair ended, the Ferris Wheel was removed and the carnival atmosphere was gone from the Midway

[344] Victoria Post Ranney. *Olmsted in Chicago*. Chicago: Open Land Project, 1972, p.33. This information was noted in Sniderman Bachrach, The Historic Resources of the Chicago Park District. Section FIII, p. 6. By 1875, the landscape design for Washington Park had also been implemented.

Plaisance. At that point, planning for the University of Chicago quadrangles and construction of the first imposing Collegiate Gothic buildings began on the north side of the Midway--the system's broadest and grandest boulevard.

The impact of Chicago's growth, from a city of 300,000 in 1870 to 3.3 million in 1930 was enormous. The city's immigrant populations grew and shifted, influencing the location and types of buildings constructed along the parks and boulevards. German, Irish, British, Scandinavian, Jewish, Eastern European, African American, Hispanic and increasing numbers of American-born families moved to homes on the city's boulevards and parks as they became successful. Places of worship, hospitals and businesses were built nearby to accommodate their needs. On some of the Boulevards--S. Drexel and Grand Boulevards-- the single-family homes on large lots that initially characterized construction in *The Chicago Park Boulevard System Historic District*, began to be replaced by flats and large apartment buildings. After the city's major land annexations of 1889, numerous multi-family dwellings began to appear throughout the system The variety of Chicago's building fabric, designed in the currently fashionable styles from the Chicago Fire of 1871 until just before World War II, expresses the city's architectural and, in some cases, ethnic evolution.

Chicago's park boulevard system was intended to attract high quality architectural development. Buildings facing the system are included within the district if they are from the period of significance and have integrity. Where there are large sections of vacant land facing the system, or there are large concentrations of buildings built outside the period of significance, those areas are typically not included in the district.

Architecture Along the Parks, Boulevards and Squares: the South Park System

Although when the South Park system was laid out in 1869 the area was a sparsely settled prairie with rough country roads, the precedent for high-end development in the area had been set over fifteen years before, in 1852. Less than half a mile east of the north end of Grand Boulevard, Illinois' powerful senator Stephen A. Douglas purchased a seventy-acre tract along Lake Michigan. There Douglas built a home for himself, donated land to successfully attract the first University of Chicago and developed two high-end subdivisions, Groveland Park and Woodland Park. These attracted prestigious residents such as Joy Morton, the founder of the Morton Salt Company. Subsequent high-end development was to take place along the nearby park and boulevard system.

S. Drexel Boulevard and Drexel Square

The sections of the boulevard system that were completed first were those at the east end of the South Park system. These areas attracted development and acquired immediate cachet. S. Drexel Boulevard [Maps 6, 7, 8, 9] was a showcase, both for its stretches of voluptuous gardens and for its mansions. Large homes on spacious lots dotted this segment of the boulevard system from the very beginning. Its homes and the boulevard's beautiful greenways provided an enticing vista for the promenading that had become one of the city's favorite pastimes.

The character and quality of houses constructed along this segment of the system stem from the vision of Paul Cornell, an important initiator of the South Park system and one of Chicago's earliest and most important real estate developers. Cornell, who had come to Chicago in 1847 with the idea of creating a new town, purchased his land in 1853, founded "Hyde Park" and set about creating an elegant suburb. First on his agenda was the consideration of transportation and he immediately secured an agreement with the Illinois Central (IC) Railroad to begin commuter service. This was accomplished by 1856, and a station was built at 53rd Street in 1857. The new transportation lines from Chicago's downtown made the near south side a magnet for upper middle class development.

Hyde Park, which was incorporated in 1861, included an area extending from 39th Street to 53rd Street. By 1871, it had a population of 3000 residents. Unlike typical developments, where subdivisions were created and

relatively inexpensive houses were sold, Hyde Park was planned to attract successful Chicagoans who would buy land and build their own houses. Cornell started by persuading his affluent family members and business associates. He then went after buyers based on the reputation of those who already lived there, advertising Hyde Park in the Chicago newspapers as the perfect setting for successful businessmen and professionals to build their country estates.[345]

Kenwood, which had become a part of the town of Hyde Park in 1861, was established by Dr. John A. Kennicott, a physician who had an estate on the lakefront at 43rd Street.[346] He, too, envisioned an elite suburb of large homes on substantial lots and within twenty years he saw his dream become reality. In 1859, the IC had opened the Kenwood station at 47th Street and by 1861 several of the railroad's executives had built homes there. The Kenwood section of what became Hyde Park, north of 51st Street, remains home to some of the area's most substantial mansions. The south entrance of Drexel Boulevard was established at 51st Street, where several of these houses continue to be located. The creation of S. Drexel Boulevard, which was improved with lawn, trees, walkways and sumptuous floral displays, spurred this development.

The section of Drexel Boulevard north of Kenwood was located in an area called "Oakland." First opened as a subdivision in 1858 by pioneer Chicago entrepreneur and real estate developer Charles Cleaver, it was one of the city's premier residential neighborhoods in the 1870s and 1880s. Cleaver, like Cornell, moved quickly to obtain a connection to the central business district by securing an agreement with the IC for a stop. Oakland, too was an elegant enclave, characterized by row houses and single-family residences designed in the most fashionable styles of the times and inhabited by a number of Chicago's social elite. Originally a railroad suburb, then a city neighborhood, Oakland later became one of Chicago's 77 community areas, extending along the Lake Michigan shoreline from E. 35th Street to E. 43rd Street. Kenwood itself, also a suburb then city neighborhood, is another community area. It shares a boundary (E. 43rd Street) with Oakland and extends south to E. Hyde Park Boulevard (51st Street).

The location of Hyde Park, which was annexed to the City of Chicago in 1889, was a logical place to establish an exclusive enclave. The south side of Chicago, untouched by the great Chicago Fire of October 8, 1871, became the wealthiest part of the city. Following the fire's devastation Prairie Avenue, stretching south from 16th Street, was the city's premier avenue. South Michigan Avenue, known as "Millionaire's Row," was a close second. Hyde Park also began to attract the wealthy. Annexation did not slow the attraction of Hyde Park as a preferred place to live, in part because commuter transportation was convenient, via the IC and surface lines. By 1887 cable cars were running along Cottage Grove, one block west of S. Drexel Boulevard, from Chicago's central business district south to 63rd Street.

Cornell understood that S. Drexel Boulevard was an important draw in his plan to create an elite suburb. He recognized that neighborhoods surrounding the parks and lining the boulevards were the most attractive areas in which to build houses. It was Cornell who, in the 1860s, headed up the group of civic-minded Chicagoans wanting to create a park and boulevard system. When legislation was passed in 1869 establishing the South Park system, Cornell was appointed to its first board of commissioners.[347] As the park and boulevard system was being established, he clearly saw the connection between civic and business interests. He wasn't alone in recognizing the investment potential for development along S. Drexel Boulevard. The Drexel family, Philadelphia bankers who also understood the development potential of real estate on the south side, was an early subdivider in the area and continued to own property in Kenwood immediately south of Drexel Square at the time the legislation was passed. Most of Drexel Boulevard, in fact, followed, but widened, the existing Drexel Avenue. The land for Drexel Avenue had been donated at least twenty years earlier by the Drexel

[345] Miles Berger. *They Built Chicago: Entrepreneurs Who Shaped a Great City's Architecture*. Chicago: Bonus Books, Inc., 1992. p. 19.

[346] Today Kenwood is considered a separate community area.

[347] Potter Palmer, who developed State Street as the spine of Chicago's business district, was also a member of the board.

banking interests to spur development along the street.

Several beautiful single-family homes were built by important architects along S. Drexel Boulevard. A relatively small number remain, but those that do are distinguished. Among the most significant houses was that designed in 1887 by Treat & Foltz for lumber magnate and art collector Martin A. Ryerson. This large Richardsonian Romanesque mansion, with its rear coach house, was characteristic of the style popularized by Henry Hobson Richardson and John Wellborn Root.[348] Another mansion facing S. Drexel Boulevard belonged to Dr. John A. McGill. This 40,000 sq. ft. house was designed 1890-1891 in the Chateauesque style.[349] It has since been converted into apartments although its exterior reflects the home's stately historic presence.[350] The architect was Henry Ives Cobb, better known for his Collegiate Gothic buildings at the University of Chicago. Burnham & Root designed a Richardsonian Romanesque house at 4545 S. Drexel Boulevard in 1885-1886 for William E. Hale. Frost & Granger designed a home at 4801 for insurance executive Moses Born, a prominent Jewish businessman who had Howard Van Doren Shaw design summer places for members of his family in Glencoe. The architecture of Horatio Wilson is also represented. He designed Gothic Revival houses at 4512 and 4518 S. Drexel in 1895 and an Italian Renaissance Revival mansion for Armour & Co. executive G. B. Robbins in 1910. Wilson, who designed many distinguished houses in the Hyde Park-Kenwood neighborhoods, gained prominence for hiring architect Benjamin Marshall and taking him into partnership.[351]

A less well-known architect, Charles M. Palmer, designed a Richardsonian Romanesque house in 1896 at 831 Drexel Square. C. M. Palmer was responsible for a number of houses commissioned by Chicago real estate entrepreneur and South Park System Commissioner Potter Palmer on land west of Palmer's mansion on fashionable North Lake Shore Drive. In 1872, C. M. Palmer designed the Loop building that today houses Chicago's famous Berghoff Restaurant.

At the north end of Drexel Boulevard there are rows of Richardsonian Romanesque greystones. There is a group of three flats at 3961-65 S. Drexel (1887), a second grouping located between 4119 and 4137 S. Drexel (1890s) and a third grouping located between 4200 and 4244 S. Drexel (1890s). All are handsome buildings, comparable in design quality to the larger single-family homes along S. Drexel Boulevard.

South on Drexel there are several large multi-family buildings. For example, there is a handsome Tudor Revival apartment building constructed in the 1910s at 4400-4404 S. Drexel Boulevard. The Sanborn Insurance Co. map dating from 1896 and amended in 1923 shows that a large dwelling with an auto barn in back previously occupied the site.[352] This subsequent building is architecturally distinguished. The pattern of mansions being replaced by large apartment buildings is characteristic of the development that took place during the 1920s on S. Drexel Boulevard. During this period flats and larger apartment buildings were constructed in historical revival styles, typically dominated by Classical or Tudor detailing. In 1910, the Kenwood Branch of the El opened along 42nd Street, enabling the area north of 47th Street to develop more intensively with apartment buildings during the 1910s and 1920s.[353] The elevated line already had a stop at 47th Street between Calumet and Prairie Avenues.

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[348] Richardsonian Romanesque was also a style that dominated the housing that was built along N. Lake Shore Drive, where many of the city's wealthy residents were moving in the late 1880s. H. H. Richardson designed the Franklin MacVeigh House at 103 N. Lake Shore Drive in 1886, the same year as he designed the John J. Glessner House at 1800 S. Prairie Avenue.

[349] Chateauesque never gained popularity presumably because it can only be logically used for very large homes.

[350] A similar style house was built on S. Drexel Boulevard in 1895 for John G. Shedd, president of Marshall Field & Co. That house has been demolished. Another mansion located on Drexel Boulevard, one rivaling the scale and size of houses in posh Lake Forest, was designed by Howard Van Doren Shaw for meat packer Edward Morris. It too has been demolished.

[351] Benjamin Marshall was a prolific Chicago architect who went on to design the South Shore Country Club, the Drake Hotel and numerous distinguished Chicago apartment buildings.

[352] Sanborn Map Co. Ltd. Perris: Chicago: 160 LaSalle Street, Vol. 14, 1895, Updated to 1923.

[353] *Chicago Historic Resources Survey: An Inventory of Architecturally and Historically Significant Structures*. Chicago: Commission on Chicago Landmarks and the Chicago Department of Planning and Development, 1996, III, 298

Two significant religious institutions were built along S. Drexel Boulevard. Kehilath Anshe Ma'ariv (K.A.M.) synagogue was constructed at 4953 S. Drexel to accommodate prominent German Jewish families like those of Moses Born and Julius Rosenwald.[354] This synagogue, designed by architect Henry Newhouse in 1923 in the Classical Revival style, favored for synagogues, was built when the congregation moved from its old synagogue at 33rd and Indiana. In 1971, it became the home of Operation PUSH, an organization founded that year by Jesse Jackson to promote social justice for African Americans. The second significant religious building on Drexel was the 1st Church of Christ, Scientist, designed in 1897 by Solon S. Beman. This Classical Revival building set the architectural design standard for all subsequent Christian Science churches.[355]

South Drexel Boulevard has been somewhat affected by demolition and new construction in the years after the district's period of significance ended in 1942. Changes to Drexel can be seen graphically on Maps # 6, 7, 8, and 9.

On Drexel, areas facing the boulevard that have been left out of the district typically have been redeveloped with buildings after the period of significance. These include a portion of the east side of the 4000-block, all of the west side of the 4100 block, part of the west side of the 4200 block, part of the east side of the 4300 block, the east side of the 4400 block, a portion of the east side of the 4500 block, a portion of the west side of the 4600 block, a portion of the east side of the 4700 block, a portion of the west side of the 4800 block, and a portion of the west side of the 5000 block.

In other places, vacant lots and non-historic open space face Drexel, and where large in scale has been left out of the district. This includes a portion of the east side of the 4200 block, a portion of the west side of the 4300 block, a portion of the west side of the 4400 block, a portion of the west side of the 5000 block.

Grand Boulevard (S. Dr. Martin Luther King, Jr. Drive)

By 1874 Grand Boulevard [Maps 1-5, 10, 11] was substantially complete. There are some townhouses located at 3525-29, 3547 and 3551 Dr. Martin Luther King, Jr. Drive dating from the 1870s. Grand Boulevard appealed to weekend carriage riders and to some prosperous Chicagoans who moved there and built large elegant homes. An early stereopticon view dating from 1894 described the image of the carriages as being along "the Grand Boulevard." It was considered a most desirable location for single-family houses, whether located on broad lots or next to similarly-handsome townhouses. Several large houses with stables/auto houses at the back were constructed along Grand Boulevard between 35th Street and Washington Park. One handsome remnant may be found at 3656 King Drive, a substantial Queen Anne residence that was designed by William W. Clay and constructed in 1885.

Numerous examples of attached single-family houses line Grand Boulevard. Some are greystones and some are red brick with corner towers. Others are more disciplined, with Classical references. The 1870s row of flats at 3525-29 S. Dr. Martin Luther King, Jr. Drive is Italianate. A number of the attached houses at the north end of the boulevard, whether single-family homes or flats, are Richardsonian Romanesque. Those to the south, closer to the location of the 1893 fair, are Classical Revival.

Many of the increasingly-prosperous families who lived on Grand Boulevard were the sons and daughters of immigrant entrepreneurs, who had lived farther to the west. As they became wealthier, they built elegant single-family places along the boulevards, while middle class families built simpler places along the side streets.

[354] Rosenwald, built his house in 1903 at 4901 S. Ellis, a block east of Drexel Boulevard.
[355] A third, earlier religious institution, George Edbrook's South Congregationalist Church, built in 1886 at 3986 S. Drexel Boulevard, has been demolished.

Between 1890 and 1920 thousands of native born Protestants, German Jews and Irish Catholics lived in the area bounded by 39th Street, S. Cottage Grove Avenue, 63rd Street and S. Wentworth Avenue. The wealthier German-speaking Jews had left Chicago's downtown to live on the south side, moving in large numbers after the Chicago Fire. Following the first move south along Indiana, Wabash and Michigan Avenues, they moved south into the Grand Boulevard and Washington Park communities. In 1912, Chicago Sinai Congregation, with a wealthy community of members that then included Julius Rosenwald (President, Sears, Roebuck & Co.) and Joseph Schaffner (partner in clothing firm of Hart, Schaffner & Marx), moved into a new Classical Revival building at 46th Street and Grand Boulevard designed by Alfred Alschuler. Founded in 1861, Chicago Sinai was Chicago's first reform congregation. It relocated to Hyde Park in 1950. Today the building serves as home to Mt. Pisgah Missionary Baptist Church, a large African-American congregation.

In the 1890's, large numbers of second-generation Irish Catholics, like their Jewish counterparts, were eager to build in this neighborhood. Many of their families had formerly lived in frame cottages located to the west. In 1901, Corpus Christi parish was formed to serve the Catholic families who lived east of nearby Indiana Avenue. In 1915-16 Joseph McCarthy designed a beautiful twin-towered Classical Revival church at 4910-20 Grand Boulevard for the congregation.

Grand Boulevard, like S. Drexel Boulevard, primarily attracted members of Chicago's upper middle class, men who were executives and professionals. In 1893, Rand, McNally & Co. published birds' eye views and a guide to the city. This book contains not only drawings of Chicago's preferred streets to live on but also lists of residents. Some residents of Grand Boulevard were heads of companies (D. B. Robinson, president San Antonio & Arkansas Passenger Railroad). Others held officer positions with important companies (Thomas H. Wickes, Second Vice President, Pullman Palace Car Company). There were also a number of dentists, merchants, contractors, physicians, commission merchants and those described as "capitalists." The German Jewish families who lived on Grand Boulevard listed in the publication included Henry L. Rosenthal (Rosenthal and Lehman, livestock commission) and Adolph Loeb (Adolph Loeb, Son & Co., insurance agents). Another prominent resident was Dr. Emil Hirsch, Rabbi of Sinai Congregation, which was then on Indiana Avenue and 21st Street, but was to move to Grand Boulevard. [356]

Grand Boulevard experienced more intensive development after the construction of the south side El, which was the first elevated rapid transit line in Chicago. The earliest stretch, which opened June 6, 1892, ran from downtown to 39th Street. It was gradually extended, reaching Jackson Park on May 12, 1893, to accommodate visitors to the World's Columbian Exposition. The South Side elevated ran north/south between Indiana and Grand Boulevard and, because of its location, was known as the "Alley EL."

The building boom that took place in the 1890s through the 1910s included construction of numerous two-, three- and 6-flats as well as larger apartment buildings designed in styles including Queen Anne, Classical Revival, Craftsman and Tudor Revival. The residents of Grand Boulevard, because of the excellent transportation system, could easily access workplaces in downtown Chicago. They could also visit the theaters and ballrooms along 47th Street, the elite Washington Park Race Track at 61st Street (open on and off between 1884 and 1905) and the White City Amusement Park, located at 63rd Street, and open between 1905 and 1950.

Grand Boulevard's location made it extremely desirable for several types of buildings--houses, apartments, religious institutions and social service agencies. Shepley, Rutan & Coolidge designed a handsome red brick Classical Revival building with Georgian detailing now located at 5120 S. Dr. Martin Luther King, Jr. Drive across from Washington Park for the Chicago Orphan Asylum.[357]

[356] *Rand, McNally & Co.'s Bird's Eye Views and Guide to Chicago, Indispensable to Every Visitor*. Chicago: Rand, McNally & Company, 1893. Reprinted Charleston, S. C., Bibliolife, c. 2009, pp. 235-270.
[357] In 1950 the Chicago Baptist Institute, founded in 1935, moved into the building.

By 1930, the Grand Boulevard and Washington Park area formed the heart of Chicago's middle class African-American community. The first large-scale settlement of African-Americans in Chicago occurred between 1916 and 1920 in the vicinity of South State Street, with 35th and State as its commercial hub. The city's African-American population had actually begun growing much earlier. From 1890 to 1915, it expanded from 15,000 to 50,000. The Great Migration (as it came to be called) of the next decades brought another 50,000. These migrants came from the south to find work in Chicago's factories, steel mills and the Chicago Stockyards. World War I had cut off immigration from Europe so that Chicago factory owners, once unwilling to hire them, began employing African-Americans.[358] Much of this population was poor and its housing substandard.

The more successful middle class African-Americans sought better housing and looked south and east of 35th and State along Grand Boulevard. This area—which by 1920 was largely built up with greystones, , flats and larger apartment buildings—began to be populated by successful African-Americans. During the 1920s developers began constructing large apartment houses consisting of taller buildings as well as courtyards. The number of renters increased. By 1930 fully two-thirds of Chicago's African-American population (which had increased from 44,000 in 1910 to nearly 250,000 by 1930) lived in the Grand Boulevard/Washington Park area.[359]

Chicago's middle class African-American population was attracted to living along beautiful and prestigious Grand Boulevard. The boulevard was conveniently located just east of the center of the African- American population's thriving business and entertainment district. It was, however, suitably distant from the State Street area, which allowed gambling establishments and was populated by poorer African-Americans. Living along the boulevard represented upward mobility, just as it did for other ethnic groups. These Chicago residents worked hard for their success and sought homes that reflected achievement and respectability.

Important civil rights leaders lived on Grand Boulevard. The house of Ida B. Wells, a handsome Richardsonian Romanesque greystone, is located at 3624 South Dr. Martin Luther King, Jr. Drive. Wells (1862– 1931), an African-American journalist, and her husband Ferdinand L. Barnett (1852 – 1932), attorney and editor of the *Chicago Conservator*, the city's first African-American newspaper, were early leaders in the Civil Rights movement. She moved to Chicago following a trip to the city to boycott the World's Columbian Exposition. An activist in the women suffrage movement as well as African-American causes, she founded the National Afro-American Council, which later became the National Association for the Advancement of Colored People (NAACP). The Ida B. Wells House was designated a National Historic Landmark in 1974 and a Chicago Landmark in 1995.

Robert S. Abbott (1870 – 1940), the founder of the influential, African-American-owned *Chicago Defender*, which had its office at 3435 S. Indiana from 1920 to 1960, lived in a Queen Anne house at 4742 S. Dr. Martin Luther King, Jr. Drive from 1926 until his death in 1940.

African-American businessmen lived and worked along Grand Boulevard. Jesse Binga, an African- American banker and real estate broker, who established a bank to lend money to African-Americans at a time when they were unable to get loans, lived at 5922 South Parkway (as this section of King Drive was then known). Liberty Life which was established in 1919 and later became the Supreme Life Insurance Company, was the first Northern African-American-owned insurance company.[360] Its building is located at 3501-3511 S. Dr. Martin Luther King, Jr. Drive.

[358] The "Great Migration refers to the long term movement of African Americans from the south to the urban north. Chicago was a significant destination, especially after World War I. *Encyclopedia of Chicago*, pp. 363-4.
[359] Pacyga. p. 385.
[360] "Insurance." *Encyclopedia of Chicago*, p.418.

South King Drive has been somewhat affected by demolition and new construction in the years after the district's period of significance ended in 1942. Changes to King can be seen graphically in Maps # 1, 2, 3, and 4.

On King, areas facing the boulevard that have been left out of the district typically have been redeveloped with buildings after the period of significance. This includes much of the east side of the 3700 and 3800 blocks, once the location of the Ida B. Wells public housing project (demolished) and now built up with a grocery store and surface parking. The northwest and southwest corners of the King Drive-38th Street intersection have buildings built outside the period of significance. Other areas left out of the district due to non-historic construction include portions of the west side of the 3800 and 3900 blocks, the east side of the 4000 and 4100 blocks, the northwest and southwest corners of the King Drive-42nd Street intersection, portions of the east side of the 4400 block, the northeast corner of the King Drive-46th Street intersection, all of the east side of the 4600 and 4700 blocks, a portion of the east side of the 4800 block, and a portion of the west side of the 5000 block.

In other places, vacant lots and non-historic open space face King, and where large in scale has been left out of the district. This includes portions of the east side of the 3900 block and the southwest corner of the King Drive-50th Street intersection.

E. Oakwood Boulevard

The area around E. Oakwood Boulevard (39th Street) [Maps 5, 6] was part of the prosperous Oakland neighborhood in the 1870s and 1880s. Accessible transportation made it particularly desirable. The east end of the boulevard was just a block away from the Illinois Central station, constructed in 1881. The station was located near lively commercial activity at 39th and S. Cottage Grove, an area called “Five Crossings.” Like both S. Drexel and Grand Boulevards, E. Oakwood was convenient to the El, which was located one block to the south, with a station between E. Oakwood and 40th Street on Vincennes Avenue.

E. Oakwood Boulevard was completed in 1875, thus closing the eleven mile circuit made up of S. Drexel Boulevard, Grand Boulevard, Bayard Avenue in Washington Park and E. Oakwood Boulevard. This half-mile link, the latest of the South Park system, allowed a complete circle to be made by thousands of people attracted to pleasure drives along the boulevards and through the new park. Oakwood furnished a much-needed connector between Grand Boulevard and S. Drexel Boulevard.

E. Oakwood Boulevard contains many fine older homes and institutions. There are more Italianate houses than along any other stretch of the system. There are also several examples of rowhouses built in the Second Empire, Richardsonian Romanesque and Queen Anne styles. The Queen Anne house at 442 E. Oakwood was designed in 1889 for Isaac N. W. Sherman by the prominent architectural firm of Burnham & Root. Although this short link has no central median, its plantings were carefully laid out, and the homes and churches lining the boulevard reflect the early time period when Oakwood was complete. E. Oakwood Boulevard was an existing street named Oakwood Avenue before it was widened into a boulevard. This may account for the relatively large number of 1870s houses on the street.

The vibrancy of the Oakwood area is clearly indicated on the 1896 Sanborn map, amended in 1923. It shows an auto livery, hotel, bank and taxi office nearby.[361] There are two churches along E. Oakwood Boulevard, one at 725 E. Oakwood, designed in 1899 in the Richardsonian Romanesque style by Patton, Fisher & Miller. The Abraham Lincoln Center, designed by Frank Lloyd Wright and Dwight Perkins, is located at 700 E. Oakwood. This important community center was constructed in 1905 for Wright’s uncle, the Reverend Jenkin Lloyd Jones,

[361]Sanborn Map, 1896.

as a place to foster interaction among people of various races, religions, and nationalities. The surrounding neighborhood was at its most diverse in the 1930s when African Americans, Jews, English, Irish, Canadian and Japanese resided there. By the late 1940s the neighborhood had become predominantly African-American.[362]In the 1970s the Abraham Lincoln Center was renovated to accommodate Northeastern Illinois University's Center for Inner City Studies.

East Oakwood Boulevard has been somewhat affected by demolition and new construction in the years after the district's period of significance ended in 1942. Changes to Oakwood can be seen graphically on Maps # 5 and 6.

On Oakwood, areas facing the boulevard that have been left out of the district typically have been redeveloped with buildings after the period of significance. This includes a portion of the north side of the 400 block and a portion of the south side of the 700 block.

In other places, vacant lots and non-historic open space face Oakwood, and where large in scale has been left out of the district. These areas include the northwest corner of the Oakwood-Vincennes intersection, a portion of the south side of the 700 block, and a portion of the north side of the 700 block, which was redeveloped as a park circa 2000.

Washington Park Area (S. Cottage Grove Avenue, E. 60th Street, S. Dr. Martin Luther King, Jr. Drive, E. 51st Street)

The area immediately surrounding Washington Park [Maps 4, 9-14, 16] developed somewhat later than S. Grand and Drexel Boulevards. In the 1870s two-story frame workers' cottages were located south and west of the park. Then, in the 1880s, larger residences were built in the neighborhood. The prestigious Washington Park Race Track, just south of the park, was a particular draw, attracting high-end real estate development. Following its construction in 1884, the track was the place to see and be seen. By the 1890s, however, scandals compromised its reputation, and the track closed in 1905. It attracted huge crowds, however, between 1884 and 1905, which brought development to the south end of the park.

As transportation improved and the city's population grew exponentially, developers began constructing flats and large apartment buildings around the park. By 1887 cable cars ran down S. Cottage Grove and, after 1892, the Alley EL increased the convenience of living in the area. Commercial buildings were built along S. Cottage Grove, the area's main north-south transportation route. After the World's Columbian Exposition and the economic downturn that followed, developers built many 6-flats, courtyard buildings and large apartment houses within a comfortable walk of this El. Larger buildings and ever-improving transportation paralleled a change in the ethnic make-up of the neighborhood, as it did farther north on Grand Boulevard. Here this change happened more quickly as the African-American population grew. So many apartments were built that it changed the neighborhood from one of owners to one of renters. Throughout the boulevard system, including here, construction practically stopped during the 1930s and 40s, with the Great Depression and the start of World War II.

The streets surrounding Washington Park have been somewhat affected by demolition and new construction in the years after the district's period of significance ended in 1942. Changes to these streetscapes surrounding the park can be seen graphically on Maps # 9, 10, 11, 12, and 13.

On East 51st Street, the northern boundary of Washington Park, a large complex built for Provident Hospital in the early 1980s is located between S. Washington Park Court and South Forrestville Avenue and is not included in the district. A building at the northwest corner of the 51st Street-Cottage Grove Avenue

[362] *Encyclopedia of Chicago*. p. 585-85.

intersection is not included in the district. On South Cottage Grove Avenue, the eastern boundary of Washington Park, most of the east side of the street is not included in the district due to non-historic buildings. On East 60th Street, the southern boundary of Washington Park, there is non-historic construction on the south side of the street between South Cottage Grove Avenue and South Langley Avenue and between South Eberhart Avenue and South Vernon Avenue.

In other places, vacant lots and non-historic open space face Oakwood, and where large in scale has been left out of the district. On East 51st Street, the northwest corner of the 51st Street-St. Lawrence Avenue intersection is not included in the district. On South King Drive, the western boundary of Washington Park, the west side of the blocks between East 54th Street and East 55th Place is not included in the district due to vacant lots. Also portions of the block between East 55th Place and East 56th Place are not included due to vacant lots.

Midway Plaisance and the University of Chicago

Paul Cornell dreamed of a prestigious university to anchor his exclusive Hyde Park development. Indeed, the University of Chicago established its presence along the Midway Plaisance on October 1, 1892, but the following year the grounds of the Midway [Map 13-16], occupied by the Ferris Wheel and side shows, and provided the entertainment venue for the World's Columbian Exposition. When the fair was over the Midway again became a broad greenway and the school grew. The University of Chicago was indeed to become a distinguished university characterized by stellar architecture. Prominent businessmen built the school; prominent scholars perpetuated a fine reputation and prominent architects designed its buildings.

The school was founded by the American Baptist Education Society and industrialist John D. Rockefeller. The earliest buildings of the campus were designed by the noted architect Henry Ives Cobb who, along with two university trustees, lumber magnate Martin Ryerson[363] and businessman and philanthropist Charles L. Hutchinson, devised the campus plan for the school.[364]

The Midway Plaisance has been substantially affected by demolition and new construction in the years after the district's period of significance ended in 1942, mainly due to the University of Chicago's expansion of its campus south of the Plaisance. Changes to the Plaisance can be seen graphically on Maps # 14, 15, and 16.

The northwest corner of the intersection of the Midway Plaisance and South Cottage Grove Avenue has a non-historic parking garage. Most of the south side of the Midway Plaisance between South Cottage Grove and South Stony Avenue is not included in the district due to non-historic construction, most of which is associated with the University.

The North Side of the Midway Plaisance (East 59th Street)

The first university buildings, constructed in 1893, were known as the "main quadrangles" and are located in an area bounded by E. 57th Street, S. University Avenue, S. Ellis Avenue and E. 59th Street (the north boundary of the Midway Plaisance). These landscaped quadrangles, with no automobile access, formed the heart of the school and were modeled after Oxford University, with buildings inspired by English Gothic architecture. The buildings are built of grey limestone, feature peaked roofs and corner towers and are adorned with a vast variety of Gothic detailing that includes lancet windows, corbelling, crockets and gargoyles. University of Chicago professor Neil Harris points out in his essay on the University of Chicago Campus in the *AIA Guide to Chicago* that there is an underlying order to the "picturesquely assertive" buildings, that they "define a symmetrical plan whose scale and clarity recall the Beaux Arts vision of the Columbian Exposition."[365] The

[363] It was Ryerson who lived in the house at 4851 S. Drexel designed in 1887 by Treat and Foltz.
[364] Hutchinson served as president of the Art Institute of Chicago from 1882 to 1924.
[365] Sinkevitch, ed. *AIA Guide to Chicago*. p. 424.

overwhelming impression when viewing the north side of the campus from the Midway Plaisance, however, is one of a large, dignified composition of Gothic buildings. The Midway forms the university's front yard.

Cobb designed two buildings directly facing the Midway: Foster Hall, a women's dormitory built in 1893, at 1130 E. 59th Street and the President's House, built in 1895, at 1144-1146 E. 59th Street. Located prominently at the corner of the Midway and S. University Avenue, Foster Hall features a turret embellished with a profusion of Gothic detailing including crockets and gargoyles. Although the President's house, located at 1144-46 E. 59th Street, has peaked tile roofs and dormers like other University buildings, it is built of Roman brick not limestone.

Just after the turn of the twentieth century, the architectural firm of Shepley, Rutan & Coolidge were appointed campus architects and designed over fifteen buildings at the university. The other Chicago buildings they had designed in the 1890s, the Chicago Public Library, (today the Chicago Cultural Center), 78 E. Washington Street (1897) and the Art Institute of Chicago, 111 S. Michigan Avenue (1893) were built in the Classical Revival style; the buildings designed by the firm at the University followed the precedent set by Cobb and continued in the Collegiate Gothic idiom.

Three building quadrangle components by Shepley, Rutan & Coolidge face the Midway. The two located in the main quadrangles are the Hiram Kelly Memorial Classics Building, built in 1915 at 1010 E. 59th Street, and the William Rainey Harper Memorial Library, built in 1912 at 1116 E. 59th Street. The library building occupies a prominent site befitting its status. Its main facade consists of a row of tall windows flanked by two tall square towers; it is located in the center of the university's original quadrangle and oriented toward the Midway. Its location resulted from the comprehensive campus plan, completed in 1902, which recommended that the humanities and social sciences buildings be concentrated in the southern part of the quadrangles and that this area be focused on academic not residential use. The Classics Building, completed in 1912, was inspired by Gothic architecture but, unlike earlier designs, the ornamentation was not strictly Gothic. Rather, attention was paid to the building's use and the architectural treatments were symbolic of the studies carried on inside the building. The Classics Building is ornamented with the heads of Homer, Cicero, Socrates and Plato as well as characters from Aesop's Fables and depictions of the labors of Hercules. The third building designed by Shepley, Rutan & Coolidge was Ida Noyes Hall at 1212 E. 59th Street. Built as a women's social center in 1916, it is richly decorated with Tudor detailing. Unlike the firm's other buildings, it is not part of a quadrangle.

The third major firm involved with the early design of University of Chicago buildings located along the Midway, following Cobb and Shepley, Rutan & Coolidge, was Coolidge & Hodgdon. Their designs were all built in the Collegiate Gothic style between 1925 and 1930. The firm's work included Wieboldt Hall and the Social Science Research buildings in the original quadrangle. Wieboldt Hall is similar to the Classics Building to the west in that its decorative treatments employ symbolism. This 1928 building, located at 1050 E. 59th Street, incorporates references to authors important in the study of modern languages: Goethe, Schiller, Ibsen, Dante, Moliere, Hugo, Cervantes, Shakespeare, Milton and Emerson. The Social Sciences Building, located at 1126 E. 59th Street, completes the quadrangle facing the Midway. Designed to integrate studying history, sociology, economics and political science in the study of society, the building's imagery is drawn from the building's use, incorporating calculators and calipers into its detailing. Coolidge & Hodgdon also designed the contiguous buildings located at 920 (922 on map), 950 and 970 E. 59th Street, all in the Collegiate Gothic idiom.

Other architects who designed prominent University of Chicago Gothic-inspired buildings on the north side of the Midway included James Gamble Rogers. He designed 1362 E. 59th Street in 1903. Following his work in Chicago, Rogers built several Collegiate Gothic buildings at Yale University. Bertram Grosvenor Goodhue, who was a major interpreter of Gothic architecture, designed Rockefeller Chapel in 1925. This stately example of Gothic Revival architecture is regarded among the finest buildings at the University of Chicago. In 1932, Holabird & Root designed the International House at 1414 E. 59th Street. It stands alone in the block between South Dorchester Avenue and South Blackstone Avenue. There was no further campus construction after this

building was completed for fifteen years.

Practically all of the buildings lining the north side of the Midway are Gothic Revival and belong to the University of Chicago. Three exceptions lie to the east, where there are large apartment buildings. The Georgian Revival courtyard building located at 1442-48 E. 59th Street is particularly noteworthy. It was designed in 1916 by Schmidt, Garden & Martin for the Eleanor Club, which was meant to offer affordable housing for employed single women. Today it is owned by the University of Chicago.

The South Side of the Midway Plaisance (E. 60th Street)

There are a handful of significant buildings on E. 60th Street facing the Midway. The earliest is Midway Studios, located at 923-37 E. 60th Street. It dates from 1906 and was designed by Pond & Pond. Sculptor Lorado Taft and several other artists lived and worked there. While occupying the studio, Taft created the "Fountain of Time" sculpture, located at the west end of the Midway. The original Midway Studios structure was a carriage house that expanded over time. It was altered in 1929 by Otis F. Johnson and in 1965 by Loebl, Schlossman, Bennett & Dart. The studios serve as gallery space for the University's art program. The building was listed as a National Historic Landmark in 1965 and a Chicago Landmark in 1993.

There is a beautiful and unusual Georgian Revival church building located at 1365-75 E. 60th Street on the Midway. It is today part of the Sonia Shankman Orthogenic School, a residential treatment center for emotionally disturbed children. Designed in 1918 by Coolidge & Hodgdon, the building is noteworthy for its symmetry and Classical detailing. It was originally constructed as "St. Paul's on the Midway." In 1963, the school received an addition designed by I. W. Colburn.

There are two university buildings that take their design cue from those across the Midway on E. 59th Street. Both are Collegiate Gothic. One, built in the 1920s, is located at 1313-1315 E. 60th Street; the other is at 1005-35 E. 60th Street. The latter is a courtyard building designed in 1931 by the architectural firm of Zanzinger, Borie & Medary. Medary is best known for having designed Bok Tower in Lake Wales, Florida. The firm also collaborated with Paul Cret on the 1922 design for the Detroit Institute of Arts. Between 1922 and 1926 Zanzinger, Borie & Medary designed the Collegiate Gothic Revival buildings for Philadelphia's Episcopal Divinity School.

Jackson Park Area (Lake Michigan, E. 67th Street, S. Stony Island Avenue, E. 56th Street)

Jackson Park [Maps 15, 17-23], bounded by E. 56th Street on the north, S. Stony Island Avenue on the west, E. 67th Street on the south and Lake Michigan on the east, was the site selected for the World's Columbian Exposition, which opened May 1, 1893 and closed six months later. Although the White City (as the fair was frequently referred to), dominated by Classicism, influenced the design of architecture for decades, all of the fair buildings were consumed by fire or demolished except the Fine Arts Building. This building was transformed in the 1930s to become the Museum of Science and Industry, located at 57th Street and Lake Shore Drive. It serves as a visual remnant of the fair's Classical architecture.

Classicism influenced the design of many of Chicago's major cultural, financial and educational institutions as well as residences. The city's major Classical Revival cultural institutions built in the Loop include the Chicago Public Library Building (now the Chicago Cultural Center), the Art Institute of Chicago and the Field Museum, 1400 S. Lake Shore Drive (1909-1920). The city's Federal Reserve Bank Building, 230 S. LaSalle St. (1922) and the Continental Illinois National Bank and Trust Company Building, 231 S. LaSalle St. (1924), both built in Chicago's financial district, are but two of the city's numerous bank buildings designed in the Classical Revival style

Of the many Classical Revival institutional, residential, and commercial buildings constructed along the park and boulevard system, two built facing Jackson Park were designed by prominent architects. Hyde Park High

School, designed by Arthur F. Hussander in 1911 at 6200-6220 S. Stony Island Avenue, is monumental in scale and symmetrical, with a front facade resembling a Greek temple. The Windermere East, 1642 E. 56th Street, is an elegant apartment hotel building designed in 1922 by the noteworthy theater architects Rapp & Rapp. Classical Revival is not the only style represented. There are many Tudor Revival courtyard apartment buildings lining 67th Street, framing the Park. The courtyard building designed in 1924 by Erol Z. Smith exemplifies those competent buildings along the system designed by lesser known architects.

All of the buildings in the District along 67th Street are various types of apartment buildings: six are courtyard buildings, a type popular in the 1910s and 20s that offered numerous amenities found in a single- family home, including a broad front yard. Many courtyard apartments, with deep lawns, were built in areas that were incorporated in 1889 into the city of Chicago but that had a “suburban” character. The area immediately south of E. 67th Street, known as South Shore, is almost entirely made up of single-family residences.

The blocks facing Jackson Park have been somewhat affected by demolition and new construction in the years after the district's period of significance ended in 1942. Changes to the streetscapes surrounding the park can be seen graphically in Maps # 17, 18, 19, 20, 21, 22 and 23.

On East 56th Street, the northern boundary of the park, areas facing the boulevard that have been left out of the district typically have been redeveloped with buildings after the period of significance. The block between the raised Metra commuter rail viaduct and South Cornell Avenue has non-historic construction and is not included in the district. Much of the block between South Everett Avenue and South Shore Drive has new construction that has been excluded from the district. On South Stony Island, the west boundary of Jackson Park, the blocks between East 56th Street and the Midway Plaisance have largely been excluded from the district due to non-historic construction, although several large-scale residential buildings have been included in the district.

The blocks along South Stony Island Avenue between the Midway Plaisance and East 62nd Street have also been left out of the district due to non-historic construction. Most of the blocks along South Stony Island between East 63rd Street and East 67th Street have also been left out of the district due to both non-historic construction and vacant lots, although a few buildings remain in the district.

Along East 67th Street, the south boundary of Jackson Park, the block between South Stony Island and South Cornell Avenue has been left out of the district due to non-historic construction. Between South Constance Avenue and South Jeffery Boulevard, buildings have not been included in the district as their primary orientation has been to north-south streets rather than East 67th Street. Non-historic buildings have not been included in the district east of Jeffery to Lake Michigan, especially between South Crandon Avenue and South Shore Drive.

E. and W. Garfield Boulevard

E. and W. Garfield Boulevard is the lengthiest boulevard of the South Park system. Building development along this roadway took place over a long period of time and began rather late. The 1891 Rauscher Atlas indicates that there were isolated single-family homes. For example, there was one large house on the northeast corner of S. Laflin Street and W. Garfield Boulevard but nothing else on the north side of the street east to S. Loomis Street. There were a few 2-story houses between S. Morgan Street and S. Peoria Street. Some blocks showed no development. Nearby, an entire block was occupied by the F. Gaylord Vegetable Garden, a huge complex with hot beds and greenhouses. Toward the east end of Garfield Boulevard, just west of what is today Interstate 94/ Dan Ryan Expressway, there are some Queen Anne and Richardsonian Romanesque 2-flats dating from the 1890s and a small number of single-family homes in the 500 block dating from the 1880s.

There is a single-family Queen Anne house at 718 W. Garfield Boulevard just east of Halsted Street and one built in 1896 at 1642 W. Garfield Boulevard. A substantial number of residences, however, appear not to have been constructed until the 1900s when 2- and 3-flats, many of them greystones, began to proliferate. Few of the greystones, however, are as elaborate or elegant as those along S. Drexel and Grand Boulevards.

The Alley El, which connected the south side to the Loop, had a stop on S. Garfield Boulevard. The station, which is still standing, is a Chicago Landmark. It is located one block west of Washington Park and just east of S. Prairie Avenue. Areas where there were cross streets with surface transportation routes, like S. Wentworth, S. Halsted, and S. Ashland, offered particular convenience for those living along Garfield Boulevard.

The area to the north of Garfield Boulevard was historically working class beginning in the 1860s, with the creation of the Stockyards and the associated large meat packing plants. Industrial development continued over the next several decades when, following completion of the Sanitary & Ship Canal in 1900, large factories were built along S. Western Boulevard and farther north in the Central Manufacturing District.

Housing immediately surrounding the stockyards and the factories consisted of small, gable front tenements, basic 1 ½-story wood frame cottages on raised basements with 4-6 rooms. They typically housed two families. As the laborers who were employed in the neighboring factories worked their way up, they moved to W. Garfield Boulevard, where upper middle class housing was being built. One such resident was James O'Leary, who had operated a saloon across from the Stockyards.[366] His success enabled O'Leary to move to 726 W. Garfield Boulevard, a three story French Renaissance Revival stone mansion designed by Zachary T. Davis in 1901.[367] There are also a handful of other handsome historical revival houses. For example, there is a large Tudor Revival house, built in 1916 at 1722 W. Garfield Boulevard.

Bicycling was a popular recreation in Chicago, one enjoyed over a hundred years ago on the boulevards just as it is today.[368] Before the advent of cars, Chicago had several bicycling clubs. In 1893, there were twenty-nine clubs scattered throughout the city and suburbs: the Columbia was at 4168 S. Drexel Boulevard. The Chicago Bicycle Club was located in a Queen Anne house at 718 W. Garfield Boulevard, built in 1898.

As Garfield Boulevard continued to be built to the west in the 1910s and 1920s, many large, beautiful bungalows were built. Several may be found in the section of Garfield Boulevard extending from the 1700 block to the 2200 block. Examples include bungalows at 1735 W. Garfield Boulevard built in 1926 and 1906 W. Garfield Boulevard built in 1925. They are brick, stand 1 ½ or 2 stories and occupy corner lots. Garfield Boulevard bungalows are more elaborate examples of the type than are typical, slightly grander, as befitting the status of living on the boulevard. West on Garfield Boulevard there are many Craftsman 2- to 6-flats, mostly built in the 1920s. The houses closer to S. Western Boulevard, which is lined on the east side by factories, are simpler, vernacular, with little or no ornamentation. Examples include a group of gambrel front cottages between 2106 and 2142 W. Garfield Boulevard and four squares at 2311 and 2315 W. Garfield Boulevard.

Handsome commercial buildings ornamented with terra cotta may be found where the transportation lines crossed Garfield Boulevard. An example is on E. Garfield Boulevard, sheathed in cream- colored terra cotta with blue terra cotta trim, located at 305 E. Garfield Boulevard.

The most prominent religious institution on the street is Visitation Parish, built at 843 W. Garfield Boulevard to serve those who worked in the nearby meatpacking and steel plants. The Parish was established in 1886, and

[366]James O'Leary was the son of the woman notorious for having a cow that started Chicago's October 8, 1871 fire. Sinkevitch, p. 393.
[367]The very prosperous meat packing company owners moved farther east. Gustavus Swift, for instance, to4848 S. Ellis, one block east of Drexel Boulevard, in Hyde Park/Kenwood.
[368]On November 29, 2010, Chicago's public television station featured "Biking the Boulevards" narrated by Geoffrey Baer.

the Gothic Revival church was built in 1899. There is a Celtic cross at the top of the steeple to reflect the Irish origins of the parish. With a school and community center as well as church, Visitation was one of the largest and most prominent Catholic parishes in the city.

Although most of Chicago's industry along the boulevards was centered along Western Avenue, Pershing Road and north near Sacramento Square, there were some major business buildings on Garfield Boulevard. Both the Wanzer Milk Company and the Schulze Baking Company Building, designed in 1914 by John Ahlschlager, were located on Garfield Boulevard. The Wanzer building is no longer standing. The baking company building, 40 E. Garfield Boulevard (20 on the map), was listed on the National Register in November 1982.

Garfield Boulevard has been affected by demolition and new construction in the years after the district's period of significance ended in 1942, especially between South Halsted Street and Washington Park. Changes to Garfield can be seen graphically on Maps # 24, 25, 26, 27, 28, 30, 31, and 32.

On Garfield, areas facing the boulevard that have been left out of the district typically are vacant lots, although some areas have been redeveloped with buildings after the period of significance. The north side of Garfield between Washington Park and South Prairie Avenue has non-historic construction, including a rapid transit station for the Chicago Transit Authority's Green Line. The south side of Garfield between Washington Park and South Wabash Avenue has largely been left out of the district due to vacant lots and scattered non-historic buildings. The north side of Garfield between South Michigan Avenue and South Wabash Avenue has non-historic buildings. The north side of Garfield between South State Street and South Wallace Avenue is largely excluded from the district, largely due to vacant lots but also a scattering of non-historic buildings. The south side of Garfield between South State Street and South Lowe Avenue is mostly excluded from the district, largely due to vacant lots, but also a scattering of non-historic buildings.

The four corners of the Garfield-Halsted intersection are not included due to non-historic construction. The block on the south side of Garfield between South Sangamon Street and South Morgan Street is left out due to a non-historic school building. The block on the south side of Garfield between West Justine Street and South Ashland Avenue has non-historic construction. The block on the north side of Garfield between South Wood Street and South Honore Street is not included in the district due to non-historic construction, while the northwest corner of the Wood-Honore intersection is vacant. The block on the north side of Garfield between South Damen Avenue and South Seeley Avenue, as well as the northeast corner of the Damen-Garfield intersection, is not included in the district due to non-historic buildings. On the south side of Garfield, the southeast and southwest corners of the Garfield-Hoyne intersection are not in the district due to non-historic buildings, nor is most of the block just to the west, between South Hoyne Avenue and South Hamilton Avenue, in the district due to non-historic buildings. Railyards between South Hamilton Avenue and South Oakley Avenue are not included in the district. Non-historic buildings on the north side of Garfield, just east of South Claremont Avenue, are also not included.

Sherman Park Area (S. Loomis Boulevard, W. 52nd Street, S. Racine Avenue, W. Garfield Boulevard)

Sherman Park [Maps 28, 29] is located immediately north of W. Garfield Boulevard between S. Loomis Boulevard and S. Racine Avenue. Its northern boundary is W. 52nd Street. Almost all of the housing surrounding the park consists of 2-flats built from the 1900s to the 1920s. The buildings are simple. Some are vernacular; the majority is Queen Anne, Tudor Revival or Craftsman. The most distinguished building surrounding the park was St. John of God Roman Catholic Church. This stately Classical Revival church, designed in 1920 by Henry J. Schlacks, was taken down in 2011.

The streets surrounding Sherman Park have been somewhat affected by demolition and new construction in the years after the district's period of significance ended in 1942. Changes to the streetscapes surrounding the

park can be seen graphically on Maps # 28 and 29.

On South Racine Avenue, the east boundary of the park, the northwest corner of the Racine-54th Street intersection is vacant and left out of the district. On West 52nd Street, the north boundary of the park, the blocks between South Elizabeth Street and S Ada Street have been left out due to vacant land where St. John of God was located and due to non-historic buildings. On South Loomis Boulevard, the west boundary of the park, much of the blocks between West 53rd Street and Garfield Boulevard are left out of the district due to non-historic construction.

Gage Park Area (S. Claremont Avenue, W. 56th Street, S. (Maplewood Avenue), W. 55th Street, S. Artesian Avenue, W. 54th Street)

Gage Park [Maps 31-33], at the west end of Garfield Boulevard where it intersects with Western Boulevard, developed on land that was originally marshy. Although land was purchased for the park in 1874, it remained undeveloped until the early 1900s. At that point Gage Park was laid out by the South Park Commission to include tennis courts, ball fields, a wading pool and gardens accommodating the recreational needs of the nearby residents. More land was added in 1919 and a field house, which provided classes and other activities, was built in 1928. The earliest housing facing the park consists of gable front vernacular houses. Later housing is made up of bungalows and craftsman flats. These are smaller, simpler homes that provided housing for the largely Irish Catholic and Eastern Europeans who worked in nearby factory buildings, many of which were located along Western Boulevard.

The streetscapes adjacent to Gage Park has been minimally affected by demolition and new construction in the years after the district's period of significance ended in 1942. Changes to the streetscapes surrounding the park can be seen in Maps # 31, 32 and 33.

A non-historic school building on the southwestern corner of Gage Park is not included in the district.

S. Western Boulevard/Avenue

Like all the boulevards in the original South Park System, Western Boulevard [Maps 32-41] was created in the 1869 legislation by widening an existing road. It was unusual, however, in its breadth and, consequently the name of its roadways. Because existing Western Avenue was widened to the east with an adjacent broad median and wide new roadway, the driving lanes west of the median bear the name “Western Avenue”, while those to the east are named “Western Boulevard.”

In 1881, S. Western Boulevard was opened from W. Garfield Boulevard to the Illinois & Michigan Canal. As the boulevard was built up, the east side of Western was primarily flats, houses and small scale commercial buildings. Within a short period of time a number of large industrial buildings were established here. This was logical, as a few blocks east of S. Western Boulevard, the Wabash, St. Louis and Pacific Railroad had a line running parallel to Western running north and south. At the north end of Western Boulevard/Avenue, near the waterway that became the Sanitary and Ship Canal in 1900, this line joined with other railroad lines running from the stockyards to the east, thus creating a shipping nexus. Goods could easily be transported by water or rail. Transportation availability, in fact, drove the construction of factories where they are found along the boulevard system, just as the accessibility of commuter service via train, streetcar or elevated encouraged residential development along sections of the system.

The east side of S. Western Boulevard, which developed as more heavily industrial than the west side of S. Western Avenue, continued to have some flats and houses adjacent to factories. Farther east, across the tracks and closer to the stock yards, land use was heavily residential. The Union Stock Yard and Transit Company, which was established in 1865 by a consortium of nine railroad companies, employed 25,000 people by 1900. At that time, the city had no zoning policies so industrial structures and housing could be built

next to each other. On S. Western Boulevard there are still some flats and single-family houses located next door to factories. One greystone four-flat dating from 1902 is still located at 5147 S. Western Boulevard. There are several single-family houses in the 4700 block next to a factory at 4711 S. Western Boulevard.

The most architecturally interesting non-industrial building on the east side of Western Boulevard is the Western Avenue Pumping Station at 4919-4943 S. Western Boulevard. Befitting its status as a large water purification facility, it is a monumental Beaux Arts style building faced in stone, featuring grand two-story arched openings.

There are several simple factory/warehouse buildings along S. Western Boulevard. As a building type, factories and warehouses were clearly defined in an article by Russell Sturgis, "The Warehouse and the Factory in Architecture" in the January 1904 issue of the *Architectural Record*. He states that:

> *Anything is either a warehouse or a factory which is devoted to the rougher kind of business enterprise, that is to say, not primarily offices where professional men sit quietly or clerks pursuing their daily task, but one where the goods are piled up, where the unloading and loading, the receiving and the shipping of such good goes on continually, where the floors are to a great extent left open….*[369]

Manufacturing takes place as does storing and shipping in these buildings. Sturgis adds that the general character is "the reverse of elegant," noting that there are not elaborate exterior decorative treatments such as turrets or porches or sculpture. The structures are square edged, plain and very utilitarian.

Many of the factories along S. Western Boulevard and in other areas of the boulevard system match Sturgis' description of factories and warehouses in that they are utilitarian structures. They are generally brick buildings standing two to four stories high. Windows are large, spaced at regular intervals and their shapes are repeated. Although the buildings are not heavily ornamented, their decorative treatment is frequently handsome. Trim is either cut stone or terra cotta and tends to be simple and geometric, used to accent piers, window sills or lintels. More elaborate detailing tends to be restricted to the area around building entrances.

There are several factory buildings along S. Western Boulevard that are particularly handsome examples of the factory and warehouse building type. One is the O'Cedar Corporation Building, designed in 1919 by Davidson & Weiss. It is a red brick 4-story Craftsman style building with cut limestone trim. The ornamental treatments are simple and geometric, with "O'Cedar Corp'n" carved in stone under an arch that caps the entrance. It also has Sullivanesque ornamental panels. Located at 4501 S. Western, the building occupies an entire block. Whitney and Ford plumbing supplies occupied a smaller two-story red brick factory building at 4311 S. Western Boulevard. At the northwest corner there is a section that projects above the roofline suggesting there was once a tower. The factory at 4401-4411 is a long two-story red brick building with slightly more elaborate stone trim and decorative brick work. It has a tower in the northwest corner of the building. The building's interesting architectural treatment is not surprising since it was designed by S. Scott Joy, chief designer for the massive industrial complex to the north, the Central Manufacturing District. It was built in 1914 and housed the Coffee Corporation of America. Other companies that had factories along S. Western Boulevard include the Albrecht Nell Company, manufacturers of packing house machinery (5300 block); the International Roof Manufacturing Company (5300 block), Inland Steel (4301), and John Wood Manufacturing Company, manufacturer of steel products (4435). Heavy industry dominated factory use on S. Western Boulevard because of the easy access to rail lines.

The west side of S. Western Boulevard, known as S. Western Avenue, has flats and residences, churches,

[369] Russell Sturgis. "The Warehouse and the Factory in Architecture." *Architectural Record*, January, 1904, pp. 13-14.

some factories and several small commercial buildings. The neighborhoods bordering the west side of Western Avenue were ones of second settlement, where successive ethnic groups moved after having first lived in the Stockyards district east of S. Western Boulevard. That explains the relatively large number of eastern European ethnic churches immediately west of Western Avenue. St. Peter and Paul Parish church, the church that features an onion dome, is located at 2410-14 W. 53rd Street. Today it houses the Body of Christ Missionary Baptist Church.

Many businesses that would cater to factory workers, from car shops to bars, were located along the west side of S. Western Avenue. There was a Union Hall located at E. 35th Street and S. Western Avenue. There was a motor freight station at E. 36th Street. The 1919 Sanborn Map, amended in 1956, shows auto repair shops, a large private garage, an auto parts dealership, a filling station, and an auto brake factory—all concerns related to automobile care and maintenance. There were many stores, including a drug store, which is still located at the corner of E. 46th Place and S. Western Avenue. A handful of industrial buildings, including the Cities Service Oil Company Distribution Plant at E. 36th Street, were located close to the Illinois & Michigan Canal. The Parisian Novelty Building is a large, two-story brick factory building with stone trim. It is located at 3510-3524 S. Western Avenue and extends back to S. Artesian Avenue.[370]

One of the most interesting buildings, one likely to be found in a factory neighborhood, is the tavern at 3456 S. Western Avenue. It is a Schlitz Tavern building, designed by Kley & Lang in 1899 and located at the northwest corner of E. 35th and S. Western Avenue. The building has a corner tower and its original Schlitz globe logo.

South Western Boulevard / Avenue has been affected by demolition and new construction in the years after the district's period of significance ended in 1942. Changes to Western can be seen on Maps # 33, 34, 35, 36, 37, 38, 39, 40, 41, and 42.

On the west side of Western, the block between Gage Park and West 53rd Street has been left out of the district due to non-historic buildings. On the east side of Western, both the southeast and northeast corners of the Western-52nd Street intersection have been left out due to vacant land and non-historic buildings. Small areas between West 52nd Street and West 50th Place have been left out due to non-historic buildings. Both sides of Western have been left out of the district between the railroad/rapid transit bridge, crossing Western between West 50th Street and West 48th Place, and West 48th Street, due to vacant land and new construction. On the west side of Western between West 47th Place and West 46th Place, most of these blocks are not included due to non-historic construction. On the east side of Western, the blocks between West 47th Street and West 45th Place are not in the district due to non-historic construction. On the west side of Western, the blocks between West 46th Street and West 45th Street are mostly left out of the district due to non-historic construction. On the west side of Western, a portion of the block between West 45th Street and West 44th Street is not included due to non-historic construction. On the east side of Western, a portion of the block between West 42nd Place and West 42nd Street is excluded from the district due to non-historic buildings. On the west side of Western, the block between West 40th Street and about where West 41st Street would go through is left out of the district due to non-historic buildings. On the east side of Western, the block between West Pershing Road and the building at 4039 South Western is not included in the district due to non-historic buildings and vacant land. Also left out of the district, due to demolition and non-historic construction, are the block fronts on the west side of Western between West Pershing Road and West 36th Street. The east side of Western between South Archer Avenue and West 36th Street is also left out of the district due to non-historic construction and a parking lot, with the exception of a building at the southeast corner of Western and 36th Street, which is kept within the district. Most of both sides of Western are outside the district north of West 33rd Street to its intersection with West 31st Boulevard due to vacant land, the Sanitary and Ship Canal, and non-historic construction.

[370] Sanborn Map Co. Ltd. Perris: Chicago: 160 LaSalle Street, 1919, updated to 1926.

McKinley Park Area (The Central Manufacturing District, S. Damen Avenue, W. Pershing Road (39th Street), S. Western Avenue, W. 37th Street)

The most significant complex of industrial buildings along the boulevard system is in the Central Manufacturing District (CMD). In 2015, the Central Manufacturing District: Pershing Road Historic District was listed in the National Register. Nine buildings in the Pershing Road Historic District are within the *Chicago Park Boulevard System Historic District*. The CMD is often credited with being the first planned manufacturing district in the United States.[371] The section of the CMD along the boulevard system consists of the part of Pershing Road that faces McKinley Park [Maps 38, 39].

The Central Manufacturing District was initially a 265-acre industrial park established in 1905, consisting of many handsome large brick industrial buildings. It was the brainchild of Frederick Henry Prince, a Bostonian born in 1859. Prince had purchased the Union Stock Yard and Transit Company and had acquired the Chicago Junction Railroad as a switching line that would transport goods from the stock yards to the major trunk lines. He saw the CMD (which originally consisted of land bounded by 35th Street on the north, Morgan Street on the east, Pershing Road on the south, and Ashland on the west) as a way of increasing railroad revenues and expanding his business. His endeavor was hugely successful: by 1915, 200 thriving firms were using the CMD, many renting with an option to buy the building they were occupying. These factories, when combined with the Union Stock Yards, provided work for over 40,000 people. In 1917, construction began on a second 90-acre complex consisting of several large buildings along the south side of Pershing Road between S. Ashland Avenue and S. Western Boulevard. The buildings, constructed from 1917 into the 1930s, backed up to the Chicago Junction Railroad's classification yards and accessed the Sanitary and Ship Canal and Indiana Freight Yards. These industrial areas gave manufacturers easy access to Chicago's waterways and the city's extensive rail system.

The Central Manufacturing District tower and several of the buildings continue to frame the south edge of McKinley Park along Pershing Road. There are two noteworthy architects associated with the Central Manufacturing District: Samuel Scott Joy and Abraham Epstein. Joy designed the 12-story clock tower, located at the corner of Pershing Road and S. Damen Avenue, built to house a water tank. The large ornamental clock surrounds a logo reading "Central Mfg. District." Joy also designed the Craftsman style Westinghouse Electric Building, 2165-2211 W. Pershing Road, in 1922. Standing six stories, the 9-bay wide building is red brick with terra cotta trim, including the 'W' Westinghouse logo. "Westinghouse Electric" is written in large letters in a panel over the front entrance door. Both structures designed by Joy have excellent integrity, retaining many of their steel windows.

Abraham Epstein's engineering firm, A. Epstein & Sons, designed two buildings along Pershing Road. One was for Standard Brands and is located at 2139 W. Pershing. It was built in 1927. It is a red brick building with terra cotta trim, stands six stories tall and is five bays wide. The entrance is distinctly Gothic Revival with a pointed arch springing from slender colonettes surrounding the door. "Standard Brands, Incorporated" is written in a panel over the door. The company manufactured Chase & Sanborn Coffee, with this plant engaged in roasting and grinding processes. Epstein's firm also designed the building at 2159 W. Pershing Road. It was built in 1936 for the Albert Pick Company. Hotel and restaurant equipment were manufactured here. The building features stylized low-relief Classical ornamentation around the doorway. The rest of this five story building has very little decorative treatment.

There are two other CMD buildings facing Pershing Road. One is located at 2225 W. Pershing Road and formerly housed the Sherman Paper Products Company. This six story building has a shadow of lettering over the doorway indicating that the L. Fish Furniture Company was once located here. It is six bays wide, has a raised terra cotta parapet at the corners, suggesting towers and low relief terra cotta ornament around the

[371] *Encyclopedia of Chicago*, p. 124.

doorways. The Tudor Revival building was designed by the distinguished Chicago architect Alfred Alschuler, in 1923.

McKinley Park, located just north of the CMD, opened in 1902 as a neighborhood park that would provide social services as well as recreational open space. It was designed to meet the needs and alleviate the hardships of the thousands of factory workers, representing a variety of immigrant groups, who lived in the area. The area around McKinley Park was one of the earliest settled areas in Chicago thanks to its proximity to the Illinois & Michigan Canal (begun in 1836 and completed in 1848). The McKinley Park neighborhood has been industrial since the coming of the Chicago & Alton Railroad in 1857. In the 1870s and 1880s, Irish, German, English, Welsh, Swedish and native-born Americans inhabited the neighborhood, with Poles and Eastern Europeans arriving in large numbers at the time of the park's construction.

Almost as soon as the park was complete, housing was built along its eastern and northern edges. The two city blocks on Damen, between Pershing Road and 37th Street, are filled with Craftsman style red brick 2-flats, largely built in the 1910's. Some have gable roofs, some flat roofs. They have open porches and broad windows facing the park. Clearly living here was a step up from the tenements located further east, near the stockyards. There are only two houses that appear to have been here when McKinley Park was being constructed.

The majority of buildings along 37th Street date from the 1910s or 1920s. They are mostly bungalows facing the side streets and garages facing the alleys, but frame the park. There is one significant building, located at 2240 W. 37th Street. It is the Chicago Telephone Company-McKinley Exchange Building. It was designed by Holabird & Roche in 1916-17 and expanded from three stories and three bays to five stories and five bays in 1938. The design of the building, with its cut stone base and arched openings, is reminiscent of an Italian Renaissance palazzo.[372] Holabird & Roche received many commissions in the 1910s for Chicago phone company buildings. Robert Bruegmann's three-volume catalogue on the complete works of Holabird & Roche and Holabird & Root illustrates photos of the Austin Office Building, the Calumet Office Building and the Humboldt Office Building. They are elegant and, like this one, were prominent buildings in their neighborhoods.[373]

The area south of 31st Street to McKinley Park, along S. Western Boulevard is filled with craftsman and greystone 2-flats, interspersed with single-family houses, largely built in the 1900s and 1910s. Few buildings on this section of the boulevards were built earlier than 1900.

The streetscapes surrounding McKinley Park has been minimally affected by demolition and new construction in the years after the district's period of significance ended in 1942. Changes to the streetscapes surrounding the park can be seen graphically on Maps # 38 and 39.

A couple of buildings on the southwest edge of the park, just east of South Western Boulevard and facing West Pershing Road, were built during the district's period of significance but are left out of the district due to lack of integrity.

Architecture Along the Parks, Boulevards and Squares: The West Chicago Park System

W. 31st Boulevard

The stretch of the boulevard system, running east-west, north of the Sanitary and Ship Canal and known as W. 31st Boulevard [Map 42], serves as a link between S. Western Boulevard/Avenue and S. California

[372] Robert Bruegmann. *Holabird & Roche, Holabird & Root: An Illustrated Catalogue of Works*, Vol. II, 1911-1917. New York: Garland Publishing, Inc. in cooperation with the Chicago Historical Society: 1991, p. 96-97.
[373] Ibid, p. 76-77.

Boulevard/Avenue. Between Western and California and between 26th Street and the canal is a large area crisscrossed by railroad tracks and containing only a handful of short segments of streets. Historically this part of Chicago was occupied by the International Harvester Company of the A. M. McCormick Division, commonly known as the McCormick Reaper Company. When the plants were demolished and the land became vacant, it was taken over for Cook County Corrections facilities. These buildings, constructed within the last several decades, currently occupy a large expanse of land at the northeast corner of S. California Boulevard/Avenue and W. 31st Boulevard.

The streetscapes along West 31st Boulevard has been greatly affected by demolition and new construction in the years after the district's period of significance ended in 1942. Changes to 31st can be seen in Maps # 42 and 43.

No block fronts facing this boulevard are included in the district.

S. California Boulevard/Avenue

Like S. Western, this street is divided--S. California Boulevard [Maps 43-45] on the east side and S. California Avenue on the west, between W. 24th and W. 31st Boulevards. A number of jail buildings occupy the west side of the street, which is called California Avenue. The original Cook County Jail building is still standing and part of the complex, but has no presence on California Avenue.

There are two important buildings located on the west side of California Avenue. In 1914, architect Charles W. Kallal designed the Municipal Contagious Disease Hospital. It is a large brick three-story Classical Revival building located at 3000 S. California Avenue. There is vacant land to the north of the building. The second important building is the Cook County Criminal Court House and Jail. It is a monumental seven-story Classical Revival building designed in 1927 by Hall, Lawrence and Ratcliffe. Symmetrical, featuring three- story columns, the building retains a strong presence at 2600 S. California Avenue. It is particularly known for its sculptural program, most of which was executed by Peter Toneman of Joseph Dux Studios in conjunction with the Indiana Limestone Company. Above each of the giant columns there is an allegorical figure representing Law, Justice, Liberty, Truth, Might, Love, Wisdom and Peace. S.P.Q.C. is inscribed under the adjacent eagle panels; the letters are a Chicago variation on S.P.Q.R., the Latin acronym for *Senatus Populusque Romanus* (Senate and People of Rome).[374]

To the north of the Criminal Court House, the west side of S. California Avenue is lined with flats and commercial buildings; the east side of S. California Boulevard is lined with flats and single-family residences. Many were built in the 1910s and have Craftsman detailing. There is a raised two-story brick cottage at 2446 S. California Avenue, set back several feet from the street. This structure was likely built in the 1880s.

The streetscapes along South California Boulevard / Avenue have been affected by demolition and new construction in the years after the district's period of significance ended in 1942. Changes to California can be seen graphically on Maps # 43, 44, and 45.

Most of the block fronts between the boulevard/avenue's intersection with West 31st Boulevard and the Cook County Criminal Courts buildings at 2600 and 2650 South California Boulevard are left out of the district due to vacant land / parking lots and non-historic construction, most of which is part of the Cook County Jail complex. North of West 26th Street, the east side of the boulevard/avenue, between 26th Street and West 25th Street is left out due to non-historic construction.

[374]Sinkevitch. p. 345.

W. 24th Boulevard

There are many Craftsman, Tudor and Classical Revival two- and 3-flats, built in the 1910s, lining the south side of W. 24th Boulevard [Map 45]. The most significant building on this short boulevard segment is the Carter H. Harrison Technical High School Building located at 2850 W. 24th Boulevard (2832 on the map). This Classical Revival building with a temple front, was designed by Arthur F. Hussander in 1912. It occupies an entire block. There is also a small noteworthy Craftsman style religious building with a bell tower, the St. Maximilian Kolbe Catholic School, designed in 1914 and located at 2817 W. 24th Boulevard.

The streetscapes along West 24th Boulevard have been minimally affected by demolition and new construction in the years after the district's period of significance ended in 1942. Changes to 24th can be seen graphically on Map # 45.

All block fronts are included in the district.

S. Marshall Boulevard

Marshall Boulevard [Maps 45-47] has a configuration unique to the system; it has a central road flanked by deep broad parkways. The housing along this stretch of the park and boulevard system is middle class, predominantly made up of a dense concentration of 2- and 3-flats with a small number of single-family houses: all have gracious front yards due to the width of the parkways.

There are many greystones of various sizes along S. Marshall Boulevard. The most unusual is a greystone “one flat”, a single story greystone with Tudor detailing and a flat roof, located at 2322 S. Marshall Boulevard. It was designed in 1908 by James Dibelka. This is a handsome house designed by a little-known architect. This is one of many such examples throughout the system.

Work on S. Marshall Boulevard wasn’t even begun until 1887 and not finished until 1907, with most residential construction taking place in the 1910s after its completion. Situated between S. Sacramento Avenue and S. California Boulevard/Avenue, two major north-south streets with transportation lines, Marshall Boulevard was a logical site for residential construction. As befitting a residential neighborhood, there is a handsome elementary school building, the John Spry Public School at 2400 S. Marshall Boulevard. It was designed in 1899 by Normand S. Patton and received an addition designed by Arthur F. Hussander in 1919. At the north end of S. Marshall Boulevard, where train lines cross the road, there are two commercial buildings. One, an eight-story red brick building, 2100-2110 S. Marshall Boulevard, is Classical Revival, built in the 1910s, with large window openings placed at regular intervals within a simple grid pattern. The second is a single-story Moderne office building located at 2015 S. Marshall Boulevard, built in the 1930s.

The streetscapes along South Marshall Boulevard have been minimally affected by demolition and new construction in the years after the district's period of significance ended in 1942. Changes to Marshall can be seen graphically on Maps # 45, 46, and 47.

All block fronts are included in the district with the exception of the west side of the block just south of West 19th Street and Douglas Park.

Douglas Park Area (W. 19th Street, S. California Avenue, S. Albany Avenue, W. Roosevelt Road)

The north end of Marshall Boulevard terminates at Douglas Park [Maps 47-49], the southern-most park in what was once the West Chicago Park system, Douglas Park is surrounded by 19th Street on the south, S. California Avenue on the east, S. Albany Avenue on the west and Roosevelt Road on the north. Residences surrounding the park represent a variety of middle class housing types, with two- and three- flats located along S. California and S. Albany Avenue. Many are greystones. Of particular interest is a series of small red brick

Queen Anne houses on W. 19th Street. These stand-alone homes that function both as 2-flats and single-family houses, were all built in 1891. There are a few brick cottages that very likely date from after the area became parkland in the 1870s but before increased recreational development of the park began in the 1890s. One is an Italianate cottage located at 1629 W. California Avenue; the other is a gable front vernacular cottage located at 1641 W. California Avenue. They closely resemble the housing types on streets to the east of the park.

The development of accessible transportation made living along the park convenient. Ogden Avenue, which runs diagonally through it, predates the park by thirty years.[375] Starting in 1892, the area had electric streetcars running along the major nearby streets, replacing other modes of transportation. The Douglas Park elevated train, running diagonally between W. 19th Street and W. 21st Street south of the park, opened in 1896, spurring the construction of housing.[376]

The ethnic development of the surrounding neighborhood is reflected in two of the area's non-residential buildings. St. Anthony's Hospital, located at 2875 W. 19th Street, was established in 1897 as a faith-based hospital operated by Franciscan sisters to meet the health needs of the southwest side ethnic population, many of whom worked in nearby factories and the stockyards. Located at the intersection of W. 19th Street and S. California Avenue, facing the park, it is an imposing seven-story red brick building with stone trim, featuring Flemish gables. Maimonides Hospital (today's Mt. Sinai Hospital), located at 1501-1525 S. California Avenue, opened in 1912. It was built to serve the poor Jewish immigrants fleeing from Eastern Europe as well as provide medical training for Eastern European Jewish physicians. It was Chicago's second Jewish hospital.[377] Many of the Jews who had settled in the neighborhood of Douglas Park, wanted a facility with a kosher kitchen and were uncomfortable at Michael Reese Hospital, which had been founded earlier by the more assimilated and increasingly wealthy German Jewish population in the south lakefront area, a tonier section of Chicago.[378]The first section of the Maimonides Hospital Building was an imposing example of the Beaux Arts style facing Douglas Park. Over the years, it has grown substantially, with many mid and late twentieth century additions.

Jewish settlement of the area around Douglas Park, known as North Lawndale, didn't occur until after 1910. It had been populated, prior to the 1871 Chicago fire, by a small number of Dutch and English farmers, and later by Irish and Bohemians. Subsequently, Chicago's west side, including the area around Douglas Park, Roosevelt Road, and S, Independence and S. Douglas Boulevards, became home to thousands of Jews. Between 1910 and 1960, 110,000 Jews lived on the west side.[379]The Jews who settled North Lawndale were escaping from poverty, restrictions in their homeland and the Russian pogroms.[380] Over 2 million Jews migrated from Russia to America between 1881 and 1924. In Chicago, the Jewish port of entry, Maxwell Street, was an area of crowded streets, sweatshops and wood housing best described as "firetraps." Once the Jewish population gained success and could afford better living conditions, they skipped over the area laced with railroads and devoted to industry, and moved three miles west, attracted to the beautiful residential streets of North Lawndale.

North Lawndale was an area composed of quiet streets, a spacious park and convenient transportation.

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[375] Ogden Avenue follows the route of the Southwestern Plank Road that opened in 1848 over the swampy terrain between Chicago and Naperville.
[376]Today this same line is the Cermak Branch of the Chicago Transit Authority's Blue Line.
[377]Irving Cutler. *The Jews of Chicago: From Shtetl to Suburb*. Chicago: The University of Illinois Press, 1996, pp. 158-160.
[378] These affluent German Jews included Joseph Schaffner (clothing), Robert Mandel (retail), Albert Pick (hotels) and Julius Rosenwald (retailing). The German Jewish community had arrived in Chicago well before the eastern European Jews, became successful and held prominent positions in Chicago's business community. Increasingly drawn to Reform Judaism, it was they who financed several Jewish social institutions, including Michael Reese Hospital.
[379]Cutler. *Jews of Chicago*. p. 210.
[380]Pogroms were government-condoned organized massacres of the Jewish people. "Pogroms" Encyclopedia of Russian History, 2004. http://www.encyclopedia.com/topic/Pogroms.aspx

Houses were brick or stone. The most beautiful place to live was along the parks and boulevards, which featured numerous sturdy greystone flats. There was opportunity to buy and rent out the second apartment or to rent in buildings of various sizes. Most of the residential properties in North Lawndale were two- or 3-flats, many with attractive architectural detailing. Unlike Maxwell Street, there were no flimsy wood buildings. The houses featured broad front porches, light and airy rooms and, for those facing the parks and boulevards, front lawns visually extending beyond their own property lines. Although the edges of North Lawndale were encircled by industry, there was none here. Most of the Jewish residents of North Lawndale tended not to work in the nearby industrial areas where International Harvester and Western Electric were located. Some residents, however, were employed at Sears, Roebuck & Company, which was run by German Jewish entrepreneur and philanthropist Hyde Park resident Julius Rosenwald.[381] The Sears complex occupied 41 acres at 925 S. Homan, between Douglas and Garfield parks.

The areas fronting Douglas Park and W. Douglas and S. Independence boulevards served as home to the area's most important Jewish institutions—synagogues, schools, social organizations and recreational facilities. Roosevelt Road was the major shopping street, lined with Jewish-owned cafes and delicatessens, theaters, grocery stores and shops. Although much of Roosevelt Road was decimated following Dr. Martin Luther King, Jr.'s assassination in 1968 and the ensuing riots on Chicago's west side, the section facing Douglas Park is fairly intact. It is made up of several multi-use commercial buildings and two greystone 3-flats built in the 1890s.

Besides Maimonides/Mt. Sinai Hospital, there were several Jewish institutions facing Douglas Park. One such building that survives is the Marks Nathan Jewish Orphan Home, constructed in 1912 at 1550 S. Albany. Adjacent to the home is a synagogue building, located at 1564 S. Albany. Both are Classical Revival buildings, a style favored for many Jewish synagogues. Today the Marks Nathan orphanage houses the Sacred Heart Home. There is also a Classical Revival school building at 1852-58 S. Albany Avenue, designed by Arthur F. Hussander in 1918.

The streetscapes surrounding Douglas Park have been affected by demolition and new construction in the years after the district's period of significance ended in 1942. Changes to the streetscapes surrounding the park can be seen graphically on Maps # 47, 48, and 49.

All block fronts are included in the district. Facing South California Avenue, the eastern boundary of the park, buildings on the northeast and southeast corners with West 18th Street are not included in the district due to non-historic construction. The east side of California between West 16th Street and West 15th Place is left out due to a parking lot. The east side of California between West 12th Place and West Roosevelt Road is left out due to non-historic construction. On West Roosevelt Road, the northern boundary of the park, sections of block fronts are left out between South California and South Mozart Street due to non-historic construction, and between South Francisco Avenue and South Richmond Street due to vacant land. On South Albany Avenue, the western boundary of the park, much of the block facing the park south of West Ogden Avenue is left out of the park due to non-historic construction. Also left out is the block front facing the park between Douglas Boulevard and West 15th Street due to non-historic construction.

W. Douglas and S. Independence Boulevards

W. Douglas Boulevard [Maps 49-51] extends west from Douglas Park to Independence Square: it then becomes S. Independence Boulevard [Maps 51-54] and turns north to Garfield Park. The original Irish Catholic and Bohemian residents of this neighborhood were supplanted by Jews after 1910. These boulevards were at the heart of Jewish residential development and, like the area around Douglas Park home to many Jewish institutions, including several synagogues. However, the Richardsonian Romanesque building constructed for St. Agatha Roman Catholic Parish at 3147 W. Douglas Boulevard in 1904 by William F. Gubbins and its

[381] Cutler. *Jews of Chicago*. p. 212.

adjoining convent, at 3143 W. Douglas Boulevard, 1920, serve as visual reminders of the area's earlier heritage. Today it is the largest black Catholic Parish on the west side, serving the needs of an economically poor congregation.

W. Douglas and S. Independence Boulevards, like so many other areas in *The Chicago Park Boulevards Historic District,* are lined with two-, three-and four-flats, featuring Richardsonian Romanesque, Queen Anne and Classical Revival detailing; they were built from the 1890s to the 1910s. The Tudor Revival, Craftsman and Beaux Arts styles are also represented. Over half are greystones. Building permits reveal that most of the architects who designed these buildings were not well-known. For instance, William C. Miller, whose name turns up several times, seems not to be recorded in the widely-read Chicago architectural histories. Although not of the first rank, these architects proved very capable, judging by the high artistic quality of their designs. As today, these second-tier architects were often the work horses of the profession, designing most of the buildings that were a part of peoples' daily lives.

Major Jewish synagogues lined W. Douglas and S. Independence boulevards. There were a dozen synagogues (of the approximately 60 Jewish congregations in North Lawndale), most with imposing Classical facades. All but one was Orthodox. Many of them are still standing, now home to Christian denominations. The synagogues were generally large, imposing buildings. Anshe Kenesseth Israel, the Russische Shul, a 3500-seat building designed in 1913 by Aroner & Sommers at 3411-3419 S. Douglas Boulevard, was in deteriorated condition and demolished in 2012. Shaari Shomayim (Gates of Heaven), the First Romanian congregation, was founded by Romanian Jewish immigrants. Located at 3622 Douglas Boulevard, it is currently home to the Stone Temple Missionary Baptist Church. The building housing Anshe Sholom Congregation, at 754 S. Independence Boulevard, with its Classical temple front, retains many of its Jewish symbols and brilliant stained glass windows. It is now home to a Seventh Day Adventist Church. When these buildings functioned as synagogues, the boulevards were crowded with people, especially on the High Holidays of Yom Kippur and Rosh Hashanah.

Other Jewish institutions, besides places of worship, lined W. Douglas and S. Independence boulevards. The most social was the Jewish People's Institute (JPI), located at 3500 W. Douglas Boulevard. People still conjure up warm reminiscences of the lively social life that took place there. Jewish people of every age participated in cultural events, recreational activities and educational functions. With a library, gym, pool, Jewish museum, theater group, roof garden that featured Sunday night dances and a popular restaurant called the "Blintzes Inn," the JPI was the focal point of Jewish activity on the west side. Today the JPI serves as home to the Lawndale Community Academy. This Moorish Revival building, with Jewish symbolic detailing, was designed by Klaber & Grunsfeld, prominent Jewish architects, in 1926.[382] The JPI is listed on the National Register.

Theodore Herzl Junior College, another important Jewish institution, was located at 3711 W. Douglas Boulevard (3701 on the map) at the intersection of Douglas and Independence boulevards. The architect was Arthur F. Hussander, who designed so many other Classical Revival school buildings throughout the city. This example of his work is particularly noteworthy for its brick detailing. The building opened in 1914 as an elementary school named after the famous Jewish Zionist and was attended by many Jewish students, including future Supreme Court justice and U.S. Ambassador to the United Nations Arthur Goldberg. Although in 1935 the building became a junior college it once again serves as a secondary school.

In the 1950s the neighborhood demographics changed, as Jewish residents moved away and African-Americans settled North Lawndale. During the post-World War II economic boom many Jews living on S. Independence and W. Douglas boulevards could afford single-family homes. They moved to the Chicago neighborhoods of West Rogers Park, Hyde Park, South Shore or the suburbs. With the mobility of car

[382] Ernest Grunsfeld is well known as the designer of Chicago's Adler Planetarium, completed in 1930.

ownership and the availability of low-cost government loans, the Jewish population left the boulevard system and its adjoining neighborhoods in large numbers. Unfortunately during the 1960s and later, much of the building stock deteriorated and many of the once-beautiful flat buildings were demolished. The bustling neighborhood is today quiet, but greystones, Craftsman multifamily buildings and single-family homes remain, although fewer on S. Independence Boulevard.

The streetscapes along West Douglas Boulevard have been affected by demolition and new construction in the years after the district's period of significance ended in 1942. Changes to Douglas can be seen graphically on Maps # 50 and 51.

All four corners of the boulevard's intersection with South Kedzie Avenue are not in the district due to non-historic construction (St. Agatha Roman Catholic Church) and vacant lots. The southeast corner of the boulevard's intersection with South Spaulding Avenue is also left out due to non-historic construction, as is the southwest corner of the intersection with South Homan Avenue. The northeast corner of the intersection with South St. Louis Avenue is left out of the district due to vacant lots, as is the southwest corner of the intersection with South Drake Avenue. The south side of Douglas, between South Central Park Avenue and South Millard Avenue, is left out due to vacant lots.

The streetscapes along South Independence Boulevard have also been affected by demolition and new construction in the years after the district's period of significance ended in 1942. Changes to Independence can be seen graphically on Maps # 51, 52, 53, and 54.

All four corners of the boulevard's intersection with West Roosevelt Road have been left out of the district due to non-historic construction. The northeast, northwest, and southwest corners of the intersection of the boulevard with West Grenshaw Street have been left out due to vacant lots. Most of the block fronts on the east side of Independence, between Grenshaw and West Arthington Street have been left out due to vacant lots, while most of the block fronts on the west side of the boulevard, between West Fillmore Street and West Polk Street, have been left out due to vacant lots and new construction. The northwest corner of the intersection of Independence with West Lexington Street has been removed due to non-historic construction, while the block fronts on the east side of the boulevard between Lexington and Garfield Park have been removed due to non-historic construction and I-290 / Eisenhower Expressway. Most of the block fronts on the west side of the boulevard between West Flournoy Street and West Van Buren Street have been left out due to vacant land and I-290.

Garfield Park Area (W. Fifth Avenue, N. and S. Hamlin Boulevard, W. Lake Street, S, Homan Avenue, W. Madison Street, N. Central Park Boulevard, it is also bounded on the south by Congress Parkway and on the north by a train embankment)

The site of Garfield Park [Maps 53-57] was annexed to the City of Chicago in 1869 but little residential development took place during the 1870s. Despite a flurry of real estate dealing, buildings and infrastructure were not built. Transportation service was generally unreliable. Corruption was rampant and little work on Garfield Park's landscaping took place until 1905, when Jens Jensen became supervisor of the West Park System. Development did, however, begin to accelerate between 1880 and 1915, largely due to the Lake Street El and streetcar electrification. His iconic conservatory, designed in 1906-08 in collaboration with Schmidt, Garden & Martin and the New York engineering firm of Hitchings & Company, is one of the largest in the nation and considered one of the most stunning.

S. Independence Boulevard flows into S. Hamlin Boulevard south of Garfield Park, forming the western border of Garfield Park. The southern section of S. Hamlin Boulevard, which has a green median, is bordered by some large apartment buildings constructed between the 1890s and 1910s. They include a grouping of Classical Revival 6-flats built in the 1900s at 146-156 S. Hamlin Boulevard, a number of Tudor Revival 6-flats

and larger apartment buildings constructed in the 1910s and 1920s between 100 and 126 N. Hamlin Boulevard. There is a handsome Spanish Revival courtyard building located at 214-222 S. Hamlin Boulevard. All of these buildings have a beautiful view of Garfield Park.

Hamlin is crossed by W. Madison Street, once a thriving commercial thoroughfare with department stores, movie palaces, restaurants and hotels. After the riots and fires following Dr. Martin Luther King, Jr.'s assassination in 1968, the street never recovered its vitality. It now has only a handful of commercial establishments. The handsomely-detailed Midwest Athletic Club, 3800 W. Madison Street, designed in 1918 by Michaelsen & Rognsted, served as a social center for the neighborhood.[383] It was listed on the National Register in 1984. Most of the rest of Garfield Park is lined by Craftsman apartments and flats, built from 1900 through the 1920s. Compared to many of the flat buildings along S. Independence and W. Douglas Boulevards, they tend to be simpler and less high style.

As in other areas of the boulevard system, prominent institutions can be found facing the park— especially churches and schools. There are two school buildings on N. Central Park Boulevard [Map 55-58] facing Garfield Park. One is Providence-St. Mel's, a parochial school for grades K-12. Known for its educational excellence, the school, located at 115 N. Central Park Boulevard, was designed in 1929 by Morrison & Wallas. It is an imposing five-story Tudor Revival building which, like so many educational institutions, features medieval detailing. In this case the school has crenellated parapet walls, polygonal towers, and slit openings. The second prominent institution on N. Central Park Boulevard is the Lucy Flower Technical High School, located at 3545 W. Fulton Boulevard. Stylistically, it is associated with the Collegiate Gothic style that was especially popular for school design. The architect for this large 1927 building that faces the Garfield Park Conservatory was John C. Christiansen. The building is individually listed on the National Register.

The streetscapes facing Garfield Park have been affected by demolition and new construction in the years after the district's period of significance ended in 1942. Changes to streetscapes surrounding the park can be seen graphically on Maps # 54, 55, 56, and 57.

Most of the block fronts on West Fifth Avenue, the far south boundary of the park, are not included in the district due to non-historic construction. The northeast corner of the intersection of South Central Park Boulevard (one of the east boundaries of the park) and West Adams Street, is not included in the district due to vacant lots, while the entire block front between West Monroe Street and West Madison Street is left out due to non-historic construction and vacant lots. On Madison, most of the block front between Central Park and South St. Louis Avenue is left out due to vacant lots. On North Homan Boulevard, the block fronts between West Warren Boulevard and West Maypole Avenue are left out of the district due to non-historic construction. On West Lake Street, most of the block front between North Homan Avenue and North St. Louis Avenue is not included in the district due to non-historic construction. Also, the northeast corner of the intersection of Lake and North Central Park Avenue is not included in the district due to vacant lots. On North Hamlin Avenue, the block fronts between West End Avenue and West Lake Street are left out due to non-historic construction.

Garfield Square, W. Franklin Boulevard, Sacramento Square and N. Sacramento Boulevard

Although land from Garfield Park to Sacramento Square was acquired in the early 1870s, the W. Franklin and N. Sacramento segments of the boulevard system generally developed after 1900. Plans were drawn for N. Sacramento Boulevard [Maps 59-61] in 1896 and for W. Franklin Boulevard [Maps 58-59] in 1903. West Franklin Boulevard was not completed until 1911, however. Nevertheless, there are a few nineteenth century buildings along both boulevards. Examples include buildings at 3136 W. Franklin Boulevard and at 1025, 1029,

[383] Michaelson & Rognsted built the field houses in Garfield Park and Douglas Park.

1137 and 1139 N. Sacramento Boulevard.

The boulevard system north of Garfield Park, to Humboldt Park, is transitional. It is made up of short segments that become increasingly industrial. Garfield Square, [Map 57-58] where N. Central Park Boulevard turns east and W. Franklin Boulevard begins, is lined with modest flats, apartment buildings and some courtyard buildings. The same may be said of the west end of Franklin Boulevard, with its two- and 3-flats and larger buildings at some corner locations.

The character of the boulevards in this area changes completely at Homan Avenue, where the north side of W. Franklin Boulevard, except for the simple brick 4-story Sacred Heart Hospital at 3234-3240 W. Franklin Boulevard, becomes industrial. At 501 N. Homan Avenue, there is a handsome one-story brick Art Moderne commercial building. Simple and rectilinear, its corner entrance is topped by a streamlined projecting canopy edged in metal. East on W. Franklin Boulevard, at 500 N. Spaulding Avenue, is a two-story brick and concrete frame factory/warehouse building that occupies almost the entire block. Its Classical Revival entrance faces Spaulding. The building originally housed De Luxe Line Loose Leaf Devices and Supplies. Its logo, a polychrome terra cotta map of the world set in concrete, remains prominently displayed, projecting above the roofline in several locations.

The development of this industrial section of the boulevard system, like that to the south along S. Western Boulevard and Pershing Road, was driven by a huge transportation network, with intersecting rail lines that allowed manufactured goods to be shipped throughout the United States. This section of the boulevard system is embedded within a network of rail lines: there is a rail line on an embankment to the south of W. Franklin Boulevard and a large train yard to the east of N. Sacramento Boulevard. However, there is no evidence that spurs ran to any of the factories in the area along the north side of W. Franklin Boulevard. There are a small number of modest greystone 2-flats on the south side of W. Franklin Boulevard. These and several brick vernacular cottages lining the side streets north of W. Franklin Boulevard and west of N. Sacramento Boulevard are modest dwellings that very likely served as home to workers in the nearby factories. There is a relatively small warehouse/factory building located at 500 N. Sacramento, sited at the prominent northwest intersection of N. Sacramento and W. Franklin boulevards on Sacramento Square [Map 59]. It is a two-story brick Craftsman building with a corner clock tower that originally served as home to the GAW-O'Hara Envelope Company, founded in 1913.

N. Sacramento Boulevard is lined with factories from Sacramento Square north to Humboldt Park. Beyond the GAW-O'Hara Building, there is a large factory building at 700 N. Sacramento Boulevard belonging to the Cribben Sexton Company, which manufactured gas stoves. Their logo shows they made Universal Stoves and Ranges. The four-story red brick building with a Classical Revival entrance door occupies the better part of a block and is adjacent to a railroad line that extends northwest from the extensive switching yards located east of Sacramento Square. During the early years of the twentieth century, there was a roundhouse in this switching yard. Today, there are remnants of railroad lines but only some are active.

The largest factory building and the one with the most architectural interest was built by the Sprague Warner Company in 1941 at 461-605 N. Sacramento Boulevard. A. Epstein, designer of several buildings in the Central Manufacturing District, was the architect. With a stately Art Deco tower, sheathed in stone, at the northeast corner of W. Franklin and N. Sacramento boulevards, marking Sacramento Square, the building occupies the entire block west of the rail yards between W. Franklin Boulevard and W. Chicago Avenue. The office entrance was located in a one story streamlined Art Moderne section of the complex, at the north end of the company building. This small structure, given stature by its high style design and its stone facade is connected to the corner tower by a single-story red brick structure capped in stone banding.[384] Today part of

[384] The Sprague Warner Company descended from a Chicago grocery store on State Street, founded during the Civil War. By 1910 it had grown into one of the country's largest wholesale grocery concerns, famous for such house brands as "Richelieu" and "Batavia." In

the complex serves as home to the Chicago Center for Green Technology.

N. Sacramento Boulevard continues north past the rail yards, crossing Chicago Avenue. There is a three- story Tudor Revival brick factory with stone trim located on the northeast corner of N. Sacramento Boulevard and W. Chicago Avenue at 2950 W. Chicago Avenue. It is believed to have been constructed in the 1920s. There is also a Craftsman style building constructed at 3028-3030 W. Chicago Avenue, located just north of the railroad viaduct that crosses N. Sacramento Boulevard. It is the last factory/warehouse building on this largely industrial segment of N. Sacramento Boulevard except for a one-story red brick building with a Classical Revival stone entrance at 3037-53 W. Grand Avenue, now housing Stone City. The buildings north of this commercial/industrial area are all residential. Free-standing Craftsman 2-flats with broad front porches line the east side of N. Sacramento Boulevard north of the factory building. Free-standing greystones line the west side.

The streetscapes along West Franklin Boulevard have been affected by demolition and new construction in the years after the district's period of significance ended in 1942. Changes to Franklin can be seen graphically on Maps # 58 and 59.

Buildings on three of the four corners of the intersection of Franklin and North Drake Avenue are left out of the district due to non-historic construction and a vacant lot. Also three of four corners of the intersection of the boulevard with North St. Louis Avenue are out due to vacant lots. The south side of the boulevard, between North Homan Avenue and Sacramento Square, is mostly out due to vacant land and non-historic construction, including Westinghouse High School. The north side of the block between North Sawyer Avenue and North Kedzie Avenue is not included because of vacant lots. The north side of the boulevard, between North Troy Street and North Albany Street, is also not included due to non-historic construction, as are the blocks on the south side of the boulevard between Troy and North Whipple Street.

The southeast corner of the block front facing Sacramento Square is not included due to vacant lots and non-historic construction. Much of North Sacramento Boulevard between West Ohio Street and West Chicago Street, both sides of the street, is out of the district due to non-historic construction and vacant lots. Changes to Sacramento Square and Boulevard can be seen graphically on Maps # 59, 60, and 61.

Humboldt Park Area (W. Augusta Boulevard, W. Division Street, N. California Avenue, W. North Avenue, N. Kedzie Boulevard, N. Sacramento Boulevard)

At Augusta Boulevard, N. Sacramento Boulevard becomes N. Humboldt Boulevard as it winds through Humboldt Park. The south boundary of the park is W. Augusta Boulevard; the north is W. North Avenue. A small section of the park, between N. Sacramento Boulevard on the east and S. Kedzie Avenue on the west, extends south from W. Division Street. North of Division the park widens four blocks, with California Avenue forming the eastern boundary. Although there are some older late-nineteenth century buildings lining the park, poor transportation delayed significant development around Humboldt Park until the 1890s, when the Humboldt Park and Logan Square branches of the El were constructed.

There are many beautiful greystones north of W. Augusta Boulevard, the southern boundary of Humboldt Park. They become somewhat more high style in this area. The eastern boundary of the southern extension of Humboldt Park is N. Sacramento Avenue. The most significant greystone on this segment, which is located at 1141 N. Sacramento Avenue, was once the home of Danish-born landscape architect Jens Jensen. It was his second home facing Humboldt Park.[385] The house on N. Sacramento, more elaborate than his first, was

the 1940s Sprague Warner was acquired by Consolidated Foods, which in 1895 changed its name to Sara Lee Corporation. Eventually its headquarters moved to Deerfield.

[385] Jensen's first house was at 3105 W. Augusta Boulevard. It was a simple greystone in which he lived when he was first appointed Superintendent in 1905. He was living on Sacramento by 1910.

directly across from Jensen's office, which was located in the Humboldt Park Receptory and Stable Building. Jensen moved to the neighborhood when he was made Chief Landscape Architect and General Superintendent of the West Park System.

Several of the most architecturally significant buildings lining Humboldt Park are found on N. California Avenue. At 1257 N. California is a salmon-color vernacular cottage, dating from the 1900s, with a truncated gable front and unusual detailing. Just north of it, at 1301, is a greystone built in 1907 with a Classical Revival porch and a crenellated cylindrical tower. Unlike many greystones, which tend to have side walls of common brick, this house, because it is on a corner, has a side façade finished in face brick. The architect was William Schulze, another example of an unknown but skillful designer who built along the park and boulevard system. To the north of these small houses there is a large Classical Revival institutional building at 1335 N. California Avenue that currently houses Casa Central, a social service agency serving the predominantly Hispanic surrounding neighborhood. It was originally built as the Dr. Herzl Community House and was used for meetings, classes and dances by the Jewish Population that lived in the Humboldt Park neighborhood.

The area around Humboldt Park, unlike that near Douglas Park, was not solidly Jewish. There was also a substantial population of Poles, Germans, Italians, Ukrainians, Russians and Scandinavians.[386]There was, however, a synagogue building constructed in 1911 at 1357-1359 N. California Avenue (1355 on the map). This synagogue was known as the Austrian Galician Shul. It was Orthodox and the congregants strictly adhered to ritual. It didn't have a choir but Metropolitan Opera star Richard Tucker served as High Holiday Cantor at one time. The synagogue closed in 1957 and today the building houses the Iglesia de Dios Pentecostal Aposento Alto.

One of the most interesting and unusual buildings on the park and boulevard system is a four-story red brick apartment building with stone trim, located at 1401-1409 N. California Avenue. The building is predominantly Tudor Revival. Its corner entrance has a high-relief sculpture of three figures: a gowned woman with her arms touching the heads of two children. The building was constructed in 1922 and the woman's hairstyle and children's dress reflect that time period. There are very few buildings in Chicago that incorporate figural sculpture as part of their architecture. It is, however, common in Eastern Europe and many buildings of the early-twentieth century in Budapest, Prague and Vienna feature sculptures of human figures. Since the Jews living around Humboldt Park were of Eastern European descent, incorporating a figural motif such as this is not surprising. The building originally served as the Daughters of Zion Jewish Day Nursery and Infant Home. This use explains the iconography of the sculpture. The architects for the building were Dubin & Eisenberg. Henry Dubin was a prominent Jewish architect of the period, who designed several buildings in the vicinity of Halsted and Maxwell Streets. Among the several handsome buildings face Humboldt Park, this one is the most unusual.

To the north of the synagogue at 1357 N. California are two more distinguished early brick buildings. One that dates from the 1890s, is a 2 ½ - story flat building at 1433 N. California Avenue. The other building dates from the 1880s and is an Italianate gable-front cottage located at 1445 N. California Avenue.

At the corner of W. Le Moyne Avenue and N. California Avenue is a handsome red brick church building connected to a parish hall that faces Le Moyne Avenue. Its most distinctive feature is its copper sheathed tower and onion dome. It originally was the Humboldt Park Swedish Mission Church. The Swedish had arrived in the city beginning in the 1840s but did not migrate here in large numbers until the 1880s, when their homeland was faced with devastation in the agricultural sector and crises in the lumber and iron industries, Having initially settled on the near north side, a smaller group of Swedes had moved east of Humboldt Park during the 1880s, moving into areas also occupied by the Germans and Norwegians. By the 1920s, the

[386] Jews never made up more than 25% of the neighborhood population. Many of the Jewish settlers in this area came from Hungary, the Ukraine and Galicia (the south part of Poland) Cutler, *Jews of Chicago*, p. 234.

Swedish population of the area moved farther to the northwest and north, then scattered throughout the city.[387]

The Renaissance Revival "Humboldt Building" at 2747-2753 W. North Ave. was built in the 1920s at the southeast corner of N. California Avenue and W. North Avenue. It is sheathed in polychrome terra cotta and has characteristic Renaissance detailing, including low relief designs and twisted columns on the upper two stories.

A number of commercial buildings that have residences in the upper floors line North Avenue. There are also greystones and small apartment buildings located here.
N. Kedzie Avenue, which forms the western boundary of Humboldt Park, is characterized by a continuous line of large apartment buildings, greystone 2- and 3-flats and Craftsman flat buildings. There is a handsome Beaux Arts two-flat, with elaborate copper trim at 1334 N. Kedzie and a Craftsman two-flat with a wide front porch at 1340 N. Kedzie. Almost all were built in the 1900s and 1910s. These are clearly meant to be homes for middle and upper middle class families. A line of greystones also graces Augusta Boulevard. The overall impression in this area is of attractive homes facing a beautiful park.

The streetscapes facing Humboldt Park have been somewhat affected by demolition and new construction in the years after the district's period of significance ended in 1942. Changes to the streetscapes surrounding the park can be graphically seen on Maps # 61, 62 and 63.

On North Sacramento Avenue, the block facing Humboldt Park between West Cortez Street and West Thomas Street is not in the district due to non-historic construction. On West Division Street, non-historic buildings on either side of the Division-North Richmond Street are not included in the district. On North California Avenue, most of the block between West Potomac Avenue and West Evergreen Avenue is not included in the district due to non-historic construction. On North Kedzie Avenue, the block between West Thomas Street and West Haddon Avenue is not included due to new construction. On West North Avenue, the vacant lot on the northwest corner of the intersection between North and North Mozart Street is not included. The block between North Albany Avenue and North Troy Street is not included due to non-historic construction.

North of Humboldt Park: N. Humboldt Boulevard, Palmer Square, Logan Square, N. Kedzie Boulevard, W. Logan Boulevard

The boulevards and squares north of Humboldt Park (N. Humboldt Boulevard, Palmer Square, Logan Square, N. Kedzie Boulevard, and W. Logan Boulevard) have already been listed on the National Register in the Logan Square Boulevards Historic District [Maps 63-67]. This 2.5-mile section of the system was listed in 1985. The boulevards, squares and buildings surrounding them are included by reference in this nomination. The boulevards and squares included in the Logan Square listing are N. Humboldt, N. Kedzie and W. Logan boulevards, Logan and Palmer Squares. The greenways and squares follow the same form as those laid out for the rest of the system. They were a place to promenade, for public enjoyment. The segments of the system north of North Avenue contain a dense concentration of buildings, with almost no urban blight or infill housing

The Logan Square Boulevards Historic District is almost entirely residential. Like the rest of the system, the buildings to the north along these boulevard and squares represent a variety of late-nineteenth and early-twentieth century building styles. There are many flats as well as single-family homes, including a number of greystones. Styles range from Romanesque and Queen Anne to Classical Revival and Prairie. Interspersed are churches, clubs, a synagogue building and low-rise apartments. Although most of the buildings were not designed by well-known architects, like those along the rest of the system, some architects who practiced at the north end of the boulevard system have gained recognition. They include George Maher, John Ahlschlager, Huehl & Schmid, Horatio Wilson, Lowe & Bollenbacher and Egan & Prindeville. George Maher

[387] Anita R. Olson, "A Community Created: Chicago Swedes, 1880-1950" in Melvin Holli and Peter d'A. Jones. *Ethnic Chicago: A Multicultural Portrait*, Grand Rapids, MI: William P. Eerdmans Publishing Company, 1995, p111-120.

designed a house for John Rath in 1907. Horatio Wilson, who designed many townhouses and flats along S. Dr. Martin Luther King, Jr. Drive and S. Drexel Boulevard, designed homes on N. Kedzie Boulevard. John Ahlschlager, who designed the Schulze Baking Company Building at 40 E. Garfield Boulevard, designed a two-flat at 3024 W. Logan Boulevard. A great many of the architects who designed buildings along these segments of Chicago's park and boulevard system are not written about in the textbook histories of Chicago architecture. This section of the system, however, attracted fine residential development as was the case throughout The Chicago Park Boulevard System Historic District. Logan Square contains a noteworthy monument, the Illinois Centennial Column, designed in 1918 by Henry Bacon, the architect of Washington's Lincoln Memorial.

Boundaries to the Logan Square Boulevards Historic District were established at the time of the district's listing to the National Register of Historic Places in 1985, and they have not been modified for the purpose of the Chicago Park Boulevard System Historic District nomination. The streetscapes along this portion of the park boulevard system can be seen graphically on Maps # 63, 64, 65, 66, and 67.

The omission of streetscape portions from the Chicago Park Boulevard System Historic District
Many of the streetscape portions or areas omitted from the Chicago Park Boulevard System Historic District originally contained buildings that, if still in existence, would potentially be contributing to the district due to their age. If historic building still stood in these omitted areas insufficient quantity, many of these omitted areas might have been included in the district.

However, the Chicago park boulevard system has over time, especially in the post-World War II decades, suffered many changes due to building neglect and demolition, disinvestment in inner-city neighborhoods, urban renewal, and, most recently, new construction and investment, both privately and publicly funded. As such, the park boulevard systems are little different from many inner-city portions of Northern cities, which developed in the nineteenth and early twentieth centuries, then suffered change and loss after the war, and now are seeing revitalization, at least in part. The boundaries of the Chicago Park Boulevard System Historic District recognize this historical development and change, keeping in the vast majority of streetscapes which retain historic buildings with integrity from the district's period of significance, while leaving out those areas that do not.

THE MAJOR PRACTITIONERS

The country's most distinguished landscape architects played an important role in the development of The Chicago Park Boulevard System Historic District.

Landscape Architects

Frederick Law Olmsted (1822-1903) Calvert Vaux (1804-1895)
Olmsted, Vaux & Company, Designers of the South Park System (1869-1871)**Frederick Law Olmsted**

Hartford, Connecticut native Frederick Law Olmsted is considered by many to be the father of American landscape architecture. Prior to devoting himself to this profession, however, he engaged in a variety of other jobs, from which he drew valuable experience for the future. He worked in farming, as a mining superintendent and had a significant career as a journalist. Collaborating with architect Calvert Vaux in 1857, they won the competition the following year to design New York's Central Park. This launched his career as a landscape architect. They established a firm, Olmsted, Vaux & Co. in 1865, and would execute seminal designs for important clients before the partnership dissolved in 1872. These designs included parks and parkways in Brooklyn, the park and boulevard system in Buffalo, the planned residential suburb of Riverside, Illinois, as well as Chicago's South Park System. Olmsted & Vaux's plan for Riverside—curving, picturesque streets around a central park and train station--included a proposal to build a parkway connecting the suburb to the city. He hoped to provide a transportation alternative to the train as well as a pleasure drive for those traveling over the bare, flat prairie between Chicago and his garden-like suburb. Although the streets were in place, the

boulevard connecting Riverside to the city was never fully realized.

Thereafter, Olmsted became a sought-after designer, working first in New York City and then Boston. Olmsted partnered with his stepson in 1884 in the firm of F.L. & J.C Olmsted. The addition of Charles Eliot nearly a decade later resulted in the firm Olmsted, Olmsted & Eliot. The body of work produced in Olmsted's years of active practice spanned the United States and included many of the nation's premier parks, boulevards, campuses, residential communities and estates, as well as the grounds of the highly influential 1893 World's Columbian Exposition in Chicago. The progression of dementia made it necessary for Olmsted to retire in 1895.

Calvert Vaux

English-born architect Calvert Vaux journeyed to America in 1850, persuaded by America's foremost horticulturalist, Andrew Jackson Downing, to cooperate with him in developing a new residential style. He moved to New York City in 1852 and, in collaboration with Frederick Law Olmsted, won the competition to design the city's Central Park. This project would occupy him for the next thirty-eight years. During their partnership, from1865 until 1872, Olmsted and Vaux led the nascent parks movement with their seminal designs. Vaux would go on to pursue a distinguished architectural career that included residential commissions, important institutions, such as the original portion of the Metropolitan Museum of Art and early model housing for the poor.

Horace William Shaler Cleveland (1814-1900)
Landscape Architect of South Park and the connecting Boulevard (1872-1874)

An Easterner by birth and respected pioneer of American landscape architecture, Horace W.S. Cleveland also had one of the first such practices in the Midwest. Like his contemporary and friend, Frederick Law Olmsted, he was an author and speaker and benefitted from a variety of early experiences that led to his eventual career as a landscape architect. He worked in surveying, scientific farming and the study of civil engineering. In 1854, he partnered with Robert Morris Copeland and established a successful landscape architecture practice in Boston. The partnership, which served clients in the Northeast and Canada, disbanded during the Civil War. In 1868 Cleveland joined Olmsted's firm for one season, during which time he supervised the planting of Prospect Park in Brooklyn, New York.

In 1869 Cleveland moved to Chicago, where he would remain until 1886. Previously, as a young man in the 1830s, Cleveland had spent several years traversing Illinois in the service of potential investors. Upon his return, Cleveland became involved with designing an addition to Graceland, the city's premier picturesque rural cemetery. During his Chicago years, Cleveland was first affiliated with surveyor Samuel Greely. In 1870, he entered into partnership with engineer William M.R. French, who would eventually become the first director of Chicago's Art Institute. In addition to his work for the South Park Commissioners between 1872 and 1886, his projects included landscapes for several estates and the plan for the grounds of the first University of Chicago, which was located on property donated by Senator Stephen Douglas at 33rd and Cottage Grove Ave.

Cleveland and French designed the picturesque suburb of Highland Park north of Chicago in 1869 and worked for clients in other Midwestern states. Cleveland moved to Minneapolis in 1886, where he went on to design "his boldest and most skillfully conceived plan: the vast Twin Cities regional park system." [388]

William Le Baron Jenney (1832-1907)
Chief Engineer, West Park System (1869-1874)

Born in Massachusetts, William Le Baron Jenney was the son of a prosperous ship owner. He attended

[388] William Tishler. "Horace Cleveland: The Chicago years." *Midwest Landscape Architecture*. Urbana: University of Illinois Press, 2000, p.35.

several private schools in New Hampshire and Massachusetts, then traveled to California during the 1849 gold rush. He spent some time in the Pacific islands and returned to New York City in 1851, determined to study engineering. He briefly attended Lawrence Scientific School but was not satisfied with what was offered. In 1853 he went to Paris to study for three years at the Ecole Centrale des Arts et Manufactures. As a student in France's formal and successful engineering program Jenney learned about "the craft of building", including information on bridges, fireproofing, planning, aesthetics and materials.[389]

After his graduation from the Ecole Centrale, Jenney continued to travel the world for work. He built railroads in Mexico and then bakeries in France. He returned to Paris in time to witness the completion of Haussmann's redesign of the city for Napoleon III, including the development of its system of parks and boulevards.[390]

He returned to the United States in 1861 and enlisted in the Army Corps of Engineers. While at Vicksburg he met Frederick Law Olmsted, whom he contacted immediately after the war, in 1865, about employment. In 1867, following his marriage, he settled in Chicago and went into partnership with Sanford E. Loring (1867-1869).

In 1869 Jenney was hired as the Engineer for the West Park System. He created the plans that underlay the boulevard and park system that we know today, including the three large parks, the squares and the many boulevard segments connecting the West Park System to the Lincoln Park and South Park systems.

During the time he worked for the West Park Commission, Jenney also maintained a private practice. In 1870, his firm was known as Jenney, Schermerhorn and Bogart. By 1872, he was in practice alone. Although Jenney resigned his position at the West Chicago Park System in 1874, he served as consulting engineer in 1875, and later he was contracted to design several buildings for the West Parks. These included the 1888 West Chicago Park Commission's headquarters building, which housed offices and a conservatory.

Jenney, admitted to the American Institute of Architects in 1872, would become one of Chicago's most famous architects, designing the city's first steel-framed skyscraper, the Home Insurance Building, in 1884-5 and the enormous Horticultural Building at the 1893 World's Columbian Exposition. Interestingly, the *Inland Architect* review of the Horticultural Building particularly noted Jenney's work as a landscape architect: "Mr. Jenney, who next to Mr. Olmsted is best known in the line of landscape architecture in this country…."[391] Clearly the West Park System had given Jenney a tremendous opportunity to exercise his many skills—landscaping, engineering and architectural design—early in life and in a very public way. It was an important launching pad for his highly successful and honored career.

Jenney was a lifelong Francophile and a popular teacher, writer and speaker. Some of the leading architects and landscape designers of the next generation would be his students: Daniel Burnham (who was a draftsman in Jenney's office while the West Chicago Park System designs were being prepared), William Holabird, John Wellborn Root, Louis Sullivan and O.C. Simonds. All were all to take inspiration from their time in Jenney's office.[392]

Oscar F. Dubuis (1849-1906)
Chief Engineer, West Park System 1874-1893

Oscar F. Dubuis was born in Switzerland. His father was a natural science teacher and his mother came from a family of farmers. After two years at the Swiss Polytechnic Institute at Winterthur, he was apprenticed to an architect for four years. Dubuis came to the United States in 1870, at the age of 21, and took a job as a

[389] Theodore Turak. *William Le Baron Jenney: A Pioneer of Modern Architecture*. Ann Arbor: UMI Research Press, 1986, p. 35-48.
[390] Turak, p. 61.
[391] Ibid, p. 315.
[392] Ibid. p. 331.

draftsman with William Le Baron Jenney, just as Jenney had started work on Chicago's west parks. Dubuis married native Californian Fanny Girard in Chicago in 1874 and they had six children. The West Park Commissioners did not have an architect or engineer after Jenney's departure in 1875 until Dubuis succeeded him in 1880. Dubuis survived the many upheavals on the park board and in the park's finances to serve as Chief Engineer. He held that position until 1893.[393] Like Jenney, Dubuis seems to have been a man of many talents, "an artist, an architect, an engineer, a landscape gardener and a botanist."[394] His designs were often naturalistic in style. In the late 1880s, he created a meandering "forest stream," for the northern part of Garfield Park, which was later the site of Jensen's 1908 conservatory.[395]

In 1893, Dubuis was removed from the West Chicago Park System "for political reasons" and took a job as Engineer for the Lincoln Park District. In 1895, he was hired by the city of Peoria to become Engineer and Superintendent of Parks. As was noted in the elegy given at his funeral, Dubuis "was not only a civil engineer and a landscape gardener, par excellence, but he had a poetic sense of the beautiful." For Peoria he designed Laura Bradley Park, Glen Oak Park, Madison Park, South Park and the 2.5 mile Grand View Drive along the Illinois River bluff. The latter was listed on the National Register in 1996. At the time of his death in 1906, Dubuis was one of Peoria's most honored residents.

Jens Jensen (1860-1951)
Laborer, eventually rising to Superintendent, Humboldt Park, West Park System (1886-1900) Chief Landscape Architect & General Superintendent, West Park System (1905-1910)
Consulting Landscape Architect, West Park System (1910-1920)

Born in Denmark, Jens Jensen immigrated to the United States in 1884, eventually settling in Chicago, where he began work as a laborer for the West Chicago Park System. In 1888, frustrated with the survival rates and necessary maintenance for the exotic plants then being used in the parks system's planting beds, he planted an American Garden in Union Park with native wildflowers and plants. This was his first attempt to create a more natural landscape using native plant materials. Jensen quickly proved his worth as a laborer and was promoted to foreman and then superintendent of Humboldt Park in 1895. Jensen refused to be part of the political graft which was rife throughout the West Chicago Park System at this time, and he was fired in 1900.[396]

By the time he left the system, Jensen's work had become well enough known that he was able to start his own practice, designing landscapes for large estates on Chicago's North Shore and in Lake Geneva, Wisconsin. Shortly after leaving the West Chicago Park System, Jensen began working with architect Dwight Perkins on the Special Park Commission, which had been appointed to "create playgrounds in the city's most densely populated neighborhoods." Jensen had a deep admiration for the prairie landscapes, river valleys and wetlands surrounding the city of Chicago and was deeply concerned that these areas would be wiped out by the city's future development. He felt that the ability to retreat into natural areas was essential to the health and well-being of people living in the city. The report that he and Perkins created for the Special Park Commission made recommendations on small parks as well on as the establishment of "a belt of natural lands at the perimeter of Chicago." These recommendations would ultimately lead to the establishment of the Forest Preserve system in metropolitan Chicago.[397]

In 1905, when Governor Charles S. Deneen removed the West Chicago Park Commissioners as part of a massive overhaul of the district's corrupt system, Jensen was invited to return as Chief Landscape Architect

[393] Some sources say 1892. The West Chicago Park System Annual Reports do not mention a specific date for his removal.
[394] http://genforum.genealogy.com/dubuis/messages/4.html
[395] *Inspired by Nature: The Garfield Park Conservatory and Chicago's West Side*, p. 11-13.
[396] There is a lengthy and most useful biography of Jensen by Julia Sniderman Bachrach that was originally published in Chicago Wilderness magazine and is now available on their website. "Jens Jensen—Friend of the Native Landscape."http://chicagowildernessmag.org/issues/spring2001/jensjensen.html.
[397] The Forest Preserve District of Cook County was established in 1915.

and General Superintendent of the West Chicago Park System. By the time of Jensen's return, the west side parks and boulevards were in poor condition, a situation that enabled him to redesign and redevelop areas throughout the system, including the construction of a large new conservatory with naturalistic stone ledges and water features in Garfield Park in 1906-08.[398] In addition, he was given the task of designing the first and last new large park for the system, Columbus Park on the far western edge of the city.[399]

Jensen shifted his role to consulting landscape architect in 1909. He continued his association with the West Chicago Park System until early 1921, at which point he went into private practice once again. He spent the next decade designing many influential landscapes and continuing his work of protecting important natural areas in and around the city. He retired to his place, "The Clearing", in Door County, Wisconsin in 1934 where he opened a school focused on "hands-on work and environmentalism."[400]

Today Jensen is credited with being the dean of the Prairie Style of landscape architecture. It was a style strongly influenced by the Midwest's native landscape, one that also embraced reformist tenets about the value of nature to health, morality, spirituality and happiness. Today's vast forest preserve system, Jensen's own beautiful designs as well as those of landscapers inspired by him, continue to have wide-ranging influence on the character of metropolitan Chicago landscapes.

Architects

The collection of American architecture represented on the streets that line Chicago's parks, squares and boulevards showcases the work of many talented architects. Throughout the system there are some architects that are not well-known; others are among Chicago's most prominent practitioners, distinguished architects who built residential, industrial, commercial, institutional and religious structures in the Chicago Park and Boulevard System Historic District.

Chicago architects who designed buildings along the park and boulevard system that have a national reputation include Solon S. Beman, Daniel Burnham, Henry Ives Cobb, Charles Frost, Alfred Granger, William Holabird, Martin Roche, John Wellborn Root, James Gamble Rogers, and Frank Lloyd Wright. Several noted architects from outside Chicago also designed buildings along the system. Bertram Grosvenor Goodhue, and George F. Shepley, Charles Rutan and Charles Coolidge of Shepley, Rutan & Coolidge are among them.

There are several architects along the system who specialized in designing a particular building type. Abraham Epstein, S. Scott Joy and Alfred Alschuler specialized in commercial and industrial buildings. Solon S. Beman designed numerous buildings for the Christian Science Church throughout the country. James J. Egan and Charles H. Prindeville of the firm of Egan & Prindeville, Joseph McCarthy and Henry J. Schlacks all designed many buildings for the Catholic Church. James Gamble Rogers, who designed Gothic Revival buildings on Yale University's campus, is known for his collegiate architecture. Arthur Hussander, a local architect, designed numerous city of Chicago school buildings.

Alfred Alschuler (1876-1940)

Alfred Alschuler, a graduate of the Armour Institute of Technology (later IIT), began his architectural career in the office of Dankmar Adler in 1899. After Adler's death in 1900, he joined architect Samuel Treat, forming the firm of Treat & Alschuler. In 1907, he formed his own firm, where he conducted an extensive practice, often for Jewish clientele.

[398] Prior to this time, each large park had its own conservatory. Jensen demolished all three and replaced them with a single new conservatory in Garfield Park.

[399] The land for Columbus Park was acquired in 1912 and design work began soon after.

[400] Bachrach. "Jens Jensen—Friend of the Native Landscape."

Alschuler's work included numerous commercial and industrial buildings. These included the building that once housed the L. Fish Furniture Company at 2225 W. Pershing Road in the Central Manufacturing District, designed in 1923. He is also known for his synagogues, including a temple building for Sinai Congregation at 4600-4622 S. Dr. Martin Luther King, Jr. Drive.

John S. Ahlschlager (1860-?)

John Ahlschlager designed two handsome buildings along the Chicago boulevards, both already listed on the National Register of Historic Places: the Schulze Baking Company Building at 40 E. Garfield Boulevard, a tall terra cotta building with extensive foliate ornamentation, designed in 1913-14, and a Queen Anne greystone at 3024 W. Logan Boulevard.

Albert Annis (1889-1964)

Albert Annis was an architect best known for the Art Deco hotels and synagogues he designed in Miami Beach. In 1921 he designed the Liberty Supreme Life Insurance Building at 3501-11 S. Dr. Martin Luther King, Jr. Drive in the Craftsman style. This African American-owned company provided insurance to African-Americans during a time when they were discriminated against and unable to acquire policies.

Solon S. Beman (1853-1914)

Architect Solon S. Beman was born in Brooklyn, New York, and trained in the office of the New York architect Richard Upjohn. He came to Chicago in 1879. Beman is well-known for having designed the famous industrial town of Pullman, on the far south side of Chicago, between 1879 and 1892. His other Chicago commissions included the Mines and Mining Building at the 1893 World's Columbian Exposition, the W. W. Kimball Mansion at 1801 S. Prairie Avenue and the Fine Arts Building at 410 S. Michigan Avenue.

Beman defined the style of architecture applied to all Christian Science churches in Chicago. In 1897, he won a competition that included submittals from eleven other architects to design the First Church of Christ Science, 4017-4023 S. Drexel Boulevard. Abandoning the then-popular Gothic or Romanesque Revival style, Beman embraced Classicism. His churches were simple, impressive and dignified, featuring tall colonnades. Beman designed five more Christ Science churches on the north and west sides of Chicago and others throughout the country, all in the Classical Revival style.

Burnham & Root
Daniel Hudson Burnham (1846-1912) John Wellborn Root, (1850-1891)

Burnham & Root, one of Chicago's most distinguished architectural firms, designed three houses along the boulevards, between 1885 and 1889. The houses at 4545 and 4941 S. Drexel are Richardsonian Romanesque, stylistically similar to their famed Rookery Building, 209 S. LaSalle Street. Although best known for their commercial buildings, their prolific office designed over 165 private residences including a home for prominent clients such as John B. Sherman, co-founder of the Union Stock Yard & Transit Company.

The men joined forces in 1872, having met in the architectural office of Carter, Drake & White. Daniel Burnham received world-wide recognition as a city planner. His 1909 plan for Chicago laid the groundwork for many years of planning that followed and is credited for the city's industry-free lakefront. He served as chief designer for the 1893 World's Columbian Exposition. During their years together, until Root's untimely death in 1891, John Wellborn Root served as principal designer at Burnham & Root.

Henry Ives Cobb (1859-1931)

Born in Brookline, Massachusetts, Henry Ives Cobb studied architecture at the Massachusetts Institute of Technology before moving to Chicago in 1882, having won a competition to design a new clubhouse for

Chicago's Union Club. He soon began to receive commissions for major public buildings, large residences and commercial buildings—plus the Fisheries Building, one of the principal buildings at the 1893 World's Columbian Exposition. In 1892, at the height of his career in Chicago, Cobb's firm employed 130 people, the largest in the city at that time.

In 1890, Cobb received his largest commission, for the newly-created University of Chicago. This work lasted until 1901, when he completed 18 buildings. Among them are two located on the Midway Plaisance, one at 1130 E. 59th Street (Nancy Foster Hall) and one at 1146 E. 59th Street (the University President's House). Like many other buildings by Cobb, they were designed in the Gothic Revival style on the model of Oxford University. This style became popular for school buildings and college campuses throughout the country. Cobb also designed an impressive limestone-clad Chateauesque mansion in 1891 for Dr. John A. McGill, near the campus at 4938 S. Drexel Boulevard. In 1902, he moved to New York City, establishing a practice there. Although he lived in Manhattan longer than Chicago, his New York commissions were not as prestigious.

Coolidge & Hodgdon (1915-c.1929) Charles Coolidge (1858-1936) Frederick M. Hodgdon (1894-1971)

The firm of Coolidge & Hodgdon was established in 1915 by Charles Coolidge and his son Frederick M. Hodgdon. It is noteworthy for having designed numerous educational/institutional buildings, including several at the University of Chicago. Many of their buildings line the Midway Plaisance on 59th Street and all were designed between 1925 and 1930 in the Gothic Revival style. Their University of Chicago buildings along E. 59th Street include Billings Hospital, Nancy Adele McElwee Memorial Hall/Gertrude Dunn Hicks Memorial Hall, Joseph Bond Chapel/William Wieboldt Hall and the Social Science Research building. In 1927 the firm designed the Sonia Shankman Orthogenic School Building, at 1365 E. 60th Street in the Georgian Revival style.

The lineage of Coolidge & Hodgdon stretches back to the Boston firm of Henry Hobson Richardson. When Richardson died in 1886 at age 47, George Shepley, Charles Rutan and Charles Coolidge all worked for him. They formed the firm of Shepley, Rutan and Coolidge, completed his commissions and proceeded to become one of the nation's most successful architectural offices. Following the turn-of-the-century, they became the official architects of the University of Chicago, having previously designed the Chicago Art Institute and the Chicago Public Library Building. Upon the death of Shepley in 1903 and Rutan in 1914, Coolidge took in Hodgdon from their Chicago office and, in 1915, formed the firm of Coolidge & Hodgdon. Subsequently, they completed many stunning Gothic Revival buildings at the University of Chicago, following the architectural tradition set there by Henry Ives Cobb.

Zachary T. Davis (1872-1946)

Zachary T. Davis opened his practice in 1900, one year before he designed a French Renaissance Revival house at 726 W. Garfield Boulevard for James J. O'Leary, the gambling king whose mother is said to have owned the infamous cow responsible for starting Chicago's great fire of 1871.[401]Although Davis' early work consisted of two- and 3-flats, he became widely known as the designer of baseball parks in Chicago, Los Angeles and other American cities. In Chicago he designed Wrigley Field, the home of the Chicago Cubs, in 1914.

Dubin & Eisenberg
Henry Dubin (1892-1963) David Saul Eisenberg (unknown)

Henry Dubin was born in Chicago, studied architecture at the University of Illinois and became a partner in the firm of Dubin & Eisenberg. In 1922, the firm designed a building in *The Chicago Park Boulevard System Historic District* in the Classical Revival style. It served as the Daughters of Zion Jewish Day Nursery and

[401] Sinkevitch, ed. *AIA Guide to Chicago*, p. 393.

Infant's Home, with room for 500 children, and was located at 1401 N. California Avenue, across from Humboldt Park. Dubin & Eisenberg also designed a Spanish Revival courtyard building in 1925 at 214-222 S. Hamlin Boulevard. The firm had a large Jewish clientele.

Edbrook & Burnham
Willoughby J. Edbrook (1843-1896) Franklin Burnham (1853-1909)

Edbrook & Burnham designed three contiguous greystones at 3961, 3963 and 3965 S. Drexel Boulevard in 1887, with Willoughby J. Edbrook living at 3965. Edbrook is particularly noteworthy for serving as a former Supervising Architect of the U. S. Treasury Department in Washington, D. C. After migrating from his native England to Chicago, he established an architectural practice in 1867, designing a number of Midwest buildings. Between 1879 and 1892 he was in partnership with Franklin Burnham. Burnham is best remembered for having served as chief architect for the Kenilworth Company, developing the village of Kenilworth, Illinois, in the early 1890s.

Egan & Prindeville
James J. Egan (1839-1914)
Charles H. Prindeville (1868-1947)

James J. Egan was a noteworthy Chicago architect who designed many ecclesiastical buildings for the Catholic Church. In 1914, he and his younger partner, Charles H. Prindeville designed the Visitation Catholic School at 900-912 W. Garfield Boulevard. Born in Ireland and educated in England, Egan came to New York and apprenticed to several architects who specialized in Church design, notably Richard Upjohn, the designer of New York's Trinity Church. In 1871, after the Chicago Fire, he moved to Chicago. In 1897 he asked Prindeville to become his partner. Prindeville was to serve as president of the Chicago Chapter of the American Institute of Architects.

A. Epstein & Sons
Abraham Epstein (1888-1958)

Abraham Epstein's engineering firm, A. Epstein & Sons, was responsible for the design of three industrial buildings along the boulevards. The building at 501 N. Sacramento Boulevard was built in 1941 for Sprague Warner & Company and is distinctly Art Deco, with a stone corner pavilion. There were two along Pershing Road: Standard Brands, at 2139 W. Pershing Road, designed in 1927, with Gothic Revival detailing and the Albert Pick Co. Building at 2159 W. Pershing Road, designed in 1936.. They are both part of the Central Manufacturing District (CMD).

Born in Kiev, Russia, Abraham Epstein immigrated to the United States and entered the Engineering School at the University of Illinois in 1907. Following graduation in 1911, he went to work for Western Electric, then for S. Scott Joy who was "the favored architect" for the Central Manufacturing District.[402] When Joy left Chicago in 1926 Epstein became the architect of choice for the CMD. His firm was an engineering operation and they hired out the architectural/design work. Epstein's focus was on finishing the buildings on time and on budget. The CMD launched Epstein's successful career. His son Sidney noted in his oral history for the Art Institute that the CMD set the model for other industrial parks around the country and was often referred to as the first industrial park in the United States.[403]

Bertram Grosvenor Goodhue (1869-1924)

Between 1925 and 1929 Bertram Grosvenor Goodhue Assocs. designed one of the University of Chicago's

[402] "Sidney Epstein", Interview by Betty Blum, *Chicago Architects Oral History Project*. Chicago: Art Institute of Chicago, 1994. Updated 2006. p. 11.
[403] Ibid. p 13.

most impressive buildings, Rockefeller Memorial Chapel, at 1156-1180 E. 59th Street, A stunning Gothic Revival church with buttresses and pointed arches, this building is one of the finest Gothic structures lining Chicago's Midway Plaisance**.** Goodhue is noteworthy for his Spanish Revival architecture at the1915 Panama-California Exposition in San Diego and his Art Deco design for the State Capitol at Lincoln, Nebraska.

Frost & Granger
Charles Sumner Frost (1856-1931) Alfred Granger (1867-1939)

The nationally significant firm of Frost & Granger designed two houses on S. Drexel Boulevard, one at 4801 for Moses Born and one at 4935. Both of these houses were built in 1901 in the Tudor Revival style.

Charles Sumner Frost was born in Maine, attended Massachusetts Institute of Technology (MIT) and worked in Boston for the prestigious architectural firm of Peabody & Stearns. He moved to Chicago in 1881 and practiced with Henry Ives Cobb as Cobb & Frost until 1898. That year he joined in partnership with Alfred Granger. Although they built several large houses in Chicago and on the North Shore, the firm is best known for their railroad station designs for the Chicago & North Western Railway.[404]

Alfred Granger was born in Zanesville, Ohio, and, like Frost, graduated from MIT. He also studied at the Ecole des Beaux Arts in Paris. After working for Shepley, Rutan & Coolidge, the successor firm to H. H. Richardson, in the late 1890s (while the firm was designing the Chicago Public Library and the Art Institute of Chicago), he went into partnership with Frost. Although that firm dissolved in 1910 when Granger moved to Philadelphia, he returned to Chicago in 1924 and established the firm of Granger, Lowe & Bollenbacher. He was active in the Chicago architectural community and elected a Fellow of the American Institute of Architects in 1926.

Eric Hall (1883-1942)

Eric Hall was born in Sweden and studied architecture and engineering there. In 1913, he immigrated to Chicago and ran a firm with various partners until 1924, when he organized his firm as Hall, Lawrence & Radcliff. In 1914, Hall was appointed architect of Cook County, Illinois, a position he held until his death in 1942. He is best known for having designed the Cook County Criminal Court and Jail buildings in 1927 at 2600 S. California Boulevard, in the Classical Revival style.

Holabird &Roche
Holabird & Root
William Holabird (1854-1923) Martin Roche (1855-1927)
John Auger Holabird (1886-1945) John Wellborn Root, Jr. (1887-1963)

The distinguished firms of Holabird & Roche and Holabird & Root designed three buildings along the boulevards. They are very different from one another and are representative of the variety of building types and building styles these two related firms produced. The John Tait House at 3614 S. Dr. Martin Luther King, Jr. Drive is an imposing brownstone Queen Anne residence designed in 1888 for Martin Roche's brother-in-law, a stone contractor. Martin Roche also lived in the house. The second building, a Classical Revival structure, was designed by Holabird & Roche for the Chicago Telephone Company: the McKinley Exchange Building at 2240 W. 37th Street in 1917 and added to in 1938. It was one of many structures designed by the firm for Chicago's utility companies. The third and largest structure was the University of Chicago International House, 1414 E. 59th Street, designed in 1932 by the successor firm to Holabird & Roche, Holabird & Root, in the Art Deco style.

The firm of Holabird & Roche was established by William Holabird and Martin Roche in 1881. They met in the office of architect William LeBaron Jenney. Holabird, who had attended West Point, was a trained engineer.

[404] Both Frost and Granger married daughters of Marvin Hughitt, who was president of the Chicago & North Western Railway.

Martin Roche was the firm's design architect. Their commission for Fort Sheridan, north of Chicago, in the late 1880s launched their career. Subsequently the firm designed many prominent Chicago office buildings. The practice grew to over 100 employees by 1910. Holabird & Root was founded by the sons of William Holabird and John Wellborn Root, in 1927, the year that Martin Roche died. Holabird & Root is known for its design of Art Deco skyscrapers, which include the Chicago Board of Trade Building and the Palmolive Building. The practice is still in operation as Holabird & Root.

Arthur F. Hussander (1866 – 1943)

Swedish architect Arthur F. Hussander is noteworthy for having designed many Classical Revival school buildings in Chicago. Four of them are located along the city's park and boulevard system: Hyde Park High School at 6220 S. Stony Island Avenue (1911); Carter H. Harrison Technical High School at 2832 W. 24th Boulevard (1912); Nathaniel Pope Public School at 1852-58 S. Albany Avenue (1918) and Theodore Herzl Public School at 3701-25 S. Douglas Boulevard (1915).

Hussander succeeded Prairie School designer Dwight H. Perkins as architect for the Chicago Board of Education in 1910. The Carter H. Harrison Technical High School Building, named for Chicago's mayors (father and son), is distinguished by its symmetry and emphatic temple front. Pope, for whom another of Hussander's schools is named, had served as a member of Congress and a Federal Judge. Herzl, a Hungarian Zionist born in 1860, was the first president of the World Zionist Association, established in the 1890s. The Herzl School was built in the predominantly Jewish area along S. Independence and W. Douglas Boulevards.

Samuel Scott Joy (1875 -1942)

S. Scott Joy was an architect and engineer who gained prominence as the in-house architect for the Central Manufacturing District (CMD), the large complex of manufacturing buildings established along Pershing Road in 1915.

Raised in Birmingham, Alabama, where he had a residential practice, Joy moved to Chicago when employed by the CMD. In his position for them he designed at least fifteen buildings between 1915 and 1922. He was responsible for three buildings along the system, two in the CMD. The buildings on Pershing Road are the handsomely ornamented clock tower, built in 1917, located at the intersection of S. Damen Avenue and Pershing Road, and the building with Craftsman detailing at 2165-2211 W. Pershing Road, built in 1922 for Westinghouse. He also designed the towered factory building at 4401-4411 S. Western Boulevard in the Craftsman style in 1914. Joy was the author of an article, "The Central Manufacturing District, Chicago, Illinois", published in the April and May, 1921, issues of *Architectural Forum*.

Charles W. Kallal (1873-1926)

Charles W. Kallal designed two handsome Classical Revival buildings along Chicago's park and boulevard system: the Municipal Contagious Diseases Hospital at 3026 S. California Boulevard (1914) and the Western Avenue Pumping Station at 4919-4943 S. Western Boulevard (1927). During the time that Kallal designed the pumping station he served as Chicago City Architect. Built of stone and featuring a grand central arch, it is one of the largest of the city's pumping stations and is an excellent example of Beaux Arts architecture.

Klaber & Grunsfeld
Eugene H. Klaber (1914-1970) Ernest A Grunsfeld Jr. (1897-1970)

Eugene H. Klaber and Ernest A. Grunsfeld, Jr. worked together from 1924-1929, when Grunsfeld went out on his own. Klaber & Grunsfeld designed the Moorish Revival Jewish People's Institute (JPI) at 3500 W. Douglas Boulevard, one of the most significant buildings to Jewish history in Chicago. Adorned with religious symbolism, glazed polychrome terra-cotta tile, abstract medallions and ornamental brickwork, its design recalls

the Sephardic Jewish tradition. It served as the center of the Lawndale area's Jewish cultural, recreational and social life and featured a pool, museum, library, theater, gymnasium and restaurant. The JPI is individually listed on the National Register.

John T. Long (1849-d. unknown)

John T. Long designed the Romanesque Revival 41st Street Presbyterian Church Building at 4100 S. Dr. Martin Luther King, Jr. Drive. Built in 1881, it continues to serve as a church. It is noteworthy for its rusticated stonework, arched openings and bell tower.

Joseph W. McCarthy (1884-1965)

Joseph W. McCarthy is best known for his work on buildings for the Roman Catholic Church in Chicago. In 1916, he designed Corpus Christi Roman Catholic Church at 4910-4920 S. Dr. Martin Luther King, Jr. Drive. This handsome Classical Revival style church, which features an interior cloister, was built by affluent Irish Roman Catholics just prior to the time when African-Americans settled the area. It was the first major commission McCarthy received as George William Cardinal Mundelein's favored architect. McCarthy went on to design 28 buildings for the church, mostly in the 1930s.

A native of New Jersey, Joseph W. McCarthy moved to Chicago while in the 8th grade. His early training was in the office of Daniel Burnham, where he remained for eight years. He then worked for Chicago architect J.E.O. Pridmore until opening his own office in 1911. In addition to his many church buildings, McCarthy designed an Art Deco skyscraper for Mundelein College and the Campus Church at St. Mary's of the Lake, Mundelein, Illinois, in 1926, to house the International Eucharistic Congress.

Michaelsen & Rognstad
Christian S. Michaelsen (1888-1960) Sigurd A. Rognstad (1892–1937)

Norwegian American architects Michaelsen & Rognstad designed many handsome Chicago buildings including the field houses in Douglas and Humboldt Parks and the Garfield Park Gold Dome Building. All three were constructed in 1928. In *The Chicago Park Boulevard System Historic District* the firm designed the Midwest Athletic Club Building, facing Garfield Park, at 3800 W. Madison Street, in 1926. Like the Garfield Park Administration Building, it was inspired by Spanish architecture and features rich terra cotta ornamental trim.

Henry L. Newhouse (1874-1929)

Henry L. Newhouse was a prolific, if very not well-known, Chicago architect. He was born in Chicago, received his B.S. in architecture from the Massachusetts Institute of Technology and opened his practice in Chicago in 1896. Newhouse designed five buildings along the boulevards: the Melissa Ann Elam House at 4724-4728 S. Dr. Martin Luther King, Jr. Drive in 1903, a Tudor Revival six-flat in at 4310-4312 S. Dr. Martin Luther King, Jr. Drive in 1905, the Sutherland Hotel at 4657-4659 S. Drexel Boulevard in 1917, K.A.M. Synagogue (where he also served as a Trustee) at 4953 S. Drexel Boulevard in 1923 and Congregation Anshe Sholom at 754 S. Independence Boulevard in 1926. The Elam House is particularly significant in the African- American community. Although built for the wealthy owner of a wholesale custom tailoring company, it was operated by Ms. Elam as an elegant boarding house for single African-American women. The synagogues were designed in the Classical Revival style. In the 1920s, Newhouse had his office at 4623 S. Drexel Boulevard.

Patton, Fisher & Miller
Normand Smith Patton (1852 – 1915)

Two buildings in the District were designed by the firm of Patton, Fisher & Miller. One was the Romanesque Revival Memorial Baptist Church building at 725-729 E. Oakwood Boulevard, constructed in 1899; the other was the Belmonte Flats at 4257-4259 S. Dr. Martin Luther King, Jr. Drive, constructed in 1893. This apartment

building was listed on the National Register in 1998.

There is one building designed by Normand S. Patton, the John Spry Public School at 2400 S. Marshall Boulevard. Normand S. Patton was born in Connecticut and trained in architecture at the Massachusetts Institute of Technology. Following graduation in 1874, he set up an office in Chicago. He and his partners designed several distinguished buildings in the Chicago area, including some at the Armour Institute of Technology (Today the Illinois Institute of Technology). Patton became a Fellow of the American Institute of Architects.

Dwight Heald Perkins (1867-1941)

Dwight H. Perkins was born in Memphis, Tennessee, but moved to Chicago with his family at age four. Initially he worked in the architectural offices of Wheelock & Clay and for Frederick Schock. He then attended the Massachusetts Institute of Technology, afterwards entering the office of Burnham & Root. In 1894, he opened his own office. In 1905, he was appointed Chief Architect for the Chicago Board of Education, a post he held until 1911, when he returned to private practice. In 1911, he formed the firm of Perkins, Fellows & Hamilton. Between 1929 and 1933 he was a partner in the firm of Perkins, Chatten & Hammond. Perkins collaborated on the Abraham Lincoln Center, built between 1898 and 1903 at 700 E. Oakwood Boulevard, with Frank Lloyd Wright--who was the chief designer.

Pond & Pond
Irving K. Pond (1857-1939) Allen B. Pond (1858-1929)

Architects Irving K. Pond and Allen B. Pond designed many fashionable Chicago residences from the time that they established their partnership in 1886. The firm also designed churches, schools and buildings for many Midwestern universities, including the University of Michigan. The Ponds were acclaimed for the ten buildings they designed over an 18-year period at Hull House, Chicago's most well-known settlement house. Along the boulevards they designed the Midway Studio at 923-937 E. 60th Street on the Midway Plaisance for noted sculptor Lorado Taft.

Rapp and Rapp (1878-1941) C. W. Rapp (1861 -1926)
George Rapp (1878-1941)

George L. Rapp and his brother C. W. Rapp are best known for designing large, elaborate movie palaces, including the Chicago Theater and Oriental Theater (today the Ford Center for the Performing Arts) in Chicago. With an entrance pavilion as exuberant as a movie marquis, the Windermere East, a large residential hotel building was designed by the firm in 1924. It is located at 1642 E. 56nd Street, facing Jackson Park.

James Gamble Rogers (1867-1947)

James Gamble Rogers designed one building in the District, the School of Education, University of Chicago, at 1362 E. 59th Street along the Midway Plaisance. It was built in 1904, early in his career, in the Gothic Revival style.

Rogers was born in Kentucky and educated at Yale University, where he received his B. A. in architecture in 1889. Following graduation, he moved to Chicago to work for William Le Baron Jenney. After then spending five years at Paris' Ecole des Beaux Arts he returned to Chicago in 1897 and remained in the city for seven years. It was during this period that he designed the School of Education. He subsequently designed a large number of Gothic Revival university buildings for Yale and Northwestern Universities.

Schmidt, Garden & Martin
Martin Richard Schmidt (1865-1958) Hugh Garden (1873-1961)
Edgar Martin (1875-1951)

Richard Schmidt, Hugh Garden and Edgar Martin established their architectural office in 1906. Their highly-regarded firm designed many residences and commercial buildings in Chicago, including the Montgomery Ward & Co. Catalog House at 600 W. Chicago Ave., and more than 300 hospitals. Richard Schmidt was born in Bavaria but his family moved to Chicago after the Civil War. He attended architecture school at the Massachusetts Institute of Technology, graduated and worked for several architects, including Charles Sumner Frost. In 1887, he opened his own office, inviting Hugh Garden to join him in 1895 as chief of design. Garden had moved to Chicago from Toronto in the late 1880s and worked with several firms, including Henry Ives Cobb and Shepley, Rutan & Coolidge. Edgar D. Martin, a structural engineer, joined the firm in 1906.

One building in the District was designed by Schmidt, Garden & Martin. It was inspired by Classical architecture: the Eleanor Club Building at 1442-1450 E. 59th Street along the Midway Plaisance.

Shepley, Rutan & Coolidge George F. Shepley (1860-1903) Charles H. Rutan (1851-1919) Charles A. Coolidge (1858-1936)

Shepley, Rutan & Coolidge, was the successor firm to that of Boston architect Henry Hobson Richardson, who died at age 47 in 1886. Before entering Richardson's office, Shepley attended Washington University and studied architecture at the Massachusetts Institute of Technology. Coolidge attended Harvard University and the Massachusetts Institute of Technology.

Between 1901 and 1915, Shepley, Rutan & Coolidge drew up the master plan and designed over fifteen buildings at the University of Chicago. Those located on Chicago's park and boulevard system, along the Midway Plaisance, include the Hiram Kelly Memorial at 1010 E. 59th Street (1915), the William Rainey Harper Memorial Library at 1116 E. 59th Street (1912) and Ida Noyes Hall at 1212 E. 59th Street (1916). After 1915, when both Shepley and Rutan had died, Coolidge took in Charles Hodgdon from their Chicago office and the firm became Coolidge & Hodgdon.

Treat & Foltz
Samuel Atwater Treat (1839-1910) Fritz Foltz (1843-1916)

Treat & Foltz was one of Chicago's oldest and most successful architectural firms.[405] Along the park and boulevard system the firm designed a handsome Richardsonian Romanesque mansion for lumber magnate Martin Ryerson at 4851 S. Drexel Boulevard in 1887.

Samuel Atwater Treat was born in New Haven, Connecticut, studied at the Collegiate and Commercial Institute there, then entered an architectural office. Shortly after the Civil War he moved to Chicago. Following the 1871 fire, like all architects in the city, Treat was very busy. He entered into partnership with Fritz Foltz, who had emigrated from Germany. Their partnership lasted over two decades, from 1872 to 1896. While the practice was general in character, the firm made a name for designing large industrial plants, apartment buildings and single-family homes. Treat was a Fellow of the American Institute of Architects and served as one time president of the Chicago Chapter.

Wilson, Marble & Lamson Horatio R. Wilson (1857-1917) Oliver W. Marble (1861-1908)

Horatio R. Wilson was a Fellow of the American Institute of Architects. Born in Jamestown, New York, he moved to Chicago and, in 1889, formed a partnership with Oliver W. Marble and Lamson. From 1893 to 1894 the well-known architect Benjamin Marshall worked in their office. In 1895 the firm became Wilson & Marshall. From 1900 to 1910 Wilson had a solo practice. After 1910 he was associated with John A. Armstrong in the firm of H. H. Wilson & Company.

[405] Jean F. Block. *Hyde Park Houses*. Chicago: The University of Chicago Press, 1978, p.106.

Wilson, Marble & Lamson designed the 2-flat on the boulevards at 3558-3560 S. Dr. Martin Luther King, Jr. Drive (1889). Wilson also designed several buildings on S. Drexel Boulevard, including the Herman Stern House at 4512 (1895), the Maximillian Morganthau / Adolph Krause House at 4518 (1895), both Gothic Revival, and the Italian Renaissance Revival G. B. Robbins House at 4805 (1910).

Frank Lloyd Wright (1867-1959)

In 1888, Frank Lloyd Wright began designing the Abraham Lincoln Center at 700 E. Oakwood Boulevard for his uncle, the Reverend Jenkin Lloyd Jones. It was to contain an auditorium, meeting rooms, offices, a kitchen, living quarters and first floor shops. When Wright produced designs and models for his uncle it is believed that they quarreled over the design and, in 1902, Wright turned over the project to architect Dwight Perkins. The Center opened in 1905. Wright's fame as the father of Prairie School architecture is legendary. The Abraham Lincoln Center was his first large commission.

William Carbys Zimmerman (1859-1932)

William Carbys Zimmerman distinguished himself in a number of architectural styles, although many of his structures adapted Prairie Style characteristics. The 1914 recreational building, located at 3041 W. Augusta Boulevard, is Prairie Style in its horizontality. It has a pergola supported by Classical columns. Zimmerman, who served as State Architect during part of his career, designed a number of field houses and natatoriums in Chicago's parks. Born in Wisconsin and educated at the Massachusetts Institute of Technology, he opened an office in Chicago in the 1880s and continued to practice until the 1920s. He was a Fellow of the American Institute of Architects.

Sculptors

The following sculptors created sculptures in the Chicago Park Boulevard System Historic District:

Daniel Chester French (1850-1931)

Best known as a sculptor, Daniel Chester French was born in Exeter, New Hampshire, and attended the Massachusetts Institute of Technology for a year. His first important commission—the Minute Man in Concord, Massachusetts--was awarded at age 25. This sculpture, which later became a classic patriotic symbol used on items such as stamps and war bonds, established French's reputation. French generally chose to depict American subjects rather than classical or mythological heroes. He went on to become one of the nation's leading sculptors of public monuments, with a style characterized by grandeur, dignity, clarity of conception and fine craftsmanship. French collaborated with animal sculptor Edward Potter on several stately equestrian statues, including one of General Grant in located in Philadelphia and one of George Washington located in Paris. The latter was copied and placed at the entrance to Chicago's Washington Park in 1904. Daniel Chester French may be best known for his seated statue of Abraham Lincoln, dedicated in 1922, for the Lincoln Memorial in Washington, D.C.

Leonard Crunelle (1872-1944)

Sculptor Leonard Crunelle was born in France and immigrated to the United States in 1882. He worked as a coal miner in Illinois before his talent was recognized by nationally-renowned sculptor Lorado Taft, who encouraged him to study at Chicago's Art Institute. Crunelle became a student and apprentice to Taft and grew to become a respected artist in his own right. His many commissions include Lincoln memorials in Dixon and Freeport, Illinois, as well as at Lincoln's Springfield tomb. Other works include the Oglesby Memorial in Lincoln Park, Chicago, the Victory Monument at 35th Street and S. Dr. Martin Luther King, Jr., Drive (a National Historic Landmark) in Chicago, and Sacajawea in the United States Capitol's Statuary Hall.

Charles J. Mulligan (1866-1916)

Charles J. Mulligan was born in Ireland and during his short lifetime became one of Chicago's most beloved sculptors. In 1872, he arrived in Chicago, where his father went to work for George Pullman. As a teenager Mulligan was a marble cutter and "studied art in night school" under sculptor Lorado Taft.[406] His clay figures caught Taft's attention and he was invited to study under Taft at the Art Institute of Chicago when it was first opened. Mulligan later went to Paris where he studied at the *Ecole des Beaux Arts* under Alexander Faleuiere.

Mulligan became a United States citizen in 1888 and was married the following year. He was named foreman of Taft's sculpture shop at the World's Columbian Exposition. Eventually Mulligan succeeded Taft as head of the sculpture department at the Art Institute of Chicago.

Mulligan was well-liked by his fellow artists and was part of the founding group of The Eagle's Nest artists' colony in Oregon, Illinois, and of the Palette and Chisel Club. He belonged to many other important early arts organizations and received the Chicago Society of Artists' Silver Medal of Honor in 1908.

The West Park commissioners hired Mulligan to create "Miner and His Child" for Humboldt Park (1901), "Fourth of July Fountain" for Independence Square (1902), "Lincoln, the Rail Splitter" for Garfield Park (1911) and "John F. Finnerty Monument" for Garfield Park (1916). Mulligan also designed the William McKinley Monument for the South Park commissioners in 1905. He was responsible for a long list of other important commissions, including the Illinois monument at the Civil War battleground of Vicksburg, Mississippi (1906) and the sculptures of "Justice" and "Law" that flank the entrance to the Illinois Supreme Court building in Springfield (1909). He left many sculptures unfinished upon his untimely death from cancer in 1916.

CONCLUSION

The Chicago Park Boulevard System Historic District, with its beautiful parks linked by greenways, was designed by the country's foremost early landscape architects. It was early and influential. Providing oases of green that arc the city, the parks and boulevards continue to reflect the early vision of men who shaped Chicago. Significant real estate developers, landscape designers, architects and artists played a pivotal role. The system was envisioned as a magnet for development, continuously attracting construction. Architecture was, in effect, integral to the park and boulevard system. The various types of buildings lining the parks, squares and boulevards of the district express the stylistic development of Chicago architecture, many of them more high style than the buildings outside and adjacent to the system. The integrity of the buildings in the district is generally very good, only compromised by deterioration or simple modifications, rarely affected by the compromising stylistic changes that have impacted other areas of the city.

The Chicago Park Boulevard System Historic District is a historically important example of parks linked by ribbons of green, a system that has enjoyed a significant national impact. To quote Daniel Bluestone, Director, Historic Preservation Program and Professor of Architectural History, the University of Virginia School of Architecture, "The recognition of this nationally significant urban and landscape resource is long overdue."[407]

[406] http:www.askart.com/AskART/ artists/biography.aspx?artist=108991

[407] Daniel Bluestone. E-mail to Susan Benjamin, Benjamin Historic Certifications, dated May 17, 2011

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The Chicago Park Boulevard System Historic District
Name of Property

Cook County, Illinois
County and State

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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:

__X__ State Historic Preservation Office
____Other State agency
____Federal agency
____Local government
____University
____Other
Name of repository: _____

Historic Resources Survey Number (if assigned): _____

The Chicago Park Boulevard System Historic District | Cook County, Illinois
Name of Property | County and State

10. Geographical Data

Acreage of Property approximately 1,000
(Do not include previously listed resource acreage; enter "Less than one" if the acreage is .99 or less)

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

SEE ADDITIONAL DOCUMENTATION, GIS LOCATION MAP

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

Maps to be used to describe boundaries.

Boundary Justification (Explain why the boundaries were selected.)

The boundaries include the system of designed contiguous parks, boulevards and squares ringing the city of Chicago, beginning in 1869, and most of the contributing and non-contributing buildings surrounding the parks, boulevards and squares. Buildings in the historic district were designated as non-contributing if they were built after 1942 (outside the period of significance) or if they had insufficient integrity to be considered contributing. When a building or a small number of buildings were found to be strong architecturally and typical of the building stock in the district, they were included even if they are the only buildings on a given block. Large expanses of vacant land were not included as they do not contain contributing buildings to the district. Buildings that are oriented toward the side streets were included in the district if they were constructed during the period of significance and their side walls frame the boulevards, squares or parks. New construction on street corners, frequently devoted to roadside architecture or large institutions that are architecturally inconsistent with historic development patterns in the district, was not included within the district boundaries.

11. Form Prepared By

name/title Susan S. Benjamin, Gwen Sommers Yant, Courtney Gray Resnick, Jean Follett, Jo Ann Nathan, Yolanda Escoto Unna of Benjamin Historic Certifications, LLC, Julia S. Bachrach of the Chicago Park District (2011-2014). Matt Crawford, Melanie Bishop, Meredith Stewart and Jessica Mavrogenes, Historic Preservation Division, Department of Planning and Development, City of Chicago; Josephine Raya, Bureau Operations, Department of Planning and Development, City of Chicago; R. Terry Tatum, volunteer consultant (2017-2018).
date September, 2018
organization City of Chicago
telephone 312-742-0276
street & number 121 N. LaSalle St., Rm.1006
email matt.crawford@cityofchicago.org
city or town Chicago
state IL
zip code 60602

The Chicago Park Boulevard System Historic District
Name of Property

Cook County, Illinois
County and State

Additional Documentation

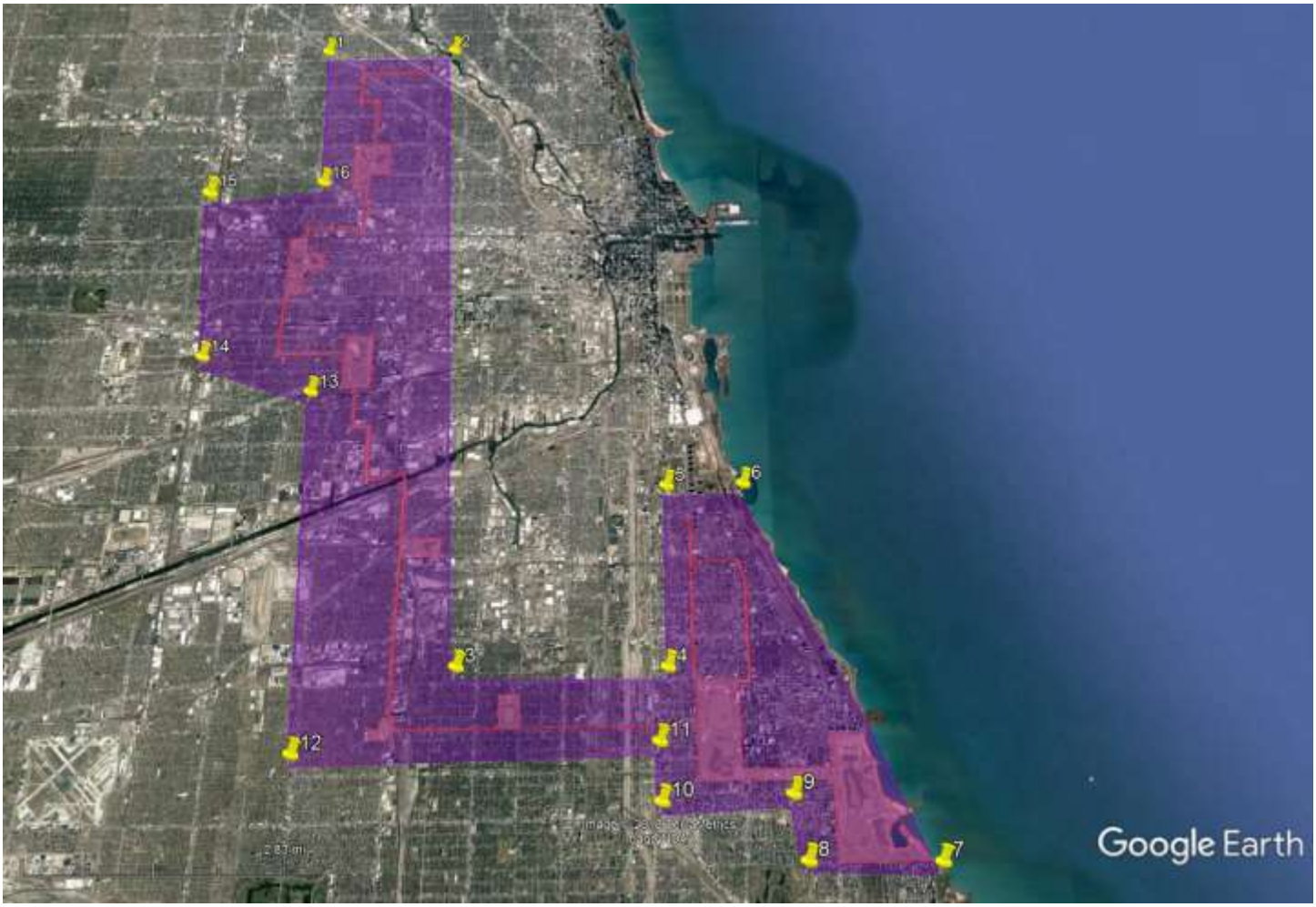
Submit the following items with the completed form:

- **GIS Location Map (Google Earth or BING)**
- **Local Location Map**
- **Site Plan**
- **Floor Plans (As Applicable)**
- **Photo Location Map** (Include for historic districts and properties having large acreage or numerous resources. Key all photographs to this map and insert immediately after the photo log and before the list of figures).

The Chicago Park Boulevard System Historic District
Name of Property

Cook County, Illinois
County and State

GIS Location Map



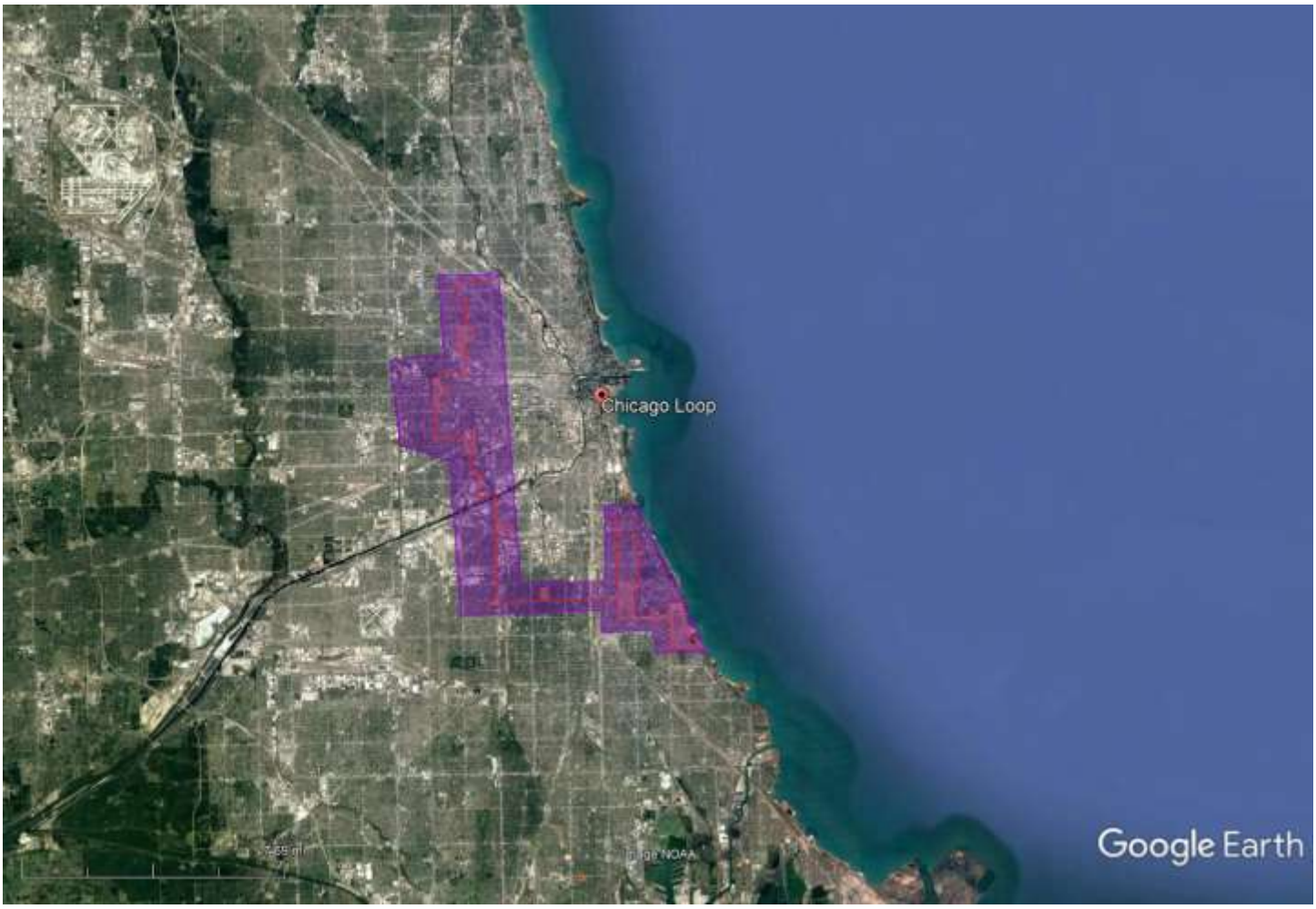
Latitude/Longitude Coordinates

	Latitude	Longitude
1.	41°55'52.84"N	87°43'5.76"W
2.	41°55'54.40"N	87°40'58.21"W
3.	41°48'6.87"N	87°40'13.42"W
4.	41°48'7.14"N	87°37'23.14"W
5.	41°50'3.04"N	87°37'24.38"W
6.	41°50'4.56"N	87°36'18.97"W
7.	41°46'17.51"N	87°33'56.76"W
8.	41°46'17.80"N	87°35'37.70"W
9.	41°46'54.11"N	87°35'46.72"W
10.	41°46'49.77"N	87°37'28.20"W
11.	41°47'23.52"N	87°37'29.74"W
12.	41°47'15.66"N	87°42'17.51"W
13.	41°51'8.69"N	87°42'38.82"W
14.	41°51'34.50"N	87°44'20.13"W
15.	41°53'43.53"N	87°44'40.41"W
16.	41°53'54.61"N	87°42'52.63"W

The Chicago Park Boulevard System Historic District
Name of Property

Cook County, Illinois
County and State

Local Location Map



The Chicago Park Boulevard System Historic District
Name of Property

Cook County, Illinois
County and State

Photographs:

Submit clear and descriptive photographs. The size of each image must be 3000x2000 pixels, 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.

Name of Property: The Chicago Park Boulevard System Historic District
City of Vicinity: Chicago
County: Cook
State: IL

Photo 1 of 487: S. Dr. Martin Luther King Jr. Drive and Victory Monument, facing Southwest. Associated Map(s): 1.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, March 2018.

Photo 2 of 487: Victory Monument, facing Northeast. Associated Map(s): 1.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, March 2018.

Photo 3 of 487: 3600 Block of S. Dr. Martin Luther King Jr. Drive, facing Northwest. Associated Map(s): 1.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, March 2018.

Photo 4 of 487: 3600 Block of S. Dr. Martin Luther King Jr. Drive, facing Southeast. Associated Map(s): 1.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, March 2018.

Photo 5 of 487: Martin Luther King, Jr. Drive and 37th Street, facing North. Associated Map(s): 1.
Digital Photo Taken by Matt Crawford and Jessica Mavrogenes, August 2018.

Photo 6 of 487: Martin Luther King, Jr. Drive, landscape, facing South. Associated Map(s): 1.
Digital Photo Taken by Matt Crawford and Jessica Mavrogenes, August 2018.

Photo 7 of 487: 3700 Block of Dr. Martin Luther King Jr. Drive (includes South Park Baptist Church), facing Southwest. Associated Map(s): 1.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, March 2018.

Photo 8 of 487: 3800 Block of S. Dr. Martin Luther King Jr. Drive, facing Southwest. Associated Map(s): 1.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, March 2018.

Photo 9 of 487: 355 E Pershing Rd, building demolished, facing Southwest. Associated Map(s): 1.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, March 2018.

Photo 10 of 487: Martin Luther King, Jr. Drive, buildings along Boulevard, facing Southwest. Associated Map(s): 1, 2.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, March 2018.

Photo 11 of 487: 3900 Block of S. Dr. Martin Luther King Jr. Drive , facing Northeast. Associated Map(s): 1, 2, 5.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, March 2018.

Photo 12 of 487: Martin Luther King, Jr. Drive, buildings along Boulevard, facing Southeast. Associated Map(s): 1, 2, 5.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, March 2018.

Photo 13 of 487: Buildings along Oakwood Boulevard, facing Southeast. Associated Map(s): 1, 2, 5.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, March 2018.

Photo 14 of 487: Buildings along Oakwood Boulevard, facing Northwest. Associated Map(s): 1, 2, 5.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, March 2018.

Photo 15 of 487: E Oakwood Blvd and S Vincennes Ave, facing West. Associated Map(s): 1, 2, 5.
Digital Photo Taken by Matt Crawford, August 2018.

Photo 16 of 487: E Oakwood Blvd and S Vincennes Ave, facing East. Associated Map(s): 1, 2, 5.
Digital Photo Taken by Matt Crawford, August 2018.

Photo 17 of 487: Martin Luther King, Jr. Drive, buildings along Boulevard, facing Southwest. Associated Map(s): 2.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, March 2018.

Photo 18 of 487: Martin Luther King, Jr. Drive, buildings along Boulevard, facing Southwest. Associated Map(s): 2.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, March 2018.

Photo 19 of 487: Martin Luther King, Jr. Drive, buildings along Boulevard, facing Southeast. Associated Map(s): 2.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, March 2018.

Photo 20 of 487: Martin Luther King, Jr. Drive and 43rd Street, facing North. Associated Map(s): 2.
Digital Photo Taken by Matt Crawford, August 2018.

Photo 21 of 487: Martin Luther King, Jr. Drive and 43rd Street, facing South. Associated Map(s): 2.
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Photo 22 of 487: Martin Luther King, Jr. Drive, buildings along Boulevard, facing Southwest. Associated Map(s): 2.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, March 2018.

Photo 23 of 487: Martin Luther King, Jr. Drive, buildings along Boulevard, facing Southeast. Associated Map(s): 2.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, March 2018.

Photo 24 of 487: Martin Luther King, Jr. Drive and 44th Street, facing North. Associated Map(s): 2, 3.
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Photo 26 of 487: Martin Luther King, Jr. Drive, buildings along Boulevard, facing Southeast. Associated Map(s): 3.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, February 2018.

Photo 27 of 487: Martin Luther King, Jr. Drive, buildings along Boulevard, facing Northwest. Associated Map(s): 3.
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Photo 28 of 487: Martin Luther King, Jr. Drive and 46th Street, facing North. Associated Map(s): 3.
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Photo 30 of 487: Martin Luther King, Jr. Drive, buildings along Boulevard, facing Southwest. Associated Map(s): 3.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, February 2018.

Photo 31 of 487: Martin Luther King, Jr. Drive, buildings along Boulevard, facing Northwest. Associated Map(s): 3, 4.
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Digital Photo Taken by Melanie Bishop and Meredith Stewart, February 2018.

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Digital Photo Taken by Melanie Bishop and Meredith Stewart, February 2018.

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Digital Photo Taken by Matt Crawford, August 2018.

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Digital Photo Taken by Melanie Bishop and Meredith Stewart, February 2018.

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Digital Photo Taken by Melanie Bishop and Meredith Stewart, March 2018.

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Digital Photo Taken by Melanie Bishop and Meredith Stewart, March 2018.

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Photo 58 of 487: Buildings along Drexel Boulevard, facing Southeast. Associated Map(s): 7.
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Digital Photo Taken by Melanie Bishop and Meredith Stewart, March 2018.

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Photo 79 of 487: Buildings along Martin Luther King, Jr. Drive across from Washington Park, facing Northwest. Associated Map(s): 11, 24.
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Photo 84 of 487: Buildings along Martin Luther King, Jr. Drive across from Washington Park, facing Southwest. Associated Map(s): 12.
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Photo 95 of 487: University of Chicago Hospital South façade, facing North. Associated Map(s): 14,16.
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Digital Photo Taken by Cameron K. Zelaya, July 2018.

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Digital Photo Taken by Melanie Bishop and Meredith Stewart, March 2018.

Photo 405 of 487: 3300 W Franklin Blvd, facing Northwest. Associated Map(s): 58, 59.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, March 2018.

Photo 406 of 487: 3100 Block of W Franklin Blvd, facing South. Associated Map(s): 59.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, March 2018.

Photo 407 of 487: 3112 W Franklin Blvd, facing North. Associated Map(s): 59.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, March 2018.

Photo 408 of 487: Sacramento Square, Landscape, facing Northeast. Associated Map(s): 59.
Digital Photo Taken by Cameron K. Zelaya, July 2018.

Photo 409 of 487: 3000 Block of W Franklin Blvd, facing Northwest. Associated Map(s): 59.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, March 2018.

Photo 410 of 487: Sacramento Square, Landscape, facing Southwest. Associated Map(s): 59.
Digital Photo Taken by Cameron K. Zelaya, July 2018.

Photo 411 of 487: Sacramento Square, Landscape, facing South. Associated Map(s): 59.
Digital Photo Taken by Cameron K. Zelaya, July 2018.

Photo 412 of 487: 605 and 625 N Sacramento Blvd, facing Southeast. Associated Map(s): 59, 60.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, January 2018.

Photo 413 of 487: Sacramento Boulevard, Landscape, facing Southeast. Associated Map(s): 60.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, January 2018.

Photo 414 of 487: 700 N Sacramento Blvd, facing Northwest. Associated Map(s): 60.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, January 2018.

Photo 415 of 487: Sacramento Boulevard, Landscape, facing North. Associated Map(s): 60.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, January 2018.
Photo 416 of 487: 2950 W Chicago Ave, facing Southeast. Associated Map(s): 60.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, January 2018.

Photo 417 of 487: 800 Block of N Sacramentro Blvd, facing South. Associated Map(s): 60, 61.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, January 2018.

Photo 418 of 487: 900 Block of N Sacramento Blvd, facing Northeast. Associated Map(s): 61.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, January 2018.

Photo 419 of 487: 800 Block of N Sacramentro Blvd, facing Southwest. Associated Map(s): 61.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, January 2018.

Photo 420 of 487: N. Sacramento Blvd, facing East. Associated Map(s): 61.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, January 2018.

Photo 421 of 487: 3100 Block of W Augusta Blvd, facing Southwest. Associated Map(s): 61.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, January 2018.

Photo 422 of 487: Humboldt Park Landscape, facing Northwest. Associated Map(s): 61.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, January 2018.

Photo 423 of 487: Humboldt Park Landscape, facing Southwest. Associated Map(s): 61.

Digital Photo Taken by Melanie Bishop and Meredith Stewart, January 2018.

Photo 424 of 487: Humboldt Park Landscape, facing West. Associated Map(s): 61.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, January 2018.

Photo 425 of 487: 1145 N Sacramento Blvd, facing Southwest. Associated Map(s): 61, 62.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, January 2018.

Photo 426 of 487: 1200 Block of N Kedzie Blvd, facing West. Associated Map(s): 61, 62.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, January 2018.
Photo 427 of 487: Humboldt Park Prairie River, facing North. Associated Map(s): 62.
Digital Photo Taken by Matt Crawford, October 2017.

Photo 428 of 487: 1200 Block of N California Ave, facing Northeast. Associated Map(s): 62.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, January 2018.

Photo 429 of 487: Humboldt Park Boat House, facing East. Associated Map(s): 62.
Digital Photo Taken by Matt Crawford, September 2018.

Photo 430 of 487: Humboldt Park Lagoon, facing Northeast. Associated Map(s): 62.
Digital Photo Taken by Matt Crawford, September 2018.

Photo 431 of 487: 1349 - 1404 N California Ave, facing Northeast. Associated Map(s): 62.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, January 2018.

Photo 432 of 487: 1400 Block of N California Ave, facing Northeast. Associated Map(s): 62.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, January 2018.

Photo 433 of 487: Humboldt Park Field House, facing Southwest. Associated Map(s): 62.
Digital Photo Taken by Matt Crawford, September 2017.

Photo 434 of 487: 1354 N Kedzie Blvd, facing West. Associated Map(s): 62.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, January 2018.

Photo 435 of 487: 1500 Block of N Kedzie Blvd, facing Northwest. Associated Map(s): 62, 63.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, January 2018.

Photo 436 of 487: 1500 Block of N California Ave, facing Northeast. Associated Map(s): 62, 63.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, January 2018.

Photo 437 of 487: 2800 Block of W North Ave, facing Northwest. Associated Map(s): 63.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, January 2018.
Photo 438 of 487: 3000 Block of W North Ave, facing Northwest. Associated Map(s): 63.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, January 2018.

Photo 439 of 487: 1500 Block of N Kedzie Ave, facing Southwest. Associated Map(s): 63.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, January 2018.

Photo 440 of 487: 1600 Block of N Humboldt Blvd, facing Northeast. Associated Map(s): 63.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, March 2018.

Photo 441 of 487: Humboldt Boulevard, Landscape, facing Southeast. Associated Map(s): 63.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, January 2018.

Photo 442 of 487: 1600 Block of N Humboldt Blvd, facing Southeast. Associated Map(s): 63.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, March 2018.

Photo 443 of 487: 1700 Block of N Humboldt Blvd, facing West. Associated Map(s): 63.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, March 2018.

Photo 444 of 487: 1700 Block of N Humboldt Blvd, facing Northeast. Associated Map(s): 63.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, March 2018.

Photo 445 of 487: Humboldt Boulevard, Landscape, facing South. Associated Map(s): 63, 64.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, January 2018.

Photo 446 of 487: Humboldt Boulevard, Landscape, facing North. Associated Map(s): 64.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, January 2018.

Photo 447 of 487: 1800 Block of N Humboldt Blvd, facing East. Associated Map(s): 64.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, March 2018.

Photo 448 of 487: 1800 Block of N Humboldt Blvd, facing Southwest. Associated Map(s): 64.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, March 2018.
Photo 449 of 487: 1900 Block of N Humboldt Blvd, facing Northeast. Associated Map(s): 64.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, March 2018.

Photo 450 of 487: 2000 Block of N Humboldt Blvd, facing Northeast. Associated Map(s): 64.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, March 2018.

Photo 451 of 487: 2000 Block of N Humboldt Blvd, facing Southwest. Associated Map(s): 64.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, March 2018.

Photo 452 of 487: Humboldt Boulevard, Landscape, facing Northeast. Associated Map(s): 64, 65.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, March 2018.

Photo 453 of 487: 2141 N Humboldt Blvd, facing Northeast. Associated Map(s): 65.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, March 2018.

Photo 454 of 487: East Entrance Palmer Square Park, facing North. Associated Map(s): 65.
Digital Photo Taken by Jessica Mavrogenes, July 2018.

Photo 455 of 487: Palmer Square Park, facing West. Associated Map(s): 65.
Digital Photo Taken by Jessica Mavrogenes, July 2018.

Photo 456 of 487: 3000 Block of W Palmer Square, facing North. Associated Map(s): 65.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, March 2018.

Photo 457 of 487: Palmer Square Park, facing East. Associated Map(s): 65.
Digital Photo Taken by Jessica Mavrogenes, July 2018.

Photo 458 of 487: Palmer Square Park, facing East. Associated Map(s): 65.

Digital Photo Taken by Jessica Mavrogenes, July 2018.

Photo 459 of 487: Palmer Square Park Children's Play Area, facing East. Associated Map(s): 65.
Digital Photo Taken by Jessica Mavrogenes, July 2018.

Photo 460 of 487: 3100 Block of W Palmer Square, facing Southeast. Associated Map(s): 65.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, March 2018.

Photo 461 of 487: Palmer Square Park, facing East. Associated Map(s): 65.
Digital Photo Taken by Jessica Mavrogenes, July 2018.

Photo 462 of 487: Palmer Square Park, facing Northeast. Associated Map(s): 65.
Digital Photo Taken by Jessica Mavrogenes, July 2018.

Photo 463 of 487: West Entrance of Palmer Square Park, facing East. Associated Map(s): 65.
Digital Photo Taken by Jessica Mavrogenes, July 2018.

Photo 464 of 487: 2200 Block of N Kedzie Blvd, facing Northwest. Associated Map(s): 65.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, March 2018.

Photo 465 of 487: 3126 W Palmer Square, facing Northeast. Associated Map(s): 65.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, March 2018.

Photo 466 of 487: 2200 Block of N Kedzie Blvd, facing Southeast. Associated Map(s): 65.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, March 2018.

Photo 467 of 487: 2342 N Kedzie Blvd, facing West. Associated Map(s): 65, 66.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, March 2018.

Photo 468 of 487: Kedzie Blvd, facing North. Associated Map(s): 65, 66.
Digital Photo Taken by Jessica Mavrogenes, July 2018.

Photo 469 of 487: 2400 Block of N Kedzie Blvd, facing Southwest. Associated Map(s): 66.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, March 2018.
Photo 470 of 487: Kedzie Blvd, facing Southeast. Associated Map(s): 66.
Digital Photo Taken by Jessica Mavrogenes, July 2018.

Photo 471 of 487: 2535 N Kedzie Blvd, facing East. Associated Map(s): 66.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, March 2018.

Photo 472 of 487: Northern-most point, just south of Logan Square, facing South. Associated Map(s): 66.
Digital Photo Taken by Jessica Mavrogenes, July 2018.

Photo 473 of 487: Kedzie Blvd, facing South. Associated Map(s): 66.
Digital Photo Taken by Jessica Mavrogenes, July 2018.

Photo 474 of 487: Logan Square Park and Illinois Centennial Monument, facing East. Associated Map(s): 66.
Digital Photo Taken by Jessica Mavrogenes, July 2018.

Photo 475 of 487: Comfort Station Northeast Façade, facing Southwest. Associated Map(s): 66.

Digital Photo Taken by Jessica Mavrogenes, July 2018.

Photo 476 of 487: Logan Square Park, facing Northwest. Associated Map(s): 66.
Digital Photo Taken by Jessica Mavrogenes, July 2018.

Photo 477 of 487: 3000 Block of W Logan Blvd, facing Northeast. Associated Map(s): 66.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, March 2018.

Photo 478 of 487: 3501 N Logan Blvd - 2569 N Milwaukee Ave, facing Southwest. Associated Map(s): 66.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, March 2018.

Photo 479 of 487: Logan Boulevard, Landscape, facing East. Associated Map(s): 66.
Digital Photo Taken by Matt Crawford, October 2017.

Photo 480 of 487: 2900 Block of W Logan Blvd, facing Northwest. Associated Map(s): 66.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, March 2018.

Photo 481 of 487: 2900 Block of W Logan Blvd, facing Southwest. Associated Map(s): 66, 67.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, March 2018.

Photo 482 of 487: 2800 Block of W Logan Blvd, facing Southwest. Associated Map(s): 67.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, March 2018.

Photo 483 of 487: 2800 Block of W Logan Blvd, facing Northwest. Associated Map(s): 67.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, March 2018.

Photo 484 of 487: 2700 Block of W Logan Blvd, facing Southwest. Associated Map(s): 67.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, March 2018.

Photo 485 of 487: 2600 Block of W Logan Blvd, facing Northeast. Associated Map(s): 67.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, March 2018.

Photo 486 of 487: 2500 Block of W Logan Blvd, facing Northeast. Associated Map(s): 67.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, March 2018.

Photo 487 of 487: 2511 W Logan Blvd, St John Berchmans School, facing Southwest. Associated Map(s): 67.
Digital Photo Taken by Melanie Bishop and Meredith Stewart, March 2018.

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.

ATTACHMENTS

Attachment 1: System Map Overview

Attachment 2: Survey Map Key

Attachment 3: Resource Inventory

a. Boulevard Buildings

b. Boulevard Structures

c. Boulevard Objects

d. Unlisted Parks (Douglas, Gage, McKinley)

e. Listed Parks (Jackson, Washington, Sherman, Garfield, Humboldt)

Attachment 4: Maps

a. Boulevard Survey Maps (1-67)

b. Unlisted Parks (Douglas, McKinley, and Gage, 68-70)

c. Photo Key Maps

Attachment 5: System Aerial Photos

Attachment 6: Aerial Photos of Listed Parks

Attachment 7: Historic Park Maps

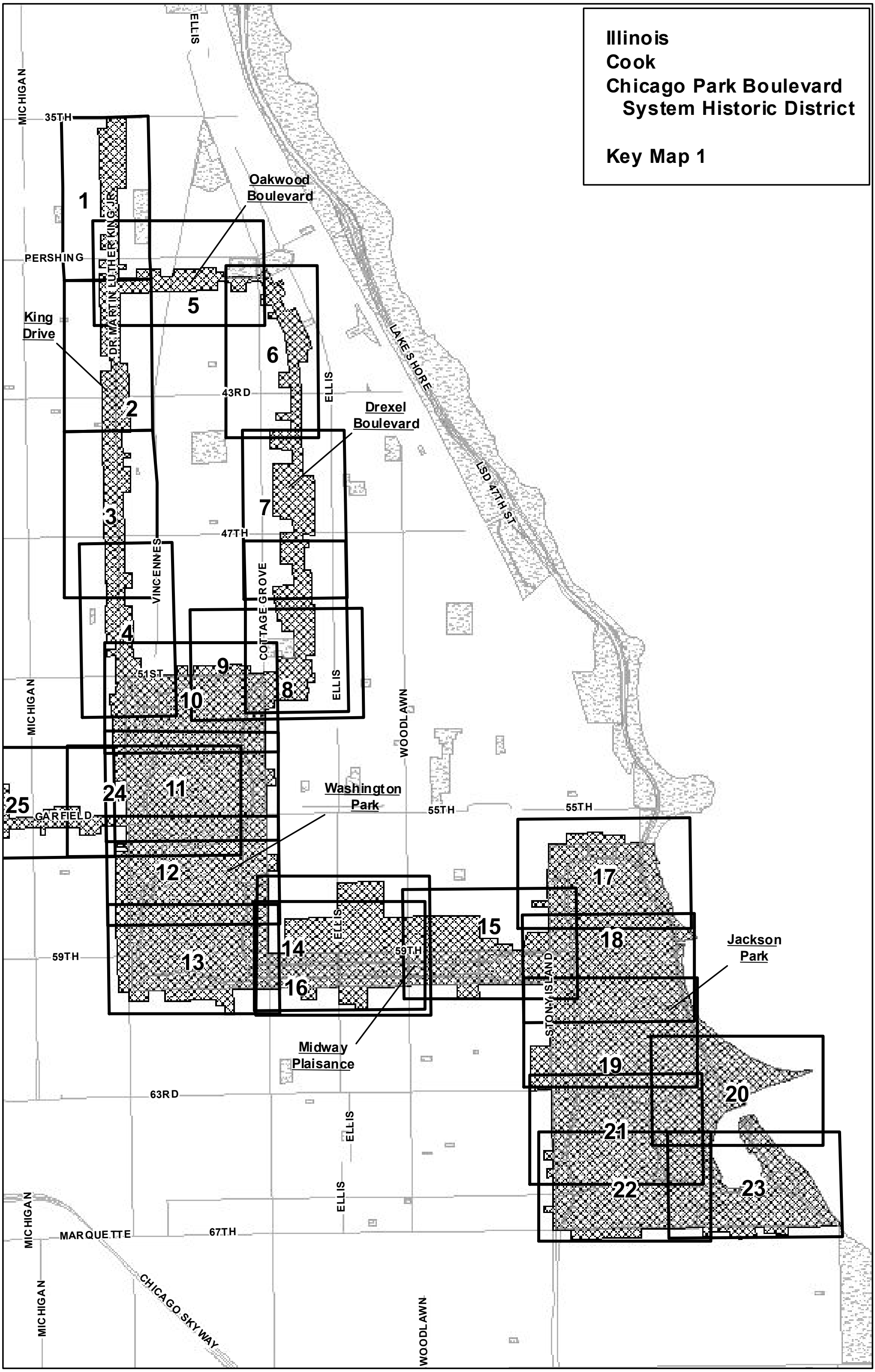
Attachment 1: System Map Overview


The Chicago Park Boulevard System Historic District
Map Legend
Included in Historic District Nomination
Previously listed in National Register of Historic Places
1 - S. Dr. Martin Luther King, Jr. Drive
2 - E. Oakwood Boulevard
3 - S. Drexel Boulevard
4 - Drexel Square
5 - Washington Park
6 - Midway Plaisance
7 - Jackson Park
8 - E. and W. Garfield Boulevard
9 - Sherman Park
10 - Gage Park
11 - S. Western Boulevard
12 - McKinley Park
13 - W. 31st Boulevard
14 - S. California Boulevard
15 - W 24th. Boulevard
16 - S. Marshall Boulevard
17 - Douglas Park
18 - Douglas Boulevard
19 - Independence Square
20 - S. Independence Boulevard
21 - N. and S. Hamlin Boulevard
22 - Garfield Park
23 - N. Central Park Boulevard
24 - Garfield Square
25 - W. Franklin Boulevard
26 - Sacramento Square
27 - N. Sacramento Boulevard
28 - Humboldt Park
29 - N. Humboldt Boulevard
30 - Palmer Square
31 - N. Kedzie Boulevard
32 - Logan Square
33 - W. Logan Boulevard
CHICAGO
Lake Michigan
SEE INSET ABOVE
EXPRESSWAY
DAN RYAN

Attachment 2: Survey Map Key

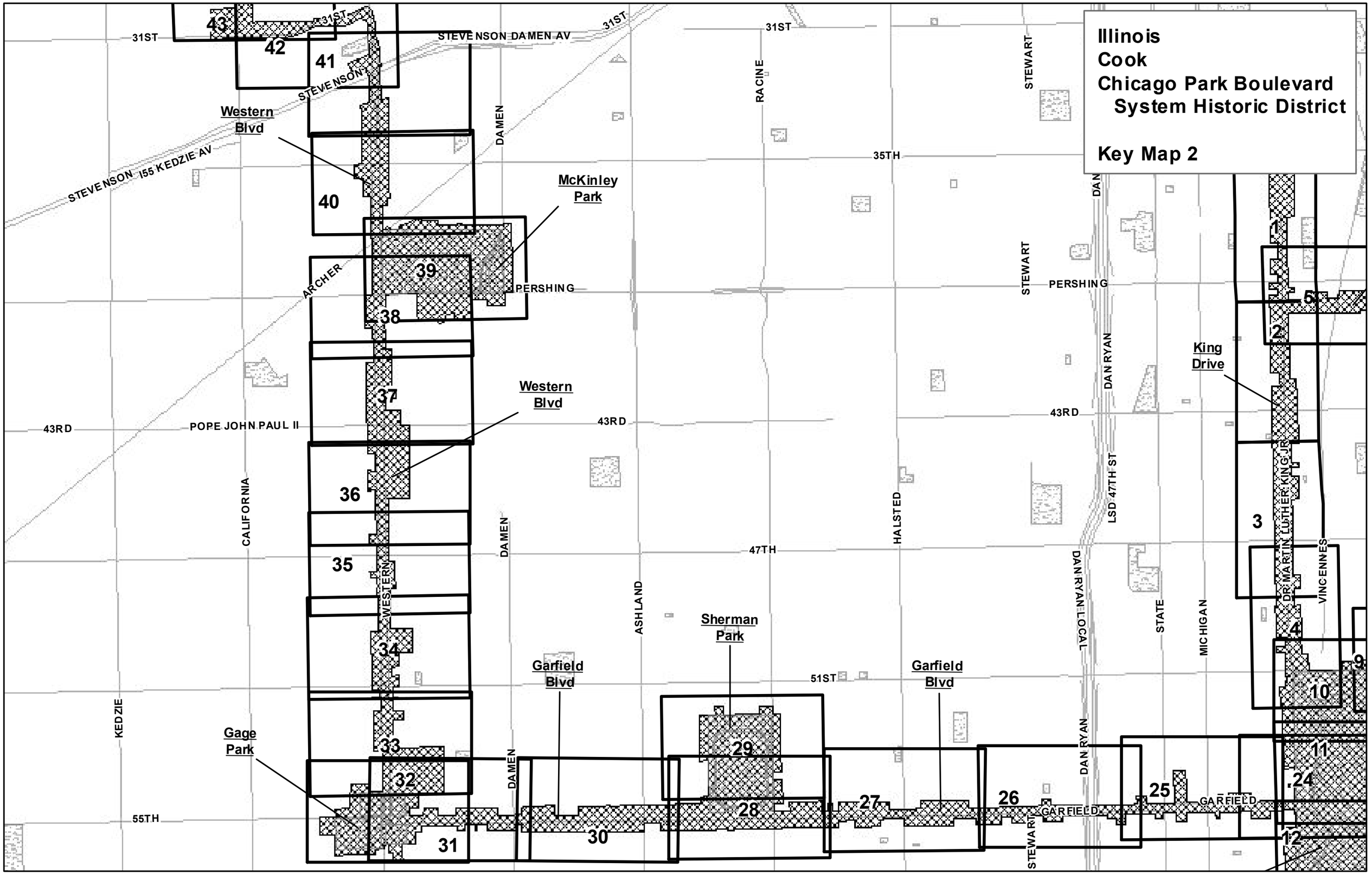
Illinois
Cook
Chicago Park Boulevard System Historic District

Key Map 1



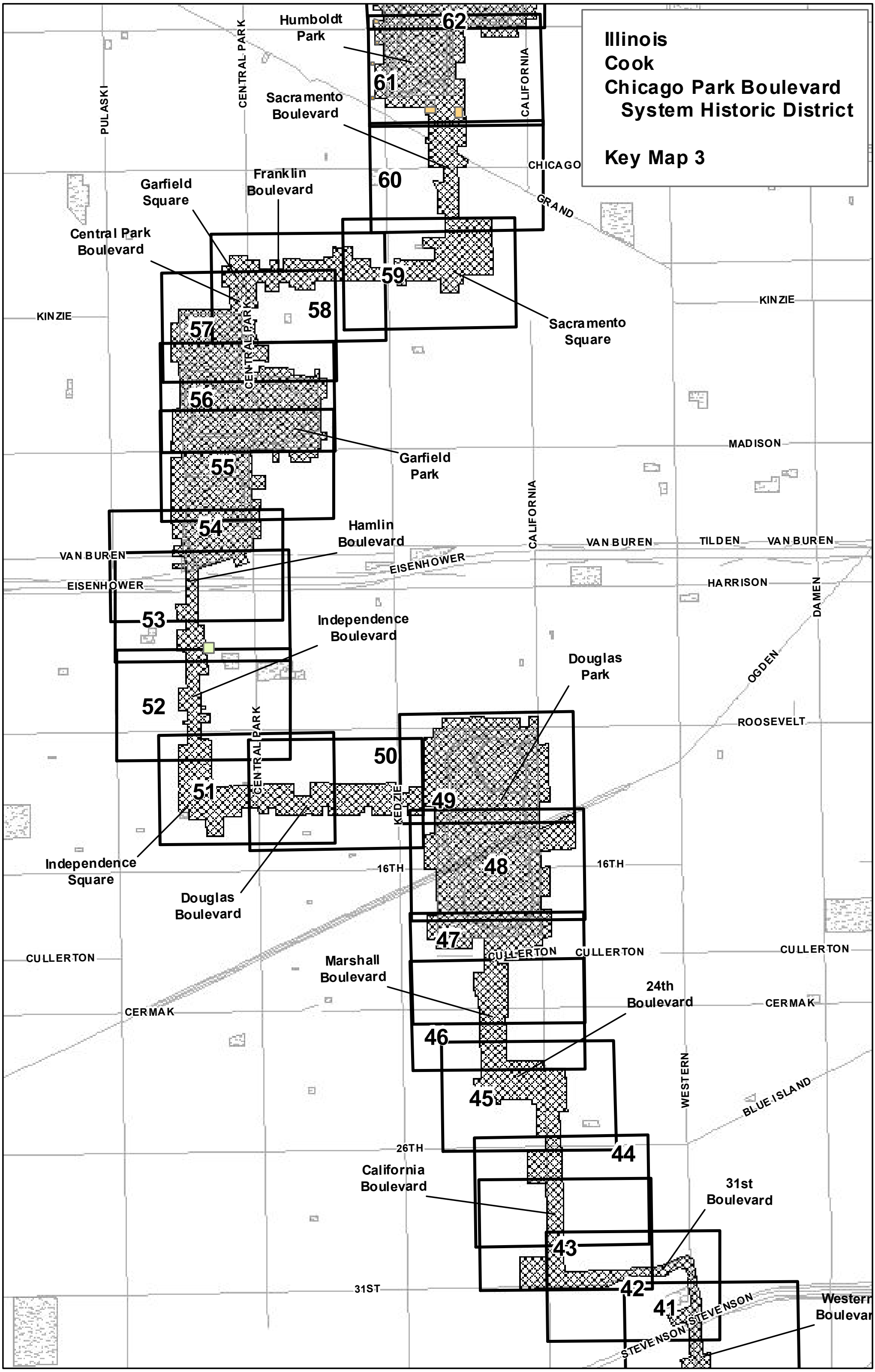
Illinois
Cook
Chicago Park Boulevard System Historic District

Key Map 2



Illinois
Cook
Chicago Park Boulevard System Historic District

Key Map 3



Illinois
Cook
Chicago Park Boulevard System Historic District

Key Map 4

KENNEDY
KENNEDY EXPRESS
ELSTON
KEDZIE
PULASKI
DIVERSEY
Logan Square
Kedzie Boulevard
67
Logan Boulevard
MILWAUKEE
66
FULLERTON
Palmer Square
65
WESTERN
KENNEDY
KENNEDY
Humboldt Boulevard
ARMITAGE
64
KEDZIE
CENTRAL PARK
PULASKI
CALIFORNIA
63
NORTH
Humboldt Park
62
DIVISION
CENTRAL PARK
61
Sacramento Boulevard
CHICAGO
Franklin Boulevard
Garfield Square
60
GRAND
Central Park Boulevard
58
59
DAMEN
KINZIE
KINZIE
57
Sacramento Square
56
MADISON
Garfield Park
55
CALIFORNIA
Hamlin Boulevard
VAN BUREN
EISENHOWER
TILDEN
VAN BUREN
VAN BUREN
54
EISENHOWER
53
HARRISON
OGDEN
Independence

Attachment 3: Resource Inventory

a. Boulevard Buildings - page 252
b. Boulevard Structures- page 390
c. Boulevard Objects - page 394
d. Unlisted Parks (Douglas, Gage, McKinley) - page 397
e. Listed Parks (Jackson, Washington, Sherman, Garfield, Humboldt) - page 402

* CNL - contributing, non-contributing, listed in the National Register

a. Boulevard Buildings

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
1	330	E.	37th	St.	1900s	Other	No Style		NC			
1	3501	S.	Dr. M.L. King Jr.	Dr.	1921	Commercial	Craftsman	Liberty Life Supreme Life Insurance Building	C			
1	3515	S.	Dr. M.L. King Jr.	Dr.	1890s	Townhouse	Classical Revival		C			
1	3517	S.	Dr. M.L. King Jr.	Dr.	1890s	Townhouse	Classical Revival		C			
1	3520	S.	Dr. M.L. King Jr.	Dr.	1907	Six Flat	Tudor Revival		C			
1	3523	S.	Dr. M.L. King Jr.	Dr.	1890s	Townhouse	Classical Revival		C			
1	3524-3526	S.	Dr. M.L. King Jr.	Dr.	1907	Six Flat	Tudor Revival		C			
1	3525	S.	Dr. M.L. King Jr.	Dr.	1870s	Three Flat	Italianate		C			
1	3527-3529	S.	Dr. M.L. King Jr.	Dr.	1990s	Other			NC			
1	3530-3532	S.	Dr. M.L. King Jr.	Dr.	1910s	Six Flat	Classical Revival		C			
1	3531-3533	S.	Dr. M.L. King Jr.	Dr.	1911	Six Flat	Craftsman		C			
1	3537	S.	Dr. M.L. King Jr.	Dr.	1887	Townhouse	Richardsonian Romanesque		C			
1	3538-3540	S.	Dr. M.L. King Jr.	Dr.	1914	Multiple	Craftsman		C			

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
1	3539	S.	Dr. M.L. King Jr.	Dr.	1887	Townhouse	Richardsonian Romanesque		C	Garage	C	
1	3541	S.	Dr. M.L. King Jr.	Dr.	1887	Townhouse	Richardsonian Romanesque		C			
1	3543	S.	Dr. M.L. King Jr.	Dr.	1887	Townhouse	Richardsonian Romanesque		C			
1	3544-3546	S.	Dr. M.L. King Jr.	Dr.	1910	Six Flat	Tudor Revival		C			
1	3545	S.	Dr. M.L. King Jr.	Dr.	1887	Townhouse	Richardsonian Romanesque		C			
1	3547	S.	Dr. M.L. King Jr.	Dr.	1870s	Two Flat	Italianate		C			
1	3549	S.	Dr. M.L. King Jr.	Dr.	1897	Three Flat	Classical Revival	The M. Salinger House	C			
1	3550	S.	Dr. M.L. King Jr.	Dr.	1895	Four Flat	Classical Revival	The I. Jammowan House	C			
1	3551	S.	Dr. M.L. King Jr.	Dr.	1870s	Two Flat	Italianate		C			
1	3553	S.	Dr. M.L. King Jr.	Dr.	1909	Three Flat	Beaux Arts		C			
1	3554	S.	Dr. M.L. King Jr.	Dr.	1920s	Two Flat	No Style		C	Garage	NC	
1	3555-3557	S.	Dr. M.L. King Jr.	Dr.	1908	Six Flat	Craftsman		C			
1	3556	S.	Dr. M.L. King Jr.	Dr.	1922	Four Sq.	Craftsman	The R. R. Jackson House	C	Garage	NC	

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
1	3558	S.	Dr. M.L. King Jr.	Dr.	1889	Townhouse	Richardsonian Romanesque	The Albert Mendel House/ James S. Toppan House	C	Garage	NC	
1	3560	S.	Dr. M.L. King Jr.	Dr.	1889	Townhouse	Richardsonian Romanesque	The Albert Mendel House/ James S. Toppan House	C	Coach House	C	
1	3561	S.	Dr. M.L. King Jr.	Dr.	1908	Three Flat	Tudor Revival		C			
1	3562	S.	Dr. M.L. King Jr.	Dr.	1888	Townhouse	Richardsonian Romanesque	The Edward Mendel House/ J.F. Finerty House	C	Garage	NC	
1	3564	S.	Dr. M.L. King Jr.	Dr.	1888	Townhouse	Richardsonian Romanesque	The Edward Mendel House/ J.F. Finerty House	C	Garage	NC	
1	3565	S.	Dr. M.L. King Jr.	Dr.	2000s	Four Flat			NC	Garage	NC	
1	3568	S.	Dr. M.L. King Jr.	Dr.	1888	SF House	Queen Anne	The John F. Whiting House	C	Garage	NC	
1	3602	S.	Dr. M.L. King Jr.	Dr.	1880s	SF House	Richardsonian Romanesque		C	Garage	NC	
1	3603-3609	S.	Dr. M.L. King Jr.	Dr.	1910	Courtyard	Craftsman		C			
1	3604	S.	Dr. M.L. King Jr.	Dr.	1889	SF House	Richardsonian Romanesque	The Gwyne Garnett House	C	Garage	NC	
1	3608	S.	Dr. M.L. King Jr.	Dr.	1889	SF house	Richardsonian Romanesque	The John J. Hill House	C	Garage	NC	

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
1	3612	S.	Dr. M.L. King Jr.	Dr.	1890	SF House	Richardsonian Romanesque		C	Garage	NC	
1	3614	S.	Dr. M.L. King Jr.	Dr.	1888	SF House	Richardsonian Romanesque	The John Tait House/Martin Roche Residence	L	Garage	C	Individually listed/garage not counted in nomination
1	3616	S.	Dr. M.L. King Jr.	Dr.	1886	SF House	Gothic Revival	The John McCormick House/ E. Levy House	C	Garage	NC	
1	3619	S.	Dr. M.L. King Jr.	Dr.	1895	SF House	Classical Revival	The John Sutcliff House	C	Garage	NC	
1	3622	S.	Dr. M.L. King Jr.	Dr.	1891	SF House	Richardsonian Romanesque	The Adolph Loeb Residence	C			
1	3624	S.	Dr. M.L. King Jr.	Dr.	1889-90	SF House	Richardsonian Romanesque	The Ida B. Wells-Barnett House	L			Individually listed/NHL
1	3626	S.	Dr. M.L. King Jr.	Dr.	1890	SF House	Richardsonian Romanesque	The Herman Hahn Residence	C	Garage	NC	
1	3627	S.	Dr. M.L. King Jr.	Dr.	1890s	SF House	Tudor Revival		C			
1	3628	S.	Dr. M.L. King Jr.	Dr.	1889	SF House	Richardsonian Romanesque	The J.S. Gatzert House	C	Garage	NC	
1	3629	S.	Dr. M.L. King Jr.	Dr.	1890s	SF House	Tudor Revival		C			
1	3630	S.	Dr. M.L. King Jr.	Dr.	1886	SF House	Queen Anne	The Charles H. Nichols Residence	C	Coach House	C	
1	3631	S.	Dr. M.L. King Jr.	Dr.	1910s	Three Flat			NC			

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
1	3632	S.	Dr. M.L. King Jr.	Dr.	1960s	Multiple			NC			
1	3633	S.	Dr. M.L. King Jr.	Dr.	1890s	Three Flat	Queen Anne		NC			
1	3636	S.	Dr. M.L. King Jr.	Dr.	2000s	SF House			NC			
1	3638	S.	Dr. M.L. King Jr.	Dr.	1880s	SF House	Tudor Revival		C	Coach House	C	
1	3639	S.	Dr. M.L. King Jr.	Dr.	1889	SF House	Richardsonian Romanesque		C	Garage	C	
1	3642	S.	Dr. M.L. King Jr.	Dr.	1897	SF House	Richardsonian Romanesque	The Charles H. Nichols Residence	C			
1	3644	S.	Dr. M.L. King Jr.	Dr.	1890s	SF House	Richardsonian Romanesque		C	Garage	NC	
1	3645	S.	Dr. M.L. King Jr.	Dr.	1890s	SF House	Richardsonian Romanesque		C			
1	3646	S.	Dr. M.L. King Jr.	Dr.	1880s	SF House	Queen Anne		C	Garage	NC	
1	3647	S.	Dr. M.L. King Jr.	Dr.	1889	SF House	Richardsonian Romanesque		C			
1	3650	S.	Dr. M.L. King Jr.	Dr.	1880s	SF House	Queen Anne		C			
1	3651	S.	Dr. M.L. King Jr.	Dr.	1890s	Townhouse	Richardsonian Romanesque		C			

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
1	3653	S.	Dr. M.L. King Jr.	Dr.	1890s	Townhouse	Richardsonian Romanesque		C			
1	3655	S.	Dr. M.L. King Jr.	Dr.	1890s	Townhouse	Richardsonian Romanesque		C			
1	3656	S.	Dr. M.L. King Jr.	Dr.	1885	SF House	Queen Anne	The D. Harry Hammer Residence	C			
1	3657	S.	Dr. M.L. King Jr.	Dr.	1890s	Townhouse	Richardsonian Romanesque		C	Garage	NC	
1	3659	S.	Dr. M.L. King Jr.	Dr.	1886	Townhouse	Richardsonian Romanesque	The Mrs. Susan Rannery House	C	Garage	NC	
1	3700	S.	Dr. M.L. King Jr.	Dr.	1900s	Courtyard	Classical Revival		C			
1	3710	S.	Dr. M.L. King Jr.	Dr.	1900s	Three Flat	Richardsonian Romanesque		C	-	-	
1	3712	S.	Dr. M.L. King Jr.	Dr.	1890s	SF House	Richardsonian Romanesque		C	Coach House	C	
1	3714	S.	Dr. M.L. King Jr.	Dr.	1890s	SF House	Richardsonian Romanesque		NC	Garage	NC	
1	3716	S.	Dr. M.L. King Jr.	Dr.	1890s	SF House	Richardsonian Romanesque		C	Garage	C	
1	3718	S.	Dr. M.L. King Jr.	Dr.	1890s	SF House	Richardsonian Romanesque		C	Garage	C	
1	3720-3724	S.	Dr. M.L. King Jr.	Dr.	1953	Other		S. Park Baptist Church	NC			
1	3736	S.	Dr. M.L. King Jr.	Dr.	1880s	SF House	Richardsonian Romanesque		C	Garage	C	

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
1	3740	S.	Dr. M.L. King Jr.	Dr.	1890s	SF House	Richardsonian Romanesque		C	Garage	NC	
1	3744	S.	Dr. M.L. King Jr.	Dr.	1880s	SF House	Richardsonian Romanesque		C			
1	3746-3748	S.	Dr. M.L. King Jr.	Dr.	1910s	Six Flat	Craftsman		C	Garage	C	
1	3812	S.	Dr. M.L. King Jr.	Dr.	1900s	Three Flat	Tudor Revival		C			
1	3814	S.	Dr. M.L. King Jr.	Dr.	1900s	Three Flat	Classical Revival		C			
1	3816	S.	Dr. M.L. King Jr.	Dr.	1904	Three Flat	Classical Revival	The Timothy E. Ryan House	C			
1	3830-3832	S.	Dr. M.L. King Jr.	Dr.	1900s	Six Flat	Classical Revival	The Carolyn	C			
1	3836-3838	S.	Dr. M.L. King Jr.	Dr.	1900s	Six Flat	Classical Revival	The Pearl	C			
1	3840-3842	S.	Dr. M.L. King Jr.	Dr.	1904	Six Flat	Classical Revival		C			
1	3911	S.	Dr. M.L. King Jr.	Dr.	1891	Townhouse	Richardsonian Romanesque		C	Garage	NC	
1	3913	S.	Dr. M.L. King Jr.	Dr.	1891	Townhouse	Richardsonian Romanesque		C			
1	3915	S.	Dr. M.L. King Jr.	Dr.	1891	Townhouse	Richardsonian Romanesque		C	Garage	NC	
1	3928	S.	Dr. M.L. King Jr.	Dr.	1928	SF House	Classical Revival		C	Garage	NC	

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
1	3930	S.	Dr. M.L. King Jr.	Dr.	1880s	SF House	Richardsonian Romanesque		C	Garage	NC	
1	3932	S.	Dr. M.L. King Jr.	Dr.	1890s	SF House	Richardsonian Romanesque		C	Coach House	C	
1	3936	S.	Dr. M.L. King Jr.	Dr.	1894	SF House	Gothic Revival	The Louis Becker House	C			
1	3938	S.	Dr. M.L. King Jr.	Dr.	1900s	SF House	Tudor Revival		C	Garage	NC	
1	3942	S.	Dr. M.L. King Jr.	Dr.	1895	SF House	Tudor Revival		C			
1	3946	S.	Dr. M.L. King Jr.	Dr.	1890s	SF House	Richardsonian Romanesque		C	Garage	NC	
2	411	E.	43rd	St.	1980s	Other			NC			
2	3947	S.	Dr. M.L. King Jr.	Dr.	1920s	Multiple Use	Classical Revival		C			
2	4006	S.	Dr. M.L. King Jr.	Dr.	1900s	Three Flat	Classical Revival		C	Garage	NC	
2	4008	S.	Dr. M.L. King Jr.	Dr.	1900s	Three Flat	Classical Revival		C	Garage	NC	
2	4010-4012	S.	Dr. M.L. King Jr.	Dr.	1910s	Six Flat	Craftsman		C			
2	4014-4016	S.	Dr. M.L. King Jr.	Dr.	1900s	Six Flat	Classical Revival		C			
2	4018	S.	Dr. M.L. King Jr.	Dr.	1890s	SF House	Richardsonian Romanesque		C	Garage	NC	

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
2	4020	S.	Dr. M.L. King Jr.	Dr.	1890s	SF House	Richardsonian Romanesque		C			
2	4026	S.	Dr. M.L. King Jr.	Dr.	1900s	Three Flat	Tudor Revival		C	Garage	C	
2	4028	S.	Dr. M.L. King Jr.	Dr.	1900s	Three Flat	Tudor Revival		C	Garage	C	
2	4030	S.	Dr. M.L. King Jr.	Dr.	1890s	SF House	Queen Anne		C	Barn	C	
2	4046-4048	S.	Dr. M.L. King Jr.	Dr.	1909	Six Flat	Classical Revival		C			
2	4050	S.	Dr. M.L. King Jr.	Dr.	1880s	SF House	Richardsonian Romanesque		C			
2	4052	S.	Dr. M.L. King Jr.	Dr.	1880s	SF House	Richardsonian Romanesque		C	Garage	NC	
2	4054	S.	Dr. M.L. King Jr.	Dr.	1880s	SF House	Richardsonian Romanesque		C	Garage	NC	
2	4056	S.	Dr. M.L. King Jr.	Dr.	1880s	SF House	Richardsonian Romanesque		C	Garage	NC	
2	4058	S.	Dr. M.L. King Jr.	Dr.	1880s	Three Flat	Richardsonian Romanesque		C	Garage	C	
2	4100	S.	Dr. M.L. King Jr.	Dr.	1881	Church	Richardsonian Romanesque	Forty-First Presbyterian Church	C	Garage	C	
2	4108	S.	Dr. M.L. King Jr.	Dr.	1890s	SF House	Queen Anne		C			

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
2	4112	S.	Dr. M.L. King Jr.	Dr.	1890s	SF House	Queen Anne		C			
2	4114-4116	S.	Dr. M.L. King Jr.	Dr.	1890s	SF House	Richardsonian Romanesque		C			
2	4118	S.	Dr. M.L. King Jr.	Dr.	1890s	SF House	Richardsonian Romanesque		C			
2	4120	S.	Dr. M.L. King Jr.	Dr.	1890s	Three Flat	Richardsonian Romanesque		C	Garage	NC	
2	4124	S.	Dr. M.L. King Jr.	Dr.	1890s	Three Flat	Queen Anne		C			
2	4130	S.	Dr. M.L. King Jr.	Dr.	1895	SF House	Queen Anne		C	Coach House	C	
2	4142-4144	S.	Dr. M.L. King Jr.	Dr.	1906	Six Flat	Tudor Revival	The Brooks	C			
2	4148	S.	Dr. M.L. King Jr.	Dr.	1910s	Three Flat	Richardsonian Romanesque		C			
2	4201	S.	Dr. M.L. King Jr.	Dr.	1890s	SF House	Richardsonian Romanesque		C	Garage	C	
2	4203	S.	Dr. M.L. King Jr.	Dr.	1890s	SF House	Richardsonian Romanesque		C	Garage	NC	
2	4210-4214	S.	Dr. M.L. King Jr.	Dr.	1910s	Multiple	Classical Revival		C			
2	4213-4215	S.	Dr. M.L. King Jr.	Dr.	1910s	Six Flat	Craftsman		C			
2	4217-4219	S.	Dr. M.L. King Jr.	Dr.	1914	SF House	Classical Revival	The F. Lichtenstein House	C			

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
2	4218-4220	S.	Dr. M.L. King Jr.	Dr.	2000s	Six Flat			NC			
2	4222-4224	S.	Dr. M.L. King Jr.	Dr.	2000s	Six Flat			NC			
2	4223	S.	Dr. M.L. King Jr.	Dr.	1896	SF House	Tudor Revival	The F. A. Hibbard House	C			
2	4226	S.	Dr. M.L. King Jr.	Dr.	2000s	SF House			NC	Garage	NC	
2	4228	S.	Dr. M.L. King Jr.	Dr.	2000s	SF House			NC	Garage	NC	
2	4230-4232	S.	Dr. M.L. King Jr.	Dr.	1903	Four Flat	Classical Revival	The Simeon Lederer House	C	Garage	C	
2	4235	S.	Dr. M.L. King Jr.	Dr.	1907	SF House	Richardsonian Romanesque		C			
2	4237	S.	Dr. M.L. King Jr.	Dr.	1907	SF House			C	Garage	NC	
2	4239	S.	Dr. M.L. King Jr.	Dr.	1907	SF House	Richardsonian Romanesque		C			
2	4240-4242	S.	Dr. M.L. King Jr.	Dr.	1910s	Six Flat	Craftsman		C			
2	4241	S.	Dr. M.L. King Jr.	Dr.	1907	SF House	Richardsonian Romanesque	The A. Shane House	C	Coach House	C	
2	4243	S.	Dr. M.L. King Jr.	Dr.	1907	SF House	Richardsonian Romanesque		C	Garage	NC	
2	4245	S.	Dr. M.L. King Jr.	Dr.	1890s	SF House	Richardsonian Romanesque		C	Coach House	C	

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
2	4246	S.	Dr. M.L. King Jr.	Dr.	1910s	Commercial	Craftsman		C			
2	4248-4252	S.	Dr. M.L. King Jr.	Dr.	1910s	Commercial	Craftsman		C			
2	4257-4259	S.	Dr. M.L. King Jr.	Dr.	1893	Multiple	Richardsonian Romanesque	Belmonte Flats	L			Individually listed
2	4301-4309	S.	Dr. M.L. King Jr.	Dr.	1920s	Commercial	Sullivanesque		C			
2	4310-4312	S.	Dr. M.L. King Jr.	Dr.	1905	Six Flat	Tudor Revival		C			
2	4313-4315	S.	Dr. M.L. King Jr.	Dr.	1910s	Six Flat	Craftsman		C	Garage	C	
2	4314-4316	S.	Dr. M.L. King Jr.	Dr.	1913	Eight Flat	Tudor Revival		C			
2	4318-4320	S.	Dr. M.L. King Jr.	Dr.	1909	Six Flat	Classical Revival		C			
2	4321	S.	Dr. M.L. King Jr.	Dr.	1910s	SF House	Beaux Arts		C	Coach House	C	
2	4325-4327	S.	Dr. M.L. King Jr.	Dr.	1902	Four Flat	Classical Revival		C			
2	4326-4328	S.	Dr. M.L. King Jr.	Dr.	1912	Six Flat	Tudor Revival		C			
2	4329	S.	Dr. M.L. King Jr.	Dr.	1900s	Three Flat	Classical Revival		C			

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
2	4330-4332	S.	Dr. M.L. King Jr.	Dr.	1897	Three Flat	Richardsonian Romanesque	The O.E. Anderson House	C	Garage	C	
2	4331-4333	S.	Dr. M.L. King Jr.	Dr.	1900s	Six Flat	Tudor Revival		C			
2	4337	S.	Dr. M.L. King Jr.	Dr.	1890s	SF House	Richardsonian Romanesque		C	Garage	NC	
2	4338	S.	Dr. M.L. King Jr.	Dr.	1990s	Three FLat			NC			
2	4339	S.	Dr. M.L. King Jr.	Dr.	1890s	SF House	Richardsonian Romanesque		C	Garage	NC	
2	4340	S.	Dr. M.L. King Jr.	Dr.	1894	SF House	Richardsonian Romanesque		C	Garage	NC	
2	4341	S.	Dr. M.L. King Jr.	Dr.	1890s	SF House	Richardsonian Romanesque		C	Garage	NC	
2	4342	S.	Dr. M.L. King Jr.	Dr.	2000s	Three Flat			NC			
2	4343	S.	Dr. M.L. King Jr.	Dr.	1890s	SF House	Richardsonian Romanesque		C	Coach House	C	
2	4344	S.	Dr. M.L. King Jr.	Dr.	1898	SF House	Gothic Revival		C	Garage	C	
2	4345	S.	Dr. M.L. King Jr.	Dr.	1890s	SF House	Richardsonian Romanesque		C	Garage	NC	
2	4347	S.	Dr. M.L. King Jr.	Dr.	1890s	SF House	Richardsonian Romanesque		C			
2	4349	S.	Dr. M.L. King Jr.	Dr.	1890s	SF House	Richardsonian Romanesque		C	Coach House	C	

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
2	4350	S.	Dr. M.L. King Jr.	Dr.	1880s	SF House	Richardsonian Romanesque		C	Garage	NC	
2	4351	S.	Dr. M.L. King Jr.	Dr.	1920s	Multiple	Classical Revival		C			
2	4352	S.	Dr. M.L. King Jr.	Dr.	1880s	SF House	Richardsonian Romanesque		C	Coach House	C	
2	4354-4356	S.	Dr. M.L. King Jr.	Dr.	1990s	Multiple			NC			
3	352	E.	47th	St.	1910s	Commercial	Classical Revival		C			
3	4400	S.	Dr. M.L. King Jr.	Dr.	2000s	SF House			NC			
3	4404	S.	Dr. M.L. King Jr.	Dr.	1880s	SF House	Richardsonian Romanesque		C	Coach House	C	
3	4406-4422	S.	Dr. M.L. King Jr.	Dr.	2000s	Multiple			NC			
3	4426	S.	Dr. M.L. King Jr.	Dr.	1895	Three Flat	Tudor Revival		C	Garage	NC	
3	4428	S.	Dr. M.L. King Jr.	Dr.	1905	Three Flat	Gothic Revival		C	Garage	C	
3	4432	S.	Dr. M.L. King Jr.	Dr.	2000s	SF House			NC	Garage	NC	
3	4434	S.	Dr. M.L. King Jr.	Dr.	2000s	SF House			NC	Garage	NC	
3	4436	S.	Dr. M.L. King Jr.	Dr.	2000s	SF House			NC	Garage	NC	

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
3	4442	S.	Dr. M.L. King Jr.	Dr.	1890s	SF House	Richardsonian Romanesque		C			
3	4443-4445	S.	Dr. M.L. King Jr.	Dr.	1930s	Other	Art Deco		C			
3	4456	S.	Dr. M.L. King Jr.	Dr.	2000s	Six Flat			NC	Garage	NC	
3	4458	S.	Dr. M.L. King Jr.	Dr.	2000s	Six Flat			NC	Garage	NC	
3	4500	S.	Dr. M.L. King Jr.	Dr.	1910s	Multiple	Craftsman		C			
3	4503-4505	S.	Dr. M.L. King Jr.	Dr.	1910s	Multiple	No Style		C			
3	4509	S.	Dr. M.L. King Jr.	Dr.	1896	SF House	Richardsonian Romanesque	The William Schroewmann House	C	Garage	NC	
3	4510	S.	Dr. M.L. King Jr.	Dr.	1900s	SF House	Gothic Revival		C			
3	4511	S.	Dr. M.L. King Jr.	Dr.	1880s	SF House	Richardsonian Romanesque		C	Garage	NC	
3	4512	S.	Dr. M.L. King Jr.	Dr.	1900s	SF House	Gothic Revival	The Marx Brother House	C			
3	4513	S.	Dr. M.L. King Jr.	Dr.	2000s	SF House			NC			
3	4516	S.	Dr. M.L. King Jr.	Dr.	1900s	Three Flat	Classical Revival		C	Garage	NC	

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
3	4518-4520	S.	Dr. M.L. King Jr.	Dr.	1906	Six Flat	Classical Revival		C			
3	4519	S.	Dr. M.L. King Jr.	Dr.	1910s	Three Flat	Craftsman		C	Garage	NC	
3	4521-4525	S.	Dr. M.L. King Jr.	Dr.	1950s	Other			NC			
3	4524	S.	Dr. M.L. King Jr.	Dr.	1910s	Three Flat	Craftsman		C			
3	4528	S.	Dr. M.L. King Jr.	Dr.	1910s	Two Flat	Classical Revival		C	Garage	NC	
3	4530-4532	S.	Dr. M.L. King Jr.	Dr.	1910s	Eight Flat	Craftsman		C	Garage	NC	
3	4535-4537	S.	Dr. M.L. King Jr.	Dr.	1900s	SF House	Classical Revival		C			
3	4536-4538	S.	Dr. M.L. King Jr.	Dr.	1900s	Eight Flat	Craftsman	The Oscar Stanton DePriest House	L	Garage	C	individually listed/NHL (garage not counted in nomination)
3	4539	S.	Dr. M.L. King Jr.	Dr.	1890s	SF House	Richardsonian Romanesque		C	Garage	NC	
3	4542	S.	Dr. M.L. King Jr.	Dr.	1910s	Eight Flat	Tudor Revival		C	Garage	NC	
3	4543	S.	Dr. M.L. King Jr.	Dr.	1900s	SF House	Classical Revival		C	Garage	NC	
3	4544	S.	Dr. M.L. King Jr.	Dr.	1910s	Eight Flat	Tudor Revival		C	Garage	NC	

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
3	4554-4556	S.	Dr. M.L. King Jr.	Dr.	1910s	Eight Flat	Tudor Revival		C			
3	4558	S.	Dr. M.L. King Jr.	Dr.	1910s	Multiple	Tudor Revival		C			
3	4600-4622	S.	Dr. M.L. King Jr.	Dr.	1909-1912	Synagogue	Classical Revival	Sinai Temple	C			
3	4636	S.	Dr. M.L. King Jr.	Dr.	1921	Bank	Classical Revival	Kenwood National Bank	C			
3	4710	S.	Dr. M.L. King Jr.	Dr.	1894	Three Flat	Beaux Arts	The Mrs. H. G. Woodward House	C			
3	4714	S.	Dr. M.L. King Jr.	Dr.	1903	Three Flat	Classical Revival		C			
3	4716	S.	Dr. M.L. King Jr.	Dr.	1910s	Multiple	Tudor Revival		C			
3	4720	S.	Dr. M.L. King Jr.	Dr.	1898	SF House	Beaux Arts		C	Garage	C	
3	4724-4728	S.	Dr. M.L. King Jr.	Dr.	1903	SF House	Chateauesque	The Melissa Anne Elam House	C	Garage	C	
3	4730	S.	Dr. M.L. King Jr.	Dr.	1900s	SF House	Tudor Revival		C	Garage	NC	
3	4732	S.	Dr. M.L. King Jr.	Dr.	1900s	SF House	Tudor Revival		C	Garage	NC	
3	4734	S.	Dr. M.L. King Jr.	Dr.	1900s	SF House	Gothic Revival		C	Garage	C	
3	4736	S.	Dr. M.L. King Jr.	Dr.	1900s	SF House	Richardsonian Romanesque		C	Garage	C	

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
3	4738	S.	Dr. M.L. King Jr.	Dr.	1910s	Three Flat	Tudor Revival		C			
3	4740	S.	Dr. M.L. King Jr.	Dr.	1890s	SF House	Richardsonian Romanesque		C	Garage	NC	
3	4742	S.	Dr. M.L. King Jr.	Dr.	1890s	SF House	Richardsonian Romanesque	The Robert S. Abbott House	L	Coach House	C/L	Individually listed/NHL
3	4756	S.	Dr. M.L. King Jr.	Dr.	1896	SF House	Classic Revival		C	Coach House	C	
3	4758	S.	Dr. M.L. King Jr.	Dr.	1896	SF House	Gothic Revival		C	Coach House	C	
4	4800	S.	Dr. M.L. King Jr.	Dr.	1893	SF House	Richardsonian Romanesque		C	Garage	C	
4	4806	S.	Dr. M.L. King Jr.	Dr.	1900s	SF House	Classical Revival		C	Coach House	C	
4	4807	S.	Dr. M.L. King Jr.	Dr.	1900s	Townhouse	Classical Revival		C			
4	4809	S.	Dr. M.L. King Jr.	Dr.	1900s	Townhouse	Classical Revival		C			
4	4812	S.	Dr. M.L. King Jr.	Dr.	2000s	SF House			NC	Garage	NC	
4	4814	S.	Dr. M.L. King Jr.	Dr.	2000s	SF House			NC	Garage	NC	
4	4815	S.	Dr. M.L. King Jr.	Dr.	1960s	Multiple			NC			
4	4818	S.	Dr. M.L. King Jr.	Dr.	2000s	Four Flat			NC			

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
4	4820	S.	Dr. M.L. King Jr.	Dr.	1900s	Three Flat	Classical Revival		C			
4	4822-4824	S.	Dr. M.L. King Jr.	Dr.	1902	Six Flat	Gothic Revival		C			
4	4825-4817	S.	Dr. M.L. King Jr.	Dr.	1910s	Multiple	Tudor Revival		C			
4	4826	S.	Dr. M.L. King Jr.	Dr.	1900s	Three Flat	Classical Revival		C			
4	4830	S.	Dr. M.L. King Jr.	Dr.	2000s	SF House			NC	Garage	NC	
4	4832	S.	Dr. M.L. King Jr.	Dr.	2000s	SF House			NC	Garage	NC	
4	4834	S.	Dr. M.L. King Jr.	Dr.	1920s	Three Flat	Classical Revival		C			
4	4840	S.	Dr. M.L. King Jr.	Dr.	1910s	Three Flat	Tudor Revival		C			
4	4844-4852	S.	Dr. M.L. King Jr.	Dr.	1930s	Courtyard	Moderne		C			
4	4901	S.	Dr. M.L. King Jr.	Dr.	1890s	Townhouse	Classical Revival		C	Garage	C	
4	4903	S.	Dr. M.L. King Jr.	Dr.	1890s	Townhouse	Classical Revival		C	Garage	NC	
4	4905	S.	Dr. M.L. King Jr.	Dr.	1890s	Townhouse	Classical Revival		C	Garage	NC	
4	4907	S.	Dr. M.L. King Jr.	Dr.	1890s	Townhouse	Classical Revival		C	Garage	NC	

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
4	4909	S.	Dr. M.L. King Jr.	Dr.	1900s	Townhouse	Classical Revival		C			
4	4910	S.	Dr. M.L. King Jr.	Dr.	1916	Church	Classical Revival	Corpus Christi Church	C			
4	4911	S.	Dr. M.L. King Jr.	Dr.	1900s	Townhouse	Classical Revival		C			
4	4914-4920	S.	Dr. M.L. King Jr.	Dr.	1914-16	Other	Classical Revival	Corpus Christi Parish Offices	C			
4	4921	S.	Dr. M.L. King Jr.	Dr.	1930s	Multiple			NC	Garage	NC	
4	4924	S.	Dr. M.L. King Jr.	Dr.	1900s	Six Flat	Classical Revival		C			
4	4934-4936	S.	Dr. M.L. King Jr.	Dr.	1900s	Six Flat	Classical Revival		C			
4	4938	S.	Dr. M.L. King Jr.	Dr.	1950s	Three Flat			NC			
4	4939	S.	Dr. M.L. King Jr.	Dr.	1900s	Three Flat	Classical Revival		C			
4	4940	S.	Dr. M.L. King Jr.	Dr.	1910s	Three Flat	Classical Revival		C			
4	4941	S.	Dr. M.L. King Jr.	Dr.	1901	SF House	Classical Revival		C	Garage	C	
4	4943	S.	Dr. M.L. King Jr.	Dr.	1901	SF House	Classical Revival		C	Garage	NC	
4	4947	S.	Dr. M.L. King Jr.	Dr.	1901	SF House	Gothic Revival		C	Garage	NC	

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
4	4948-4950	S.	Dr. M.L. King Jr.	Dr.	1970s	Multiple			NC			
4	4949	S.	Dr. M.L. King Jr.	Dr.	1901	SF House	Classical Revival		C	Garage	NC	
4	4953	S.	Dr. M.L. King Jr.	Dr.	1901	SF House	Gothic Revival		C	Garage	C	
4	4954	S.	Dr. M.L. King Jr.	Dr.	1910s	Six Flat	Tudor Revival		C			
4	4955	S.	Dr. M.L. King Jr.	Dr.	1901	SF House	Classical Revival		C			
4	4958	S.	Dr. M.L. King Jr.	Dr.	1910s	Multiple	Tudor Revival		C			
4	4959	S.	Dr. M.L. King Jr.	Dr.	1901	SF House	Classical Revival		C	Garage	C	
4	5001-5007	S.	Dr. M.L. King Jr.	Dr.	1920s	Multiple	Moorish Revival		C			
4	5014-5016	S.	Dr. M.L. King Jr.	Dr.	1910s	Six Flat	Classical Revival		C			
4	5035-5053	S.	Dr. M.L. King Jr.	Dr.	1900s	Multiple	Classical Revival	The Cummings	C			
5	3918	S.	Langley	Ave.	1890s	Townhouse	Queen Anne		C			
5	3920	S.	Langley	Ave.	1890S	Townhouse	Queen Anne		C			
5	3922	S.	Langley	Ave.	1890s	Townhouse	Queen Anne		C			
5	405	E.	Oakwood	Blvd.	1910s	Multiple	Classical Revival		C	Garage	NC	
5	417	E.	Oakwood	Blvd.	1900s	SF House			NC			

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
5	423	E.	Oakwood	Blvd.	1904	Townhouse	Richardsonian Romanesque		C			
5	425	E.	Oakwood	Blvd.	1904	Townhouse	Richardsonian Romanesque		C			
5	427-439	E.	Oakwood	Blvd.	1920s	Courtyard	Tudor Revival		C			
5	436	E.	Oakwood	Blvd.	1890s	Townhouse	Tudor Revival		C	Garage	NC	
5	441	E.	Oakwood	Blvd.	2000s	SF House			NC			
5	442	E.	Oakwood	Blvd.	1889	SF House	Gable Front	The Isaac N.W. Sherman House	C	Garage	C	
5	445	E.	Oakwood	Blvd.	1890s	Two Flat	Queen Anne		C			
5	447	E.	Oakwood	Blvd.	1890s	Two Flat	Queen Anne		C			
5	448	E.	Oakwood	Blvd.	1890s	SF House	Classical Revival		C	Coach House	C	
5	449	E.	Oakwood	Blvd.	1890s	Four Flat	Queen Anne		C	Garage	NC	
5	450	E.	Oakwood	Blvd.	1904	SF House	Queen Anne		C	Coach House	C	
5	451	E.	Oakwood	Blvd.	1890s	Multiple	Queen Anne		C			
5	453	E.	Oakwood	Blvd.	1890s	Two Flat	Queen Anne		C	Garage	NC	
5	455	E.	Oakwood	Blvd.	1880s	Two Flat	Italianate		C	Garage	NC	
5	457	E.	Oakwood	Blvd.	1890s	Two Flat	Queen Anne		C	Garage	NC	
5	458	E.	Oakwood	Blvd.	2000s	Three Flat			NC			
5	459	E.	Oakwood	Blvd.	1907	Two Flat	Tudor Revival		C	Garage	NC	
5	461	E.	Oakwood	Blvd.	1880s	Two Flat	Queen Anne		C	Garage	NC	

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
5	462	E.	Oakwood	Blvd.	1880s	SF House	Queen Anne		C			
5	463	E.	Oakwood	Blvd.	1880s	Two Flat	Italianate		C			
5	465	E.	Oakwood	Blvd.	1880s	Two Flat	Italianate		C			
5	500	E.	Oakwood	Blvd.	1890s	SF House	Richardsonian Romanesque		C	Garage	C	
5	501	E.	Oakwood	Blvd.	1880s	Townhouse			NC	Garage	NC	
5	502	E.	Oakwood	Blvd.	1890s	SF House	Richardsonian Romanesque		C	Garage	C	
5	504	E.	Oakwood	Blvd.	1880s	SF House	Richardsonian Romanesque		C	Garage	C	
5	507	E.	Oakwood	Blvd.	1900s	Three Flat	Richardsonian Romanesque		C			
5	510-512	E.	Oakwood	Blvd.	1900s	Six Flat	Classical Revival		C			
5	511	E.	Oakwood	Blvd.	1893	SF House	Tudor Revival		C	Garage	NC	
5	515	E.	Oakwood	Blvd.	1880s	SF House	Richardsonian Romanesque		C	Garage	C	
5	517	E.	Oakwood	Blvd.	1904	SF House	Second Empire		C	Garage	NC	
5	519	E.	Oakwood	Blvd.	1890s	SF House	Richardsonian Romanesque		C			
5	521-529	E.	Oakwood	Blvd.	1910s	Multiple	Craftsman		C			
5	540-554	E.	Oakwood	Blvd.	1910s	Multiple	Craftsman		C			

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
5	545	E.	Oakwood	Blvd.	1888	School	Classical Revival	Holy Angels School	C			
5	555	E.	Oakwood	Blvd.	1980s	Church			NC			
5	566	E.	Oakwood	Blvd.	2000s	Eight Flat			NC	Garage	NC	
5	606	E.	Oakwood	Blvd.	1888	SF House	Richardsonian Romanesque		C	Garage	NC	
5	608-610	E.	Oakwood	Blvd.	1890s	Two Flat	Queen Anne		C	Garage	NC	
5	612	E.	Oakwood	Blvd.	1900s	Two Flat	Queen Anne		C	Garage	NC	
5	614	E.	Oakwood	Blvd.	1900s	Two Flat	Queen Anne		C	Garage	NC	
5	615	E.	Oakwood	Blvd.	1990s	SF House			NC			
5	619	E.	Oakwood	Blvd.	1900s	SF House	Tudor Revival		C			
5	620	E.	Oakwood	Blvd.	1880s	Three Flat	Italianate		C	Garage	NC	
5	621	E.	Oakwood	Blvd.	1900s	SF House	Tudor Revival		C			
5	622	E.	Oakwood	Blvd.	1880s	Three Flat	Italianate		C	Garage	NC	
5	624	E.	Oakwood	Blvd.	1890s	Three Flat	Second Empire		C	Garage	NC	
5	626	E.	Oakwood	Blvd.	2000s	SF House			NC	Garage	NC	
5	628-630	E.	Oakwood	Blvd.	1903	Four Flat	Italianate		C	Garage	NC	
5	632	E.	Oakwood	Blvd.	1870s	Two Flat	Italianate		C			
5	633	E.	Oakwood	Blvd.	1900s	Two Flat	No Style		C	Garage	NC	
5	634	E.	Oakwood	Blvd.	1880s	Two Flat	Queen Anne		C			
5	635	E.	Oakwood	Blvd.	1880s	SF House	Queen Anne		C			
5	636	E.	Oakwood	Blvd.	1870s	Two Flat	Italianate		C			
5	637	E.	Oakwood	Blvd.	1880s	SF House	Second Empire		C			

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
5	638	E.	Oakwood	Blvd.	2000s	SF House			NC			
5	639	E.	Oakwood	Blvd.	1900s	SF House	Second Empire		C			
5	640	E.	Oakwood	Blvd.	1890s	Two Flat	Queen Anne		C			
5	644	E.	Oakwood	Blvd.	1870s	Two Flat	Italianate		NC			
5	649	E.	Oakwood	Blvd.	1880s	Church	Richardsonian Romanesque		C			
5	650	E.	Oakwood	Blvd.	2000s	SF House			NC			
5	700	E.	Oakwood	Blvd.	1898-1903	Other	Italian Renaissance Revival	Abraham Lincoln Center	C			
5	725-729	E.	Oakwood	Blvd.	1899	Church	Richardsonian Romanesque		C			
5	747-749	E.	Oakwood	Blvd.	1888	Townhouse	Queen Anne		C	-	-	-
5	421	E.	Oakwood	Blvd.	1904	Townhouse	Richardsonian Romanesque		C			
5	438	E.	Oakwood	Blvd.	1890s	Townhouse	Tudor Revival		C	Garage	NC	
5	623	E.	Oakwood	Blvd.	1900s	SF House	Tudor Revival		C			
6	3961	S.	Drexel	Blvd.	1887	Three Flat	Richardsonian Romanesque		C			
6	3963	S.	Drexel	Blvd.	1887	Three Flat	Richardsonian Romanesque		C	Garage	NC	
6	3965	S.	Drexel	Blvd.	1887	Three Flat	Richardsonian Romanesque	The Edbrooke House	C	Garage	C	

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
6	3967	S.	Drexel	Blvd.	1898	Multiple	Classical Revival	Julius Blain Apartments	C			
6	3978	S.	Drexel	Blvd.	1900s	Three Flat	Queen Anne		C			
6	3979	S.	Drexel	Blvd.	1880s	SF House	Queen Anne		C	Garage	NC	
6	3983	S.	Drexel	Blvd.	1880s	SF House	Richardsonian Romanesque		C	Garage	C	
6	3986	S.	Drexel	Blvd.	2000s	Multiple			NC			
6	4014	S.	Drexel	Blvd.	1910s	Multiple	Tudor Revival	The Jeanela	C			
6	4015	S.	Drexel	Blvd.	1890s	Three Flat	Classical Revival		C			
6	4017-4023	S.	Drexel	Blvd.	1897	Church	Classical Revival	First Church of Christian Science	C			
6	4018	S.	Drexel	Blvd.	1890s	Three Flat	Queen Anne		C			
6	4020	S.	Drexel	Blvd.	1890s	Three Flat	Queen Anne		C			
6	4025	S.	Drexel	Blvd.	1950s	Church annex			NC			
6	4031	S.	Drexel	Blvd.	1900s	Multiple	Craftsman		C			
6	4037	S.	Drexel	Blvd.	1900s	SF House	Tudor Revival		C	Garage	NC	
6	4043	S.	Drexel	Blvd.	2000s	Multiple			NC			
6	4103-4105	S.	Drexel	Blvd.	2000s	Multiple			NC			
6	4111	S.	Drexel	Blvd.	1900s	SF House	Tudor Revival		C	Garage	NC	
6	4115	S.	Drexel	Blvd.	2000a	Multiple			NC			

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
6	4119	S.	Drexel	Blvd.	1890s	Three Flat	Richardsonian Romanesque		C	Garage	C	
6	4121	S.	Drexel	Blvd.	1890s	Three Flat	Richardsonian Romanesque		C	Garage	C	
6	4123	S.	Drexel	Blvd.	1890s	Three Flat	Richardsonian Romanesque		C	Garage	C	
6	4127	S.	Drexel	Blvd.	2000s	Multiple			NC			
6	4129	S.	Drexel	Blvd.	2000s	Multiple			NC			
6	4131	S.	Drexel	Blvd.	1890s	Three Flat	Richardsonian Romanesque		C	Garage	NC	
6	4133	S.	Drexel	Blvd.	1890s	Three Flat	Richardsonian Romanesque	The Sidney Stein House	C	Garage	NC	
6	4135	S.	Drexel	Blvd.	1890s	Three Flat	Richardsonian Romanesque	The A. Cahn House	C	Garage	NC	
6	4137	S.	Drexel	Blvd.	1890s	Three Flat	Richardsonian Romanesque	The Adolph Moses Residence	C	Garage	NC	
6	4143	S.	Drexel	Blvd.	2000s	SF House			NC	Garage	NC	
6	4147	S.	Drexel	Blvd.	2000s	SF House			NC	Garage	NC	
6	4149	S.	Drexel	Blvd.	2000s	SF House			NC	Garage	NC	
6	4200	S.	Drexel	Blvd.	1890s	Three Flat	Richardsonian Romanesque		C	Garage	C	
6	4202	S.	Drexel	Blvd.	1890s	Three Flat	Richardsonian Romanesque		C			
6	4204	S.	Drexel	Blvd.	1890s	Three Flat	Richardsonian Romanesque		C	Garage	NC	

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
6	4234	S.	Drexel	Blvd.	1895	Three Flat	Richardsonian Romanesque	The Dr. George O. Taylor House	C			
6	4240	S.	Drexel	Blvd.	1895	Three Flat	Classical Revival		C	Garage	NC	
6	4244	S.	Drexel	Blvd.	1890s	Three Flat	Richardsonian Romanesque		C	Garage	NC	
6	4246	S.	Drexel	Blvd.	2000s	Four Flat			NC			
6	4248	S.	Drexel	Blvd.	2000s	Multiple			NC			
6	4336	S.	Drexel	Blvd.	1920s	Courtyard	Tudor Revival		C			
7	819	E.	45th	St.	1970s	Six Flat			NC			
7	812-822	E.	46th	St.	1910s	Courtyard	Classical Revival		C			
7	817	E.	46th	St.	1910s	Courtyard	Tudor Revival		C			
7	4400-4404	S.	Drexel	Blvd.	1910s	Multiple	Tudor Revival		C			
7	4408	S.	Drexel	Blvd.	1920s	Courtyard	Spanish Revival		C			
7	4418	S.	Drexel	Blvd.	1920s	Two Flat	Tudor Revival		C			
7	4420-4428 1/2	S.	Drexel	Blvd.	1910s	Multiple	Classical Revival		C			
7	4500-4506	S.	Drexel	Blvd.	1920s	Multiple	Tudor Revival		C			
7	4508	S.	Drexel	Blvd.	1890	Three Flat	Richardsonian Romanesque	The Sigmond Guthmann House/Solomon T. Fish House	C	Garage	NC	
7	4512	S.	Drexel	Blvd.	1895	SF House	Gothic Revival	The Herman Stern House	C	Coach House	C	

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
7	4518	S.	Drexel	Blvd.	1895	Three Flat	Gothic Revival	The Maximilian Morgenthau House/Adolf Kraus House	C	Coach House	C	
7	4520-4526	S.	Drexel	Blvd.	1910s	Multiple	Classical Revival		C			
7	4523-4527	S.	Drexel	Blvd.	1920s	Courtyard	Tudor Revival		C			
7	4530-4542	S.	Drexel	Blvd.	1910s	Courtyard	Classical Revival		C			
7	4537	S.	Drexel	Blvd.	1921	Multiple	Classical Revival		C			
7	4545	S.	Drexel	Blvd.	1885-86	SF House	Richardsonian Romanesque	The William E. Hale House	C	Garage	C	
7	4548	S.	Drexel	Blvd.	1970s	Multiple			NC			
7	4600-4608	S.	Drexel	Blvd.	1980s	Church		Hyde Park Seventh Day Adventist Church	NC			
7	4601	S.	Drexel	Blvd.	1950s	Church			NC			
7	4605	S.	Drexel	Blvd.	1950s	SF House			NC	Garage	C	
7	4610	S.	Drexel	Blvd.	1909	Four Flat	Classical Revival	The E.B. Woolf House	C			
7	4611	S.	Drexel	Blvd.	1920s	Courtyard	Craftsman		C			
7	4619	S.	Drexel	Blvd.	1920s	Multiple	Spanish Revival		C			
7	4625-4637	S.	Drexel	Blvd.	1920s	Courtyard	Tudor Revival		C			

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
7	4626-4628	S.	Drexel	Blvd.	1893	SF House	Classical Revival	The Edward Iverson House	C	Coach House	C	
7	4630	S.	Drexel	Blvd.	2000s	Three Flat			NC			
7	4657-4659	S.	Drexel	Blvd.	1917	Other	Craftsman	Sutherland Hotel	L			Individually listed
7	4700-4712	S.	Drexel	Blvd.	1910s	Multiple	Classical Revival		C			
7	4711-4715	S.	Drexel	Blvd.	1920s	Eight Flat	Classical Revival		C			
7	4716	S.	Drexel	Blvd.	1910s	Three Flat	Classical Revival		C			
7	4719	S.	Drexel	Blvd.	1920s	Eight Flat	Classical Revival		C			
7	4720-4728	S.	Drexel	Blvd.	1910s	Courtyard	Tudor Revival		C			
7	4730-4732	S.	Drexel	Blvd.	2000s	Eight Flat			NC	Garage	C	
7	4734-4736	S.	Drexel	Blvd.	2000s	Eight Flat			NC	Garage	NC	
7	4740	S.	Drexel	Blvd.	1904	Three FLat	Richardsonian Romanesque		C	Coach House	C	
7	4742-4748	S.	Drexel	Blvd.	1910s	Multiple	Classical Revival		C			
8	816-822	E.	49th	St.	1920s	Courtyard	Spanish Revival		C/L			Hyde Park - Kenwood HD
8	821-829	E.	49th	St.	1910s	Courtyard	Craftsman		C/L			Hyde Park - Kenwood HD
8	831-841	E.	49th	St.	1920s	Courtyard	Classical Revival		C/L			Hyde Park - Kenwood HD

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
8	4750	S.	Drexel	Blvd.	1910s	SF House	Tudor Revival		C/L	Coach House	C/L	Hyde Park - Kenwood HD
8	4801	S.	Drexel	Blvd.	1901	SF House	Tudor Revival	The Moses Born House	C/L	Garage	C/L	Hyde Park - Kenwood HD
8	4805	S.	Drexel	Blvd.	1910	SF House	Italian Renaissance Revival	The G. B. Robbins House	C/L	Coach House	C/L	Hyde Park - Kenwood HD
8	4815	S.	Drexel	Blvd.	2000s	Eight Flat			NC/L			Hyde Park - Kenwood HD
8	4825	S.	Drexel	Blvd.	1980s	Multiple			NC/L			Hyde Park - Kenwood HD
8	4830-4848	S.	Drexel	Blvd.	1900s	Courtyard	Tudor Revival		C/L			Hyde Park - Kenwood HD
8	4845-4851	S.	Drexel	Blvd.	1887	SF House	Richardsonian Romanesque	The Martin A. Ryerson House	C/L	Coach House	C/L	Hyde Park - Kenwood HD
8	4850-4858	S.	Drexel	Blvd.	1916	Multiple	Classical Revival		C/L			Hyde Park - Kenwood HD
8	4900-4918	S.	Drexel	Blvd.	1920s	Courtyard	Classical Revival		C/L			Hyde Park - Kenwood HD (Also includes 831 E. 49th St.)
8	4901	S.	Drexel	Blvd.	1926	Courtyard	Spanish Revival		C/L			Hyde Park - Kenwood HD
8	4915	S.	Drexel	Blvd.	1920s	Eight Flat	Tudor Revival		C/L			Hyde Park - Kenwood HD
8	4917-4927	S.	Drexel	Blvd.	1980s	Multiple			NC/L			Hyde Park - Kenwood HD
8	4926	S.	Drexel	Blvd.	1980s	Multiple			NC/L			Hyde Park - Kenwood HD

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
8	4935	S.	Drexel	Blvd.	1901		Tudor Revival			Coach House	C/L	Hyde Park - Kenwood HD (The original building on this lot, the Simon Mandel House, was demolished. Only the coach house remains.)
8	4938	S.	Drexel	Blvd.	1891	SF House	Chateauesque	The John A. McGill House	C/L			Hyde Park - Kenwood HD
8	4941	S.	Drexel	Blvd.	1887	SF House	Richardsonian Romanesque	The John H. Nolan House	C/L	Flat	C/L	Hyde Park - Kenwood HD
8	4946	S.	Drexel	Blvd.	1980s	Multiple			NC/L		C/L	Hyde Park - Kenwood HD
8	4953	S.	Drexel	Blvd.	1923	Synagogue	Classical Revival	Kehilath Anshe Ma'ariv (K.A.M.	C/L			Hyde Park - Kenwood HD
8	5001-5009	S.	Drexel	Blvd.	1908	Multiple	Classical Revival		C/L			Hyde Park - Kenwood HD
8	5011	S.	Drexel	Blvd.	1920s	Three Flat	Tudor Revival	The A. Lundgreu House	C/L	Garage	C/L	Hyde Park - Kenwood HD
8	5019	S.	Drexel	Blvd.	1920s	Three Flat	Tudor Revival		C/L	Garage	C/L	Hyde Park - Kenwood HD
8	5021	S.	Drexel	Blvd.	1910s	Four Flat	Craftsman		C/L	Garage	C/L	Hyde Park - Kenwood HD
8	5027	S.	Drexel	Blvd.	1920s	Three Flat	Classical Revival		C/L	Garage	C/L	Hyde Park - Kenwood HD

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
9	5147-5155	S.	Cottage Grove	Ave.	1905	Factory/Warehouse	Classical Revival	Washington Park Fireproof Warehouse	C/L			Hyde Park - Kenwood HD
9	801-809	E.	Drexel	Sq.	1920s	Multiple Use	Classical Revival		C/L			Hyde Park - Kenwood HD
9	811-815	E.	Drexel	Sq.	1900s	Six Flat	Classical Revival		C/L			Hyde Park - Kenwood HD
9	817	E.	Drexel	Sq.	1890s	SF House	Queen Anne		C/L			Hyde Park - Kenwood HD
9	819	E.	Drexel	Sq.	1890s	SF House	Queen Anne	The Charles A. Piltzer House	C/L			Hyde Park - Kenwood HD
9	823	E.	Drexel	Sq.	1903	Three Flat	Tudor Revival	The A.S. Jackson House	C/L	-	-	Hyde Park - Kenwood HD
9	825	E.	Drexel	Sq.	1910s	Three Flat	Tudor Revival		C/L	Garage	C/L	Hyde Park - Kenwood HD
9	831	E.	Drexel	Sq.	1896	SF House	Richardsonian Romanesque		C/L	Garage	NC/L	Hyde Park - Kenwood HD
9	833	E.	Drexel	Sq.	1900s	SF House	Classical Revival		C/L	Garage	C/L	Hyde Park - Kenwood HD
9	835	E.	Drexel	Sq.	1896	SF House	Queen Anne	The Harris & McGimpsie House	C/L			Hyde Park - Kenwood HD
9	837	E.	Drexel	Sq.	1896	SF House	Richardsonian Romanesque	The Alexander H. Ferguson House	C/L			Hyde Park - Kenwood HD
9	839	E.	Drexel	Sq.	1890s	SF House	Richardsonian Romanesque		C/L			Hyde Park - Kenwood HD
9	841-843	E.	Drexel	Sq.	1916	Three Flat	Tudor Revival	The Joseph Coupland House	C/L	Garage	C/L	Hyde Park - Kenwood HD

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
9	845	E.	Drexel	Sq.	1920s	Three Flat	Classical Revival		C/L	Garage	NC	Hyde Park - Kenwood HD
9	5036-5038	S.	Drexel	Blvd.	1910	Six Flat	Italian Renaissance Revival		C/L			Hyde Park - Kenwood HD
9	5042-5044	S.	Drexel	Blvd.	1900s	Six Flat	Craftsman		C/L			Hyde Park - Kenwood HD
9	5043-5045	S.	Drexel	Blvd.	1920s	Six Flat	Tudor Revival		C/L	-	-	Hyde Park - Kenwood HD
9	5049-5057	S.	Drexel	Blvd.	1920s	Multiple	Tudor Revival		C/L	Garage	C/L	Hyde Park - Kenwood HD
9	5050-5052	S.	Drexel	Blvd.	1920s	Six Flat	Classical Revival		C/L			Hyde Park - Kenwood HD
9	5111	S.	Drexel	Ave.	1920s	Three Flat	Tudor Revival		C/L			Hyde Park - Kenwood HD
9	5115	S.	Drexel	Ave.	1920s	Three Flat	Tudor Revival		C/L			Hyde Park - Kenwood HD
9	5121	S.	Drexel	Ave.	1920s	Three Flat	Classical Revival		C/L			Hyde Park - Kenwood HD
9	5125	S.	Drexel	Ave.	1920s	Three Flat	Classical Revival		C/L			Hyde Park - Kenwood HD
9	5129	S.	Drexel	Ave.	1920s	Three Flat	Tudor Revival		C/L			Hyde Park - Kenwood HD
9	5130-5132	S.	Drexel	Ave.	1913	Multiple	Classical Revival		C/L			Hyde Park - Kenwood HD
9	5135	S.	Drexel	Ave.	1920s	Multiple	Tudor Revival		C/L			Hyde Park - Kenwood HD
9	820-834	E.	Hyde Park	Blvd.	1920s	Courtyard	Tudor Revival		C/L	Garage	C/L	Hyde Park - Kenwood HD

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
9	915	E.	Hyde Park	Blvd.	1910s	Four Flat	Tudor Revival		C/L			Hyde Park - Kenwood HD
9	919	E.	Hyde Park	Blvd.	1910s	Four Flat	Tudor Revival		C/L			Hyde Park - Kenwood HD
10	544-550	E.	51st	St.	1902	Multiple	Classical Revival		C			
10	552-554	E.	51st	St.	1900s	Six Flat	Classical Revival		C			
10	600-606	E.	51st	St.	1910s	Multiple	Tudor Revival		C			
10	612-614	E.	51st	St.	1910s	Six Flat	Tudor Revival		C			
10	616-618	E.	51st	St.	1910s	Six Flat	Tudor Revival		C			
10	620-622	E.	51st	St.	1910s	Multiple	Tudor Revival		C			
10	634-636	E.	51st	St.	1910s	Six Flat	Craftsman		C			
10	640-642	E.	51st	St.	1910s	Eight Flat	Craftsman		C	Garage	NC	
10	644-646	E.	51st	St.	1910s	Eight Flat	Craftsman		C			
10	650-652	E.	51st	St.	1910s	Eight Flat	Craftsman		C	Garage	NC	
10	656-658	E.	51st	St.	1910s	Six Flat	Craftsman		C			
10	660-662	E.	51st	St.	1910s	Six Flat	Tudor Revival		C			
10	700	E.	51st	St.	1910s	Six Flat	Craftsman		C			
10	702	E.	51st	St.	1910s	Six Flat	Craftsman		C			
10	710	E.	51st	St.	1990s	Multiple			NC			

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
10	728	E.	51st	St.	1903	Multiple	Classical Revival	The N.P. Cummings House	C			
10	5114-5120	S.	Dr. M.L. King Jr.	Dr.	1900s	Other	Georgian Revival	Chicago Orphan Asylum	C			
10	5130	S.	Dr. M.L. King Jr.	Dr.	1910s	Eight Flat	Craftsman		C			
10	5140-5150	S.	Dr. M.L. King Jr.	Dr.	1910s	Courtyard	Tudor Revival		C			
10	5152-5178	S.	Dr. M.L. King Jr.	Dr.	1910	Courtyard	Craftsman		C	Garage	C	
10	5200	S.	Dr. M.L. King Jr.	Dr.	1890s	Three Flat	Richardsonian Romanesque		C			
10	5210	S.	Dr. M.L. King Jr.	Dr.	1980s	Multiple			NC			
10	5212	S.	Dr. M.L. King Jr.	Dr.	1900s	Three Flat	Classical Revival		C			
10	5216-5220	S.	Dr. M.L. King Jr.	Dr.	1930s	Multiple	Art Deco		C			
10	5228	S.	Dr. M.L. King Jr.	Dr.	1896	SF House	Classical Revival	The J.C. Robinson House	C	Garage	NC	
10	5240	S.	Dr. M.L. King Jr.	Dr.	1920s	Six Flat	Classical Revival		C			
10	5244	S.	Dr. M.L. King Jr.	Dr.	1920s	Six Flat	Classical Revival		C	Garage	NC	
10	5248-5256	S.	Dr. M.L. King Jr.	Dr.	1920s	Multiple	Classical Revival		C			

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
11	5355-5361	S.	Cottage Grove	Ave.	1920s	Multiple	Craftsman		C			
11	5401-5407	S.	Cottage Grove	Ave.	1910s	Multiple	Craftsman		C			
11	5300-5310	S.	Dr. M.L. King Jr.	Dr.	1920s	Multiple	Craftsman		C			
11	5312-5314	S.	Dr. M.L. King Jr.	Dr.	1900s	Six Flat	Classical Revival		C	Garage	NC	
11	5322-5324	S.	Dr. M.L. King Jr.	Dr.	1920s	Six Flat	Classical Revival		C	Garage	NC	
11	5326-5328	S.	Dr. M.L. King Jr.	Dr.	1920s	Six Flat	Classical Revival		C	Garage	NC	-
11	5356-5336	S.	Dr. M.L. King Jr.	Dr.	1900s	School	Classical Revival	Edmund Burke Public School	C			
12	5536	S.	Dr. M.L. King Jr.	Dr.	1900s	Three Flat	Classical Revival		C	Garage	C	
12	5600-5608	S.	Dr. M.L. King Jr.	Dr.	1910s	Multiple	Tudor Revival		C			
12	5610	S.	Dr. M.L. King Jr.	Dr.	1910s	Six Flat	Tudor Revival		C			
12	5612	S.	Dr. M.L. King Jr.	Dr.	1910s	Three Flat	Craftsman		C			
12	5614-5616	S.	Dr. M.L. King Jr.	Dr.	1910s	Eight Flat	Classical Revival		C	Garage	C	
12	5618-5620	S.	Dr. M.L. King Jr.	Dr.	1930s	Six Flat	Art Deco		C			

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
12	5624-5626	S.	Dr. M.L. King Jr.	Dr.	1910s	Six Flat	Craftsman		C	Coach House	C	
12	5628-5630	S.	Dr. M.L. King Jr.	Dr.	1900s	Six Flat	Classical Revival		C	Garage	NC	
12	5634-5636	S.	Dr. M.L. King Jr.	Dr.	1900s	Six Flat	Classical Revival		C			
12	5640-5642	S.	Dr. M.L. King Jr.	Dr.	1900s	Three Flat	Classical Revival		C			
12	5644	S.	Dr. M.L. King Jr.	Dr.	1890s	SF House	Richardsonian Romanesque		C	Garage	NC	Garage Constructed Since 2010 Survey.
12	5656	S.	Dr. M.L. King Jr.	Dr.	1890s	Six Flat	Tudor Revival		C	Garage	NC	
12	5714-5716	S.	Dr. M.L. King Jr.	Dr.	1894	Six Flat	Classical Revival		C	Garage	NC	
12	5720	S.	Dr. M.L. King Jr.	Dr.	1900s	Three Flat	Classical Revival		C			
12	5722-5724	S.	Dr. M.L. King Jr.	Dr.	1900s	Six Flat	Classical Revival		C	Garage	NC	
12	5726-5744	S.	Dr. M.L. King Jr.	Dr.	1920s	Courtyard	Tudor Revival	Parkville Condominium	C			
12	5746-5748	S.	Dr. M.L. King Jr.	Dr.	1900s	Six Flat	Craftsman		C	Garage	NC	
12	5750-5758	S.	Dr. M.L. King Jr.	Dr.	1900s	Multiple	Classical Revival		C			

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
13	411	E.	60th	St.	1900s	Two Flat	Classical Revival		C	Garage	NC	
13	413	E.	60th	St.	1900s	Two Flat	Classical Revival		C			
13	415	E.	60th	St.	1897	Two Flat	Classical Revival		C			
13	417	E.	60th	St.	1910s	Four Flat	Tudor Revival		C			
13	423	E.	60th	St.	1920s	Three Flat	Tudor Revival		C	Garage	NC	
13	501-503	E.	60th	St.	1880s	Multiple	Tudor Revival		C	Garage	NC	
13	505	E.	60th	St.	1900s	Two Flat	Classical Revival		C			
13	509-511	E.	60th	St.	1900s	Six Flat	Classical Revival		C	Garage	C	
13	515-517	E.	60th	St.	1900s	Six Flat	Classical Revival		C	Garage	NC	
13	521	E.	60th	St.	2000s	Three Flat			NC	Garage	NC	
13	539	E.	60th	St.	1890s	Three Flat			NC	Garage	NC	
13	541-545	E.	60th	St.	1910s	Multiple	Craftsman		C			
13	547	E.	60th	St.	1910s	Two Flat	Craftsman		C	Garage	C	
13	549	E.	60th	St.	1910s	Three Flat	Craftsman		C			
13	601	E.	60th	St.	1910s	Multiple	Craftsman		C			
13	607	E.	60th	St.	1910s	Four Flat	Craftsman		C	Garage	NC	
13	609	E.	60th	St.	1900s	Four Flat	Classical Revival		C	Garage	NC	

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
13	611-613	E.	60th	St.	1920s	Three Flat	Tudor Revival		C	Garage	NC	
13	615	E.	60th	St.	1910s	Two Flat	Craftsman		C	Garage	NC	
13	619	E.	60th	St.	1900s	Three Flat	Classical Revival		C	Garage	NC	
13	641	E.	60th	St.	1900s	School	Classical Revival	Austin O. Sexton Public School	C			
13	5810	S.	Dr. M.L. King Jr.	Dr.	1900s	Three Flat	Classical Revival		C	Garage	NC	
13	5812	S.	Dr. M.L. King Jr.	Dr.	1900s	Three Flat	Classical Revival		C			
13	5826	S.	Dr. M.L. King Jr.	Dr.	1900s	Three Flat	Classical Revival		C	Garage	NC	
13	5838	S.	Dr. M.L. King Jr.	Dr.	1910s	Six Flat	Tudor Revival		C			
13	5922	S.	Dr. M.L. King Jr.	Dr.	1897	SF House	Craftsman	The Jesse Binga House	C	Garage	NC	
13	5930	S.	Dr. M.L. King Jr.	Dr.	1900s	SF House	Tudor Revival		C	Garage	C	
13	5934	S.	Dr. M.L. King Jr.	Dr.	1900s	SF House	Classical Revival		C	Garage	C	
13	5846-5848	S.	Dr. M.L. King Jr.	Dr.	1910s	Six Flat	Craftsman		C			
13	5850-5852	S.	Dr. M.L. King Jr.	Dr.	1910s	Six Flat	Classical Revival		C			
13	5856-5858	S.	Dr. M.L. King Jr.	Dr.	1910s	Multiple	Classical Revival		C			

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
13	5900-5902	S.	Dr. M.L. King Jr.	Dr.	1900s	Multiple	Classical Revival		C			
13	5904-5906	S.	Dr. M.L. King Jr.	Dr.	1900s	Six Flat	Classical Revival		C			
13	5910-5912	S.	Dr. M.L. King Jr.	Dr.	1900s	Six Flat	Classical Revival		C			
13	5914-5916	S.	Dr. M.L. King Jr.	Dr.	1900s	Six Flat	Classical Revival		C			
13	5924-5928	S.	Dr. M.L. King Jr.	Dr.	1900s	Six Flat	Classical Revival		C			
13	5936-5948	S.	Dr. M.L. King Jr.	Dr.	1910s	Courtyard	Tudor Revival		C			
13	5950-5958	S.	Dr. M.L. King Jr.	Dr.	1915	Multiple	Craftsman		C			
14	1009	E.	57th	St.	1902	School	Collegiate Gothic	Charles Hitchcock Hall	L			Individually listed and within Hyde Park - Kenwood HD
14	1025	E.	57th	St.	1897	School	Collegiate Gothic	Culver Hall	C/L			Hyde Park - Kenwood HD
14	1027	E.	57th	St.	1897	School	Collegiate Gothic	Anatomy Building	C/L			Hyde Park - Kenwood HD
14	1103	E.	57th	St.	1897	School	Collegiate Gothic	Ida B. & Walter Erman Biology Center	C/L			Hyde Park - Kenwood HD

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
14	1131-1135	E.	57th	St.	1901	School	Collegiate Gothic	Hutchinson Commons	C/L			Hyde Park - Kenwood HD
14	1101-1115	E.	57th	St.	1897	School	Collegiate Gothic	Zoology	C/L			Hyde Park - Kenwood HD
14	1020	E.	58th	St.	1894	School	Collegiate Gothic	Kent Chemical Laboratory	C/L			Hyde Park - Kenwood HD
14	1025-1035	E.	58th	St.	1924	School	Collegiate Gothic	Joseph Bond Chapel/Swift Hall	C/L			Hyde Park - Kenwood HD
14	1100	E.	58th	St.	1894	School	Collegiate Gothic	Ryerson Physical Laboratory	C/L			Hyde Park - Kenwood HD
14	1101	E.	58th	St.	1914	School	Collegiate Gothic	Julius Rosenwald Hall	C/L			Hyde Park - Kenwood HD
14	1115	E.	58th	St.	1893	School	Collegiate Gothic	Walker Museum	C/L			Hyde Park - Kenwood HD
14	1155	E.	58th	St.	1930	School	Collegiate Gothic	Oriental Institute Museum	C/L			Hyde Park - Kenwood HD
14	860	E.	59th	St.	1961	Hospital		University of Chicago Cancer Research Center/Goldblatt Pavillion	NC/L			Hyde Park - Kenwood HD
14	922-942	E.	59th	St.	1929-30	School	Collegiate Gothic	The Bobs Roberts Memorial Hospital for Children/The University of Chicago Hospital	C/L			Hyde Park - Kenwood HD

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
14	950	E.	59th	St.	1925-30	School	Collegiate Gothic	The Division of the Biological Sciences/The Pritzker School of Medicine/Billings Building	C/L			Hyde Park - Kenwood HD
14	970	E.	59th	St.	1930	School	Collegiate Gothic	Nancy Adele McElwee Memorial Hall/Gertrude Dunn Hicks Memorial Hall	C/L			Hyde Park - Kenwood HD
14	1000-1010	E.	59th	St.	1915	School	Collegiate Gothic	Hiram Kelly Memorial/Classics Building	C/L			Hyde Park - Kenwood HD
14	1050-1058	E.	59th	St.	1928	School	Collegiate Gothic	William Wieboldt Hall	C/L			Hyde Park - Kenwood HD
14	1116	E.	59th	St.	1912	School	Collegiate Gothic	William Rainey Harper Memorial Library	C/L			Hyde Park - Kenwood HD
14	1126	E.	59th	St.	1929	School	Collegiate Gothic	Social Science Research Bldg	C			Hyde Park - Kenwood HD
14	1130	E.	59th	St.	1893	School	Collegiate Gothic	Nancy Foster Hall	C/L			Hyde Park - Kenwood HD
14	1144-1146	E.	59th	St.	1895	SF House	Collegiate Gothic	University President's House	C/L			Hyde Park - Kenwood HD
14	1156-1158	E.	59th	St.	1925-28	Church	Collegiate Gothic	Rockefeller Memorial Chapel	C/L			Hyde Park - Kenwood HD

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
14	5735	S.	Ellis	Ave.	1968	Other		Searle Chemistry Laboratory	C/L			Hyde Park - Kenwood HD
14	5747	S.	Ellis	Ave.	1930s	School	Collegiate Gothic	George Herbert Jones Laboratory/Room 405	L			Individually listed (Room 405)/NHL, and within Hyde Park - Kenwood HD
14	5801	S.	Ellis	Ave.	1948	School		Administration Building	NC/L			Hyde Park - Kenwood HD
14	5811	S.	Ellis	Ave.	1910s	School	Collegiate Gothic	Cobb Hall	C/L			Hyde Park - Kenwood HD
14	5812	S.	Ellis	Ave.	1960s	School		University of Chicago Medical Center, Surgery Brain Research Pavilion	NC/L			Hyde Park - Kenwood HD
14	5824-5830	S.	Ellis	Ave.	1953	School		The Franklin McLean Memorial Research Institute	NC/L			Hyde Park - Kenwood HD
14	5840	S.	Ellis	Ave.	1949	School		Nathan Golblatt Memorial Hospital	NC/L			Hyde Park - Kenwood HD
14	5845	S.	Ellis	Ave.	1910s	School	Collegiate Gothic	Fulton Hall	C/L			Hyde Park - Kenwood HD
14	5845	S.	Ellis	Ave.	1910s	School	Collegiate Gothic	Goodspeed Hall	C/L			Hyde Park - Kenwood HD
14	5845	S.	Ellis	Ave.	1910s	School	Collegiate Gothic	Gates-Blake Hall	C/L			Hyde Park - Kenwood HD

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
14	5835	S.	Greenwood	Ave.	1903	School	Collegiate Gothic	Harold Leonard Stuart Hall	C/L			Hyde Park - Kenwood HD
14	5836	S.	Greenwood	Ave.	1896	School	Collegiate Gothic	Frederick Haskell Hall	C/L	-	-	Hyde Park - Kenwood HD
14	5815	S.	Kimbark	Ave.	1910s	School	Collegiate Gothic	Henry Holmes Belfield Hall	C/L			Hyde Park - Kenwood HD
14	5815	S.	Maryland	Ave.	2000s	Hospital		Bernard A. Mitchell Hospital	NC/L			Hyde Park - Kenwood HD
14	5839	S.	Maryland	Ave.	1960s	Hospital		Wyler Children's Hospital	NC/L			Hyde Park - Kenwood HD
14	5841	S.	Maryland	Ave.	1929	Hospital	Collegiate Gothic	James Robert Moore Pavillion/Chicago Lying-in Hospital and Dispensary Max Epstein Clinic	C/L			Hyde Park - Kenwood HD
14	5706	S.	University	Ave.	1903	School	Collegiate Gothic	Reynolds Club	C/L			Hyde Park - Kenwood HD
14	5720	S.	University	Ave.	1903	School	Collegiate Gothic	Mandel Hall	C/L			Hyde Park - Kenwood HD
14	5734	S.	University	Ave.	1930	School	Collegiate Gothic	Eckhart Hall	C/L			Hyde Park - Kenwood HD
14	5828	S.	University	Ave.	1971	School		Albert Pick Hall International Studies	NC/L			Hyde Park - Kenwood HD

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
14	5844-5846	S.	University	Ave.	1893	School	Collegiate Gothic	Beecher Hall	C/L			Hyde Park - Kenwood HD
14	5848-5852	S.	University	Ave.	1899	School	Collegiate Gothic	Green Hall	C/L			Hyde Park - Kenwood HD
14	5848-5852	S.	University	Ave.	1893	School	Collegiate Gothic	Kelly Hall	C/L			Hyde Park - Kenwood HD
14	5807	S.	Woodlawn	Ave.	1990s	School			NC/L			Hyde Park - Kenwood HD
15	1212	E.	59th	St.	1916	School	Collegiate Gothic	Ida Noyes Hall	C/L			Hyde Park - Kenwood HD
15	1350-1414	E.	59th	St.	1932	School	Collegiate Gothic	International House	C/L			Hyde Park - Kenwood HD
15	1362	E.	59th	St.	1903	School	Collegiate Gothic	Emmons Blaine Hall, Laboratory Schools	C/L			Hyde Park - Kenwood HD
15	1442-1450	E.	59th	St.	1916	Multiple	Colonial Revival	Breckinridge House/Eleanor Club	C/L			Hyde Park - Kenwood HD
15	1516-1522	E.	59th	St.	1920s	Courtyard	Tudor Revival		C/L			Hyde Park - Kenwood HD
15	1524-1534	E.	59th	St.	1924	Courtyard	Tudor Revival		C/L	Garage	NC	Hyde Park - Kenwood HD
15	1313-1315	E.	60th	St.	1920s	School	Collegiate Gothic	Chapin Hall Urban Education Institute	C			

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
15	1365-1375	E.	60th	St.	1918	Church	Georgian Revival	St. Paul's on the Midway Church/Sonia Shankman Orthogenic School 1927	C			
15	5801	S.	Kenwood	Ave.	1900s	School	Classical Revival	The Frank Lille House	L			Individually listed/NHL, and within the Hyde Park - Kenwood HD
15	5811	S.	Kenwood	Ave.	1900s	School	Classical Revival	The Wilder House	C/L			Hyde Park - Kenwood HD
15	5823	S.	Kenwood	Ave.	1900s	School	Collegiate Gothic	Kovler Gymnasium/Sunny Gymnasium	C/L			Hyde Park - Kenwood HD
15	5835	S.	Kimbark	Ave.	1910s	School	Collegiate Gothic	Judd Hall	C/L			Hyde Park - Kenwood HD
16	1005-1035	E.	60th	St.	1930-31	Multiple	Collegiate Gothic	Burton and Judson Courts	C			
16	6000-6016	S.	Ingleside	St.	1906-29	Other	Queen Anne	The Lorado Taft House/Midway Studios	L			Individually listed/NHL
17	1642	E.	56th	St.	1922	Multiple	Classical Revival	The Windermere E. Hotel	L			Individually listed/Hyde Park Apartment Hotel Thematic District

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
17	1700	E.	56th	St.	1980s	Multiple			NC			
17	5551-5559	S.	Everett	St.	1924	Multiple	Classical Revival		C			
17	5736	S.	Stony Island	Ave.	1910s	Courtyard	Tudor Revival		C/L			Hyde Park - Kenwood HD
18	5830-5844	S.	Stony Island	Ave.	1925	Courtyard	Gothic Revival	Vista Homes	C/L			Hyde Park - Kenwood HD
19	6200-6220	S.	Stony Island	Ave.	1911	School	Classical Revival	Hyde Park High School	C			
21	6450-6458	S.	Stony Island	Ave.	1900s	Multiple Use	Classical Revival		C			
21	6516-6520	S.	Stony Island	Ave.	1910s	Multiple	Craftsman		C			
22	1627-1641	E.	67th	St.	1920s	Courtyard	Tudor Revival		C			
22	1643-1657	E.	67th	St.	1910s	Courtyard	Tudor Revival		C			
22	1707-1721	E.	67th	St.	1910s	Courtyard	Tudor Revival	The Parkways	C			
22	1733-1745	E.	67th	St.	1910s	Courtyard	Tudor Revival	The Parkways	C			
22	1747-1759	E.	67th	St.	1910s	Courtyard	Tudor Revival	The Parkways	C			
22	1801-1809	E.	67th	St.	1924	Courtyard	Tudor Revival	Tower Court	C			
22	6700	S.	Ridgeland	Ave.	1910s	Multiple	Tudor Revival		C			Same as 1725 - 1729 E. 67th St.
23	2015-2017	E.	67th	St.	1920s	Multiple Use	Tudor Revival		C			
23	2049-2051	E.	67th	St.	1920s	Multiple	Craftsman		C			

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
23	2101	E.	67th	St.	1920s	Courtyard	Craftsman		C			
23	2125	E.	67th	St.	1920s	Courtyard	Craftsman		C			
23	2139-2141	E.	67th	St.	1920s	Courtyard	Craftsman		C			
23	2201-2211	E.	67th	St.	1920s	Multiple	Tudor Revival		C			
23	2231	E.	67th	St.	1926	Multiple	Gothic Revival	Shoreline Apartments	L			Individually listed
23	6701	S.	Chappel	Ave.	1940s	Multiple			NC			
23	6700	S.	Crandon	Ave.	1928	Multiple	Renaissance		C			
24	305	E.	Garfield	Blvd.	1912	Multiple Use	Craftsman		C			
24	319	E.	Garfield	Blvd.	1892	Multiple Use	Prairie	Garfield Blvd. L Station and Overpass	C	-	-	-
24	5501	S.	Prairie	Ave.	1920s	Multiple Use	Art Deco		C			
25	38	W.	Garfield	Blvd.	1900s	Two Flat	Tudor Revival		C			
25	42	W.	Garfield	Blvd.	1900s	Two Flat	Tudor Revival		C			
25	44	W.	Garfield	Blvd.	1890s	Two Flat	Queen Anne		C			
25	46	W.	Garfield	Blvd.	1890s	Two Flat	Queen Anne		C	Garage	NC	
25	48	W.	Garfield	Blvd.	1890s	Two Flat	Queen Anne		C			
25	50	W.	Garfield	Blvd.	1890s	Two Flat	Queen Anne		C			
25	20-40	E.	Garfield	Blvd.	1914	Factory/ Warehouse	Sullivanesque	Schulze Baking Company	L			Individually listed

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
25	21-43	E.	Garfield	Blvd.	1900s	Courtyard	Classical Revival		C			
25	118-132	E.	Garfield	Blvd.	1910s	Multiple	Craftsman		C			
25	119	E.	Garfield	Blvd.	1920s	Commercial	Spanish Revival		C			
25	200-216	E.	Garfield	Blvd.	1900s	Courtyard	Classical Revival		C			
25	218-220	E.	Garfield	Blvd.	1900s	Multiple Use	Classical Revival		C			
25	230-224	E.	Garfield	Blvd.	1910s	Multiple	Classical Revival		C	-	-	-
25	5444	S.	Prairie	Ave.	1900s	Six Flat	Classical Revival		C			
25	5448	S.	Prairie	Ave.	1900s	Six Flat	Classical Revival		C			
25	5500	S.	State	St.	1890s	Multiple Use			NC			
26	153	W.	Garfield	Blvd.	1890s	SF House	Richardsonian Romanesque		C			
26	311	W.	Garfield	Blvd.	1890s	SF House	Richardsonian Romanesque		C			
26	315	W.	Garfield	Blvd.	1890s	Two Flat	Queen Anne		C	-	-	-
26	317	W.	Garfield	Blvd.	1890s	SF House			NC	-	-	
26	340	W.	Garfield	Blvd.	1900s	Two Flat	Classical Revival		C	-	-	-
26	342	W.	Garfield	Blvd.	1900s	Two Flat	Classical Revival		C	-	-	-
26	5501	S.	LaSalle	St.	1909	Other	Prairie		C			

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
27	600	W.	Garfield	Blvd.	1980s	Other			NC			
27	602	W.	Garfield	Blvd.	1910s	Two Flat	Classical Revival		C	Garage	NC	
27	612	W.	Garfield	Blvd.	1900s	Two Flat	Classical Revival		C			
27	616	W.	Garfield	Blvd.	1900s	Two Flat	Classical Revival	The Watson House	C			
27	637-639	W.	Garfield	Blvd.	1900s	Three Flat	Classical Revival		C	Garage	NC	
27	638-640	W.	Garfield	Blvd.	1900s	Three Flat	Classical Revival		C			
27	643	W.	Garfield	Blvd.	1890s	Two Flat	Classical Revival		C			
27	644	W.	Garfield	Blvd.	1900s	Two Flat	Tudor Revival		C			
27	645	W.	Garfield	Blvd.	1910s	Three Flat	Classical Revival		C	Garage	NC	
27	646	W.	Garfield	Blvd.	1910s	Two Flat	Craftsman		C			
27	650	W.	Garfield	Blvd.	1910s	Multiple	Craftsman		C	-	-	
27	652	W.	Garfield	Blvd.	1910s	Three Flat	Craftsman		C			
27	704	W.	Garfield	Blvd.	1900s	Three Flat	Classical Revival		C			
27	705	W.	Garfield	Blvd.	1890s	Three Flat	Richardsonian Romanesque		C	Garage	NC	
27	706-708	W.	Garfield	Blvd.	1900s	Two Flat	Classical Revival		C			
27	709	W.	Garfield	Blvd.	1920s	Courtyard	Tudor Revival		C			

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
27	712	W.	Garfield	Blvd.	1890s	Three Flat	Richardsonian Romanesque		C			
27	717	W.	Garfield	Blvd.	1900s	SF House	Classical Revival		C			
27	718	W.	Garfield	Blvd.	1898	SF House	Queen Anne	Chicago Bicycle Club	C	-	~~C~~	
27	722	W.	Garfield	Blvd.	1880s	Two Flat	Richardsonian Romanesque		C			
27	726	W.	Garfield	Blvd.	1901	SF House	French Renaissance Revival	The James J. O'Leary House	C	Garage	C	
27	735	W.	Garfield	Blvd.	1920s	Multiple Use	Tudor Revival		C			
27	830	W.	Garfield	Blvd.	1912	Multiple	Tudor Revival		C			
27	832	W.	Garfield	Blvd.	1903	Three FLat	Richardsonian Romanesque	The Jason Murray House	C			
27	834	W.	Garfield	Blvd.	1905	Three Flat	Richardsonian Romanesque	The Frank Hubbard House	C	Garage	NC	
27	836	W.	Garfield	Blvd.	1890s	Two Flat	Richardsonian Romanesque		C			
27	842	W.	Garfield	Blvd.	1910s	Three Flat	Craftsman		C			
27	843	W.	Garfield	Blvd.	1898-1899	Church	Gothic Revival	The Visitation Church	C			
27	850-852	W.	Garfield	Blvd.	1970s	Multiple			NC			
27	900-912	W.	Garfield	Blvd.	1914	School	Classical Revival		C			
27	901	W.	Garfield	Blvd.	1980s	Multiple			NC	Garage	NC	

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
27	907-909	W.	Garfield	Blvd.	1911	Six Flat	Craftsman		C			
27	913	W.	Garfield	Blvd.	1980s	SF House			NC	Garage	NC	
27	914-916	W.	Garfield	Blvd.	1900s	School	Classical Revival		C			
27	917	W.	Garfield	Blvd.	1903	Two Flat	Classical Revival		C			
27	919	W.	Garfield	Blvd.	1903	Two Flat			C	Garage	NC	
27	920-922	W.	Garfield	Blvd.	1900s	School	Classical Revival		C			
27	923	W.	Garfield	Blvd.	1912	Two Flat	Classical Revival		C	Garage	C	
27	928	W.	Garfield	Blvd.	1900s	Three Flat	Craftsman		C			
27	930-932	W.	Garfield	Blvd.	1893	Multiple	Classical Revival		C			
27	940	W.	Garfield	Blvd.	1880s	SF House			NC	Garage	NC	
27	942	W.	Garfield	Blvd.	1880s	Townhouse	Queen Anne		C			
27	944	W.	Garfield	Blvd.	1880s	Townhouse	Queen Anne		C			
27	956-958	W.	Garfield	Blvd.	1900s	Multiple	Classical Revival		C			
27	1001	W.	Garfield	Blvd.	1910s	Multiple	Classical Revival		C			
27	1009	W.	Garfield	Blvd.	1902	Three Flat	Richardsonian Romanesque		C	Garage	NC	
27	1011	W.	Garfield	Blvd.	1950s	SF House			NC			
27	1014	W.	Garfield	Blvd.	1905	Two Flat	Classical Revival		C			

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
27	1013-1015	W.	Garfield	Blvd.	1902	Three Flat	Richardsonian Romanesque		C	Garage	C	
27	1017-1019	W.	Garfield	Blvd.	1923	Six Flat	Classical Revival		C			
27	1023-1025	W.	Garfield	Blvd.	1925	Multiple	Tudor Revival		C			
27	5502-5510	S.	Union	Ave.	1910s	Multiple	Craftsman		C			
28	5512	S.	Elizabeth	St.	1910s	Six Flat	Craftsman		C			
28	1034-1036	W.	Garfield	Blvd.	1902	SF House	Classical Revival		C			
28	1035	W.	Garfield	Blvd.	1929	Multiple	Tudor Revival		C			
28	1039	W.	Garfield	Blvd.	1910s	Two Flat	Craftsman		C			
28	1040	W.	Garfield	Blvd.	1890s	Three Flat	Richardsonian Romanesque		C			
28	1045	W.	Garfield	Blvd.	1903	Three Flat	Classical Revival		C	Garage	NC	
28	1048-1050	W.	Garfield	Blvd.	1910	Three Flat	Craftsman		C	Garage	C	
28	1049	W.	Garfield	Blvd.	1904	Two Flat	Richardsonian Romanesque		C			
28	1052	W.	Garfield	Blvd.	1910s	Three Flat	Classical Revival		C	Garage	C	
28	1053	W.	Garfield	Blvd.	1980s	SF House			NC			
28	1054	W.	Garfield	Blvd.	1910	Two Flat	Classical Revival		C	Garage	C	
28	1055	W.	Garfield	Blvd.	1980s	SF House			NC	Garage	NC	

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
28	1056-1058	W.	Garfield	Blvd.	1940s	SF House			NC	Garage	C	
28	1059	W.	Garfield	Blvd.	1904	Two Flat	Classical Revival		C			
28	1101	W.	Garfield	Blvd.	1980s	SF House			NC	Garage	NC	
28	1102	W.	Garfield	Blvd.	1907	Four Sq.	Craftsman		C	Garage	NC	
28	1106	W.	Garfield	Blvd.	1909	Four Sq.	Craftsman		C	Garage	NC	
28	1107	W.	Garfield	Blvd.	1909	Three Flat	Craftsman		C	Garage	NC	
28	1109-1111	W.	Garfield	Blvd.	1900s	Multiple	Classical Revival		C			
28	1110	W.	Garfield	Blvd.	1911	Two Flat	Craftsman		C	Garage	C	
28	1115	W.	Garfield	Blvd.	1898	Two Flat	Richardsonian Romanesque		C	Garage	NC	
28	1118	W.	Garfield	Blvd.	1910s	Multiple	Tudor Revival		C	Garage	C	
28	1119	W.	Garfield	Blvd.	1908	Three Flat	Classical Revival		C			
28	1122-1124	W.	Garfield	Blvd.	1912	SF House	Prairie	The G.R. Konzenik House	C	Garage	C	
28	1125	W.	Garfield	Blvd.	1925	Two Flat	Tudor Revival		C	Garage	C	Garage on adjacent lot
28	1135	W.	Garfield	Blvd.	1900s	Multiple	Classical Revival		C	Garage	NC	
28	1137	W.	Garfield	Blvd.	1910s	Commercial	Craftsman		NC	Flat	NC	
28	1147	W.	Garfield	Blvd.	1900s	Three Flat	Classical Revival		C	Garage	NC	
28	1151	W.	Garfield	Blvd.	1906	Multiple Use	Richardsonian Romanesque		C	Garage	NC	

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
28	1155-1157	W.	Garfield	Blvd.	1908	Six Flat	Classical Revival		C	Garage	NC	
28	1209	W.	Garfield	Blvd.	1900s	Three Flat	Tudor Revival		C	Garage	NC	
28	1211	W.	Garfield	Blvd.	1911	Three Flat	Richardsonian Romanesque		C	Garage	NC	
28	1215-1217	W.	Garfield	Blvd.	1990s	Three Flat			NC	-	-	
28	1219	W.	Garfield	Blvd.	1990s	Three Flat			NC	-	-	
28	1221	W.	Garfield	Blvd.	1910s	Two Flat	Craftsman		C	Garage	NC	
28	1223	W.	Garfield	Blvd.	1970s	SF House			NC	Garage	NC	
28	1225	W.	Garfield	Blvd.	1980s	SF House			NC	Garage	NC	
28	1235	W.	Garfield	Blvd.	1903	Two Flat	Richardsonian Romanesque		C			
28	1239	W.	Garfield	Blvd.	1904	Two Flat	Classical Revival		C			
28	1243	W.	Garfield	Blvd.	1898	Two Flat	No Style		C			
28	1253	W.	Garfield	Blvd.	1902	Two Flat	Classical Revival		C	Garage	NC	
28	1257-1259	W.	Garfield	Blvd.	1921	SF House	Craftsman		C			
28	1307	W.	Garfield	Blvd.	1908	Two Flat	Classical Revival		C	Garage	NC	
28	1311	W.	Garfield	Blvd.	1913	Two Flat	Craftsman		C	Garage	NC	
28	1315	W.	Garfield	Blvd.	1909	SF House	Craftsman		C	Garage	C	
28	1317	W.	Garfield	Blvd.	1906	Two Flat	Classical Revival		C			

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
28	1319	W.	Garfield	Blvd.	1900s	Two Flat	Classical Revival		C			
28	1323-1325	W.	Garfield	Blvd.	1950s	Multiple			NC			
28	1335	W.	Garfield	Blvd.	1915	Multiple	Craftsman		C			
28	1339	W.	Garfield	Blvd.	1906	Two Flat	Classical Revival		C	Garage	NC	
28	1341	W.	Garfield	Blvd.	1924	Four Flat	Tudor Revival		C	Garage	C	
28	1343	W.	Garfield	Blvd.	1907	Two Flat	Classical Revival		C	-	-	
28	1347	W.	Garfield	Blvd.	1910s	Two Flat	Classical Revival		C	Garage	NC	
28	1349	W.	Garfield	Blvd.	1926	Three Flat	Tudor Revival		C	-	-	
28	1351	W.	Garfield	Blvd.	1902	Two Flat	Classical Revival		C	Garage	NC	
28	1355	W.	Garfield	Blvd.	1897	Two Flat	Richardsonian Romanesque	The Greenwald House/Bloom House	C	Garage	NC	
28	1359	W.	Garfield	Blvd.	1906	Multiple	Queen Anne		C	Garage	C	
28	1400	W.	Garfield	Blvd.	1980s	Other			NC			
28	1408	W.	Garfield	Blvd.	1902	SF House	Queen Anne		C	Garage	NC	
28	1411	W.	Garfield	Blvd.	1924	Multiple	Tudor Revival		C			
28	1412	W.	Garfield	Blvd.	1893	SF House	Gable Front		C	Garage	NC	
28	1413	W.	Garfield	Blvd.	1906	Four FLat	Classical Revival		C	Garage	C	
28	1414	W.	Garfield	Blvd.	1916	Three Flat	Craftsman		C			
28	1416	W.	Garfield	Blvd.	1916	Three FLat	Craftsman		C			

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
28	1418	W.	Garfield	Blvd.	1924	Three FLat	Tudor Revival		C	Garage		
28	1419	W.	Garfield	Blvd.	1901	Three Flat	Richardsonian Romanesque		C			
28	1421-1423	W.	Garfield	Blvd.	1914	Multiple Use	Craftsman		C			
28	1422	W.	Garfield	Blvd.	1910s	Multiple	Tudor Revival		C			
28	1434	W.	Garfield	Blvd.	1913	Multiple	Craftsman		C	Garage	C	
28	1436	W.	Garfield	Blvd.	1920s	Two Flat	Tudor Revival		C	Garage	C	
28	1438-1440	W.	Garfield	Blvd.	1910s	Two Flat	Craftsman		C	Garage	NC	
28	1439	W.	Garfield	Blvd.	1908	Two Flat	Craftsman		C			
28	1441-1443	W.	Garfield	Blvd.	1907	Multiple	Classical Revival		C			
28	1442	W.	Garfield	Blvd.	1912	Multiple	Craftsman		C	Garage	C	
28	1444	W.	Garfield	Blvd.	1914	Two Flat	Craftsman		C			
28	1446	W.	Garfield	Blvd.	1916	Two Flat	Craftsman		C	Garage	NC	
28	1447	W.	Garfield	Blvd.	1921	Two Flat	Tudor Revival		C			
28	1449-1451	W.	Garfield	Blvd.	1913	Six Flat	Tudor Revival		C			
28	1450	W.	Garfield	Blvd.	1920s	Three Flat	Spanish Revival		C	Garage	C	
28	1453-1455	W.	Garfield	Blvd.	1990s	Three Flat			NC			
28	5451	S.	Laflin	St.	1970s	Multiple			NC			
28	5430	S.	Loomis	Blvd.	1890s	Two Flat	Queen Anne		C			
28	5436	S.	Loomis	Blvd.	2000s	Three Flat			NC			
28	5438	S.	Loomis	Blvd.	1900s	SF House	Gable Front		C			

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
28	5440	S.	Loomis	Blvd.	1900s	Two Flat	Classical Revival		C			
28	5401	S.	Racine	Ave.	1919	Factory/Warehouse	Craftsman		C			
28	5413	S.	Racine	Ave.	1910s	Two Flat	Tudor Revival		C	Garage	C	
28	5417	S.	Racine	Ave.	1910s	Two Flat	Tudor Revival		C	-	-	
28	5421	S.	Racine	Ave.	1910s	Two Flat	Craftsman		C	Garage	C	
28	5423	S.	Racine	Ave.	1910s	Two Flat	Tudor Revival		C	Garage	NC	
28	5427	S.	Racine	Ave.	1910s	Two Flat	Classical Revival		C	-	-	
28	5429	S.	Racine	Ave.	1910s	Two Flat	Craftsman		C	Garage	NC	
28	5431	S.	Racine	Ave.	1950s	SF House			NC			
28	5437	S.	Racine	Ave.	1910s	Two Flat	Craftsman		C	-	-	
28	5439	S.	Racine	Ave.	1910s	Two Flat	Classical Revival		C			
28	5441	S.	Racine	Ave.	1910s	Two Flat	Craftsman		C			
28	5500	S.	Racine	Ave.	1900s	Other			NC			
28	5504	S.	Throop	St.	1910s	Church	Tudor Revival		C			
28	5512	S.	Throop	St.	1900s	Two Flat	Classical Revival		C			
29	1206	W.	52nd	St.	1910s	Two Flat	Craftsman		C			
29	1208	W.	52nd	St.	1910s	Three FLat	Tudor Revival		C			
29	1214	W.	52nd	St.	1911	Three Flat	Tudor Revival		C			
29	1220	W.	52nd	St.	1910s	Two Flat	Tudor Revival		C			
29	1334	W.	52nd	St.	1910s	Two Flat	Classical Revival		C	Garage	NC	

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
29	1344	W.	52nd	St.	1910s	Two Flat	Craftsman		C			
29	5202	S.	Loomis	Blvd.	1900s	Two Flat	Gable Front		C	Garage	NC	
29	5206	S.	Loomis	Blvd.	1910s	SF House	Gable Front		C	-	-	-
29	5212	S.	Loomis	Blvd.	1900s	Three Flat	Queen Anne		C			
29	5216	S.	Loomis	Blvd.	1910s	Two Flat	Queen Anne		C			
29	5218-5220	S.	Loomis	Blvd.	2000s	Three Flat			NC			
29	5222	S.	Loomis	Blvd.	1910s	Two Flat	Gable Front		C	Garage	NC	
29	5226	S.	Loomis	Blvd.	1900s	Three Flat			NC			
29	5228	S.	Loomis	Blvd.	1900s	SF House	Cottage		C	Garage	NC	-
29	5230	S.	Loomis	Blvd.	1910s	Two Flat			NC			
29	5238	S.	Loomis	Blvd.	1910s	Two Flat	Queen Anne		C	-	-	
29	5242	S.	Loomis	Blvd.	1910s	Two Flat	Craftsman		C	Garage	NC	
29	5244	S.	Loomis	Blvd.	1920s	Two Flat	Craftsman		C	Garage	NC	
29	5250	S.	Loomis	Blvd.	1920s	Two Flat	Craftsman		C	Garage	NC	
29	5254	S.	Loomis	Blvd.	1900s	Two Flat	Gable Front		C			
29	5256	S.	Loomis	Blvd.	1920s	Two Flat	Gable Front		C			
29	5300	S.	Loomis	Blvd.	1901	School	Classical Revival	Arthur A. Libby School	C			
29	5201	S.	Racine	Ave.	1910s	Multiple Use			NC	-	-	-
29	5203	S.	Racine	Ave.	1900s	SF House	Gable Front		C			
29	5207	S.	Racine	Ave.	1910s	Two Flat	Tudor Revival		C			
29	5211	S.	Racine	Ave.	1900s	Two Flat	Tudor Revival		C			
29	5215	S.	Racine	Ave.	1900s	SF House	Cottage		C	Garage	NC	
29	5223	S.	Racine	Ave.	1900s	Two Flat	Gable Front		C	Garage	NC	
29	5225	S.	Racine	Ave.	1900s	Two Flat	Gable Front		C	Garage	NC	

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
29	5227	S.	Racine	Ave.	1900s	Two Flat	Gable Front		C	Garage	C	
29	5231	S.	Racine	Ave.	1910s	Bungalow	No Style		C	Garage	C	
29	5233	S.	Racine	Ave.	1900s	SF House	Cottage		C			
29	5235	S.	Racine	Ave.	1910s	Two Flat	Craftsman		C	Garage	NC	
29	5237	S.	Racine	Ave.	1910s	Two Flat	Craftsman		C	-	-	-
29	5245	S.	Racine	Ave.	1900s	SF House	Cottage		C	Garage	NC	
29	5253	S.	Racine	Ave.	1910s	Two Flat	Classical Revival		C	Garage	NC	-
29	5309	S.	Racine	Ave.	1880s	Two Flat	Gable Front		C	Garage	NC	
29	5319	S.	Racine	Ave.	1900s	Two Flat			NC	Garage	NC	
29	5321	S.	Racine	Ave.	1900s	Two Flat			NC	Garage	NC	
29	5323	S.	Racine	Ave.	1900s	SF House	Cottage		C			
29	5325	S.	Racine	Ave.	1900s	SF House			NC			
29	5327	S.	Racine	Ave.	1900s	SF House	Cottage		C	-	-	
29	5331	S.	Racine	Ave.	1910s	Two Flat	Classical Revival		C			
29	5337	S.	Racine	Ave.	1900s	SF House			NC			
29	5339	S.	Racine	Ave.	1910s	Bungalow	Craftsman		C	-	-	
29	5347	S.	Racine	Ave.	1900s	SF House			NC			
30	1500-1502	W.	Garfield	Blvd.	1925	Multiple	Craftsman		C			
30	1505	W.	Garfield	Blvd.	1915	Three Flat	Craftsman		C	Garage	C	
30	1506	W.	Garfield	Blvd.	1924	Three Flat	Craftsman		C			
30	1508	W.	Garfield	Blvd.	1910s	Three Flat	Craftsman		C	Garage	NC	
30	1509	W.	Garfield	Blvd.	1908	SF House	Colonial Revival	The F. Heck House	C	Garage	C	

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
30	1510-1514	W.	Garfield	Blvd.	1898	Three Flat	Classical Revival		C			
30	1511	W.	Garfield	Blvd.	1903	Two Flat	Richardsonian Romanesque		C	Garage	C	
30	1515	W.	Garfield	Blvd.	1903	Two Flat	Classical Revival		C	Coach House	C	
30	1516	W.	Garfield	Blvd.	1913	Three Flat	Craftsman		C			
30	1517	W.	Garfield	Blvd.	1908	Two Flat	Classical Revival		C			
30	1518	W.	Garfield	Blvd.	1910s	SF House	Craftsman		C	Garage	C	
30	1520	W.	Garfield	Blvd.	1910s	Two Flat	Classical Revival		C	Garage	NC	
30	1524	W.	Garfield	Blvd.	1912	Multiple	Craftsman		C			
30	1525	W.	Garfield	Blvd.	1910s	Two Flat	Craftsman		C	Garage	NC	
30	1540	W.	Garfield	Blvd.	1909	Two Flat	Classical Revival		C			
30	1544	W.	Garfield	Blvd.	1906	Two Flat	Tudor Revival		C			
30	1546	W.	Garfield	Blvd.	1903	Two Flat	Classical Revival		C	Garage	C	
30	1550	W.	Garfield	Blvd.	1994	Commercial			NC			
30	1601	W.	Garfield	Blvd.	1920s	Multiple Use	Gothic Revival		C			
30	1602	W.	Garfield	Blvd.	1980s	Other			NC	-	-	-
30	1607-1609	W.	Garfield	Blvd.	1909	Two Flat	Classical Revival		C	-	-	
30	1614	W.	Garfield	Blvd.	1910s	Commercial	Craftsman		C			
30	1617	W.	Garfield	Blvd.	1923	Three Flat	Tudor Revival		C			

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
30	1634	W.	Garfield	Blvd.	1905	Two Flat	Classical Revival		C	Coach House	C	
30	1635	W.	Garfield	Blvd.	1908	SF House	Classical Revival	The Mrs. M. Murray House	C	Garage	C	
30	1636	W.	Garfield	Blvd.	1896	Multiple	Second Empire		C	Garage	C	
30	1638	W.	Garfield	Blvd.	1908	SF House	Tudor Revival	The Frank C. Weber House	C	Garage	NC	-
30	1642	W.	Garfield	Blvd.	1896	SF House	Queen Anne		C			
30	1644	W.	Garfield	Blvd.	1900s	Two Flat	Classical Revival		C	Garage	C	
30	1645	W.	Garfield	Blvd.	1900s	Two Flat	Classical Revival		C			
30	1646	W.	Garfield	Blvd.	1905	Three Flat	Tudor Revival		C			
30	1648	W.	Garfield	Blvd.	1909	Two Flat	Classical Revival		C			
30	1649	W.	Garfield	Blvd.	1902	Two Flat	No Style		C	Garage	NC	
30	1652	W.	Garfield	Blvd.	1911	Two Flat	Classical Revival		C			
30	1653	W.	Garfield	Blvd.	1902	Two Flat	French Renaissance Revival		C	Garage	C	
30	1655-1657	W.	Garfield	Blvd.	1909	Two Flat	Classical Revival		C	Garage	C	
30	1656	W.	Garfield	Blvd.	1898	SF House	Queen Anne	The L.P. Freund House	C	Garage	C	

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
30	1700	W.	Garfield	Blvd.	1916	Bungalow	Craftsman	The L.L. Freiduss House	C	Garage	C	
30	1701-1705	W.	Garfield	Blvd.	1911	Church	Gothic Revival		C			
30	1706	W.	Garfield	Blvd.	1921	Bungalow	Craftsman		C	Garage	C	
30	1710	W.	Garfield	Blvd.	1916	SF House	Craftsman		C	Garage	NC	
30	1711	W.	Garfield	Blvd.	1900s	SF House	Gable Front		C			
30	1712	W.	Garfield	Blvd.	1910s	Four Sq.	Craftsman		C	Garage	C	
30	1713	W.	Garfield	Blvd.	1917	Two Flat	Craftsman		C	Garage	NC	
30	1715	W.	Garfield	Blvd.	1915	Two Flat	Classical Revival		C	Garage	NC	
30	1716	W.	Garfield	Blvd.	1919	Multiple	Craftsman		C			
30	1717	W.	Garfield	Blvd.	1907	Two Flat	Classical Revival		C	Garage	NC	
30	1720	W.	Garfield	Blvd.	1914	Bungalow	Craftsman		C	Garage	C	
30	1721	W.	Garfield	Blvd.	1913	Two Flat	Craftsman		C	Garage	C	
30	1722	W.	Garfield	Blvd.	1916	SF House	Tudor Revival	The C.J. Otheus House	C	Garage	C	
30	1725	W.	Garfield	Blvd.	1980s	SF House			NC	Garage	NC	
30	1734	W.	Garfield	Blvd.	1910s	SF House	Tudor Revival		C	Garage	C	
30	1735	W.	Garfield	Blvd.	1926	Bungalow	Craftsman	The S.J. Withowski House	C	Garage	C	
30	1739-1741	W.	Garfield	Blvd.	1902	SF House	Richardsonian Romanesque	The M. Heubrich House	C	Garage	NC	
30	1740	W.	Garfield	Blvd.	1925	Two Flat	Tudor Revival		C	Garage	C	
30	1742	W.	Garfield	Blvd.	1916	Two Flat	Craftsman		C	Garage	NC	

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
30	1745	W.	Garfield	Blvd.	1925	Four Flat	Tudor Revival		C	Garage	NC	
30	1747	W.	Garfield	Blvd.	1903	Two Flat	Classical Revival	The Ernst Custer House	C	Garage	NC	
30	1748	W.	Garfield	Blvd.	1923	Two Flat	Craftsman		C	Garage	C	
30	1751	W.	Garfield	Blvd.	1910s	Two Flat	Craftsman		C	Garage	NC	
30	1752-1754	W.	Garfield	Blvd.	1922	Six Flat	Tudor Revival		C	Garage	C	
30	1753	W.	Garfield	Blvd.	1900s	Two Flat	Classical Revival		C	Garage	C	
30	1758	W.	Garfield	Blvd.	1922	Three Flat	Classical Revival		C	Garage	C	
30	1801	W.	Garfield	Blvd.	1912	Multiple	Craftsman		C	Garage	NC	
30	1805	W.	Garfield	Blvd.	1911	Two Flat	Classical Revival		C	Garage	NC	
30	1807	W.	Garfield	Blvd.	1911	Two Flat	Classical Revival		C	Garage	C	
30	1809-1811	W.	Garfield	Blvd.	1914	Six Flat	Craftsman		C			
30	1815-1817	W.	Garfield	Blvd.	1912	Six Flat	Classical Revival		C	Garage	C	
30	1835	W.	Garfield	Blvd.	1925	Multiple	Tudor Revival		C			
30	1837	W.	Garfield	Blvd.	1925	Two Flat	Craftsman		C	-	-	
30	1839	W.	Garfield	Blvd.	1920s	Two Flat	Craftsman		C			
30	1845	W.	Garfield	Blvd.	1924	Two Flat	Craftsman		C	Garage	C	
30	1847	W.	Garfield	Blvd.	1924	Two Flat	Gothic Revival	The Emmitt Whalen House	C	Garage	NC	

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
30	1850	W.	Garfield	Blvd.	1924	Other	Richardsonian Romanesque		C			
30	1851	W.	Garfield	Blvd.	1914	SF House	Colonial Revival	The V. Kolzina House	C	Garage	NC	
30	1854	W.	Garfield	Blvd.	1910	Two Flat	Classical Revival		C	-	-	
30	1856	W.	Garfield	Blvd.	1900s	Four Flat	Classical Revival		C			
30	1859	W.	Garfield	Blvd.	1950s	SF House			NC	Garage	NC	
30	1900	W.	Garfield	Blvd.	1924	Two Flat	Craftsman	The Victor Frolich House	C	Garage	C	
30	1901-1903	W.	Garfield	Blvd.	1916	Multiple	Craftsman		C			
30	1906	W.	Garfield	Blvd.	1925	Bungalow	Craftsman		C	Garage	C	
30	1907	W.	Garfield	Blvd.	1925	Multiple	Craftsman		C	Garage	C	
30	1908	W.	Garfield	Blvd.	1925	Bungalow	Craftsman		C	Garage	NC	
30	1911	W.	Garfield	Blvd.	1911	Two Flat	Craftsman		C			
30	1912	W.	Garfield	Blvd.	1929	Two Flat	Craftsman		C	Garage	C	
30	1915	W.	Garfield	Blvd.	1927	Two Flat	Craftsman		C	Garage	NC	
30	1916	W.	Garfield	Blvd.	1916	Multiple	Craftsman		C	Garage	C	
30	1917	W.	Garfield	Blvd.	1920s	Three Flat	Tudor Revival		C	Garage	C	
30	1919	W.	Garfield	Blvd.	1910	Two Flat	Craftsman		C			
30	1920	W.	Garfield	Blvd.	1925	Two Flat	Tudor Revival		C			
30	1922	W.	Garfield	Blvd.	1920s	Multiple	Tudor Revival		C			
30	1923	W.	Garfield	Blvd.	1911	Two Flat	Craftsman		C	Garage	C	
30	1924	W.	Garfield	Blvd.	1920s	Multiple	Tudor Revival		C	Garage	C	

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
30	1925	W.	Garfield	Blvd.	1924	Two Flat	Tudor Revival		C	Garage	C	
30	5510	S.	Paulina	St.	1910s	Two Flat	Craftsman		C			
31	5500-5510	S.	Damen	Ave.	1950s	Other			NC			
31	1934-1936	W.	Garfield	Blvd.	1926	Multiple	Spanish Revival		C			
31	1935	W.	Garfield	Blvd.	1915	Two Flat	Craftsman		C	Garage	C	
31	1937	W.	Garfield	Blvd.	1915	Two Flat	Classical Revival		C	Garage	NC	
31	1938	W.	Garfield	Blvd.	1920	Two Flat	Tudor Revival		C			
31	1939-1941	W.	Garfield	Blvd.	1910s	Two Flat	Craftsman		C	Garage	C	
31	1943	W.	Garfield	Blvd.	1913	Two Flat	Craftsman		C	Garage	NC	
31	1945-1947	W.	Garfield	Blvd.	1910s	Three Flat	Tudor Revival		C	Garage	NC	
31	2007	W.	Garfield	Blvd.	1910s	Two Flat	Craftsman		C	Garage	NC	
31	2009	W.	Garfield	Blvd.	1910s	Two Flat	Craftsman		C	Garage	NC	
31	2017	W.	Garfield	Blvd.	1920s	Three Flat	Tudor Revival		C	Garage	C	
31	2021	W.	Garfield	Blvd.	1950s	Other			NC			
31	2034	W.	Garfield	Blvd.	2000s	SF House			NC	Garage	NC	
31	2035	W.	Garfield	Blvd.	1920s	SF House	Tudor Revival		C	Garage	NC	
31	2036	W.	Garfield	Blvd.	1910s	Multiple	Tudor Revival		C	Garage	C	
31	2037	W.	Garfield	Blvd.	1910s	Two Flat	Craftsman		C	Garage	NC	
31	2039	W.	Garfield	Blvd.	1920s	Multiple	Tudor Revival		C	Garage	NC	
31	2040	W.	Garfield	Blvd.	1910s	SF House			NC	Garage	NC	
31	2044	W.	Garfield	Blvd.	1960s	SF House			NC	Garage	NC	
31	2045	W.	Garfield	Blvd.	1950s	Multiple			NC	Garage	NC	
31	2048	W.	Garfield	Blvd.	1910s	Bungalow	Craftsman		C	Garage	C	

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
31	2049	W.	Garfield	Blvd.	1900s	Two Flat	Classical Revival		C			
31	2052	W.	Garfield	Blvd.	1910s	Bungalow	Craftsman		C	Garage	NC	
31	2056	W.	Garfield	Blvd.	1910s	Two Flat	Craftsman		C	Garage	C	
31	2102	W.	Garfield	Blvd.	1900s	SF House	Cottage		C	Garage	NC	
31	2104	W.	Garfield	Blvd.	1910s	Bungalow	Craftsman		C	Garage	NC	
31	2106	W.	Garfield	Blvd.	1900s	SF House	Gambrel Front		C	Garage	NC	
31	2110	W.	Garfield	Blvd.	1910s	Bungalow	Craftsman		C			
31	2111	W.	Garfield	Blvd.	1910s	Bungalow	Craftsman		C	Garage	NC	-
31	2112	W.	Garfield	Blvd.	1900s	SF House	Gambrel Front		C			
31	2118	W.	Garfield	Blvd.	1900s	SF House	Cottage		C			
31	2122	W.	Garfield	Blvd.	1900s	SF House	Gambrel Front		C			
31	2124	W.	Garfield	Blvd.	1900s	SF House	Gambrel Front		C	Garage	NC	
31	2128	W.	Garfield	Blvd.	1900s	SF House	Gambrel Front		C	-	-	
31	2130	W.	Garfield	Blvd.	1910s	Bungalow	Craftsman		C	Garage	NC	
31	2134	W.	Garfield	Blvd.	1900s	SF House	Gable Front		C	-	-	
31	2135	W.	Garfield	Blvd.	1910s	Bungalow	Craftsman		C	Garage	NC	
31	2136-2138	W.	Garfield	Blvd.	1910s	SF House	Craftsman		C			
31	2137	W.	Garfield	Blvd.	1910s	Multiple			NC	Garage	NC	
31	2140	W.	Garfield	Blvd.	1900s	Bungalow	Craftsman		C	Garage	NC	
31	2141	W.	Garfield	Blvd.	1900s	SF House	Gable Front		NC	Garage	NC	
31	2142	W.	Garfield	Blvd.	1900s	Bungalow	Gambrel Front		C	-	-	
31	2226	W.	Garfield	Blvd.	1900s	Two Flat	Classical Revival		C			
31	2230	W.	Garfield	Blvd.	1910s	Three Flat	Tudor Revival		C			

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
31	2232	W.	Garfield	Blvd.	1910s	Three Flat	Tudor Revival		C	Garage	NC	
31	2234	W.	Garfield	Blvd.	1910s	Three Flat	Tudor Revival		C	Garage	NC	
31	2236	W.	Garfield	Blvd.	1910s	SF House	Craftsman		C	Garage	NC	
31	2240	W.	Garfield	Blvd.	1910s	Bungalow	Craftsman		C	Garage	NC	-
31	2242	W.	Garfield	Blvd.	1910s	Bungalow	Craftsman		C	Garage	NC	
31	2301	W.	Garfield	Blvd.	1890s	SF House	Queen Anne		C	Garage	NC	
31	2305-2309	W.	Garfield	Blvd.	1925	Multiple	Craftsman		C	Garage	C	
31	2311	W.	Garfield	Blvd.	1900s	Four Sq.	Craftsman		C	Garage	NC	
31	2315	W.	Garfield	Blvd.	1900s	Four Sq.	Classical Revival		C	Garage	NC	
31	2319	W.	Garfield	Blvd.	1900s	SF House	Classical Revival		C			
32	2351	W.	56th	St.	1900s	Two Flat	Classical Revival		C			
32	2355-2357	W.	56th	St.	1898	Four Sq.	Craftsman	The D.L. McLanin House	C	Garage	C	
32	2432	W.	54th	St.	1914	SF House	Classical Revival		C	Garage	NC	
32	2436	W.	54th	St.	1910s	Three Flat	Classical Revival		C	Garage	NC	
32	2440	W.	54th	St.	1950s	SF House			NC	Garage	NC	
32	2442	W.	54th	St.	1910s	Four Sq.	Craftsman		C	Garage	NC	
32	2446	W.	54th	St.	1960s	Multiple			NC	Garage	NC	
32	2450	W.	54th	St.	1900s	Two Flat	Gable Front		C	Garage	NC	
32	2451-2453	W.	56th	St.	1910s	Multiple	Tudor Revival		C			

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
32	2454	W.	54th	St.	1960s	Multiple			NC	Garage	NC	
32	2500	W.	55th	St.	1920s	Bungalow	Craftsman		C	Garage	NC	
32	2502	W.	55th	St.	1980s	Multiple			NC	Garage	NC	
32	2506	W.	55th	St.	1900s	Four Sq.	Classical Revival		C	Garage	NC	
32	2508	W.	55th	St.	1910s	Multiple			NC	Garage	NC	
32	2510	W.	55th	St.	1920s	SF House	Craftsman		C	Garage	NC	
32	2514	W.	55th	St.	1910s	Two Flat	Classical Revival		C	Garage	C	
32	2520-2522	W.	55th	St.	1910s	Two Flat	Craftsman		C			
32	5400	S.	Artesian	Ave.	1920s	SF House	Craftsman		C	Garage	C	
32	5406	S.	Artesian	Ave.	1950s	SF House			NC	Garage	NC	
32	5410	S.	Artesian	Ave.	1910s	Bungalow	Craftsman		C	Garage	C	
32	5414	S.	Artesian	Ave.	1950s	Multiple			NC	Garage	C	
32	5418	S.	Artesian	Ave.	1920s	SF House	Craftsman		C	Garage	NC	
32	5420	S.	Artesian	Ave.	1910s	Two Flat	Craftsman		C	Garage	NC	
32	5422	S.	Artesian	Ave.	1900s	Multiple			NC			
32	5424	S.	Artesian	Ave.	1910s	Bungalow	Craftsman		C	Garage	NC	
32	5430	S.	Artesian	Ave.	1880s	SF House	Craftsman		C			
32	5432	S.	Artesian	Ave.	1890s	Three Flat	Classical Revival		C	Garage	C	
32	5440	S.	Artesian	Ave.	1900s	SF House	Tudor Revival		C	Garage	C	
32	5614	S.	Artesian	Ave.	1910s	Multiple	Craftsman		C			
32	5615	S.	Artesian	Ave.	1910s	Bungalow	Craftsman		C	Garage	NC	

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
32	5600	S.	Campbell	Ave.	1900s	SF House	Gable Front		C	Garage	NC	
32	5419	S.	Claremont	Ave.	1950s	Multiple			NC	Garage	NC	
32	5421	S.	Claremont	Ave.	1900s	SF House	Gambrel Front		C	Garage	C	
32	5425	S.	Claremont	Ave.	1900s	Four Sq.	Craftsman		C	Garage	NC	
32	5433	S.	Claremont	Ave.	1990s	Multiple			NC			
32	5439	S.	Claremont	Ave.	1950s	Bungalow			NC	Garage	NC	
32	5441	S.	Claremont	Ave.	1900s	SF House	Gambrel Front		C	Garage	NC	
32	5515	S.	Claremont	Ave.	1950s	SF House			NC			
32	5523	S.	Claremont	Ave.	1910s	Three Flat	Tudor Revival		C			
32	5525	S.	Claremont	Ave.	1990s	Multiple			NC			
32	5529	S.	Claremont	Ave.	1940	SF House	Tudor Revival	The John Stech House	C			
32	5533	S.	Claremont	Ave.	1910s	Two Flat	Classical Revival		C	Garage	NC	
32	5616	S.	Claremont	Ave.	1920s	Other	Art Deco		C			
32	5516	S.	Maplewood	St.	1900s	School	Classical Revival	Carson Elementary School	C			
32	5601	S.	Maplewood	Ave.	1910s	Bungalow	Craftsman		C	Garage	NC	
33	2414	W.	53rd	St.	1890s	Church	No Style	St. Peter and Paul Parish	C			
33	5118	S.	Western	Ave.	1930s	Other	Moderne		C			
33	5121	S.	Western	Blvd.	1910s	Two Flat	Craftsman		C	Garage	NC	
33	5147	S.	Western	Blvd.	1902	Four Flat	Classical Revival	The C. F. Clausseir House	C	Garage	C	
33	5200	S.	Western	Ave.	1910s	Multiple Use	Craftsman		C	Garage	NC	

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
33	5204	S.	Western	Ave.	1910s	Two Flat	Classical Revival		C	Garage	NC	
33	5206	S.	Western	Ave.	1910s	Two Flat	Craftsman		C	Garage	NC	
33	5210	S.	Western	Ave.	1910s	Two Flat	Craftsman		C	Garage	NC	
33	5216	S.	Western	Ave.	1910s	Commercial	No Style		C	Garage	NC	
33	5218	S.	Western	Ave.	1910s	Fire Station	Craftsman	City of Chicago Fire Station	C			
33	5224	S.	Western	Ave.	1910s	Two FLat	Tudor Revival		C	Garage	NC	
33	5244	S.	Western	Ave.	1990s	SF House	Gable Front		C	Garage	NC	
33	5246	S.	Western	Ave.	1900s	SF House	Gable Front		C	Garage	NC	
33	5228-5230	S.	Western	Ave.	1980s	Other			NC			
33	5301-5323	S.	Western	Blvd.	1910s	Factory/Warehouse	Craftsman		C	-	-	-
33	5331-5335	S.	Western	Blvd.	1910s	Factory/Warehouse	Craftsman		C			
34	4901	S.	Western	Blvd.	1990s	Other			NC			Western Orange Line Station
34	4921	S.	Western	Blvd.	1927	Other	Classical Revival	Western Ave. Pumping Station	C			
34	4922	S.	Western	Ave.	1920s	Commercial	No Style		C			
34	4932	S.	Western	Ave.	1880s	SF House	Cottage		NC	Garage	NC	
34	4940	S.	Western	Ave.	1950s	Multiple			NC	Garage	NC	
34	4942	S.	Western	Ave.	1900s	SF House	Cottage		C	Garage	NC	
34	4944	S.	Western	Ave.	1900s	Two Flat	No Style		C	Garage	NC	

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
34	4948-4946	S.	Western	Ave.	1910s	Factory/Warehouse	Craftsman		C	-	-	-
34	4959	S.	Western	Blvd.	1927	Other	Classical Revival	Western Ave. Pumping Station Dependency	C	-	-	-
34	5000	S.	Western	Ave.	1910s	Multiple Use	No style		C			
34	5002	S.	Western	Ave.	1920s	Commercial	No Style		C			
34	5006	S.	Western	Ave.	1890s	Two Flat	Queen Anne		C	Garage	NC	
34	5007	S.	Western	Blvd.	1910s	SF House	Gable Front		C	Garage	NC	
34	5010	S.	Western	Ave.	2000s	SF House			NC			
34	5011	S.	Western	Blvd.	1921	Split Level	Craftsman		C			
34	5014	S.	Western	Ave.	1900s	SF House			NC	Garage	NC	
34	5015	S.	Western	Blvd.	1921	Split Level	Craftsman		C			
34	5016	S.	Western	Ave.	1900s	Two Flat	Gable Front		C	Garage	NC	
34	5018	S.	Western	Ave.	1900s	SF House	Cottage		C	Garage	NC	
34	5019	S.	Western	Blvd.	1910s	Two Flat	Craftsman		C	Garage	C	
34	5026	S.	Western	Ave.	1910s	Multiple	Classical Revival		C			
34	5030	S.	Western	Ave.	1910s	Two Flat	Craftsman		C	Garage	NC	
34	5043	S.	Western	Blvd.	1910s	Two Flat	Classical Revival		C	Garage	NC	
34	5045	S.	Western	Blvd.	1910s	Factory/Warehouse	Craftsman		C	-	-	-
35	4622	S.	Western	Ave.	1910s	Multiple Use	Craftsman		C	Garage	NC	
35	4624	S.	Western	Ave.	1900s	Multiple Use	Classical Revival		C	Garage	C	

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
35	4632	S.	Western	Ave.	1920s	Commercial	Craftsman		C			
35	4709	S.	Western	Blvd.	1920s	Three Flat	Gable Front		C			
35	4711	S.	Western	Blvd.	1920s	Factory/Warehouse	No Style		NC			
35	4725	S.	Western	Blvd.	1910s	Two Flat	Craftsman		C	Garage	NC	
35	4732	S.	Western	Ave.	1910s	SF House	Tudor Revival		C	Garage	NC	
35	4735	S.	Western	Blvd.	1910s	SF House	Craftsman		C			
35	4736	S.	Western	Ave.	1910s	Bungalow	Craftsman		C	Garage	NC	
35	4737	S.	Western	Blvd.	1900s	SF House	Cottage		C			
35	4743	S.	Western	Blvd.	1910s	SF House	Gambrel Front		C			
35	4745	S.	Western	Blvd.	1910s	SF House	Gable Front		C			
35	4747	S.	Western	Blvd.	1910s	Two Flat	Craftsman		C	Garage	NC	
35	4751	S.	Western	Blvd.	1910s	Two Flat	Queen Anne		C	Garage	NC	
35	4755	S.	Western	Blvd.	1910s	Two Flat	Tudor Revival		C	Garage	NC	
35	4757	S.	Western	Blvd.	1910s	Factory/Warehouse	Craftsman		C	Garage	NC	
36	4334	S.	Western	Ave.	1910s	Two Flat	Craftsman		C	Garage	NC	
36	4335	S.	Western	Blvd.	1910s	Factory/Warehouse	Craftsman		C	Garage	C	
36	4338	S.	Western	Ave.	1910s	Two Flat	Craftsman		C	Garage	NC	
36	4340	S.	Western	Ave.	1980s	Other			NC			
36	4342	S.	Western	Ave.	1910s	Two Flat	Craftsman		C			
36	4344-4346	S.	Western	Ave.	1950s	Multiple Use			NC			
36	4352	S.	Western	Ave.	1910s	Commercial	Craftsman		C			

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
36	4401-4411	S.	Western	Blvd.	1914	Factory/Warehouse	Craftsman		C			
36	4425	S.	Western	Blvd.	1910s	Factory/Warehouse	Tudor Revival		C			
36	4426	S.	Western	Ave.	1910s	Other	Craftsman		C	Garage	NC	
36	4428	S.	Western	Ave.	1910s	Two Flat	Craftsman		C	Garage	NC	
36	4432	S.	Western	Ave.	1910s	Other	Craftsman		C	-	-	
36	4435	S.	Western	Blvd.	1910s	Factory/Warehouse	Classical Revival		C			
36	4440	S.	Western	Ave.	1910s	Commercial	Craftsman		C	Garage	C	
36	4444	S.	Western	Ave.	1910s	Two Flat	Craftsman		C	Garage	NC	
36	4448	S.	Western	Ave.	1910s	Commercial	Craftsman		C			
36	4452	S.	Western	Ave.	1910s	Other	Craftsman		C	Garage	C	
36	4454-4446	S.	Western	Ave.	1910s	Multiple Use	Craftsman		C	Garage	C	
36	4501	S.	Western	Blvd.	1919	Factory/Warehouse	Craftsman	Charmell Chemical Co.	C			
37	4102	S.	Western	Ave.	1900s	SF House			NC	Garage	NC	
37	4108	S.	Western	Ave.	1900s	SF House			NC	Garage	NC	
37	4110	S.	Western	Ave.	1900s	SF House	Cottage		C	Garage	NC	
37	4111	S.	Western	Blvd.	1910s	Bungalow	No Style		C	Garage	NC	
37	4123	S.	Western	Blvd.	1950s	Factory/Warehouse			NC			
37	4130	S.	Western	Ave.	1950s	Other			NC			
37	4134	S.	Western	Ave.	1910s	Two Flat	Gambrel Front		C	Garage	NC	
37	4139	S.	Western	Blvd.	1950s	Other			NC			

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
37	4136-4138	S.	Western	Ave.	1910s	Two Flat	Craftsman		C	Garage	NC	
37	4144-4146	S.	Western	Ave.	1920s	Commercial	Craftsman		C			
37	4150	S.	Western	Ave.	2000s	Multiple Use			NC			
37	4152	S.	Western	Ave.	2000s	Multiple Use			NC			
37	4155-4157	S.	Western	Blvd.	1900s	Multiple	Richardsonian Romanesque		C			
37	4156	S.	Western	Ave.	2000s	Multiple Use			NC			
37	4158	S.	Western	Ave.	2000s	Multiple Use			NC			
37	4200	S.	Western	Ave.	1920s	Multiple Use	Tudor Revival		C	Garage	NC	
37	4201	S.	Western	Blvd.	1900s	Two Flat	Richardsonian Romanesque		C	Garage	C	
37	4202	S.	Western	Ave.	1910s	Multiple Use	Tudor Revival		C	Garage	NC	
37	4206-4208	S.	Western	Ave.	1910s	Factory/Warehouse	No Style		C	-	-	-
37	4220	S.	Western	Ave.	1920s	Commercial	No Style		NC	-	-	
37	4235-4239	S.	Western	Blvd.	1920s	Factory/Warehouse	Craftsman		C			
37	4236	S.	Western	Ave.	1920s	Commercial	No Style		C			
37	4242	S.	Western	Ave.	1920s	Commercial	No Style		NC			
37	4252	S.	Western	Blvd.	2000s	Commercial			NC			
37	4300	S.	Western	Ave.	1912	Multiple Use	No Style		C			
37	4301	S.	Western	Blvd.	1920s	Factory/Warehouse	Craftsman		C			
37	4304	S.	Western	Ave.	1910s	Multiple Use			NC	Garage	NC	

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
37	4311	S.	Western	Blvd.	1921	Factory/Warehouse	Craftsman		C			
37	4312-4314	S.	Western	Ave.	1950s	Multiple Use			NC	Garage	NC	
37	4318-4320	S.	Western	Ave.	1910s	Commercial	No Style		C			
37	4321-4323	S.	Western	Blvd.	1940s	Factory/Warehouse			NC			
37	4322-4324	S.	Western	Ave.	1910s	Commercial	Craftsman		C			
37	4326	S.	Western	Ave.	1950s	Other			NC			
37	4328	S.	Western	Ave.	1950s	Factory/Warehouse			NC			
38	3900	S.	Western	Blvd.	1920s	Commercial	No Style		C			
38	3930	S.	Western	Ave.	1900s	SF House	Cottage		C	Garage	NC	
38	3932	S.	Western	Ave.	1900s	SF House	Cottage		C	Garage	NC	
38	3934	S.	Western	Ave.	1900s	SF House	Cottage		C	Garage	NC	
38	3936	S.	Western	Ave.	1900s	SF House			NC	Garage	NC	
38	3938	S.	Western	Ave.	1900s	SF House	Gable Front		C	Garage	NC	
38	3942	S.	Western	Ave.	1900s	Two Flat	Gable Front		C	Garage	NC	
38	3944	S.	Western	Ave.	1900s	SF House	Cottage		C	Garage	NC	
38	3946	S.	Western	Ave.	1900s	SF House	Cottage		C	Garage	NC	
38	3948	S.	Western	Ave.	1890s	Multiple Use	Queen Anne		C	Garage	NC	
38	3950	S.	Western	Ave.	1890s	Multiple Use	Queen Anne		C	Garage	NC	
38	3952	S.	Western	Ave.	1890s	Multiple Use	Queen Anne		C	Garage	NC	
38	3954	S.	Western	Ave.	1890s	Multiple Use	Queen Anne		C	Garage	NC	
38	3956	S.	Western	Ave.	1890s	Multiple Use	Queen Anne		C	Garage	NC	

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
38	3958	S.	Western	Ave.	1890s	Multiple Use	Queen Anne		C	Garage	NC	
38	3960	S.	Western	Ave.	1890s	Multiple Use	Queen Anne		C	Garage	NC	
38	4039	S.	Western	Blvd.	1930s	Factory/Warehouse	Moderne		C			
38	4043-4047	S.	Western	Blvd.	1939	Factory/Warehouse	Moderne		C			
38	4049	S.	Western	Blvd.	1900s	SF House	Cottage		C			
38	4057	S.	Western	Blvd.	1910s	Two Flat	Craftsman		C	Garage	NC	
39	2014	W.	37th	St.	1900s	SF House	Gambrel Front		C			
39	2200-2202	W.	37th	St.	1916-1918	Other	Craftsman		C	Garage	NC	
39	2204	W.	37th	St.	1910s	Two Flat	Classical Revival		C	Garage	C	
39	2208	W.	37th	St.	1890s	Two Flat	Richardsonian Romanesque		C	Garage	C	
39	2210-2212	W.	37th	St.	1911	Four Flat	Craftsman	The A. Hoepke House	C	Garage	C	
39	2216	W.	37th	St.	1900s	Two Flat	Classical Revival		C	Garage	NC	
39	2220	W.	37th	St.	1910s	Two Flat	Craftsman		C	Garage	NC	
39	2222	W.	37th	St.	1910s	Two Flat	Classical Revival		C			
39	2226	W.	37th	St.	1890s	Two Flat	Richardsonian Romanesque		C	Garage	NC	
39	2228	W.	37th	St.	1910s	Two Flat	Classical Revival		C	Garage	NC	

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
39	2240	W.	37th	St.	1917	Factory/Warehouse	Classical Revival	Chicago Telephone Company-McKinley Branch	C			
39	2250	W.	37th	St.	1910s	Bungalow	Craftsman		C	Garage	NC	
39	2252	W.	37th	St.	1910s	SF House			NC	Garage	NC	
39	2254	W.	37th	St.	1920s	SF House	Gable Front		NC	Garage	NC	
39	2258	W.	37th	St.	1910s	Two Flat	Craftsman		C	Garage	NC	
39	2262	W.	37th	St.	1910s	Two Flat			NC	Garage	NC	
39	2266	W.	37th	St.	1910s	Bungalow	Craftsman		NC			
39	2270	W.	37th	St.	1910s	SF House			NC			
39	3658	S.	Damen	Ave.	1910s	Bungalow	Craftsman		C	Garage	C	
39	3659	S.	Damen	Ave.	1889	SF House	Gable Front		C			
39	3701	S.	Damen	Ave.	1910s	Multiple	Craftsman		C	Garage	NC	
39	3703	S.	Damen	Ave.	1880s	SF House	Gable Front		NC			
39	3707	S.	Damen	Ave.	1910s	Two Flat	Classical Revival		C	Flat	NC	
39	3709	S.	Damen	Ave.	1910s	Two Flat	Classical Revival		C	Garage	NC	
39	3711	S.	Damen	Ave.	2000s	Three Flat			NC	Garage	NC	
39	3715	S.	Damen	Ave.	1910s	Two Flat	Classical Revival		C	Garage	NC	
39	3719	S.	Damen	Ave.	1910s	Two Flat	Gable Front		C	Garage	C	
39	3721	S.	Damen	Ave.	1910s	Two Flat	Gable Front		C	Garage	C	
39	3723	S.	Damen	Ave.	1910s	Two Flat	Classical Revival		C	Garage	C	

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
39	3727	S.	Damen	Ave.	1910s	Two Flat	Classical Revival		C	Garage	NC	
39	3729	S.	Damen	Ave.	1910s	Two Flat	Tudor Revival		C	Garage	C	
39	3731	S.	Damen	Ave.	1910s	Two Flat	Gable Front		C	Garage	C	
39	3735	S.	Damen	Ave.	1910s	Two Flat	Gable Front		C	Garage	NC	
39	3737	S.	Damen	Ave.	1910s	Two FLat	Craftsman		C	Garage	NC	
39	3741	S.	Damen	Ave.	1910s	Two Flat	Classical Revival		C	Garage	NC	
39	3743	S.	Damen	Ave.	1910s	Three Flat	Craftsman		C			
39	3747	S.	Damen	Ave.	1910s	Two Flat	Classical Revival		C	Garage	NC	
39	3749	S.	Damen	Ave.	1890s	SF House	Queen Anne		C	Garage	NC	
39	3757-3759	S.	Damen	Ave.	1880s	SF House	Italianate		C	Garage	NC	
39	3801	S.	Damen	Ave.	1920s	Multiple	Craftsman		C			
39	3805	S.	Damen	Ave.	1920s	Two Flat	Craftsman		C	Garage	NC	
39	3809	S.	Damen	Ave.	1910s	Two Flat	Craftsman		C	Garage	NC	
39	3811	S.	Damen	Ave.	1910s	Two Flat	Craftsman		C			
39	3815	S.	Damen	Ave.	1910s	Two Flat	Craftsman		C	Garage	NC	
39	3817	S.	Damen	Ave.	1910s	Two Flat	Craftsman		C	Garage	NC	
39	3821	S.	Damen	Ave.	1910s	Two Flat	Craftsman		C	Garage	NC	
39	3825	S.	Damen	Ave.	1910s	Two FLat	Craftsman		C	Garage	NC	
39	3827	S.	Damen	Ave.	1910s	Two Flat	Craftsman		C	Garage	C	
39	3829	S.	Damen	Ave.	1910s	Two Flat	Tudor Revival		C			
39	3831-3833	S.	Damen	Ave.	1910s	Two Flat	Craftsman		C	Garage	NC	
39	3835	S.	Damen	Ave.	1910s	Two Flat	Craftsman		C	Garage	NC	

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
39	3839	S.	Damen	Ave.	1910s	Two Flat	Craftsman		C	Garage	NC	
39	3841	S.	Damen	Ave.	1910s	SF House	Tudor Revival		C	Garage	NC	
39	3845	S.	Damen	Ave.	1910s	Two Flat	Craftsman		C	Garage	NC	
39	3654-3656	S.	Hamilton	Ave.	2000s	SF House			NC	Garage	NC	
39	3655-3657	S.	Hamilton	Ave.	1900s	Four Flat	Classical Revival		C	Garage	NC	
39	3658	S.	Hoyne	Ave.	1910s	Multiple	Craftsman		C			
39	3659	S.	Hoyne	Ave.	1910s	Two Flat	Queen Anne		NC	Garage	NC	
39	3659	S.	Leavitt	St.	1910s	Bungalow	Craftsman		C			
39	1950	W.	Pershing	Rd.	1920s	Other	Craftsman		C/L			Central Manufacturing District: Pershing Rd. Development
39	2001	W.	Pershing	Rd.	1920s	Factory/Warehouse	Craftsman	Clock Tower for CMDF	C/L			Central Manufacturing District: Pershing Rd. Development
39	2011	W.	Pershing	Rd.	1940s	School			C/L			Central Manufacturing District: Pershing Rd. Development
39	2051-2059	W.	Pershing	Rd.	1936	Other	Craftsman	The Albert Pick Company	C/L			Central Manufacturing District: Pershing Rd. Development

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
39	2101-2129	W.	Pershing	Rd.	1920s	Factory/Warehouse	Tudor Revival	White City Storage Company	C/L			Central Manufacturing District: Pershing Rd. Development
39	2133-2139	W.	Pershing	Rd.	1927	Factory/Warehouse	Gothic Revival	Standard Brands Inc.	C/L			Central Manufacturing District: Pershing Rd. Development
39	2151-2159	W.	Pershing	Rd.	1936	Factory/Warehouse	Art Deco		C/L			Central Manufacturing District: Pershing Rd. Development
39	2211-2165	W.	Pershing	Rd.	1922	Factory/Warehouse	Craftsman	Westinghouse Electric	C/L			Central Manufacturing District: Pershing Rd. Development
39	2225-2235	W.	Pershing	Rd.	1923	Factory/Warehouse	Classical Revival	L. Fish Furniture Company	C/L			Central Manufacturing District: Pershing Rd. Development
39	3658	S.	Seeley	Ave.	1910s	SF House	Gable Front		C			
39	3659	S.	Seeley	Ave.	1910s	Two Flat	Craftsman		C			
40	2411	W.	34th	Place	1890s	SF House	Italianate		C	Garage	NC	
40	3400	S.	Western	Ave.	1990s	SF House			NC	Garage	NC	
40	3401	S.	Western	Blvd.	1920s	Two Flat	Craftsman		C	Coach House	C	

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
40	3402	S.	Western	Ave.	1900s	Two Flat	Classical Revival		C	Garage	NC	
40	3404	S.	Western	Ave.	1900s	Multiple Use	Gable Front		NC			
40	3405	S.	Western	Blvd.	1910s	Two Flat	Craftsman		C	Garage	C	
40	3408	S.	Western	Ave.	2000s	SF House			NC	Garage	NC	
40	3409	S.	Western	Blvd.	1910s	Two Flat	Tudor Revival		C	Garage	C	
40	3410	S.	Western	Ave.	2000s	SF House			NC			
40	3411	S.	Western	Blvd.	1910s	Two Flat	Craftsman		C	Garage	NC	
40	3412	S.	Western	Ave.	2000s	SF House			NC			
40	3414	S.	Western	Ave.	1900s	Two Flat	Gable Front		C			
40	3416	S.	Western	Ave.	1900s	SF House	Cottage		C	-	-	
40	3417	S.	Western	Blvd.	1920s	Two Flat	Craftsman		C	Garage	C	
40	3418	S.	Western	Ave.	1900s	Two Flat	Classical Revival		C	Garage	C	
40	3419	S.	Western	Blvd.	1910s	Two Flat	Craftsman		C	Garage	C	
40	3422	S.	Western	Ave.	1900s	Two Flat	Queen Anne		C	Garage	NC	
40	3423	S.	Western	Blvd.	1910s	Two Flat	Craftsman		C	Barn	C	
40	3424	S.	Western	Ave.	1900s	Two Flat	Classical Revival		C	Garage	NC	
40	3427	S.	Western	Blvd.	1900s	Two Flat	Classical Revival		C	Garage	C	
40	3431	S.	Western	Blvd.	1950s	Multiple			NC	Garage	NC	
40	3433	S.	Western	Blvd.	1900s	Two Flat	Tudor Revival		C	Garage	NC	
40	3434	S.	Western	Ave.	1980s	Other			NC			
40	3435	S.	Western	Blvd.	1900s	Two Flat	Queen Anne		C	Garage	NC	
40	3436	S.	Western	Ave.	1890s	Multiple Use	Italianate		C	Garage	C	

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
40	3439	S.	Western	Blvd.	1900s	Two Flat	Classical Revival		C	Garage	NC	
40	3440	S.	Western	Ave.	1950s	Commercial			NC	Garage	C	
40	3441	S.	Western	Blvd.	1900s	Two Flat	Classical Revival		C			
40	3443	S.	Western	Blvd.	1900s	Two Flat	Queen Anne		C	Garage	NC	
40	3444	S.	Western	Ave.	1900s	Two Flat	Italianate		C			
40	3445	S.	Western	Blvd.	1900s	Two Flat	No Style		C	Garage	NC	
40	3448	S.	Western	Ave.	1900s	Two Flat	Classical Revival		C	Garage	NC	
40	3449	S.	Western	Blvd.	1890s	Two Flat	Queen Anne		C	Garage	NC	
40	3451	S.	Western	Blvd.	1900s	Two Flat	Classical Revival		C	Garage	C	
40	3452	S.	Western	Ave.	1950s	Other			NC			
40	3456	S.	Western	Ave.	1890s	Multiple Use	Queen Anne		C			
40	3500	S.	Western	Ave.	1900s	Multiple Use	Craftsman		C			
40	3501	S.	Western	Blvd.	1910s	Multiple Use	Craftsman		C			
40	3503-3505	S.	Western	Blvd.	1900s	Four Flat	Classical Revival		C	Garage	NC	
40	3504	S.	Western	Ave.	1950s	Other			NC			
40	3508	S.	Western	Ave.	1900s	Two Flat	Richardsonian Romanesque		C			
40	3509	S.	Western	Blvd.	1950s	Two Flat			NC	Garage	C	
40	3510-3524	S.	Western	Ave.	1927	Factory/Warehouse	Classical Revival	Parisian Novelty Co.	C			
40	3515	S.	Western	Blvd.	1910s	SF House	Craftsman		C	Garage	NC	

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
40	3517	S.	Western	Blvd.	1900s	Two Flat	Classical Revival		C	Garage	NC	
40	3519	S.	Western	Blvd.	1910s	Two Flat	Craftsman		C	Garage	NC	
40	3521	S.	Western	Blvd.	1900s	Two Flat	Classical Revival		C			
40	3523	S.	Western	Blvd.	1900s	Two Flat	Classical Revival		C			
40	3527-3529	S.	Western	Blvd.	1910s	Two Flat	Craftsman		C	Garage	C	
40	3528	S.	Western	Ave.	1900s	SF House	Cottage		C	Garage	NC	
40	3530	S.	Western	Ave.	1888	SF House	Cottage		NC	Garage	NC	
40	3534	S.	Western	Ave.	1990s	SF House			NC			
40	3536	S.	Western	Blvd.	1883	SF House	Cottage		NC	Garage	NC	
40	3537-3539	S.	Western	Blvd.	1900s	Multiple	Classical Revival		C			
40	3538	S.	Western	Blvd.	1878	SF House	Cottage		NC	Garage	NC	
40	3542	S.	Western	Blvd.	1878	SF House	Cottage		C	Garage	NC	
40	3543	S.	Western	Blvd.	1900s	Multiple	Classical R		C	Garage	C	
40	3544	S.	Western	Blvd.	1878	SF House	Cottage		NC	Garage	NC	
40	3545	S.	Western	Blvd.	1900s	Two Flat	Queen Anne		C			
40	3548	S.	Western	Blvd.	1878	SF House	Cottage		NC	Garage	NC	
40	3549	S.	Western	Blvd.	1900s	Three Flat	Classical Revival		C	Garage	NC	
40	3550	S.	Western	Blvd.	1873	SF House	Cottage		NC	Garage	NC	
40	3553	S.	Western	Blvd.	1900s	Two Flat	Tudor Revival		C	Garage	C	
40	3554	S.	Western	Blvd.	1883	SF House	Cottage		NC	Garage	NC	

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
40	3559	S.	Western	Blvd.	1900s	SF House	Queen Anne		C			
40	3601	S.	Western	Blvd.	1924	Commercial	Craftsman		C	-	-	-
41	3140	S.	Western	Ave.	1900s	Factory/Warehouse	Classical Revival		C	Garage	NC	
41	3301	S.	Western	Blvd.	1900s	Two Flat	Classical Revival		C	Garage	NC	
41	3302	S.	Western	Ave.	1890s	Multiple Use	Queen Anne		NC			
41	3305	S.	Western	Blvd.	1910s	Four Flat	Tudor Revival		C	-	-	
41	3310	S.	Western	Ave.	1950s	Factory/Warehouse			NC			
41	3311	S.	Western	Blvd.	1951	SF House			NC			
41	3313	S.	Western	Blvd.	1900s	Two Flat	Classical Revival		C	Garage	NC	
41	3315	S.	Western	Blvd.	1900s	Two Flat	Classical Revival		C	Garage	NC	
41	3316	S.	Western	Ave.	1900s	SF House	Cottage		C	Garage	NC	
41	3319	S.	Western	Blvd.	1900s	Two Flat	Classical Revival		C	Garage	NC	
41	3322	S.	Western	Ave.	1900s	SF House	Cottage		C	Garage	NC	
41	3323	S.	Western	Blvd.	1900s	Two Flat	Classical Revival		C	Garage	NC	
41	3324	S.	Western	Ave.	1880s	SF House	Cottage		C	Garage	NC	
41	3325	S.	Western	Blvd.	1910s	Bungalow	Craftsman		C	Garage	C	
41	3326	S.	Western	Ave.	1900s	SF House			NC	Garage	NC	
41	3327-3329	S.	Western	Blvd.	1920s	Multiple	Tudor Revival		C	Garage	NC	

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
41	3330	S.	Western	Ave.	1880s	SF House	Cottage		C			
41	3335	S.	Western	Blvd.	1910s	Two Flat	Craftsman		C	Garage	NC	
41	3336	S.	Western	Ave.	1920s	SF House			NC			
41	3340	S.	Western	Ave.	1910s	SF House	Cottage		C	Garage	NC	
41	3341	S.	Western	Ave.	1910s	Two Flat	Tudor Revival		C	Garage	C	
41	3343	S.	Western	Blvd.	1900s	Two Flat	Classical Revival		C	-	~~NC~~	
41	3344	S.	Western	Ave.	1910s	Three Flat	Craftsman		C	Coach House	C	
41	3345	S.	Western	Blvd.	1900s	Two Flat	Classical Revival		C	Garage	C	
41	3346	S.	Western	Ave.	1891	SF House	Italianate	The W.W. Arnke House	C	Garage	NC	
41	3347	S.	Western	Blvd.	1880s	Two Flat	Queen Anne		C	Garage	C	
41	3348-3350	S.	Western	Ave.	1900s	SF House	Gable Front		C	Garage	NC	
41	3349	S.	Western	Blvd.	1900s	Two Flat	Classical Revival		C	Garage	C	
41	3352	S.	Western	Ave.	1900s	Two Flat	Gable Front		C			
41	3354	S.	Western	Ave.	1900s	Two Flat	Gable Front		C	Garage	NC	
41	3356	S.	Western	Ave.	1900s	Two Flat	Gable Front		C	Garage	NC	
41	3357	S.	Western	Blvd.	1900s	Two Flat	Classical Revival		C	Garage	C	
41	3359	S.	Western	Blvd.	1910s	Two Flat	Queen Anne		C	Garage	C	
43	3000	S.	California	Ave.	1914	Hospital	Classical Revival	Municipal Contagious Diseases Hospital	C			

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
43	3026	S.	California	Ave.	1990s	Other			NC			
44	2600-2648	S.	California	Ave.	1927	Other	Classical Revival	Cook County Criminal Court House	C			
44	2650-2774	S.	California	Ave.	1980s	Other			NC			
45	2725	W.	24th	Place	1900s	Townhouse	Queen Anne		C			
45	2728	W.	24th	Blvd.	1900s	Two Flat	Gable Front		C	Garage	C	
45	2730	W.	24th	Blvd.	1910s	Three Flat	Tudor Revival		C	Garage	NC	
45	2734	W.	24th	Blvd.	1910s	Three Flat	Craftsman		C	Garage	NC	
45	2738	W.	24th	Blvd.	1910s	Three Flat	Craftsman		C	Garage	C	
45	2740	W.	24th	Blvd.	1910s	Three Flat	Tudor Revival		C	Garage	C	
45	2744	W.	24th	Blvd.	1900s	Two Flat	No Style		NC	Garage	C	
45	2746-2748	W.	24th	Blvd.	1910s	Six Flat	Classical Revival		C	Garage	NC	
45	2750	W.	24th	Blvd.	1900s	Three Flat	Classical Revival		C	Garage	NC	
45	2754	W.	24th	Blvd.	1910s	Two Flat	Gable Front		C	Garage	C	
45	2756	W.	24th	Blvd.	1910s	Two Flat	Tudor Revival		C	Garage	C	
45	2817	W.	24th	Blvd.	1950s	Church	Craftsman	St Maximillian Kolbe Catholic School	C			
45	2831	W.	24th	Blvd.	1950s	Church			NC			
45	2832-2850	W.	24th	Blvd.	1912	School	Classical Revival	Carter H. Harrison Technical High School	C	-	-	
45	2835	W.	24th	Blvd.	1920s	Two Flat	Craftsman		C	Garage	NC	

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
45	2845	W.	24th	Blvd.	1910s	Three Flat	No Style		C	Garage	NC	
45	2847	W.	24th	Blvd.	1910s	Two Flat	Craftsman		C	Garage	C	
45	2849	W.	24th	Blvd.	1910s	Two Flat	Tudor Revival		C	Coach House	C	
45	2853	W.	24th	Blvd.	1950s	SF House	No Style		NC	Garage	NC	
45	2855	W.	24th	Blvd.	1950s	SF House	No Style		NC			
45	2857	W.	24th	Blvd.	1950s	SF House	No Style		NC	Garage	NC	
45	2859	W.	24th	Blvd.	1900s	Multiple	Queen Anne		C	Garage	NC	
45	2901	W.	24th	Blvd.	1910s	Two Flat	Craftsman		C	Garage	C	
45	2903	W.	24th	Blvd.	1910s	Two Flat	Classical Revival		C			
45	2907	W.	24th	Blvd.	1910s	Three Flat	Classical Revival		C	Garage	C	
45	2909	W.	24th	Blvd.	1910s	Three Flat	Tudor Revival		C	Garage	NC	
45	2915	W.	24th	Blvd.	1910s	Three Flat	Classical Revival		C	Garage	NC	
45	2917	W.	24th	Blvd.	1910s	Multiple	Craftsman		C			
45	2921	W.	24th	Blvd.	1910s	Two Flat	Craftsman		C	Garage	NC	
45	2923	W.	24th	Blvd.	1910s	Two Flat	Craftsman		C	Garage	NC	
45	2927-2931	W.	24th	Blvd.	1910s	Three Flat	Tudor Revival		C	Garage	NC	
45	2933	W.	24th	Blvd.	1910s	Two Flat	Craftsman		C	Garage	NC	
45	2401	S.	California	Blvd.	1920s	Bungalow	Craftsman		C	Garage	C	
45	2405	S.	California	Blvd.	1910s	Two Flat	Craftsman		C	Garage	NC	
45	2409	S.	California	Blvd.	1910s	Two Flat	Craftsman		C	Garage	NC	
45	2411	S.	California	Blvd.	1910s	Two Flat	Tudor Revival		C	Garage	NC	

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
45	2413	S.	California	Blvd.	1910s	SF House	Craftsman		C	Garage	NC	
45	2415	S.	California	Blvd.	1910s	SF House	Craftsman		C	Garage	NC	
45	2419	S.	California	Blvd.	1900s	SF House	Cottage		C	Garage	NC	
45	2421	S.	California	Blvd.	1910s	SF House	Craftsman		C	Garage	NC	
45	2425	S.	California	Blvd.	1920s	Bungalow	Craftsman		C	Garage	C	
45	2434	S.	California	Ave.	1910s	Two Flat	Craftsman		C	Garage	NC	
45	2435	S.	California	Blvd.	1910s	Three Flat	Craftsman		C			
45	2437	S.	California	Blvd.	1920s	Three Flat	Classical Revival		C	Garage	NC	
45	2438	S.	California	Ave.	1900s	Two Flat	Gable Front		C			
45	2440	S.	California	Ave.	1910s	SF House	Craftsman		C	Garage	NC	
45	2441	S.	California	Blvd.	1910s	Two Flat	Craftsman		C	Garage	C	
45	2442	S.	California	Ave.	1910s	SF House	Craftsman		C	Garage	NC	
45	2445	S.	California	Blvd.	1910s	Two Flat	Craftsman		C	Garage	NC	
45	2446	S.	California	Ave.	1880s	Two Flat	Cottage		C			
45	2448	S.	California	Ave.	1900s	Two Flat	Classical Revival		C	Coach House	C	
45	2449	S.	California	Blvd.	1910s	Two Flat	Craftsman		C	Garage	C	
45	2450	S.	California	Ave.	1900s	Multiple Use	Richardsonian Romanesque		C	Garage	NC	
45	2451	S.	California	Blvd.	1900s	Two Flat	Classical Revival		C	Garage	C	
45	2452	S.	California	Ave.	1900s	Two Flat	Gable Front		C			
45	2454	S.	California	Ave.	1880s	Multiple Use	Queen Anne		C	Garage	NC	
45	2458	S.	California	Ave.	1920s	Other			NC	Garage	NC	

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
45	2504	S.	California	Ave.	1900s	Two Flat	Classical Revival		C	Garage	NC	
45	2506	S.	California	Ave.	1900s	SF House	Cottage		C	Garage	NC	
45	2510	S.	California	Ave.	1910s	SF House	Craftsman		C	Garage	NC	
45	2514	S.	California	Ave.	1910s	SF House	Craftsman		C	Coach House	C	
45	2516	S.	California	Ave.	1910s	Three Flat	Craftsman		C	Garage	C	
45	2518	S.	California	Ave.	1900s	Three Flat	Richardsonian Romanesque		C	-	NC	
45	2520	S.	California	Ave.	1900s	Three Flat	Classical Revival		C			
45	2524	S.	California	Ave.	1910s	Multiple Use	Craftsman		C	Coach House	C	
45	2532	S.	California	Ave.	1980s	Other			NC			
45	2536	S.	California	Ave.	1920s	Three Flat	Tudor Revival		C	Garage	NC	
45	2538	S.	California	Ave.	1910s	Two Flat	Tudor Revival		C	Garage	C	
45	2300	S.	Marshall	Blvd.	1917	Two Flat	Craftsman		C	Garage	C	
45	2301	S.	Marshall	Blvd.	1910s	Multiple	Craftsman		C	Garage	C	
45	2302	S.	Marshall	Blvd.	1900s	Two Flat	Classical Revival		C	Garage	C	
45	2305	S.	Marshall	Blvd.	1900s	SF House	Gable Front		C	-	-	-
45	2306	S.	Marshall	Blvd.	1900s	Two Flat	Classical Revival		C	Garage	C	
45	2308	S.	Marshall	Blvd.	1900s	Two Flat	Richardsonian Romanesque		C	Garage	NC	
45	2309	S.	Marshall	Blvd.	1980s	Three Flat			NC			

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
45	2311	S.	Marshall	Blvd.	1910s	Two Flat	Craftsman		C	Garage	NC	
45	2312	S.	Marshall	Blvd.	1908	SF House	Classical Revival		C	Garage	NC	
45	2313	S.	Marshall	Blvd.	1900s	Two Flat	Richardsonian Romanesque		C	Flat	NC	
45	2318	S.	Marshall	Blvd.	1910s	Three Flat	Craftsman		C	Garage	NC	
45	2322	S.	Marshall	Blvd.	1908	SF House	Tudor Revival		C			
45	2325	S.	Marshall	Blvd.	1910s	Two Flat	Craftsman		C	Garage	NC	
45	2328	S.	Marshall	Blvd.	1890s	SF House	Queen Anne		C			
45	2332	S.	Marshall	Blvd.	1910s	SF House	Craftsman		C			
45	2334	S.	Marshall	Blvd.	1910s	Two Flat	Tudor Revival		C	Garage	NC	
45	2338	S.	Marshall	Blvd.	1890s	Two Flat	Queen Anne		C	Flat	C	
45	2342	S.	Marshall	Blvd.	1910s	Two Flat	Tudor Revival		C			
45	2344	S.	Marshall	Blvd.	1910s	Three Flat	Classical Revival		C	Garage	NC	
45	2346	S.	Marshall	Blvd.	1910s	Two Flat	Craftsman		C	Garage	NC	
45	2348	S.	Marshall	Blvd.	1910s	SF House	Classical Revival		C	Garage	NC	
45	2352	S.	Marshall	Blvd.	1890s	Two Flat	Richardsonian Romanesque		C	Garage	NC	
45	2358	S.	Marshall	Blvd.	1900s	Multiple	Classical Revival		C	Garage	C	
45	2400	S.	Marshall	Blvd.	1899	School	Classical Revival	John Spry Public School	C			
46	2880	W.	Cermak	Rd.	1950s	Other			NC			
46	2900	W.	Cermak	Rd.	1990s	Other			NC			

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
46	2908	W.	Cermak	Rd.	1910s	Commercial	No Style		C			
46	2869-2881	W.	Cermak	Rd.	1917	Multiple Use	Beaux Arts	Apollo Theatre	C			
46	2007	S.	Marshall	Blvd.	1910s	Other	Craftsman		C			
46	2015	S.	Marshall	Blvd.	1930s	Other	Moderne		C			
46	2100-2110	S.	Marshall	Blvd.	1910s	Factory/ Warehouse	Classical Revival		C			
46	2101	S.	Marshall	Blvd.	1900s	Three Flat	Classical Revival		C	Flat	C	
46	2107	S.	Marshall	Blvd.	1910s	Three Flat	Classical Revival		C	Garage	NC	
46	2111	S.	Marshall	Blvd.	1910s	Three Flat	No Style		C	Garage	C	
46	2113-2115	S.	Marshall	Blvd.	1980s				NC			
46	2117-2119	S.	Marshall	Blvd.	1910s	Three Flat	Classical Revival		C	Garage	NC	
46	2125	S.	Marshall	Blvd.	1900s	Three Flat	Classical Revival		C	Garage	NC	
46	2126	S.	Marshall	Blvd.	1910s	Three Flat	Tudor Revival		C	Garage	NC	
46	2127	S.	Marshall	Blvd.	1910s	Multiple	Craftsman		C			
46	2128	S.	Marshall	Blvd.	1920s	Six Flat	Classical Revival		C	Garage	C	
46	2138	S.	Marshall	Blvd.	1910s	SF House	Tudor Revival		C			
46	2140	S.	Marshall	Blvd.	1900s	Two Flat	Classical Revival		C	Garage	NC	
46	2141	S.	Marshall	Blvd.	1910s	Two Flat	Colonial Revival		C			

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
46	2142	S.	Marshall	Blvd.	1900s	Two Flat	Classical Revival		C	Garage	NC	
46	2143	S.	Marshall	Blvd.	1900s	Two Flat	No Style		C			
46	2145	S.	Marshall	Blvd.	1900s	Three Flat	Richardsonian Romanesque		C	Garage	NC	
46	2200-2202	S.	Marshall	Blvd.	1920s	Courtyard	Tudor Revival		C	Garage	C	
46	2214	S.	Marshall	Blvd.	1910s	Two Flat	Classical Revival		C			
46	2215	S.	Marshall	Blvd.	1910s	SF House	Tudor Revival		C	Garage	C	
46	2216	S.	Marshall	Blvd.	1900s	Two Flat	Queen Anne		C	Garage	NC	
46	2219	S.	Marshall	Blvd.	1948	Multiple			NC	Garage	C	
46	2134-2136	S.	Marshall	Blvd.	1900s	Six Flat	Classical Revival		C			
46	2222	S.	Marshall	Blvd.	1900s	Two Flat	Classical Revival		C	Garage	NC	
46	2225	S.	Marshall	Blvd.	1949	SF House		The Joseph Hassel House	NC	Garage	C	
46	2226	S.	Marshall	Blvd.	1910s	Two Flat	Craftsman		C	Garage	C	
46	2228	S.	Marshall	Blvd.	1900s	Two Flat	Classical Revival		C	Garage	C	
46	2232	S.	Marshall	Blvd.	1900s	Two Flat	No Style		C			
46	2234	S.	Marshall	Blvd.	1900s	Two Flat	Classical Revival		C			
46	2235	S.	Marshall	Blvd.	1900s	Two Flat	Richardsonian Romanesque		C	Garage	NC	

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
46	2236	S.	Marshall	Blvd.	1910s	Two Flat	Classical Revival		C	Garage	C	
46	2237	S.	Marshall	Blvd.	1910s	Three Flat	Classical Revival		C	Garage	C	
46	2240	S.	Marshall	Blvd.	1910s	Two Flat			NC	Garage	NC	
46	2241	S.	Marshall	Blvd.	1910s	Two Flat	Craftsman		C	Coach House	C	
46	2242	S.	Marshall	Blvd.	1910s	Two Flat	No Style		C	Garage	NC	
46	2244	S.	Marshall	Blvd.	1900s	Two Flat	Classical Revival		C	Garage	NC	
46	2245	S.	Marshall	Blvd.	1910s	Three Flat	Classical Revival		C	Garage	C	
46	2246	S.	Marshall	Blvd.	1910s	Two Flat	Classical Revival		C			
46	2249	S.	Marshall	Blvd.	1900s	Three Flat	Classical Revival		C	Coach House	C	
46	2251	S.	Marshall	Blvd.	1900s	Two Flat	Gable Front		C	Garage	NC	
46	2252	S.	Marshall	Blvd.	1910s	Two Flat	Classical Revival		C	Garage	NC	
46	2253	S.	Marshall	Blvd.	1910s	SF House	Craftsman		C	Garage	NC	
46	2254	S.	Marshall	Blvd.	1910s	Two Flat	Craftsman		C			
46	2255	S.	Marshall	Blvd.	1910s	Three Flat	Tudor Revival		C	Garage	C	
46	2258	S.	Marshall	Blvd.	1910s	Two Flat	Classical Revival		C	Garage	NC	
46	2259	S.	Marshall	Blvd.	1910s	Multiple	Craftsman		C			
47	2851-2875	W.	19th	St.	1910s	Hospital	Tudor Revival	St Anthony Hospital	C			

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
47	3001-3009	W.	19th	St.	1910s	Courtyard	Craftsman		C			
47	3011	W.	19th	St.	1891	SF House	Queen Anne		C	Garage	NC	
47	3015	W.	19th	St.	1891	SF House	Queen Anne		C			
47	3019-3017	W.	19th	St.	1891	SF House	Queen Anne		C			
47	3021	W.	19th	St.	1891	SF House	Queen Anne		C	-	-	
47	3025	W.	19th	St.	1891	SF House	Queen Anne		C	Garage	C	
47	3027	W.	19th	St.	1891	SF House	Queen Anne		C			
47	3031	W.	19th	St.	1891	SF House	Queen Anne		C	Garage	C	
47	3035	W.	19th	St.	1891	SF House	Queen Anne		C	Garage	C	
47	3037	W.	19th	St.	1890s	Two Flat	Richardsonian Romanesque		C	-	-	
47	3039	W.	19th	St.	1890s	Two Flat	Queen Anne		C	Garage	C	
47	3043	W.	19th	St.	1890s	Two Flat	Queen Anne		C			
47	3047	W.	19th	St.	1900s	Two Flat	Richardsonian Romanesque		C	Garage	NC	
47	3055	W.	19th	St.	1910s	Three Flat	Craftsman		C	Garage	NC	
47	1832-1858	S.	Albany	Ave.	1918	School	Classical Revival	Nathaniel Pope Public School	C	Garage	NC	
47	1817	S.	California	Ave.	1880s	Two Flat	Tudor Revival		C	Garage	NC	
47	1819	S.	California	Ave.	1880s	Two Flat	Second Empire		C	Garage	C	
47	1821	S.	California	Ave.	1910s	Two Flat	Craftsman		C	Garage	NC	
47	1825	S.	California	Ave.	1900s	Three Flat	Tudor Revival		C	Garage	NC	
47	1829	S.	California	Ave.	1900s	Two Flat	Tudor Revival		C	Garage	NC	
47	1831	S.	California	Ave.	1890s	Two Flat	Tudor Revival		C	Garage	NC	

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
47	1837	S.	California	Ave.	1910s	SF House	Gable Front		C	Garage	NC	
47	1839	S.	California	Ave.	1890s	Two Flat	Tudor Revival		C	Garage	NC	
47	1841	S.	California	Ave.	1890s	Two Flat	Tudor Revival		C	Garage	NC	
47	1843	S.	California	Ave.	1900s	Two Flat	Tudor Revival		C	Garage	NC	
47	1851	S.	California	Ave.	1890s	Two Flat	Tudor Revival		C	Garage	NC	
47	1855	S.	California	Ave.	1890s	Two Flat	Tudor Revival		C	Garage	NC	
47	1857	S.	California	Ave.	1900s	Three Flat	No Style		C	Garage	NC	
48	2705	W.	15th	St.	1980s	Other			NC			
48	2751	W.	16th	St.	1890s	Two Flat	Queen Anne		C			
48	1510	S.	Albany	Ave.	1890s	Three Flat	Classical Revival		C			
48	1514-1516	S.	Albany	Ave.	1910s	Multiple	Craftsman		C			
48	1524-1526	S.	Albany	Ave.	1900s	SF House	Classical Revival		C	Garage	NC	
48	1540-1550	S.	Albany	Ave.	1912	Other	Classical Revival	Marks Nathan Jewish Orphan Home	C			
48	1564	S.	Albany	Ave.	1912	Synagogue	Classical Revival	Marks Nathan Jewish Orphan Home	C			
48	1501-1509	S.	California	Blvd.	1912	Hospital	Beaux Arts	Maimonides Hospital	C			
48	1603-1607	S.	California	Blvd.	1910s	Multiple	Craftsman		C			
48	1611	S.	California	Blvd.	1880s	Three Flat	Queen Anne		C			

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
48	1615	S.	California	Blvd.	1900s	Three Flat	Classical Revival		C	Garage	C	
48	1617	S.	California	Blvd.	1890s	Three Flat	Richardsonian Romanesque		C	Garage	NC	
48	1619	S.	California	Blvd.	1910s	Two Flat	Craftsman		C			
48	1621	S.	California	Blvd.	1910s	Two Flat	Craftsman		C	Garage	NC	
48	1625	S.	California	Blvd.	1880s	SF House	Cottage		C	Garage	NC	
48	1627	S.	California	Blvd.	1870s	Two Flat	Italianate		C	Garage	NC	
48	1629	S.	California	Blvd.	1888	SF House	Cottage	The F. Tesa House	C	Garage	C	
48	1631	S.	California	Blvd.	1880s	Four Flat	Richardsonian Romanesque		C	Garage	NC	
48	1639	S.	California	Blvd.	1900s	Multiple			NC	Garage	NC	
48	1641	S.	California	Blvd.	1880s	Three Flat	Gable Front		C	Garage	NC	
48	1649	S.	California	Blvd.	1880s	SF House	Queen Anne		C			
48	1809	S.	California	Ave.	1900s	Two Flat	Classical Revival		C	Garage	C	
48	1811	S.	California	Ave.	1900s	Three Flat	Classical Revival		C	Garage	NC	
48	1645-1647	S.	California	Blvd.	1910s	Multiple	Tudor Revival		C			
49	1214	S.	Albany	Ave.	1900s	Two Flat	Queen Anne		NC	Garage	NC	
49	1216	S.	Albany	Ave.	1897	Three Flat	French Renaissance Revival		C			
49	1224	S.	Albany	Ave.	1903	Two Flat	Richardsonian Romanesque		C			

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
49	1232	S.	Albany	Ave.	1890s	Two Flat	Richardsonian Romanesque		C			
49	1234	S.	Albany	Ave.	1890s	Two Flat	Classical Revival		C			
49	1236	S.	Albany	Ave.	1890s	Two Flat	Richardsonian Romanesque		C			
49	1238-1240	S.	Albany	Ave.	1910s	Three Flat	Tudor Revival		C			
49	1242	S.	Albany	Ave.	1890s	Three Flat	Classical Revival		C			
49	1244	S.	Albany	Ave.	1890s	Two Flat	Classical Revival		C			
49	1250	S.	Albany	Ave.	1900s	Two Flat	Richardsonian Romanesque		C			
49	1302	S.	Albany	Ave.	1894	Three Flat	Classical Revival	The Nero A. Rehrmann House	C			
49	1306	S.	Albany	Ave.	1897	Two Flat	Chateauesque	The W. R. Ashton House	C			
49	1330	S.	Albany	Ave.	1910s	Six Flat	Craftsman		C			
49	1338	S.	Albany	Ave.	1900s	Three Flat	Classical Revival	The Parkview	C			
49	1344	S.	Albany	Ave.	1900s	Multiple	Craftsman		C			
49	1146	S.	California	Blvd.	1920s	Other	Sullivanesque		C			
49	1231	S.	California	Blvd.	1980s	SF House			NC			
49	1237	S.	California	Blvd.	1990s	SF House			NC			
49	1239	S.	California	Blvd.	1890s	Two Flat	Richardsonian Romanesque		C			

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
49	1241	S.	California	Blvd.	1880s	SF House	Cottage		C			
49	1245-1249	S.	California	Blvd.	1910s	Courtyard	Craftsman		C			
49	1251-1253	S.	California	Blvd.	1900s	Three Flat	Tudor Revival		C			
49	1259	S.	California	Blvd.	1980s	SF House			NC			
49	1261	S.	California	Blvd.	1910s	Two Flat	Tudor Revival		C	Garage	C	
49	1303-1305	S.	California	Blvd.	1910s	Multiple	Craftsman		C			
49	1307	S.	California	Blvd.	1910s	Three Flat	Tudor Revival		C			
49	1311	S.	California	Blvd.	1910s	Three Flat	Tudor Revival		C	-	-	
49	1315	S.	California	Blvd.	1920s	Two Flat	Craftsman		C	Garage	NC	
49	1321	S.	California	Blvd.	1910s	Three Flat	Classical Revival		C	Garage	NC	
49	1325	S.	California	Blvd.	1900s	Three Flat	Renaissance Romanesque		C	Garage	NC	
49	1329-1331	S.	California	Blvd.	1980s	SF House			NC			
49	1333	S.	California	Blvd.	1910s	Three Flat	Tudor Revival		C			
49	1335	S.	California	Blvd.	1890s	Three Flat	Beaux Arts		C			
49	1339	S.	California	Blvd.	1900s	Two Flat	Classical Revival		C	Garage	NC	
49	1341	S.	California	Blvd.	1900s	Two Flat	Richardsonian Romanesque		C			
49	1343	S.	California	Blvd.	1900s	Two Flat	Richardsonian Romanesque		C			
49	1347	S.	California	Blvd.	1900s	Two Flat	Classical Revival		C	Garage	NC	

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
49	1349	S.	California	Blvd.	1910s	Two Flat	No Style		C			
49	1351	S.	California	Blvd.	1880s	SF House	Cottage		C			
49	1353	S.	California	Blvd.	1910s	Multiple			NC			
49	1357	S.	California	Blvd.	1900s	Three Flat	Classical Revival		C	Garage	NC	
49	1361	S.	California	Blvd.	1944	SF House			NC	Garage	NC	
49	1363	S.	California	Blvd.	1980s	SF House			NC	Garage	NC	
49	1365	S.	California	Blvd.	1980s	SF House			NC	Garage	NC	
49	1369	S.	California	Blvd.	1900s	Two Flat	Classical Revival		C	Garage	NC	
49	1371	S.	California	Blvd.	1910s	Multiple	Tudor Revival		C	Garage	C	
49	1401-09	S.	California	Blvd.	1930s	Hospital	Art Deco		C			
49	3112	W.	Douglas	Blvd.	1920s	Four Flat	Tudor Revival		C			
49	3116	W.	Douglas	Blvd.	1920s	Four Flat	Tudor Revival		C			
49	3118	W.	Douglas	Blvd.	1920s	Four Flat	Tudor Revival		C			
49	3121	W.	Douglas	Blvd.	1900s	Two Flat	Classical Revival		C			
49	3122-3124	W.	Douglas	Blvd.	1920s	Eight Flat	Tudor Revival	The Allen	C			
49	3123-3127	W.	Douglas	Blvd.	1912	Courtyard	Craftsman		C			
49	3126	W.	Douglas	Blvd.	1910s	Two Flat	No Style		NC			
49	3131	W.	Douglas	Blvd.	1900s	Three Flat	Classical Revival		C	Garage	NC	

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
49	3135	W.	Douglas	Blvd.	1890s	SF House	French Renaissance Revival		C	Garage	NC	
49	3136	W.	Douglas	Blvd.	1908	Two Flat	Classical Revival	The M. Meyeroritz House	C			
49	3137	W.	Douglas	Blvd.	1890s	Two Flat	Richardsonian Romanesque		C	Garage	C	
49	3140	W.	Douglas	Blvd.	1909	Two Flat	Beaux Arts	The Anna Karlstein House	C			
49	3141	W.	Douglas	Blvd.	1890s	Two Flat	Richardsonian Romanesque		C			
49	3147	W.	Douglas	Blvd.	1897	Church	Richardsonian Romanesque	St. Agatha Roman Catholic Rectory Catholic Bishop of Chicago	C			
49	2834-2836	W.	Roosevelt	Rd.	1910s	Multiple Use	Craftsman		C			
49	2838	W.	Roosevelt	Rd.	1910s	Multiple Use	Craftsman		C			
49	2854	W.	Roosevelt	Rd.	1920s	Commercial	Craftsman		C			
49	2856	W.	Roosevelt	Rd.	1920s	Multiple Use	Classical Revival		C	-	-	-
49	2858	W.	Roosevelt	Rd.	1900s	Multiple Use	Classical Revival		C	-	-	-
49	2924	W.	Roosevelt	Rd.	1900s	Multiple Use	Classical Revival		C			
49	2942	W.	Roosevelt	Rd.	1890s	Three Flat	Classical Revival		C			

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
49	2948	W.	Roosevelt	Rd.	1894	Three Flat	Richardsonian Romanesque		C	-	-	-
49	3006	W.	Roosevelt	Rd.	1920s	Other	Craftsman		C			
49	3012	W.	Roosevelt	Rd.	1910s	Multiple Use			NC			
49	3034	W.	Roosevelt	Rd.	1950s	Other			NC			
49	3042	W.	Roosevelt	Rd.	1919	Multiple Use	No Style		C			
50	1335-1337	S.	Central Park	Ave.	1910s	Multiple	Classical Revival		C			
50	3206	W.	Douglas	Blvd.	1910s	Courtyard	Craftsman		C			
50	3209	W.	Douglas	Blvd.	1900s	Two Flat	Classical Revival		C			
50	3211	W.	Douglas	Blvd.	1910s	Two Flat	Classical Revival		C			
50	3215	W.	Douglas	Blvd.	1900s	Three Flat	Classical Revival		C			
50	3216	W.	Douglas	Blvd.	1910s	Three Flat	No Style		C			
50	3219-3221	W.	Douglas	Blvd.	1910s	Six Flat	Second Empire		C			
50	3220	W.	Douglas	Blvd.	1900s	Two Flat	Classical Revival		C			
50	3222	W.	Douglas	Blvd.	1900s	Two Flat	Classical Revival		C			
50	3223	W.	Douglas	Blvd.	1900s	Multiple	Classical Revival		C			
50	3224	W.	Douglas	Blvd.	1890s	Two Flat	Richardsonian Romanesque		C	Garage	NC	

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
50	3234-3236	W.	Douglas	Blvd.	1910s	Multiple	Craftsman		C			
50	3235	W.	Douglas	Blvd.	1890s	Two Flat	Richardsonian Romanesque		C			
50	3237	W.	Douglas	Blvd.	1890s	Two Flat	Richardsonian Romanesque		C			
50	3238	W.	Douglas	Blvd.	1890s	SF House	Tudor Revival		C			
50	3239	W.	Douglas	Blvd.	1920s	Multiple	Tudor Revival		C			
50	3240-3242	W.	Douglas	Blvd.	1896	SF House	Queen Anne	The Frank Jajicrk House	C			
50	3243	W.	Douglas	Blvd.	1900s	Two Flat	Classical Revival		C	Garage	C	
50	3244	W.	Douglas	Blvd.	1899	SF House	Richardsonian Romanesque	The Joseph Hlavorec House	C			
50	3248	W.	Douglas	Blvd.	1898	Two Flat	Beaux Arts	The A. Keener House	C			
50	3250	W.	Douglas	Blvd.	1890s	Two Flat	Richardsonian Romanesque		C			
50	3252	W.	Douglas	Blvd.	1910s	Two Flat	Craftsman		C			
50	3300	W.	Douglas	Blvd.	1900s	Two Flat	Classical Revival		C			
50	3301	W.	Douglas	Blvd.	1902	Two Flat	Classical Revival	The W. Charles Tegbimeyer House	C	Garage	C	
50	3306-3308	W.	Douglas	Blvd.	1960s	Multiple			NC			

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
50	3312	W.	Douglas	Blvd.	1960s	Multiple			NC			
50	3313	W.	Douglas	Blvd.	1930s	Synagogue	Art Deco	Congregation Mishne Ugmorah	C			
50	3315	W.	Douglas	Blvd.	1902	Two Flat	Richardsonian Romanesque	The B. J. Lavin House	C			
50	3323-3325	W.	Douglas	Blvd.	1920s	Multiple	Classical Revival		C			
50	3324-3326	W.	Douglas	Blvd.	1910s	Multiple	Craftsman		C			
50	3334-3336	W.	Douglas	Blvd.	1910s	Multiple	Classical Revival		C			
50	3338	W.	Douglas	Blvd.	1900s	Two Flat	Classical Revival		C			
50	3339	W.	Douglas	Blvd.	1920s	Three Flat	Classical Revival		C			
50	3340	W.	Douglas	Blvd.	1890s	Two Flat	Richardsonian Romanesque		C	Garage	NC	
50	3341	W.	Douglas	Blvd.	1907	Two Flat	Tudor Revival	The A.S. Powell House	C			
50	3342-3344	W.	Douglas	Blvd.	1920s	Three Flat	Classical Revival		C	Garage	C	
50	3343	W.	Douglas	Blvd.	1898	Three Flat	Richardsonian Romanesque	The Mrs. G. Lyon House	C	Garage	C	
50	3346	W.	Douglas	Blvd.	1910s	Three Flat	Tudor Revival		C			
50	3347	W.	Douglas	Blvd.	1910s	Two Flat	Craftsman		C			

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
50	3348	W.	Douglas	Blvd.	1910s	Two Flat	No Style		C			
50	3350	W.	Douglas	Blvd.	1910s	SF House	Colonial Revival		C	Garage	C	
50	3352-3354	W.	Douglas	Blvd.	1920s	Multiple	Gothic Revival		C			
50	3355	W.	Douglas	Blvd.	1900s	Two Flat	Classical Revival		C	Garage	NC	
50	3356	W.	Douglas	Blvd.	1890s	Two Flat	Richardsonian Romanesque		C			
50	3400	W.	Douglas	Blvd.	1910s	Courtyard	Tudor Revival		C			
50	3410-3418	W.	Douglas	Blvd.	1910s	Courtyard	Classical Revival		C			
50	3422-3428	W.	Douglas	Blvd.	1910s	Courtyard	Craftsman		C			
50	3423-3425	W.	Douglas	Blvd.	1910s	Multiple	Classical Revival		C			
50	3437	W.	Douglas	Blvd.	1900s	Multiple	Classical Revival		C			Also 1406 -08 Trumball Ave.
50	3441	W.	Douglas	Blvd.	1900s	Two Flat	Classical Revival		C			
50	3445	W.	Douglas	Blvd.	1900s	Two Flat	Beaux Arts		C			
50	3447	W.	Douglas	Blvd.	1950s	Church			NC			
50	1335-1339	S.	Homan	Ave.	1910s	Multiple	No Style		C	Garage	NC	
51	3500-3516	W.	Douglas	Blvd.	1926	Other	Moorish Revival	Jewish People's Institute	L			Individually listed

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
51	3501-3503	W.	Douglas	Blvd.	1920s	Multiple	Craftsman		C			
51	3507-3509	W.	Douglas	Blvd.	1910s	Six Flat	Craftsman		C			
51	3511	W.	Douglas	Blvd.	1890s	Two Flat	Classical Revival		C			
51	3521	W.	Douglas	Blvd.	1910s	Three Flat	Tudor Revival		C			
51	3523-3525	W.	Douglas	Blvd.	1920s	Multiple	Craftsman		C			
51	3528	W.	Douglas	Blvd.	1910s	Three Flat	Craftsman		C			
51	3540	W.	Douglas	Blvd.	1910s	Three Flat	Tudor Revival		C			
51	3544	W.	Douglas	Blvd.	1920s	Three Flat	Craftsman		NC			
51	3546	W.	Douglas	Blvd.	1910s	Three Flat	Craftsman		C			
51	3548	W.	Douglas	Blvd.	1900s	SF House	Classical Revival		C			
51	3549	W.	Douglas	Blvd.	1900s	Three Flat	Classical Revival		C			
51	3550	W.	Douglas	Blvd.	1910s	Three Flat	Craftsman		C	Garage	NC	
51	3551	W.	Douglas	Blvd.	1890s	Two Flat	Classical Revival		C			
51	3553	W.	Douglas	Blvd.	1900s	Two Flat	Classical Revival		C			
51	3556	W.	Douglas	Blvd.	1900s	Three Flat	Classical Revival		C			
51	3557-3559	W.	Douglas	Blvd.	1910s	Multiple	Craftsman		C			
51	3600	W.	Douglas	Blvd.	1910s	Multiple	Classical Revival		C			

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
51	3606	W.	Douglas	Blvd.	1900s	Six Flat	Classical Revival		C			
51	3608	W.	Douglas	Blvd.	1910s	Three Flat	Craftsman		C			
51	3616-3618	W.	Douglas	Blvd.	1910s	Three Flat	Craftsman		C			
51	3620-3624	W.	Douglas	Blvd.	1926	Synagogue	Moorish Revival	Congregation Anshe Roumania Synagogue/ Shaari Shomayim (First Romanian Hebrew Synagogue)	C			
51	3634-3636	W.	Douglas	Blvd.	1910s	Multiple	Craftsman		C			
51	3638	W.	Douglas	Blvd.	1910s	Three Flat	Craftsman		C			
51	3639	W.	Douglas	Blvd.	1900s	Two Flat	Richardsonian Romanesque		C			
51	3641	W.	Douglas	Blvd.	1910s	Two Flat	Tudor Revival		C			
51	3642-3644	W.	Douglas	Blvd.	1920s	Six Flat	No Style		C			
51	3643	W.	Douglas	Blvd.	1900s	Two Flat	Classical Revival		C	Garage	C	
51	3645-3647	W.	Douglas	Blvd.	1910s	Multiple	Tudor Revival		C			
51	3646	W.	Douglas	Blvd.	1910s	Multiple	Craftsman		C			
51	3650-3654	W.	Douglas	Blvd.	1920s	Multiple	Gothic Revival		C			
51	3653	W.	Douglas	Blvd.	1980s	Multiple			NC			
51	3656-3658	W.	Douglas	Blvd.	1910s	Multiple	Craftsman		C			

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
51	3657	W.	Douglas	Blvd.	1990s	Multiple			NC			
51	3700-3706	W.	Douglas	Blvd.	1910s	Multiple	Craftsman		C			
51	3701-3725	W.	Douglas	Blvd.	1915	School	Classical Revival	Theodore Herzl Public School	C			
51	3710	W.	Douglas	Blvd.	1901	SF House	Beaux Arts	The Mark Solomon House	C			
51	3712-3716	W.	Douglas	Blvd.	1916	Four Flat	Craftsman	The J. Lieberman House	C			
51	3726-3730	W.	Douglas	Blvd.	1910s	Multiple	Craftsman	Fountain View Apartments	C			
51	3745	W.	Douglas	Blvd.	1910s	Eight flat	Craftsman		C			
51	3755-3757	W.	Douglas	Blvd.	1915	Synagogue	Classical Revival	Kehilath Jacob Congregation	C			
51	1211	S.	Independence	Blvd.	1910s	Two Flat	Tudor Revival		C			
51	1217-1221	S.	Independence	Blvd.	1920s	Courtyard	Tudor Revival		C	-	-	-
51	1224	S.	Independence	Blvd.	1920s	Three Flat	Tudor Revival		C	Garage	NC	
51	1226	S.	Independence	Blvd.	1910s	Three Flat	Craftsman		C	-	-	
51	1232	S.	Independence	Blvd.	1900s	Two Flat	Classical Revival		C	Garage	NC	
51	1234	S.	Independence	Blvd.	1910s	Three Flat	Craftsman		NC	Garage	NC	
51	1237	S.	Independence	Blvd.	1920s	Three Flat	Classical Revival		C	Garage	NC	
51	1241	S.	Independence	Blvd.	1910s	Two Flat	Craftsman		C	Garage	NC	
51	1245-1253	S.	Independence	Blvd.	1910s	Multiple	Classical Revival		C			

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
51	1256	S.	Independence	Blvd.	1914	Multiple	Craftsman		C			
51	1301-1305	S.	Independence	Blvd.	1910s	Multiple	Classical Revival		C			
51	1306	S.	Independence	Blvd.	1890s	Three Flat	Classical Revival		C			
51	1308-1314	S.	Independence	Blvd.	1921-22	Synagogue	Classical Revival	Knesses Israel Nusach Sfard Synagogue	C			
51	1309	S.	Independence	Blvd.	1980s	Multiple			NC	Garage	NC	
51	1313	S.	Independence	Blvd.	1910s	Multiple	Tudor Revival		C			
51	1316	S.	Independence	Blvd.	1910s	Three Flat	Tudor Revival		C	Garage	C	
51	1317-1319	S.	Independence	Blvd.	1910s	Four Flat	Classical Revival		C			
51	1318	S.	Independence	Blvd.	1911	Three Flat	Tudor Revival		C	Garage	NC	
51	1321	S.	Independence	Blvd.	1910s	Four Flat	Classical Revival		C			
51	1322	S.	Independence	Blvd.	1907	SF House	Gothic Revival		C			
51	1323-25	S.	Independence	Blvd.	1910s	Four Flat	Classical Revival		C	Garage	C	
51	1333-1339	S.	Independence	Blvd.	1910s	Multiple	Classical Revival		C			
51	1345	S.	Independence	Blvd.	1960s	Other			NC			
51	1352	S.	Independence	Blvd.	1890s	Two Flat	Richardsonian Romanesque		C	Garage	C	
51	1404	S.	Independence	Blvd.	1900s	Two Flat	Classical Revival		C			

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
51	1408	S.	Independence	Blvd.	1910s	Four Flat	Tudor Revival		C	Garage	NC	
51	1410	S.	Independence	Blvd.	1910s	Four Flat	Craftsman		C			
51	1412-1414	S.	Independence	Blvd.	1890s	Two Flat	Classical Revival		C			
52	819-821	S.	Independence	Blvd.	1898	Six Flat	Richardsonian Romanesque		C			
52	823-825	S.	Independence	Blvd.	1900s	Multiple	Classical Revival	The Rose	C			
52	901-909	S.	Independence	Blvd.	1928	Courtyard	Art Deco		C			
52	911-923	S.	Independence	Blvd.	1910s	Courtyard	Art Deco		C			
52	1014	S.	Independence	Blvd.	1900s	Two Flat	Classical Revival		C	Garage	NC	
52	1022	S.	Independence	Blvd.	1910s	Multiple	Classical Revival		C			
52	1100	S.	Independence	Blvd.	1890s	Two Flat	Classical Revival		C	Garage	NC	
52	1108	S.	Independence	Blvd.	1910s	Two Flat	Craftsman		C			
52	1110	S.	Independence	Blvd.	1910s	Three Flat	Craftsman		C	Garage	C	
52	1114	S.	Independence	Blvd.	1900s	Two Flat	Classical Revival		C	Garage	NC	
52	1116	S.	Independence	Blvd.	1890s	Two Flat	Richardsonian Romanesque		C	Garage	C	
52	1117	S.	Independence	Blvd.	1890s	Two Flat	Classical Revival		C			

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
52	1118	S.	Independence	Blvd.	1890s	Two Flat	Richardsonian Romanesque		C			
52	1135	S.	Independence	Blvd.	1910s	Multiple	Craftsman		C			
52	1145	S.	Independence	Blvd.	1900s	Two Flat	Classical Revival		C			
52	1146	S.	Independence	Blvd.	1920s	Two Flat	Sullivanesque		C	Garage	NC	
53	622	S.	Independence	Blvd.	1900	Six Flat	Beaux Arts		C	Garage	C	
53	704-706	S.	Independence	Blvd.	1910s	Multiple	Tudor Revival		C			
53	708	S.	Independence	Blvd.	1896	Two Flat	Richardsonian Romanesque	The C.S. Stover House	C	Garage	NC	
53	710	S.	Independence	Blvd.	1910s	Two Flat	Tudor Revival		C	Garage	NC	
53	714	S.	Independence	Blvd.	1920s	Four Flat	Classical Revival		C			
53	735-737	S.	Independence	Blvd.	1900s	Six Flat	Classical Revival		C			
53	739-741	S.	Independence	Blvd.	1910s	Six Flat	Craftsman		C			
53	740	S.	Independence	Blvd.	1920s	Multiple	Tudor Revival		C			
53	745-747	S.	Independence	Blvd.	1912	Six Flat	Craftsman		C			
53	752-754	S.	Independence	Blvd.	1926	Synagogue	Classical Revival	Congregation Anshe Shalom	C			
53	755-757	S.	Independence	Blvd.	1902	Multiple	Prairie		C			
53	800-802	S.	Independence	Blvd.	1900s	Multiple	Classical Revival		C			

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
53	801	S.	Independence	Blvd.	1920s	Four Flat	Spanish Revival		C			
53	805	S.	Independence	Blvd.	1910s	Four Flat	Craftsman		C			
53	806	S.	Independence	Blvd.	1880s	Two Flat	Richardsonian Romanesque		C			
53	808	S.	Independence	Blvd.	1890s	Two Flat	Classical Revival		C			
53	815	S.	Independence	Blvd.	1880s	SF House			NC			
54	305-311	S.	Central Park	Ave.	1920s	Multiple	Tudor Revival		C			
54	327-329	S.	Central Park	Ave.	1900s	Six Flat	Classical Revival	The Oyama	C			
54	3617	W.	Fifth	Ave.	1900s	Two Flat	Classical Revival		C	Garage	NC	
54	3619	W.	Fifth	Ave.	1900s	Two Flat	Richardsonian Romanesque		C	Garage	NC	
54	3621	W.	Fifth	Ave.	1900s	Two Flat	Richardsonian Romanesque		C			
54	3623	W.	Fifth	Ave.	1910s	Two Flat	Craftsman		C			
54	3627	W.	Fifth	Ave.	1910s	Three Flat	Craftsman		C			
54	3629	W.	Fifth	Ave.	1910s	Two Flat	Tudor Revival		C	-	-	
54	300	S.	Hamlin	Blvd.	1920s	Multiple	Tudor Revival		C	Garage	C	
54	306	S.	Hamlin	Blvd.	1910s	Two Flat	Classical Revival		C			
54	314	S.	Hamlin	Blvd.	1900s	Four Sq.	Classical Revival		C	Garage	C	

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
54	320-324	S.	Hamlin	Blvd.	1980s	Six Flat			NC			
54	344	S.	Hamlin	Blvd.	1890s	Three Flat	Classical Revival		C	Coach House	C	
54	348	S.	Hamlin	Blvd.	1890s	Three Flat	Classical Revival		C			
54	352	S.	Hamlin	Blvd.	1890s	Three Flat	Classical Revival		C	Coach House	C	
54	356-358	S.	Hamlin	Blvd.	1980s	Multiple			NC	Garage	NC	
54	410-412	S.	Hamlin	Blvd.	1910s	Multiple	Craftsman		C			
55	115-119	S.	Central Park	Blvd.	1929	School	Tudor Revival	Providence St Mel School	C			
55	201	S.	Central Park	Blvd.	1970s	SF House			NC	Garage	NC	
55	209	S.	Central Park	Blvd.	1890s	Two Flat	Richardsonian Romanesque		C	Garage	NC	
55	213	S.	Central Park	Blvd.	1900s	Four Sq.	Craftsman		C	Garage	NC	
55	215-219	S.	Central Park	Blvd.	1920s	Courtyard	Craftsman		C			
55	16	S.	Hamlin	Blvd.	1910s	Three Flat			NC			
55	18	S.	Hamlin	Blvd.	1915	Three Flat	No Style		C	Garage	C	
55	20-22	S.	Hamlin	Blvd.	1910s	Six Flat	Craftsman	The Maria	C	Garage	C	
55	100-104	S.	Hamlin	Blvd.	1980s	Multiple			NC			
55	108	S.	Hamlin	Blvd.	1900s	Three Flat	Classical Revival		C	Garage	C	
55	110	S.	Hamlin	Blvd.	1910s	Two Flat	Craftsman		C	Garage	C	

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
55	114	S.	Hamlin	Blvd.	1900s	Two Flat	Classical Revival		C			
55	116	S.	Hamlin	Blvd.	1900s	Two Flat	Classical Revival		C			
55	120	S.	Hamlin	Blvd.	1900s	Two Flat	Classical Revival		C	Garage	C	
55	138-140	S.	Hamlin	Blvd.	1900s	Six Flat	Prairie		C			
55	146-156	S.	Hamlin	Blvd.	1900s	Multiple	Classical Revival		C			
55	210	S.	Hamlin	Blvd.	1910	Two Flat	Classical Revival	The F. L. Kohlman House	C			
55	206-208	S.	Hamlin	Blvd.	1950s	Church			NC			
55	214-222	S.	Hamlin	Blvd.	1925	Courtyard	Spanish Revival		C			
55	3407	W.	Madison	St.	1900s	Other	Classical Revival		C	Garage	NC	
55	3409	W.	Madison	St.	1910s	Multiple Use	Craftsman		C	-	-	-
55	3411	W.	Madison	St.	1900s	Multiple Use	Classical Revival		C	-	-	-
55	3423	W.	Madison	St.	1920s	Commercial	Craftsman		C			
55	3427-3433	W.	Madison	St.	1910s	Other			NC			
55	3437-3447	W.	Madison	St.	1920s	Multiple Use	Craftsman		C			
55	3451	W.	Madison	St.	1900s	Multiple Use	Classical Revival		C			

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
55	3513-3515	W.	Madison	St.	1910s	Multiple Use	Classical Revival		C			
55	3801	W.	Madison	St.	1930s	Commercial	Colonial Revival		C			
56	100-106	N.	Hamlin	Blvd.	1920s	Multiple	Tudor Revival		C			
56	108-110	N.	Hamlin	Blvd.	1910s	Six Flat	Tudor Revival		C			
56	114-116	N.	Hamlin	Blvd.	1910s	Six Flat	Tudor Revival		C			
56	118-120	N.	Hamlin	Blvd.	1910s	Six Flat	Tudor Revival		C			
56	124-126	N.	Hamlin	Blvd.	1910s	Six Flat	Tudor Revival		C			
56	139	N.	Homan	Blvd.	1980s	Multiple			NC			
56	147-149	N.	Homan	Blvd.	1910s	Commercial	Craftsman		C			
56	3800	W.	Madison	St.	1926	Multiple	Spanish Revival	Midwest Athletic Club	L			Individually listed
56	3350	W.	Maypole	Ave.	1890s	Multiple			NC			
56	3357	W.	Warren	Blvd.	1900s	Six Flat	Classical Revival		C			
56	3807	W.	Washington	Blvd.	1890s	Multiple			NC			
57	301	N.	Central Park	Ave.	1910s	Courtyard	Classical Revival		C			305-311 on Map
57	309	N.	Central Park	Ave.	1900s	Three Flat	Classical Revival		C	Garage	NC	
57	311	N.	Central Park	Ave.	1900s	Three Flat	Classical Revival		C	Garage	NC	

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
57	313	N.	Central Park	Ave.	1900s	Three Flat	Classical Revival		C			
57	317	N.	Central Park	Ave.	1900s	Three Flat	Classical Revival		C	Garage	NC	
57	321	N.	Central Park	Ave.	1900s	Three Flat	Classical Revival		C			
57	325	N.	Central Park	Ave.	1880s	Two Flat	Queen Anne		C			
57	327	N.	Central Park	Ave.	1880s	Two Flat	Classical Revival		C			
57	331	N.	Central Park	Ave.	1900s	Three Flat	Classical Revival		C	Garage	NC	
57	339	N.	Central Park	Ave.	1900s	Two Flat	Richardsonian Romanesque		C	Garage	NC	
57	3545	W.	Fulton	Blvd.	1927	School	Gothic Revival	Lucy L. Flower Vocational High School	L			Individually listed
57	306	N.	Hamlin	Ave.	2000s	Three Flat			NC			
57	310	N.	Hamlin	Ave.	1900s	Two Flat	Classical Revival		C			
57	312	N.	Hamlin	Ave.	1900s	Two Flat	Classical Revival		C			
57	320	N.	Hamlin	Ave.	1890s	Two Flat	Richardsonian Romanesque		C			
57	324	N.	Hamlin	Ave.	2000s	Three Flat			NC			
57	326-328	N.	Hamlin	Ave.	1980s	Six Flat			NC			
57	332	N.	Hamlin	Ave.	1920s	Multiple	Tudor Revival		C			

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
57	334	N.	Hamlin	Ave.	1890s	Two Flat	Richardsonian Romanesque		C			
57	342	N.	Hamlin	Ave.	1890s	Two Flat	Richardsonian Romanesque		C			
57	346-348	N.	Hamlin	Ave.	2000s	Multiple			NC			
57	362	N.	Hamlin	Ave.	1910s	Two Flat			NC			
57	364	N.	Hamlin	Ave.	1990s	Three Flat			NC			
57	368	N.	Hamlin	Ave.	1910s	Two Flat	Classical Revival		C			
57	370	N.	Hamlin	Ave.	1900s	SF House	Cottage		C			
57	372	N.	Hamlin	Ave.	1910s	Two Flat	Craftsman		C			
57	376	N.	Hamlin	Ave.	1910s	SF House			NC	-	-	
57	3400	W.	Lake	St.	1892	Multiple Use	Classical Revival	Homan L Station and Overpass	C			Also 206 Homan Ave.
57	3402	W.	Lake	St.	1910s	Commercial	No Style		C			
57	3404	W.	Lake	St.	1910s	Other			NC			
57	3450	W.	Lake	St.	1910s	Factory/ Warehouse	Classical Revival		C			
57	3454	W.	Lake	St.	1910s	Multiple Use	Georgian Revival		C			
57	3458	W.	Lake	St.	1900s	Multiple Use	Queen Anne		C			
57	3500	W.	Lake	St.	1900s	Multiple Use	Queen Anne		C			
57	3502	W.	Lake	St.	1880s	SH House	Cottage		C			
57	3504	W.	Lake	St.	1910s	Factory/ Warehouse	Craftsman		C			

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
57	3544	W.	Lake	St.	1910s	Multiple Use	Queen Anne		C			
58	401	N.	Central Park	Blvd.	1910s	Multiple Use	Craftsman		C			
58	405	N.	Central Park	Blvd.	1920s	Other	Craftsman		C			
58	415-421	N.	Central Park	Blvd.	1910s	Two Flat	Craftsman		C	Garage	C	
58	422	N.	Central Park	Blvd.	1900s	Two Flat	Richardsonian Romanesque		C			
58	424	N.	Central Park	Blvd.	1900s	Two Flat	Richardsonian Romanesque		C	Garage	NC	
58	427	N.	Central Park	Blvd.	1900s	SF House			NC			
58	429-431	N.	Central Park	Blvd.	1910s	Three Flat	Tudor Revival		C			
58	432	N.	Central Park	Blvd.	1900s	Four Sq.	No Style		C			
58	434	N.	Central Park	Blvd.	1900s	Four Sq.	No Style		C			
58	439	N.	Central Park	Blvd.	1880s	Two Flat	Queen Anne		C	Flat	C	
58	441	N.	Central Park	Blvd.	1910s	SF House	Craftsman		C			
58	431	N.	Drake	Ave.	1920s	Courtyard	Spanish Revival		C			
58	3406	W.	Franklin	Blvd.	1900s	Two Flat	No Style		C	Garage	NC	
58	3408	W.	Franklin	Blvd.	1900s	Two Flat	Classical Revival		C	Garage	NC	
58	3410	W.	Franklin	Blvd.	1950s	SF House			NC			
58	3411	W.	Franklin	Blvd.	1920s	Four Flat	Tudor Revival		C	Garage	C	
58	3413	W.	Franklin	Blvd.	1910s	Two Flat	Craftsman		C			
58	3414	W.	Franklin	Blvd.	1900s	Two Flat	Classical Revival		C	Garage	NC	
58	3415	W.	Franklin	Blvd.	1900s	Two Flat	Craftsman		C	Garage	C	

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
58	3416	W.	Franklin	Blvd.	2000s	Multiple			NC			
58	3417	W.	Franklin	Blvd.	1900s	Two Flat	Classical Revival		C	Garage	C	
58	3418	W.	Franklin	Blvd.	1910s	Two Flat	Craftsman		C			
58	3424	W.	Franklin	Blvd.	1910s	SF House	No Style		C			
58	3432-3440	W.	Franklin	Blvd.	1927	Courtyard	Spanish Revival		C			
58	3441	W.	Franklin	Blvd.	1910s	SF House	Craftsman		C	Garage	NC	
58	3445	W.	Franklin	Blvd.	1910s	Two Flat	Classical Revival		C	Garage	NC	
58	3446	W.	Franklin	Blvd.	1960s	Multiple			NC			
58	3447	W.	Franklin	Blvd.	1900s	Two Flat	Classical Revival		C			
58	3509	W.	Franklin	Blvd.	1910s	Two Flat	Tudor Revival		C			
58	3510	W.	Franklin	Blvd.	1910s	Two Flat	Craftsman		C	Garage	NC	Garage constructed since 2010 survey
58	3511-3513	W.	Franklin	Blvd.	1910s	Two Flat	Craftsman		C			
58	3512	W.	Franklin	Blvd.	1910s	Two Flat	Craftsman		C			
58	3514	W.	Franklin	Blvd.	1910s	Two Flat	Craftsman		C			
58	3518	W.	Franklin	Blvd.	1890s	Two Flat	Richardsonian Romanesque		C			
58	3520	W.	Franklin	Blvd.	1910s	Two Flat	Craftsman		C	Garage	NC	
58	3542-3544	W.	Franklin	Blvd.	1910s	Six Flat	Tudor Revival		C	Garage	C	
58	3548	W.	Franklin	Blvd.	1910s	Four Flat	Craftsman		C			

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
58	3550	W.	Franklin	Blvd.	1909	Multiple	Gothic Revival		C			
58	3600	W.	Garfield	Sq. Dr.	1920s	Courtyard	Gothic Revival		C			
58	3614	W.	Garfield	Sq. Dr.	1910s	Two Flat	Tudor Revival		C			
58	3618	W.	Garfield	Sq. Dr.	1910s	Two Flat	Tudor Revival		C			
58	3622	W.	Garfield	Sq. Dr.	1910s	Two Flat	Tudor Revival		C			
58	501	N.	Homan	Ave.	1920s	Factory/ Warehouse	Art Deco		C			
58	508	N.	Homan	Ave.	1920s	Multiple	Tudor Revival		C			
58	446	N.	Monticello	Ave.	1890s	Two Flat	Queen Anne		C	Garage	NC	
58	448	N.	Monticello	Ave.	1890s	Two Flat	Classical Revival		C	Garage	NC	
58	450	N.	Monticello	Ave.	1890s	Two Flat	Classical Revival		C	Garage	NC	
58	452	N.	Monticello	Ave.	1890s	Two Flat	Classical Revival		C			
58	502	N.	Monticello	Ave.	1910s	Four Flat	Craftsman		C	Garage	C	
58	506-508	N.	Monticello	Ave.	1920s	Six Flat	Tudor Revival		C			
58	510	N.	Monticello	Ave.	1910s	Two Flat	Craftsman		C	Garage	NC	
58	500	N.	Spaulding	Ave.	1919	Factory/Warehouse	No Style	DeLuxe Line Loose Leaf Devices and Supplies	C			
59	3001-3017	W.	Franklin	Blvd.	1937	Factory/ Warehouse	Moderne		C			
59	3044	W.	Franklin	Blvd.	2000s	Three Flat			NC			
59	3046-3048	W.	Franklin	Blvd.	1920s	Six Flat	Tudor Revival		C			

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
59	3050	W.	Franklin	Blvd.	1890s	SF House	Richardsonian Romanesque		C			
59	3054	W.	Franklin	Blvd.	1880s	Two Flat	Queen Anne		C	-	-	
59	3056	W.	Franklin	Blvd.	1927	Multiple	Tudor Revival		C	-	-	
59	3135	W.	Franklin	Blvd.	1900s	Two Flat	Classical Revival		C	-	-	-
59	3136	W.	Franklin	Blvd.	1890s	Two Flat	Tudor Revival		C			
59	3139	W.	Franklin	Blvd.	1900s	Two Flat	Tudor Revival		C	Garage	NC	
59	3142	W.	Franklin	Blvd.	1900s	Two Flat	Classical Revival		C	Garage	NC	
59	3143	W.	Franklin	Blvd.	2000s	Multiple			NC			
59	3146-3148	W.	Franklin	Blvd.	1928	Multiple	Spanish Revival		C			
59	3234-3240	W.	Franklin	Blvd.	1920s	Hospital	Classical Revival	Franklin Blvd. Hospital	C			
59	3250-3256	W.	Franklin	Blvd.	1950s	Other			NC			
59	461-605	N.	Sacramento	Blvd.	1941	Factory/ Warehouse	Art Deco	Sprague Warner and Company	C			
59	500	N.	Sacramento	Blvd.	1920s	Factory/ Warehouse	Craftsman	GAW O'Hara Enveloper	C			
59	548	N.	Sacramento	Blvd.	1925	Factory/ Warehouse	No Style		C			
60	2950	W.	Chicago	Ave.	1920s	Factory/ Warehouse	Tudor Revival		C			

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
60	3036	W.	Chicago	Ave.	1910s	Multiple Use	Craftsman		C			
60	3028-3030	W.	Chicago	Ave.	1910s	Factory/ Warehouse	Craftsman		C			
60	3037-3053	W.	Grand	Ave.	1920s	Commercial	Classical Revival		C			
60	700	N.	Sacramento	Blvd.	1920s	Factory/ Warehouse	Classical Revival		C			.
60	808	N.	Sacramento	Blvd.	1920s	Two Flat	Craftsman		C			
60	822	N.	Sacramento	Blvd.	2000s	Multiple Use			NC			
60	839	N.	Sacramento	Blvd.	1910s	Multiple	Craftsman		C			
60	843	N.	Sacramento	Blvd.	1910s	Two Flat	No Style		C	Garage	NC	
60	845	N.	Sacramento	Blvd.	1910s	Two Flat	No Style		C			
60	849	N.	Sacramento	Blvd.	1910s	Two Flat	Craftsman		C	Garage	NC	
60	851	N.	Sacramento	Blvd.	1910s	Two Flat	Craftsman		C	Garage	C	
60	854	N.	Sacramento	Blvd.	1910s	Two Flat	Craftsman		C	Garage	NC	
60	855	N.	Sacramento	Blvd.	1910s	Two Flat	Craftsman		C	Garage	NC	
60	857	N.	Sacramento	Blvd.	1910s	Two Flat	Classical Revival		C	Garage	NC	
60	858	N.	Sacramento	Blvd.	1910s	Two Flat	Classical Revival		C	Garage	NC	
60	860	N.	Sacramento	Blvd.	1910s	Two Flat	No Style		C	Garage	NC	
60	861	N.	Sacramento	Blvd.	1910s	Two Flat	No Style		C	Garage	NC	
60	863	N.	Sacramento	Blvd.	1910s	Two Flat	No Style		C	Garage	C	
60	864	N.	Sacramento	Blvd.	1910s	Two Flat	Classical Revival		C	Garage	NC	

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
60	866	N.	Sacramento	Blvd.	1900s	Two Flat	Classical Revival		C	Garage	NC	
60	867	N.	Sacramento	Blvd.	1900s	Two Flat	Tudor Revival		C	Garage	NC	
60	868	N.	Sacramento	Blvd.	1900s	Two Flat	Tudor Revival		C	Garage	NC	
60	869	N.	Sacramento	Blvd.	1900s	Two Flat	Tudor Revival		C	Garage	C	
60	871	N.	Sacramento	Blvd.	1920s	Three Flat	Tudor Revival		C	Garage	C	
60	872	N.	Sacramento	Blvd.	1910s	Two Flat	Tudor Revival		C	Garage	NC	
60	876	N.	Sacramento	Blvd.	1910s	Two Flat	Classical Revival		C	Garage	NC	
60	878	N.	Sacramento	Blvd.	1910s	Two Flat	Classical Revival		C	Garage	NC	
60	2951	W.	Walton	St.	1990s	Multiple			NC			
61	3041	W.	Augusta	Blvd.	1914	Other	Prairie	Humboldt Park Pool House	C/L	Garage	C	Humboldt Park HD
61	3049-3057	W.	Augusta	Blvd.	1900s	Two Flat	Classical Revival		C			
61	3061	W.	Augusta	Blvd.	1900s	Two Flat	Classical Revival		C	Garage	NC	
61	3101	W.	Augusta	Blvd.	1890s	Two Flat	Queen Anne		C	Garage	C	
61	3103	W.	Augusta	Blvd.	1900s	Two Flat	Classical Revival		C	Garage	C	
61	3105	W.	Augusta	Blvd.	1900s	Two Flat	Queen Anne		C	Garage	NC	
61	3109	W.	Augusta	Blvd.	1910s	Two Flat	Tudor Revival		C	Coach House	C	
61	3115	W.	Augusta	Blvd.	1900s	Two Flat	Classical Revival		C	Garage	NC	

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
61	3121	W.	Augusta	Blvd.	1910s	Three Flat	Craftsman		C	Garage	NC	
61	3123	W.	Augusta	Blvd.	1900s	Two Flat	Classical Revival		C	Garage	NC	
61	3125	W.	Augusta	Blvd.	1898	Two Flat	Classical Revival	The W. Mason House	C	Garage	NC	
61	3129-3131	W.	Augusta	Blvd.	1900s	Six Flat	Classical Revival		C			
61	3133-3135	W.	Augusta	Blvd.	1906	Six Flat	Classical Revival		C			
61	3139	W.	Augusta	Blvd.	1900	Two Flat	Queen Anne	The W. Kitsch House	C	Garage	C	
61	3143	W.	Augusta	Blvd.	1910s	Three Flat	Tudor Revival		C	Garage	NC	
61	3145	W.	Augusta	Blvd.	1910s	Two Flat	Tudor Revival		C	Garage	C	
61	3147	W.	Augusta	Blvd.	1900s	Two Flat	Classical Revival		C	Garage	NC	
61	3153	W.	Augusta	Blvd.	1900s	Two Flat	Classical Revival		C			
61	3157	W.	Augusta	Blvd.	1910s	Two Flat	Craftsman		C			
61	2815-2823	W.	Division	St.	1910s	Multiple Use	Tudor Revival		C			
61	2823	W.	Division	St.	1900s	Commercial	Craftsman		C			
61	2825-2827	W.	Division	St.	1890s	Multiple Use	Queen Anne		C	Garage	NC	
61	2839	W.	Division	St.	1890s	Three Flat	Queen Anne		C	Coach House	C	
61	2845	W.	Division	St.	1910s	Three Flat	Classical Revival		C	Garage	NC	

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
61	2847	W.	Division	St.	2000s	SF House			NC	Garage	NC	
61	2849	W.	Division	St.	1900s	Three Flat	Classical Revival		C	Garage	NC	
61	2851	W.	Division	St.	1910s	Two Flat	Classical Revival		C			
61	2903	W.	Division	St.	1910s	Three Flat	Tudor Revival		C	Garage	C	
61	2907	W.	Division	St.	1900s	Three Flat	Classical Revival		C	Coach House	C	
61	2835	W.	Division	St.	2000s	Multiple			NC			
61	1004	N.	Kedzie	Ave.	1910s	Four Flat	Craftsman		C	Garage	C	
61	1006	N.	Kedzie	Ave.	1910s	Four Flat	Craftsman		C	Garage	NC	
61	1010	N.	Kedzie	Ave.	1910s	Three Flat	Craftsman		C			
61	1014	N.	Kedzie	Ave.	1910s	Three Flat	Classical Revival		C	Garage	NC	
61	1016	N.	Kedzie	Ave.	1910s	Four Flat	Craftsman		C	Garage	C	
61	1020-1022	N.	Kedzie	Ave.	1910s	Four Flat	Craftsman		C	Garage	C	
61	1026	N.	Kedzie	Ave.	1910s	Three Flat	Craftsman		C	Garage	C	
61	1038	N.	Kedzie	Ave.	1910s	Multiple	Craftsman		C			
61	1042	N.	Kedzie	Ave.	1910s	Four Flat	Craftsman		C	Garage	NC	
61	1046	N.	Kedzie	Ave.	1910s	Two Flat	Classical Revival		C			
61	1050	N.	Kedzie	Ave.	1910s	Two Flat	No Style		C			
61	1054	N.	Kedzie	Ave.	1910s	Two Flat	Classical Revival		C	Garage	NC	
61	1058	N.	Kedzie	Ave.	1910s	Two Flat	Craftsman		C	Garage	NC	

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
61	1060	N.	Kedzie	Ave.	1910s	Four Flat	Craftsman		C	Garage	C	
61	1138	N.	Kedzie	Ave.	1910s	Two Flat	Craftsman		C	Garage	NC	
61	1140	N.	Kedzie	Ave.	1910s	Two Flat	Classical Revival		C			
61	1144	N.	Kedzie	Ave.	1900s	Four Sq.	Craftsman		C	Garage	NC	
61	1148	N.	Kedzie	Ave.	1910s	Two Flat	Classical Revival		C	Garage	NC	
61	1150	N.	Kedzie	Ave.	1900s	Three Flat	Classical Revival		C	Garage	C	
61	1152-1154	N.	Kedzie	Ave.	1910s	Multiple	Craftsman		C			
61	1204	N.	Kedzie	Ave.	1900s	Three Flat	Classical Revival		C	Garage	NC	
61	1206	N.	Kedzie	Ave.	1910s	Three Flat	Craftsman		C	Garage	NC	
61	882	N.	Sacramento	Blvd.	1900s	Two Flat	Richardsonian Romanesque		C	Garage	NC	
61	884	N.	Sacramento	Blvd.	1910s	Two Flat	No Style		C	Garage	NC	
61	888	N.	Sacramento	Blvd.	1910s	Two Flat	Richardsonian Romanesque		C	Coach House	C	
61	901-903	N.	Sacramento	Blvd.	1920s	Multiple	Classical Revival		C			
61	907	N.	Sacramento	Blvd.	1920s	Four Flat	Tudor Revival		C			

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
61	909-915	N.	Sacramento	Blvd.	1920s	Courtyard	Craftsman		C			
61	917	N.	Sacramento	Blvd.	1900s	Three Flat	Classical Revival		C	Garage	NC	
61	919	N.	Sacramento	Blvd.	1900s	Three Flat	Classical Revival		C	Garage	NC	
61	921	N.	Sacramento	Blvd.	1910s	Six Flat	Craftsman		C	Garage	NC	
61	927	N.	Sacramento	Blvd.	1890s	Two Flat	Richardsonian Romanesque		C	Garage	C	
61	929	N.	Sacramento	Blvd.	1910s	Courtyard	Classical Revival		C			
61	1001	N.	Sacramento	Ave.	1910s	Two Flat	French Renaissance Revival		C			
61	1003	N.	Sacramento	Ave.	1910s	Two Flat	French Renaissance Revival		C	Garage	NC	
61	1009	N.	Sacramento	Ave.	1900s	Three Flat	Classical Revival		C	Garage	C	
61	1015	N.	Sacramento	Ave.	1900s	Two Flat	Classical Revival		C	Garage	C	
61	1017	N.	Sacramento	Ave.	1900s	Two Flat	Richardsonian Romanesque		C	Garage	NC	
61	1021	N.	Sacramento	Ave.	1900s	Two Flat	Classical Revival		C			
61	1025	N.	Sacramento	Ave.	1890s	Two Flat	Queen Anne		C	Coach House	C	
61	1029	N.	Sacramento	Ave.	1890s	SF House	Queen Anne		C			

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
61	1107	N.	Sacramento	Ave.	1910s	Three Flat	Craftsman		C	Garage	C	
61	1109	N.	Sacramento	Ave.	1910s	Two Flat	Craftsman		C	Garage	NC	
61	1111	N.	Sacramento	Ave.	1890s	Two Flat	Richardsonian Romanesque		C	Garage	NC	
61	1113	N.	Sacramento	Ave.	1900s	Two Flat	Classical Revival		C			
61	1117	N.	Sacramento	Ave.	1900s	Two Flat	Romanesque Revival		C	Garage	C	
61	1123	N.	Sacramento	Ave.	1900s	SF House	Classical Revival		C	Garage	C	
61	1127	N.	Sacramento	Ave.	1900s	Two Flat	Richardsonian Romanesque		C	Garage	NC	
61	1133	N.	Sacramento	Ave.	1900s	Two Flat	Tudor Revival		C	Garage	NC	
61	1135	N.	Sacramento	Ave.	1900s	Two Flat	Richardsonian Romanesque		C	Garage	C	
61	1137	N.	Sacramento	Ave.	1890s	Two Flat	Queen Anne		C	Garage	NC	
61	1139	N.	Sacramento	Ave.	1894	Two Flat	Richardsonian Romanesque		C	Garage	NC	
61	1141	N.	Sacramento	Ave.	1906	Two Flat	Classical Revival		C			
61	1145-1149	N.	Sacramento	Ave.	1910s	Multiple	Craftsman		C			
62	3208	W.	Beach	Ave.	1900s	Six Flat	Classical Revival		C			

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
62	3211-3217	W.	Beach	Ave.	1910s	Multiple	Craftsman	The Beach	C			
62	1211	N.	California	Ave.	1910s	Commercial	Craftsman		C			
62	1217	N.	California	Ave.	2000s	SF House			NC			
62	1219-1223	N.	California	Ave.	1900s	Three Flat	Classical Revival		C	Garage	NC	
62	1225	N.	California	Ave.	1990s	Multiple			NC			
62	1237	N.	California	Ave.	1921	Factory/ Warehouse	Classical Revival	Nestor Johnson Manufacturing Company	C			
62	1245	N.	California	Ave.	1910s	Three Flat	Classical Revival		C			
62	1247	N.	California	Ave.	1910s	Three Flat	Classical Revival		C			
62	1251	N.	California	Ave.	1900s	Two Flat	Classical Revival		C			
62	1253	N.	California	Ave.	1900s	Three Flat	Classical Revival		C	Garage	NC	
62	1255	N.	California	Ave.	2000s	SF House			NC	Garage	NC	
62	1257	N.	California	Ave.	1900s	SF House	Cottage		C	Garage	NC	
62	1301	N.	California	Ave.	1907	Two Flat	Classical Revival		C			
62	1305-1307	N.	California	Ave.	1900s	SF House	Classical Revival		C			
62	1335	N.	California	Ave.	1910s	Other	Classical Revival	Dr. Herzl Community Home	C			
62	1343	N.	California	Ave.	1990s	Other			NC			

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
62	1349	N.	California	Ave.	1900s	Other	Classical Revival		C			
62	1351	N.	California	Ave.	1900s	Two Flat	Queen Anne		C			
62	1357-1359	N.	California	Ave.	1898	Synagogue	Classical Revival	R. Vaudeuborne/ Austro-Galizien Congregation	C			
62	1401-1409	N.	California	Ave.	1922	Multiple Use	Tudor Revival	Daughters of Zion Jewish Day Nursery and Infant Home	C			
62	1411	N.	California	Ave.	1900s	Two Flat	Classical Revival		C			
62	1413	N.	California	Ave.	1900s	Two Flat	Classical Revival		C	Flat	NC	
62	1415	N.	California	Ave.	1910s	Two Flat	Classical Revival		C			
62	1417	N.	California	Ave.	1890s	Two Flat	Richardsonian Romanesque		C	Garage	NC	
62	1421	N.	California	Ave.	1990s	Four Flat			NC			
62	1423	N.	California	Ave.	2000s	SF House			NC	Garage	NC	
62	1425	N.	California	Ave.	1904	Two Flat	Classical Revival		C			
62	1427	N.	California	Ave.	1900s	Three Flat	Classical Revival		C			
62	1431	N.	California	Ave.	1990s	Four Flat			NC			
62	1433	N.	California	Ave.	1900s	Two Flat	Queen Anne		C			

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
62	1445	N.	California	Ave.	1890	Two Flat	Gable Front	The Chad Hirsch House	C			
62	1449	N.	California	Ave.	1911	Three Flat	Classical Revival		C	Garage	C	
62	1451	N.	California	Ave.	1950s	Multiple			NC	Garage	C	
62	1455	N.	California	Ave.	1902	Church	Classical Revival	Humboldt Park Swedish Mission Church	C			
62	1234	N.	Kedzie	Ave.	1900s	Two Flat	Classical Revival		C	Garage	C	
62	1236	N.	Kedzie	Ave.	1910s	Four Flat	Tudor Revival		C			
62	1238	N.	Kedzie	Ave.	1910s	Three Flat	Classical Revival		C	Garage	C	
62	1242	N.	Kedzie	Ave.	1910s	Two Flat	Craftsman		C	Garage	C	
62	1248	N.	Kedzie	Ave.	1980s	Two Flat			NC			
62	1250	N.	Kedzie	Ave.	1910s	Four Flat	Craftsman		C	Garage	C	
62	1254	N.	Kedzie	Ave.	1900s	Three Flat	Tudor Revival		C	Garage	C	
62	1258	N.	Kedzie	Ave.	1910s	Three Flat	Craftsman		C	Garage	C	
62	1300	N.	Kedzie	Ave.	1990s	Three Flat			NC			
62	1306	N.	Kedzie	Ave.	1900s	Two Flat	Classical Revival		C	Garage	NC	
62	1310	N.	Kedzie	Ave.	1910s	Two Flat	Craftsman		C	Garage	NC	
62	1312	N.	Kedzie	Ave.	1900s	Two Flat	Classical Revival		C	Garage	C	
62	1316	N.	Kedzie	Ave.	1906	SF House	Classical Revival	The A.C. Jensen House	C	Garage	NC	

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
62	1318	N.	Kedzie	Ave.	1900s	Three Flat	Classical Revival		C	Garage	C	
62	1320-1322	N.	Kedzie	Ave.	1910s	Multiple	Classical Revival		C	Garage	NC	
62	1334	N.	Kedzie	Ave.	1900s	Two Flat	Beaux Arts		C	Garage	C	
62	1336	N.	Kedzie	Ave.	1900s	Two Flat	Classical Revival		C	Garage	C	
62	1340	N.	Kedzie	Ave.	1910s	Two Flat	Craftsman		C	Garage	NC	
62	1344	N.	Kedzie	Ave.	1990s	Three Flat	Classical Revival		C	Garage	NC	
62	1346	N.	Kedzie	Ave.	1900s	Two Flat	Classical Revival		C	Garage	NC	
62	1350	N.	Kedzie	Ave.	1910s	Four Flat	Craftsman		C	Garage	NC	
62	1354-1356	N.	Kedzie	Ave.	1900s	Multiple	Classical Revival		C	Garage	C	
62	1400-1402	N.	Kedzie	Ave.	1980s	Other			NC			
62	1408	N.	Kedzie	Ave.	1900s	Two Flat	Classical Revival		C	Garage	NC	
62	1412	N.	Kedzie	Ave.	1902	Three Flat	Classical Revival	The Phil Lauck Jr. House	C	Garage	NC	
62	1416	N.	Kedzie	Ave.	1897	Two Flat	Richardsonian Romanesque	The Jonathon Kzalovrc House	C	Garage	NC	
62	1418	N.	Kedzie	Ave.	1910s	Two Flat	No Style		C			
62	1420	N.	Kedzie	Ave.	1900s	Two Flat	Classical Revival		C	Garage	NC	

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
62	1438	N.	Kedzie	Ave.	1910s	Three Flat	Craftsman		C			
62	1442	N.	Kedzie	Ave.	1910s	Two Flat	Craftsman		C	Garage	NC	
62	1444	N.	Kedzie	Ave.	1890s	Two Flat	Queen Anne		C	Garage	NC	
62	1446	N.	Kedzie	Ave.	1910s	Two Flat	Classical Revival		C			
62	1448	N.	Kedzie	Ave.	1900s	Three Flat	Classical Revival		C	Garage	NC	
62	1452	N.	Kedzie	Ave.	1910s	Two Flat	Craftsman		C	Garage	NC	
62	1454	N.	Kedzie	Ave.	1910s	Three Flat	Craftsman		C			
62	1456	N.	Kedzie	Ave.	1910s	Multiple	Classical Revival		C	Coach House	C	
62	2746	W.	Potomac	Ave.	1900s	Four Flat	Classical Revival		C			
63	1501-1503	N.	California	Ave.	1910s	Multiple	Craftsman		C			
63	1507	N.	California	Ave.	1900s	Two Flat	Richardsonian Romanesque		C	Garage	NC	
63	1509	N.	California	Ave.	1900s	Three Flat	Richardsonian Romanesque		C			
63	1511	N.	California	Ave.	1900s	Three Flat	Richardsonian Romanesque		C			
63	1513	N.	California	Ave.	1900s	Three Flat	Richardsonian Romanesque		C	Garage	C	
63	1517-1519	N.	California	Ave.	1900s	Three Flat	Classical Revival		C	Garage	NC	

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
63	1521	N.	California	Ave.	1900s	Two Flat	Classical Revival		C			
63	1523	N.	California	Ave.	1910s	Six Flat	Classical Revival		C			
63	1529	N.	California	Ave.	1910s	Two Flat	Craftsman		C	Garage	NC	
63	1500	N.	Kedzie	Ave.	1980s	SF House			NC			
63	1506	N.	Kedzie	Ave.	1910s	Three Flat	Craftsman		C	Garage	C	
63	1508	N.	Kedzie	Ave.	1900s	Three Flat	Classical Revival		C	Garage	NC	
63	1510	N.	Kedzie	Ave.	1900s	Two Flat	Richardsonian Romanesque		C	Garage	NC	
63	1512-1514	N.	Kedzie	Ave.	1910s	Two Flat	Craftsman		C	Garage	NC	
63	1516	N.	Kedzie	Ave.	1910s	Three Flat	Classical Revival		C	Garage	NC	
63	1518	N.	Kedzie	Ave.	1900s	Three Flat	Classical Revival		C			
63	1522	N.	Kedzie	Ave.	1910s	Four Flat	Craftsman		C			
63	1524	N.	Kedzie	Ave.	1910s	Multiple	Classical Revival		C			
63	1530-1542	N.	Kedzie	Ave.	1910s	Courtyard	Tudor Revival		C			
63	1544-1546	N.	Kedzie	Ave.	1910s	Church			NC			
63	1550	N.	Kedzie	Ave.	1920s	Multiple Use	Gothic Revival		C			
63	2746	W.	Le Moyne	Dr.	1910s	Multiple	Queen Anne		C			

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
63	3211-3215	W.	Le Moyne	St.	1900s	Multiple	Queen Anne		C			
63	2734-2748	W.	North	Ave.	1910s	Multiple Use	Classical Revival		C			
63	2747-2753	W.	North	Ave.	1920s	Multiple Use	French Renaissance Revival		C			
63	2802-2814	W.	North	Ave.	2000s	Other		Humboldt Building	NC	Garage	NC	
63	2818-2820	W.	North	Ave.	1900s	Multiple Use	Classical Revival		C	Garage	NC	
63	2834-2840	W.	North	Ave.	1990s	Other			NC			
63	2846	W.	North	Ave.	1910s	Factory/ Warehouse	Craftsman		C			
63	2906	W.	North	Ave.	1907	Multiple Use	Classical Revival		C	Flat	C	
63	2908	W.	North	Ave.	1900s	Three Flat	Classical Revival		C			
63	2910	W.	North	Ave.	1910s	Three Flat	Craftsman		C	Garage	NC	
63	2912	W.	North	Ave.	1900s	Two Flat	Classical Revival		C			
63	2914	W.	North	Ave.	1914	Other	Classical Revival		C	Garage	NC	
63	2918-2920	W.	North	Ave.	1910s	Multiple	Craftsman		C	Garage	NC	-
63	2932	W.	North	Ave.	1900s	Multiple	Queen Anne		C	Garage	NC	

Map #	St #	St. Dir.	St.	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/NC/L	Sec. Bldg. Type	Sec. Bldg *C/NC/L	Notes
63	3032-3036	W.	North	Ave.	1900s	Multiple	Classical Revival	Park View	C			
63	3038-3042	W.	North	Ave.	1920s	Multiple	Spanish Revival		C			
63	3044	W.	North	Ave.	1910s	Three Flat	Classical Revival		C	Garage	C	
63	3046	W.	North	Ave.	1900s	Three Flat	Classical Revival		C			
63	3050-3054	W.	North	Ave.	1906	Multiple Use	Classical Revival		C			
63	3132	W.	North	Ave.	2000s	Multiple Use			NC			
63	3134	W.	North	Ave.	1890s	Multiple Use	Queen Anne		C	Garage	NC	
63	3136	W.	North	Ave.	1890s	Multiple Use	Queen Anne		C			

b. Boulevard Structures

Map #	Location	St. Dir.	St	St. Type	Date	Structure Type	C/NC/L	No. of Structures	Notes
26	Between S Perry/ S Federal St and S LaSalle St	W	Garfield	Blvd	Late 20th C.	Bridge	NC	1	
26	Over Interstate 90-94, Dan Ryan Expressway	W	Garfield	Blvd	1989	Bridge	NC	1	
26	Just E of S Stewart Ave	W	Garfield	Blvd	1896-1913	Bridge	C	1	
27	Between S Lowe Ave & S Normal Blvd	W	Garfield	Blvd	1896-1913	Bridge	C	3	
32	Between S Hoyne Ave & S Oakley Ave	W	Garfield	Blvd	1896-1913	Bridge	C	2	
32	Between S Hoyne Ave & S Oakley Ave	W	Garfield	Blvd	c. 1895	Bridge	C	1	
34	W 49th St	S	Western	Blvd	1896-1914	Bridge	C	1	
34	W 49th St	S	Western	Blvd	Late 20th C.	Bridge	NC	1	
38	W 39th St	S	Western	Blvd	1896-1913	Bridge	C	3	
40	Between S Archer Ave & W 36th St	S	Western	Blvd	1896-1916	Bridge	C	1	

Map #	Location	St. Dir.	St	St. Type	Date	Structure Type	C/NC/L	No. of Structures	Notes
40	Between S Archer Ave & W 36th St	S	Western	Blvd	Late 20th C.	Bridge	NC	1	
42	RR spur E of S Rockwell St	W	31st	Blvd	1940	Bridge	C	1	
42	Over Interstate 55, Stevenson Expressway	S	Western	Blvd	1964	Bridge	NC	2	
42	Sanitary and Ship Canal	S	Western	Blvd	1939-1941	Bridge	C	1	Listed as Non-contributing in Chicago Sanitary and Ship Canal NR nomination
42	RR Tracks N of Interstate 55, Stevenson Expressway	S	Western	Blvd	1939-1941	Bridge	C	1	
42	RR bridge E of S Rockwell St	W	31st	Blvd	1940	Bridge	C	4	
47	Between W 19th St and W 21st St	S	Marshall	Blvd	1905-1910	Bridge	C	1	
47	Between W 19th St and W 21st St	S	Marshall	Blvd	Late 20th C.	Bridge	NC	1	

Map #	Location	St. Dir.	St	St. Type	Date	Structure Type	C/NC/L	No. of Structures	Notes
52	Between W Taylor St and W Fillmore St	S	Independence	Blvd	1910s	Bridge	C	1	
53	Over Interstate 290 D. Eisenhower Expressway Between W Congress Prkwy and W Harrison St.	S	Hamlin	Blvd	c. 1955	Bridge	NC	2	
57	N Hamlin Blvd	W	Lake	St	1893	Bridge	C	1	
57	N Central Park Ave	W	Lake	St	1893	Bridge	C	1	
57	N Conservatory Drive	W	Lake	St	1893	Bridge	C	1	
60	Just S of W Chicago Ave	N	Sacramento	Blvd	1908	Bridge	C	1	
24	Between S Calumet Ave & S Prairie Ave	E	Garfield	Blvd	1896-1913	Bridge	NC	1	
57	N edge of Garfield Park	N	Central Park	Ave	1905-1910	Bridge	C	1	
							Total	**36**	**Contributing: 26 Non-contributing: 10**

c. Boulevard Objects

Map #	Location	St. Dir.	St/Square	St. Type	Date	Object Name/Description	C/NC /L	No. of Objects	Notes
45	W 24th Blvd & S Marshall Blvd	W	24th	Blvd	1926	*Jacques Marquette Monument*	C	1	
44	S California Blvd & W 26th St	S	California	Blvd	Late 20th C	Fountain	NC	1	
50	W Douglas Blvd & S Kedzie Ave	W	Douglas	Blvd	Late 20th C	Sculpture	NC	1	
49	W Douglas Blvd & S Kedzie Ave	W	Douglas	Blvd	1996	Obelisk	NC	1	
1	East 35th St & S Dr. M.L. King Jr. Dr	S	Dr. M.L. King Jr.	Dr	1927-1936	*Victory Monument*	L	1	
4,10	East 51st St & S Dr. M.L. King Jr. Dr	S	Dr. M.L. King Jr.	Dr	1904	*George Washington Monument*	C	1	
3	East 47th St & S Dr. M.L. King Jr. Dr M.L. King Jr. Dr	S	Dr. M.L. King Jr.	Dr	2005	Jazz Towers topped by musicians	NC	4	
6	Intersection of S Drexel Blvd & East Oakwood Blvd	S	Dr. M.L. King Jr.	Dr	1998	Fountain	NC	1	
8,9	Drexel Square		Drexel Square		1882-1888	Drexel Fountain	C	1	
31,32	Intersection of W Garfield Blvd & S Western Blvd	W	Garfield	Blvd	1997	Fountain	NC	1	
57,58	Garfield Square		Garfield Square		1902	*American Youth and Independence Day*/Fountain	C	1	

Map #	Location	St. Dir.	St/Square	St. Type	Date	Object Name/Description	C/NC /L	No. of Objects	Notes
								Total: 14	**Contributing: 4** **Non-contributing: 9** **Listed:1**

d. Unlisted Parks (Douglas, Gage, McKinley)

Map Key (Park)	Name	Type/Style	Date	Resource Type	C/NC/L	Architect	Number of Resources	Notes
10	Collins High School	N/A	1973	Building	NC	CPD	1	
19	Comfort Station	Colonial Revival	1936	Building	C	CPD	1	
24	Comfort Station	N/A	c. 1975	Building	NC	CPD	1	
8	Field House	Georgian Revival	1928	Building	C	Michaelsen & Rognstad	1	
12	Flower Hall	Prairie	1907	Building	C	Schmidt Garden and Martin (attrib)	1	
25	Stables	Late Victorian Era	c. 1908	Building	C	WPC	1	
17	Storage Shed	N/A	1965	Building	NC	CPD	1	
26,32	Basketball Courts	N/A	c. 1990	Structure	NC	CPD	2	
4	Carriage Drive Bridge	Late Victorian Era	1892	Structure	C	WPC	1	
5	Granite Boulder Bridge	Late Victorian Era	1897	Structure	C	WPC	1	
6	Limestone Bridge	Late Victorian Era	c. 1895	Structure	C	WPC	1	

Map Key (Park)	Name	Type/Style	Date	Resource Type	C/NC/L	Architect	Number of Resources	Notes
6	Pergola	N/A	2001	Structure	NC	CPD	2	
22, 28-31	Playgrounds	N/A	c. 1995	Structure	NC	CPD	5	
20	Soccer Field	N/A	c. 2010	Structure	NC	CPD	1	
27	Spray pool	N/A	c. 1995	Structure	NC	CPD	1	
9	Swimming Pool	N/A	1955	Structure	NC	CPD	1	
21	Tennis Courts	N/A	1995	Structure	NC	CPD	1	
15, 16	Concrete Benches	Prairie	1907	Feature	C	Jensen/Garden attrib	(10)	Features are not included in the resource count
14	Concrete Lanterns	Prairie	1907	Feature	C	Jensen/Garden attrib	(4)	Features are not included in the resource count
							Total: 23	**Contributing: 7** (4 C Buildings; 3 C Structures) **Non-contributing : 16** (3 NC Buildings; 13 NC Structures)

Map Key (Parks)	Name	Type/Style	Date	Resource Type	C/NC/L	Architect	Number of Resources	Notes
7	Boiler House	Beaux Arts	1928	Building	C	SPC	1	
3	Field House	Beaux Arts	1928	Building	C	SPC	1	
4	Locker and Changing Room	Beaux Arts	1928	Building	C	SPC	1	
14	Basketball Court	N/A	c. 1970	Structures	NC	CPD	1	
15	Handball Court	N/A	c. 1970	Structures	NC	CPD	1	
8	Playground	N/A	c. 1990	Structures	NC	CPD	1	
6	Spraypool	N/A	c. 1990	Structures	NC	CPD	1	
5	Swimming Pool	N/A	c. 1928	Structures	C	SPC	1	
19	Tennis Courts	N/A	c. 1928	Structures	C	SPC	4	
2	Flag Pole	N/A	c. 1974	Feature	NC	SPC	(1)	Features are not included in the resource count
							Total: 12	**Contributing 8** (3 C Buildings; 5 C Structures) **Non-contributing: 4** (4 NC Structures)

Map Key (Parks)	Name	Type/Style	Date	Resource Type	C/NC/L	Architect	Number of Resources	Notes
24	Boiler House	Beaux Arts	1916	Building	C	SPC	1	
7	Comfort Station	Late Victorian Era	1903	Building	C	SPC	1	
25	Field House	Beaux Arts	1916	Building	C	SPC	1	
18	Landscape/Maintenance Building	Beaux Arts	1903	Building	C	SPC	1	
19	Basketball Court	N/A	c. 1970	Structures	NC	CPD	1	
13	Handball Court Slab	N/A	c. 1970	Structures	NC	CPD	1	
6	McKinley Monument Exedra/Plaza	Beaux Arts	1905	Structures	C	Pond and Pond	1	
11	Playground	N/A	1993	Structures	NC	CPD	1	
15	S. Damen Avenue Viaduct	N/A	1960	Structures	NC	Unknown	1	
5	Skating Rink	N/A	1996	Structures	NC	CPD	1	
23	Spray pool/Interactive Pool Area	N/A	c. 2000	Structures	NC	CPD	1	
21	Swimming Pool	N/A	1950	Structures	NC	SPC	1	
4	Tennis Courts	N/A	1930	Structures	C	SPC	4	
6	McKinley Monument Sculpture	Beaux Arts	1905	Object	C	Charles Mulligan	1	
27	Flag Pole	N/A	c. 1974	Feature	NC	SPC	(1)	Features are not included in the resource count
							Total: 15	**Contributing: 9** (4 C Buildings; 4 C Structures; 1 C Object) **Non-Contributing: 6** (6 NC Structures)

e. Listed Parks (Jackson, Washington, Sherman, Garfield, Humboldt)

Map Key	Name	Type/Style	Date	Resource Type	C/NC/L	Architect	Number of Resources	Notes
17	Fine Arts Building/Museum of Science and Industry	Beaux Arts	1893	Building	C/L	Charles Atwood	1	
20	Bathing Pavillion		1917-1919	Building			1	
20	Old Coast Guard Station		1910	Building			1	On Jackson Park Midway Plaisance National Register nomination map but not mentioned in nomination
23	La Rabida Children's Hospital		1932	Building		Graham, Anderson, Probst & White	1	
21	Yacht Club - South Lagoon			Building			1	
21	Replica of the Republic Stautue		1918	Object	C/L	Daniel Chester French, sculpter/Henry Bacon	1	
16	Thomas G. Masaryk Monument		1949	Object	C/L	Alben Polasek	1	
16	Fountain of Time		1922	Object	C/L	Lorado Taft	1	Is also counted in the Washington Park Historic District

Map Key	Name	Type/Style	Date	Resource Type	C/NC/L	Architect	Number of Resources	Notes
20	Pedestrian Overpass						1	On Jackson Park Midway Plaisance National Register nomination map but not mentioned in nomination
23	Yacht Club - Yacht Harbor						1	
17	Yacht Club						1	
21	Golf Club						1	On Jackson Park Midway Plaisance National Register nomination map but not mentioned in nomination
21	Field House						1	On Jackson Park Midway Plaisance National Register nomination map but not mentioned in nomination
								Total Number of Resources Counted in the Nomination: 12

Map Key	Name	Type/Style	Date	Resource Type	C/NC/L	Architect/Designer	Number of Resources	Notes
12	Field House		1953-55	Building	C/L	Ralph H. Burke	1	
12	SE Comfort Station		1904	Building	C/L	SPC	1	
11	NE Comfort Station		1936	Building	C/L	CPD	1	
12	Refectory		1892	Building	C/L	Burnham & Root	1	
35	Grandstand		1936	Building	C/L	CPD	1	
10	Armory Building		1928	Building	C/L	Perkins, Chatten & Hammond	1	
12	Stables/Roundhouse		1880	Building	C/L	Burnham & Root	1	
11	Lawn Bowling Clubhouse		1930	Building	C/L	SPC	1	
12	SPC Administration (DuSable Museum)	Classical Revival	1911	Building	C/L	D.H. Burnham & Co.	1	
13	Center Maintenance Building		1894	Building	C/L	SPC	1	
13	East Maintenance Building		1894	Building	C/L	SPC	1	
13	NE Maintenance Building		1894/1903	Building	C/L	SPC	1	
13	South/West Building		1903/1907/1936	Building	C/L	SPC	1	
12	Electrical Power House		1907	Building	C/L	SPC	1	
12	Laundry		1892	Building	C/L	SPC	1	
10	Dyett School		1972	Building	NC	David N. Hain & Kenneth Childers	1	
10	Dyett Natatorium		1972	Building	NC	David N. Hain & Kenneth Childers	1	

Map Key	Name	Type/Style	Date	Resource Type	C/NC/L	Architect/Designer	Number of Resources	Notes
12	Boat Shelter		2003	Building	NC	Wolff, Clements & Assoc.	1	
13	Mere		1886/1904/2003	Feature	C	Olmsted & Vaux	0	Included as a contributing part of the site
12	Pool		1880	Feature	C	Olmsted & Vaux	0	Included as a contributing part of the site
11	Public Forum		1936	Feature	C	CPD	0	Included as a contributing part of the site
10	Ulysses S. Grant Boulder		1879	Object	C/L	SPC	1	
11	Ephraim Lessing Monument		1930	Object	C/L	Albin Poleseck	1	
11	Garden Benches		1912	Object	C/L	SPC	2	
12	Stone Fence Posts		c. 1925	Object	C/L	SPC	2	
10	W. Light Fixture		c. 1890	Object	C/L	SPC	1	
12	E. Light Fixture		c. 1890	Object	C/L	SPC	1	
11	Washington Boulders		1990	Object	NC	CPD	5	also on Maps 10 & 12
12	Spirit of DuSable sculptures		1977	Object	NC	Ford, Cullough, Parker, Taylor	4	
13	Granite plaques		1966	Object	NC	CPD	2	
13	Fountain of Time		1922	Structure	C/L	Lorado Taft	1	May also be listed in Jackson Park
12	North Bridge		1915/1970	Structure	C/L	SPC/CPD	1	

Map Key	Name	Type/Style	Date	Resource Type	C/NC/L	Architect/Designer	Number of Resources	Notes
13	South Bridge		c. 1935/1970	Structure	C/L	CPD	1	
10	North Tennis Courts		c. 1936	Structure	C/L	CPD	2	
12	Casting Pier		1954	Structure	C/L	CPD	1	
12	Light Towers	Art Deco	1936	Structure	C/L	CPD	2	
13	West Tennis Courts		1911	Structure	C/L	SPC	13	Also on Map 12
12	Granite Fountain Basins (Mall)		1911	Structure	C/L	Olmsted Bros.	2	
12	Granite Fountain Basins Ad Bldg Terrace		1912	Structure	C/L	SPC	2	
12	Refectory Parking Lot		1892	Structure	C/L	SPC/CPD	1	Also on Map 13
10	NE Parking Lot		1938	Structure	C/L	CPD	1	
12	Field House Parking Lot		c. 1953	Structure	C/L	CPD	1	
10	Concrete Play Slab		1971	Structure	NC	CPD	1	
10	Dyett School Parking Lot		1972	Structure	NC	David N. Hain & Kenneth Childers	1	
12	Swimming Pool		1992	Structure	NC	A. Epstein & Sons	1	
12	Pool with slide		1992	Structure	NC	A. Epstein & Sons	1	
10	NW Playground		c. 1960	Structure	NC	CPD	1	
11	55th St. Playground		1956	Structure	NC	CPD	1	
13	60th St. Playground		c. 1960	Structure	NC	CPD	1	
12	West Basketball Courts		c. 1960	Structure	NC	CPD	8	Also on Map 13

Map Key	Name	Type/Style	Date	Resource Type	C/NC/L	Architect/Designer	Number of Resources	Notes
12	Aquatic Center Playground		c. 1925	Structure	NC	SPC/CPD	1	
13	SE Cove Board Walk		2003	Structure	NC	Wolff, Clements & Assoc.	1	
13	S. Island Board Walk		2003	Structure	NC	Wolff, Clements & Assoc.	1	
12	West Board Walk		2003	Structure	NC	Wolff, Clements & Assoc.	1	
11	Wooden ramp		c. 1980	Structure	NC	CPD	1	
10	Parking Lot north of the Armory		c. 1980	Structure	NC	State of Illinois	1	
								Contributing Resources: 52
								Noncontributing Resources: 34
								Total Resources: 86
								Total Listed Properties: 52

Map Key	Name	Type/Style	Date	Resource Type	C/NC/L	Architect	Number of Resources	Notes
29	Women's Gym and Locker Building/Power House/Service Yard	Beaux Arts	1904-1907	Building	C/L	Edward Bennett	1	
29	Men's Gym and Locker Building/Storage Room	Beaux Arts	1904-1907	Building	C/L	Edward Bennett	1	
29	Field House	Beaux Arts	1904-1907	Building	C/L	Edward Bennett	1	
29	Basket/Changing Rooms		1904-1907	Building	NC	Edward Bennett	1	
28	Sherman Park Library		1930s	Building	NC		1	
29	Spray Pool/Sand Courts/Concrete Platform		1904-1907	Structure	C/L	Olmsted Brothers	1	
29	Swimming Pool		1904-1907	Structure	C/L	Olmsted Brothers	1	
29	Handball Court		c. 1980	Structure	NC		1	
29	Lagoon		1904-1907	Feature	C	Olmsted Brothers	0	Included as a contributing part of the site
29	Ball Field Island		1904-1907	Feature	C	Olmsted Brothers	0	Included as a contributing part of the site

Map Key	Name	Type/Style	Date	Resource Type	C/NC/L	Architect	Number of Resources	Notes
29	Wooded Island		1904-1907	Feature	C	Olmsted Brothers	0	Included as a contributing part of the site
29	Perimeter areas		1904-1907	Feature	C	Olmsted Brothers	0	Included as a contributing part of the site
29	Circuit Drive and entrance		1904-1907	Feature	C	Olmsted Brothers	0	Included as a contributing part of the site
29	Paths and Walks		1904-1907	Feature	C	Olmsted Brothers	0	Included as a contributing part of the site
29	Terrace and Boat Landing		1904-1907	Feature	C	Olmsted Brothers	0	Included as a contributing part of the site
29	2 north and 2 south bridges		1904-1907	Feature	C	Olmsted Brothers	0	Included as a contributing part of the site
29	Open air gym and running track		1904-1907	Feature	C	Olmsted Brothers	0	Included as a contributing part of the site
29	North playground			Feature	NC		0	Included as a contributing part of the site
29	Southeast playground			Feature	NC		0	Included as a contributing part of the site

Map Key	Name	Type/Style	Date	Resource Type	C/NC/L	Architect	Number of Resources	Notes
29	Southwest playground			Feature	NC		0	Included as a contributing part of the site
29	Tennis courts			Feature	NC		0	Included as a contributing part of the site
	Basketball Courts			Feature	NC		0	Included as a contributing part of the site
								Contributing Resources: 5
								Noncontributing Resources: 3
								Total Resources: 8
								Total Listed Properties: 5

Map Key	Name	Type/Style	Date	Resource Type	C/NC/L	Architect/Designer	Number of Resources	Notes
57	Stables Building		1890	Building	C/L	Jenney	1	
55	Bandstand	Exotic Revival	1896	Building	C/L	Silsbee	1	
57	Powerhouse	Flemish Revival	1896	Building	C/L	Silsbee	1	
57	Warehouse and Shop Building	Spanish Colonial Revival	1928	Building	C/L	Michaelson & Rognstad	1	
57	Shed Structure		1906	Building	C/L		1	
56	Comfort Station			Building	C/L		1	
57	Conservatory	Prairie	1906	Building	C/L	Jensen/Schmidt, Garden & Martin	1	
55	Golf Shelter Building	Prairie	1907	Building	C/L		1	
56	"Gold Dome" Administrative Headquarters	Spanish Colonial Revival	1928	Building	C/L	Michaelson & Rognstad	1	
55	Leif Ericson School		1961	Building	NC	Perkins & Will	1	
56	Suspension Bridge		1936	Structure	C/L	WPA	1	
55	Pergolas		c. 1907	Structure	C/L		2	
55	Water Courts		1907	Structure	C/L	Jensen	2	
56	Entry Gate Structure	Prairie	1906	Structure	C/L	Zimmerman	1	

Map Key	Name	Type/Style	Date	Resource Type	C/NC/L	Architect/Designer	Number of Resources	Notes
56	Central Park Dr Bridge	Art Deco	1936-1937	Structure	C/L	WPA	1	
55	Jackson Blvd Overpass		ca. 1936	Structure	NC	WPA	1	
56	Robert Burns Memorial		1906	Object	C/L	Stevenson	1	
56	Lincoln the Railsplitter Monument		1911	Object	C/L	Mulligan	1	
55	Cornwell Monument		1930	Object	C/L	Epping	1	
								Total Number of Resources: 21
								Total Contributing Resources: 19
								Total Noncontributing Resources: 2
								Total Listed Resources: 19

Map Key	Name	Type/Style	Date	Resource Type	C/NC/L	Architect/Designer	Number of Resources	Notes
63	Comfort Station	Colonial Revival	1935	Building	C/L	Buchsbaum	1	
63	Northwest Armory	Art Deco	1940	Building	NC		1	
63	Lamp Standards		c. 1920	Object	C/L		2	
62	Receptory Building	Queen Anne	1896	Building	C/L	Fromman & Jebsen	1	
62	Boathouse/Refectory		1907	Building	C/L	Schmidt, Garden & Martin	1	
62	Comfort Station	Prairie	1906	Building	C/L		1	
62	Natatorium Complex	Prairie	1913-1914	Building	C/L	Zimmerman	1	
62	Natatorium Filter Plant		1936	Building	C/L		1	
62	Fieldhouse	Georgian/ English Tudor	1927-1928	Building	C/L	Michaelson & Rognstad	1	
62	Shelter	Prairie	1906/post 1936	Building	NC		1	May be reconstruction of original
62	Comfort Station		c. 1957	Building	NC		1	
62	Vehicular Roads		1906-1909	Feature	C		0	
62	Humboldt Bridge and stone culvert		1936	Feature	C		0	
62	Lagoon		1878	Feature	C	Jenney	0	
62	Islands		1878	Feature	C	Jenney	0	
62	Lake		1892	Feature	C	Dubuis	0	
62	Lily pond near Refectory		1897	Feature	C	Jensen	0	
62	Prairie River		1906	Feature	C	Jensen	0	

Map Key	Name	Type/Style	Date	Resource Type	C/NC/L	Architect/Designer	Number of Resources	Notes
62	Brook		1906	Feature	C	Jensen	0	
62	Lake/Swimming Beach		1878/1973	Feature	C		0	
62	Rose Garden		1908	Feature	C	Jensen	0	
62	Music Court		1908	Feature	C	Jensen	0	
62	Three meadows		1907	Feature	C	Jensen	0	
62	Bridge		1936	Feature	C	WPA	0	
62	Wading Pool		1931	Feature	C		0	
62	Entrance Stairs to Rose Garden		1908	Object	C		1	
62	Miner and Child Statue		1908/1911	Object	C/L	Mulligan	1	
62	Ornamental Lanterns		c. 1908	Object	C/L	Schmidt, Garden & Martin	4	
62	The Bison		c. 1908	Object	C/L	Kemeys	2	
62	Alexander von Humboldt monument		1892	Object	C/L	Gorling	1	
62	Fritz Reuter monument		1893	Object	C/L	Englesman	1	
62	Leif Erickson		1901	Object	C/L	Asbjornsen	1	
62	Drinking Fountain Basin		c. 1908	Object	C/L		1	
								Total Number of Resources: 24
								Total Contributing Resources: 21

Map Key	Name	Type/Style	Date	Resource Type	C/NC/L	Architect/Designer	Number of Resources	Notes
								Total Noncontributing Resources: 3
								Total Previosly Listed Resources: 21

Attachment 4: Maps

a. Boulevard Survey Maps (1-67)

b. Unlisted Parks (Douglas, McKinley, and Gage, 68-70)

c. Photo Key Maps

a. Boulevard Survey Maps (1-67)

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 1 - Dr Martin Luther King Jr Dr

Black Metropolis Thematic District

Black Metropolis Thematic District

Victory Monument

Flag Pole

Martin Roche – John Tait House

Ida B. Wells-Barnett House

S CALUMET AVE

E 35TH ST

E BROWNING AVE

S RHODES AVE

S DR MARTIN LUTHER KING JR DR

E 37TH ST

E 38TH ST

E PERSHING RD

S GILES AVE

E 37TH PL

E 38TH PL

S VERNON AVE

E OAKWOOD BLVD

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 2 - Dr Martin Luther King Jr Dr

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Dr. Daniel Hale Williams House

Belmonte Flats

S PRAIRIE AVE
S CALUMET AVE
S DR MARTIN LUTHER KING JR DR
S VERNON AVE
S VINCENNES AVE
S FORRESTVILLE AVE
E 40TH ST
E 41ST ST
E 42ND ST
E 43RD ST
E 44TH ST
E OAKWOOD BLVD
E BOWEN AVE
E 42ND PL

Illinois
Cook
Chicago Park Boulevard System
Historic District
Map 3 - Dr Martin Luther King Jr Dr

E 44TH ST
E 44TH PL
E 45TH ST
E 45TH PL
E 46TH ST
E 46TH PL
E 47TH ST
E 48TH ST
E 48TH PL
S VINCENNES AVE
S DR MARTIN LUTHER KING JR DR
S PRAIRIE AVE
S CALUMET AVE

4354 414 4400 4404 4406 4426 4428 4432 4434 4436 4442 4443 4456 4458
353 403 411 4503 4509 4510 4511 4512 4513 4515 4516 4518 4519 4521 4524 4528 4530 4535 4536 4539 4542 4543 4544 4554 354 4558
4600 - 4622 4618 4636 352
4710 4714 4716 4720 4726 4730 4732 4734 4736 4738 4740 4742 4756 362
4800 4806 4812 4814 4818 4820 4822 4826 4830 4832 4834 4840 4844 4807 4809 4815 4817

Ebenezer Missionary Baptist Church
Oscar Stanton De Priest House
Robert S. Abbott House
Jazz Towers

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 4 - Dr Martin Luther King Jr Dr

Robert S. Abbott House

Anthony Overton Elementary School

George Washington Monument

Washington Park

Park Already Listed on National Register of Historic Places

Washington Park ~ (Chicago Park District MPS)

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

E 48TH ST
E 48TH PL
E 49TH ST
E 50TH ST
E 50TH PL
E 51ST ST
S CALUMET AVE
S PRAIRIE AVE
S VINCENNES AVE
S DR MARTIN LUTHER KING JR DR
S WASHINGTON PARK CT
S ELLSWORTH DR

4714 4716 4720 4726 4730 4732 4734 4736 4738 4740 4742 4756 4758
4800 4806 4812 4814 4818 4820 4822 4826 4830 4832 4834 4840 4844
4807 4809 4815 4817
4910 4920 4924 4934 4938 4940 4948 4954 4958
4901 4903 4905 4907 4909 4911 4921 4939 4941 4943 4947 4949 4953 4955 4959
5007 5014 5035 544
5114 5130 5140 5152 5200 5210

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 5 - Oakwood Boulevard

E 38TH PL
S VERNON AVE
S RHODES AVE
S VINCENNES AVE
S LANGLEY AVE
E PERSHING RD
S LANGLEY AVE
3911
3913
3915
436
438
442
448
450
458
462
500
502
504
510
512
3918
3920
3922
540
566
606
608
612
614
620
622
624
626
628
630
632
634
636
638
640
644
650
700
E OAKWOOD BLVD
405
417
421
425
427
441
445
447
449
451
453
455
457
459
461
463
465
501
507
511
515
517
519
521
545
555
615
619
621
623
633
635
637
639
649
725
747
E 40TH ST
S EBERHART AVE
E 40TH ST
E 40TH ST
E 40TH ST

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Illinois
Cook
Chicago Park Boulevard System Historic District

Map 6 - Drexel Boulevard

E OAKWOOD BLVD
E 40TH ST
E 41ST ST
E BOWEN AVE
E 42ND ST
E 43RD ST
E 44TH ST
E 42ND PL
S LANGLEY AVE
S ELLIS AVE
S LAKE PARK AVE
S OAKLAND CRES
S COTTAGE GROVE AVE
S DREXEL BLVD
S EVANS AVE
Fountain

3918 3920 3922 644 700 649 725 747 749 3961 3963 3965 3967 3979 3983 3978 3986 4015 4017 4014 4018 4020 4025 4031 4037 4043 4103 4111 4115 4119 4121 4123 4127 4129 4131 4133 4135 4137 4143 4147 4149 4200 4202 4204 4234 4240 4244 4246 4248 4336 815 4400 4408

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Illinois
Cook
Chicago Park Boulevard System Historic District

Map 7 - Drexel Boulevard

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

E 44TH ST
E 44TH ST
S BERKELEY AVE
S COTTAGE GROVE AVE
E 45TH ST
E 46TH ST
S ELLIS AVE
Kenwood Evangelical Church
Sutherland Hotel
E 47TH ST
S DREXEL BLVD
S INGLESIDE AVE
E 47TH PL
E 48TH ST
E 48TH ST
S COTTAGE GROVE AVE
S ELLIS AVE
Hyde Park – Kenwood Historic District

815
4400
4408
4418
4420
819
4500
4508
4512
4518
4520
4530
812
4548
4523
4537
4545
4600
4610
817
4626
4630
4601
4605
4611
4619
4625
900
4700
4716
4720
4730
4734
4740
4742
4750
4711
4719
4801
4805
4815
4825
4830
4850
816
4851

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 8 - Drexel Boulevard

E 47TH PL
E 48TH ST
E 49TH ST
E 50TH ST
E 50TH PL
E 51ST ST
E HYDE PARK BLVD
E 52ND ST
E DREXEL SQUARE DR
E BOWEN DR
S EVANS AVE
S COTTAGE GROVE AVE
S DREXEL BLVD
S MARYLAND AVE
S INGLESIDE AVE
S ELLIS AVE
S PAYNE DR
S DREXEL AVE
S BERKELEY AVE
4711
4716
4719
4720
4730
4734
4740
4742
4750
4801
4805
4815
4825
4830
4850
816
4851
831 - 847
4900
4901
4915
4918
821
4927
4935
4938
4941
4953
909
5001
5011
5019
5021
5027
5036
820
5042
5043
5052
5049
5051
5069
728
915
919
5111
5115
5121
5125
5129
5135
801
811
817
819
823
825
831
833
835
837
839
843
845
5130 - 32
5147
Drexel Square
Fountain
Hyde Park –
Kenwood Historic District
Washington Park
Park Already Listed on
National Register of Historic
Places
Washington Park ~
(Chicago Park
District MPS)

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 9 - Drexel Square

S ST LAWRENCE AVE
S CHAMPLAIN AVE
S LANGLEY AVE
S COTTAGE GROVE AVE
S DREXEL BLVD
S EVANS AVE
S ELLIS AVE
E 50TH ST
E 50TH PL
E 51ST ST
E HYDE PARK BLVD
E BOWEN DR
E DREXEL SQUARE DR
E 52ND ST
S PAYNE DR
S DREXEL AVE
S INGLESIDE AVE
S BERKEL
S GREENWOOD AVE

Hyde Park – Kenwood Historic District

Drexel Square Fountain

Drexel Square

Washington Park

Park Already Listed on
National Register of Historic Places

Washington Park ~ (Chicago Park District MPS)

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 10 - Washington Park

Washington Park

Park Already Listed on
National Register of Historic Places

Washington Park – (Chicago Park District MPS)

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

S DR MARTIN LUTHER KING JR DR
George Washington Monument
S WASHINGTON PARK CT
S VINCENNES AVE
S FORRESTVILLE AVE
S ST LAWRENCE AVE
S CHAMPLAIN AVE
S EVANS AVE
E 50TH PL
E 51ST ST
E 51ST ST
5014
5007
5035
544
552
600
634
640
644
650
656
660
700
702
710
728
820
Hyde Park – Kenwood Historic District
E BOWEN DR
Drexel Square
E DREXEL SQUARE DR
801
811
817
819
5147
E 52ND ST
E NAVAL ARMORY DR
S COTTAGE GROVE AVE
E 53RD ST
5114
5130
5140
5152
5200
5210
5212
5216
5220
5228
5240
5244
5248
5256
E 53RD ST
363
S ELLSWORTH DR
S PAYNE DR

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 11 - Washington Park

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Washington Park

Park Already Listed on
National Register of Historic Places

Washington Park ~ (Chicago Park District MPS)

5240
5244
5248
5256
E 53RD ST
363
5312
5322
5326
5336
E 54TH ST
S DR MARTIN LUTHER KING JR DR
S ELLSWORTH DR
E 54TH PL
E GARFIELD BLVD
E 55TH PL
E MORGAN DR
S RUSSELL DR
E RAINEY DR
S PAYNE DR
E 55TH DR
E 55TH ST
S COTTAGE GROVE AVE
5355-5301
E 54TH ST
5401-5407

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 12 - Washington Park

Washington Park

Park Already Listed on
National Register of Historic Places

Washington Park – (Chicago Park District MPS)

E GARFIELD BLVD
S ELLSWORTH DR
E 55TH PL
E MORGAN DR
E POOL DR
S RUSSELL DR
E RAINEY DR
E 55TH DR
E 55TH ST
E 56TH ST
5536
5600
5610
5612
5614
5618
5624
5628
5634
5640
5644
5656
E 57TH ST
S DR MARTIN LUTHER KING JR DR
5714
5720
5722
5728
5746
5750-5758
E 58TH ST
S PAYNE DR
E 57TH DR
S COTTAGE GROVE AVE
E 56TH ST
E 57TH S
Hyde Park – Kenwood Historic District
E 58TH ST

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 13 - Washington Park

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Washington Park

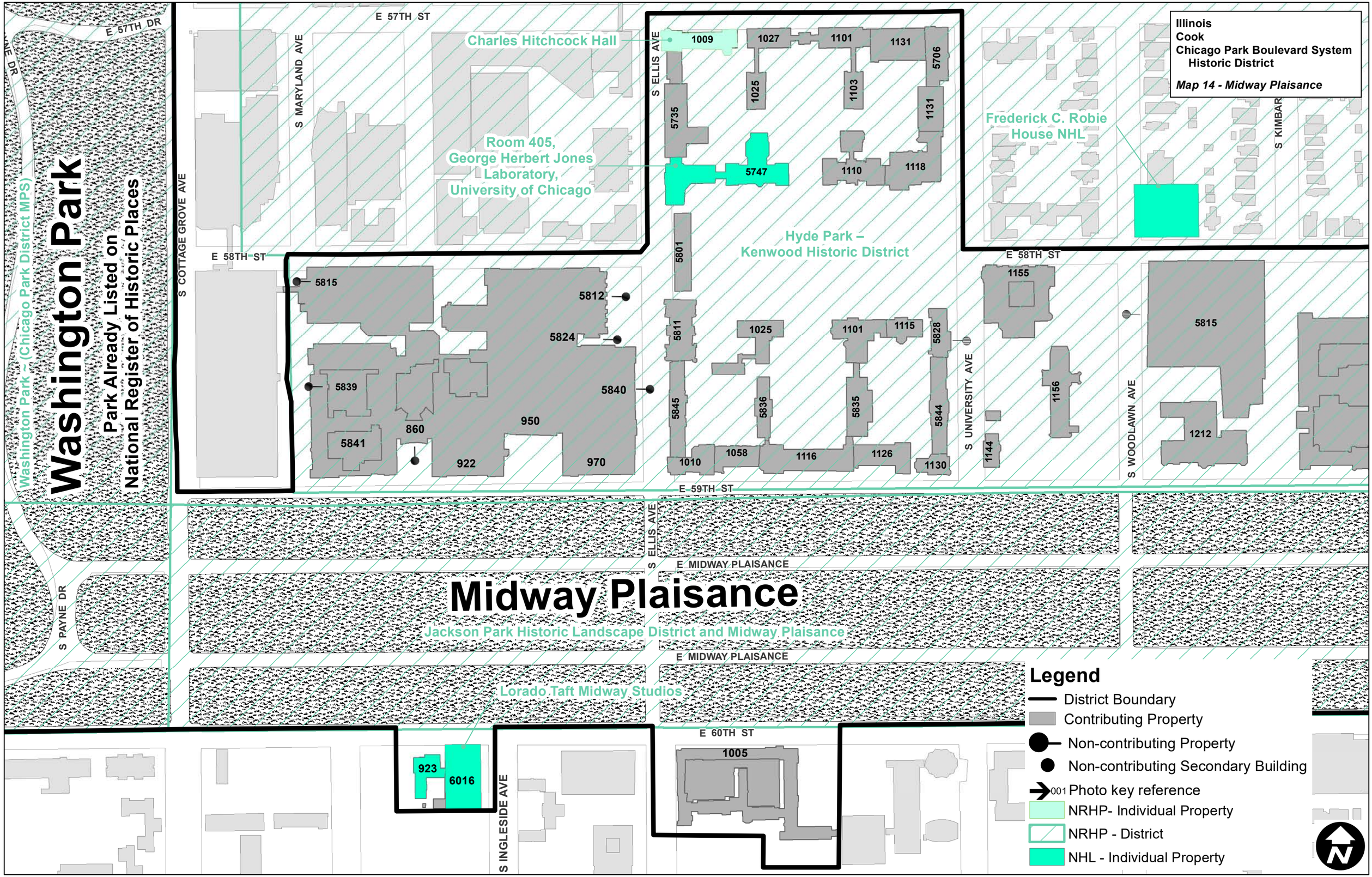
Park Already Listed on
National Register of Historic Places

Washington Park ~ (Chicago Park District MPS)

Jackson Park
Historic Landscape District
and Midway Plaisance

E 58TH ST
E 59TH ST
E 60TH ST
E MIDWAY PLAISANCE
E MIDWAY PLAISANCE
E BEST DR
S ST LAWRENCE DR
S DR MARTIN LUTHER KING JR DR
S COTTAGE GROVE AVE
S PAYNE DR
S CALUMET AVE
S VERNON AVE
S EBERHART AVE
S RHODES AVE
S ST LAWRENCE AVE
S CHAMPLAIN AVE
S LANGLEY AVE

5728
5746
5750 - 5758
5810
5812
5826
5838
5846
5850
5856
5900
5904
5910
5914
5916
5922
5924
5930
5934
5936 - 5948
5950 - 5958
411
413
415
417
423
501
505
509
515
521
539
541
547
549
601
607
609
613
615
619
6002



Illinois
Cook
Chicago Park Boulevard System
Historic District
Map 14 - Midway Plaisance
Washington Park
Washington Park ~ (Chicago Park District MPS)
Park Already Listed on
National Register of Historic Places
Charles Hitchcock Hall
Room 405,
George Herbert Jones
Laboratory,
University of Chicago
Frederick C. Robie
House NHL
Hyde Park –
Kenwood Historic District
Midway Plaisance
Jackson Park Historic Landscape District and Midway Plaisance
Lorado Taft Midway Studios
E 57TH DR
E 57TH ST
E 58TH ST
E 59TH ST
E 60TH ST
E MIDWAY PLAISANCE
S MARYLAND AVE
S COTTAGE GROVE AVE
S ELLIS AVE
S UNIVERSITY AVE
S WOODLAWN AVE
S KIMBAR
S PAYNE DR
S INGLESIDE AVE
1009
1027
1101
1131
5706
1025
1103
1131
5735
5747
1110
1118
5801
5815
5812
5824
5839
5840
5841
860
950
922
970
5811
5845
1010
1058
1025
5836
1116
1101
1115
5835
1126
5828
5844
1130
1155
1144
1156
5815
1212
923
6016
1005
Legend
District Boundary
Contributing Property
Non-contributing Property
Non-contributing Secondary Building
001 Photo key reference
NRHP- Individual Property
NRHP - District
NHL - Individual Property

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 15 - Midway Plaisance

Midway Plaisance

Jackson Park Historic Landscape District and Midway Plaisance

Hyde Park – Kenwood Historic District

Frederick C. Robie House NHL

Frank R. Lillie House

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

S WOODLAWN AVE
S KIMBARK AVE
S KENWOOD AVE
S DORCHESTER AVE
S BLACKSTONE AVE
S HARPER AVE
S STONY ISLAND AVE

E 58TH ST
E 59TH ST
E MIDWAY PLAISANCE
E MIDWAY PLAISANCE
E 60TH ST
E 60TH ST

5801
5811
5815
5823
1362
1212
1414
1442
5736
5830
1516
1524
1315
1365

Jackson Park

Park Already Listed on
National Register of Historic Places

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 16 - Midway Plaisance

Washington Park
Park Already Listed on
National Register of Historic Places
Washington Park (Chicago Park District MPS)

Room 405,
George Herbert Jones Laboratory,
University of Chicago

Hyde Park – Kenwood Historic District

Jackson Park Historic Landscape District and Midway Plaisance

Midway Plaisance

Boulevard Already Listed on
National Register of Historic Places

Lorado Taft Midway Studios

E 58TH ST
E 59TH ST
E MIDWAY PLAISANCE
E MIDWAY PLAISANCE
E 60TH ST
S ELLIS AVE
S UNIVERSITY AVE
S WOODLAWN AVE
INGLESIDE AVE

5747
1110
1118
5801
5815
5812
5824
5811
1025
1101
1115
5828
5839
5840
5845
5836
5835
5844
860
950
5841
922
970
1010
1058
1116
1126
1130
1155
1156
1144
5815
1212
923-37
6016
1005

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 17 - Jackson Park

Jackson Park

Park Already Listed on
National Register of Historic Places

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Hyde Park Apartment Hotel Thematic District

Hyde Park Apartment Hotel Thematic District

Promontory Apartments

Hyde Park Apartment Hotel Thematic District

Promontory Point

Hyde Park – Kenwood Historic District

1642

1700

5555

5736

PARK PL

S HARPER AVE

S LAKE PARK AVE

S CORNELL AVE

S HYDE PARK BLVD

S EVERETT AVE

S SHORE DR

E 56TH ST

S HYDE PARK DR

E 57TH DR

S STONY ISLAND AVE

E 57TH ST

E MUSEUM DR

E MUSEUM DR

S CORNELL DR

S EVERETT DR

S COLUMBIA DR

S LAKE SHORE DR

E SCIENCE DR

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 18 - Jackson Park

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Jackson Park

Park Already Listed on
National Register of Historic Places

Jackson Park Historic Landscape District and Midway Plaisance

Hyde Park –
Kenwood Historic District

5830-44
1516
1524

E 59TH ST
E MIDWAY PLAISANCE
E 60TH ST
E PUBLIC WAY

S COLUMBIA DR
S STONY ISLAND AVE
S LAKE SHORE DR
S CORNELL DR
S HARPER AVE

N

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 19 - Jackson Park

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

E 60TH ST

S HARPER AVE

S STONY ISLAND AVE

E 61ST ST

E 62ND ST

S PARK SHORE EAST CT

6220

S CORNELL DR

S LAKE SHORE DR

E HAYES DR

Jackson Park Historic Landscape District and Midway Plaisance

Jackson Park

Park Already Listed on
National Register of Historic Places

Illinois
Cook
Chicago Park Boulevard System Historic District

Map 20 - Jackson Park

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

E HAYES DR

Jackson Park

Park Already Listed on National Register of Historic Places

Jackson Park Historic Landscape District and Midway Plaisance

Jackson Park Historic Landscape District and Midway Plaisance

N

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 21 - Jackson Park

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Jackson Park

Park Already Listed on National Register of Historic Places

Jackson Park Historic Landscape District and Midway Plaisance

S PARK SHORE EAST CT
E 63RD ST
E 64TH ST
S STONY ISLAND AVE
6450
E 65TH ST
6516
E 65TH PL
S CORNELL DR
E HAYES DR
S RICHARDS DR
E MARQUETTE DR

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 22 - Jackson Park

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Jackson Park

Park Already Listed on
National Register of Historic Places

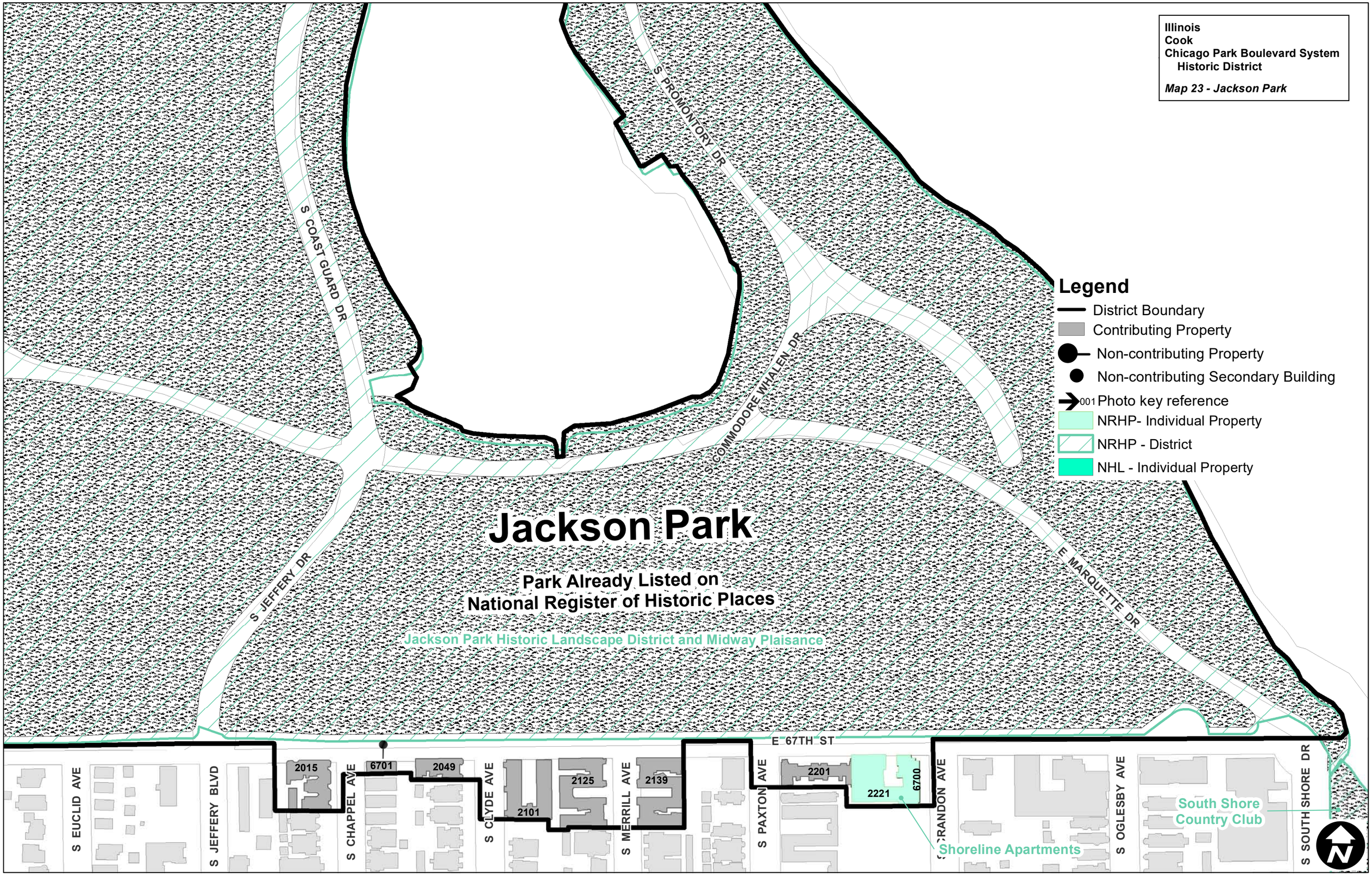
Jackson Park Historic Landscape District and Midway Plaisance

S RICHARDS DR
S COAST GUARD DR
S JEFFERY DR
E MARQUETTE DR
E 65TH ST
E 65TH PL
E MARQUETTE RD
E 66TH PL
E 67TH ST
S STONY ISLAND AVE
S CORNELL DR
S EAST END AVE
S RIDGELAND AVE
S CREGIER AVE
S CONSTANCE AVE
S BENNETT AVE
S EUCLID AVE
S JEFFERY BLVD
S CHAPPEL AVE

6450
6516
1627
1643
1701
1707
6700
1733
1747
1809
2015

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 23 - Jackson Park



Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 24 - Garfield Boulevard

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Washington Park ~ (Chicago Park District MPS)

Washington Park

Already Listed on National Register of Historic Places

Garfield Boulevard

E 53RD ST
E 54TH ST
E 54TH PL
E 55TH PL
E 56TH ST
S CALUMET AVE
S PRAIRIE AVE
S MARTIN LUTHER KING JR DR
S ELLSWORTH
E MORGAN DR
E POOLE DR
S RUSSELL DR
E RAINEY DR
S PAYNE DR

363
5312
5322
5326
5336
200
5444
5448
218
224
230
5501
305
319
5536
5600

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Illinois
Cook
Chicago Park Boulevard System Historic District

Map 25 - Garfield Boulevard

Schulze Baking Company Plant

Garfield Boulevard

Bridge

E 53RD ST

E 54TH ST

E 55TH PL

E 56TH ST

E 54TH PL

W 54TH ST

S FEDERAL ST

S DEARBORN ST

S STATE ST

S WABASH AVE

S MICHIGAN AVE

S INDIANA AVE

S PRAIRIE AVE

S CALUMET AVE

S PERRY AVE

S LAFAYETTE AVE

20

21

5447

50 48 46 44 42 38

5500

5501

118

119

200 218 224 230

5444

5448

5501

305

319

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Illinois
Cook
Chicago Park Boulevard System Historic District

Map 26 - Garfield Boulevard

Garfield Boulevard

W GARFIELD BLVD

Bridge

Bridge Over Interstate 90-94 Day Ryan Expressway

Bridges

W 54TH ST

W 54TH PL

W 56TH ST

W TREMONT ST

S NORMAL AVE

S NORMAL BLVD

S STEWART AVE

S SHIELDS AVE

S PRINCETON AVE

S WELLS ST

S DAN RYAN EXPRESS EXPY

S DAN RYAN EXPY

S WENTWORTH AVE

S LA SALLE ST

S FEDERAL ST

S PERRY AVE

342
340
339
321
317
315
311
153
5501
50
28

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 27 - Garfield Boulevard

Garfield Boulevard

W GARFIELD BLVD

Bridges

W 53RD PL

W 54TH ST

W 54TH PL

W 56TH ST

S MORGAN ST

S HALSTED ST

S UNION AVE

S EMERALD AVE

S LOWE AVE

S WALLACE ST

S SANGAMON ST

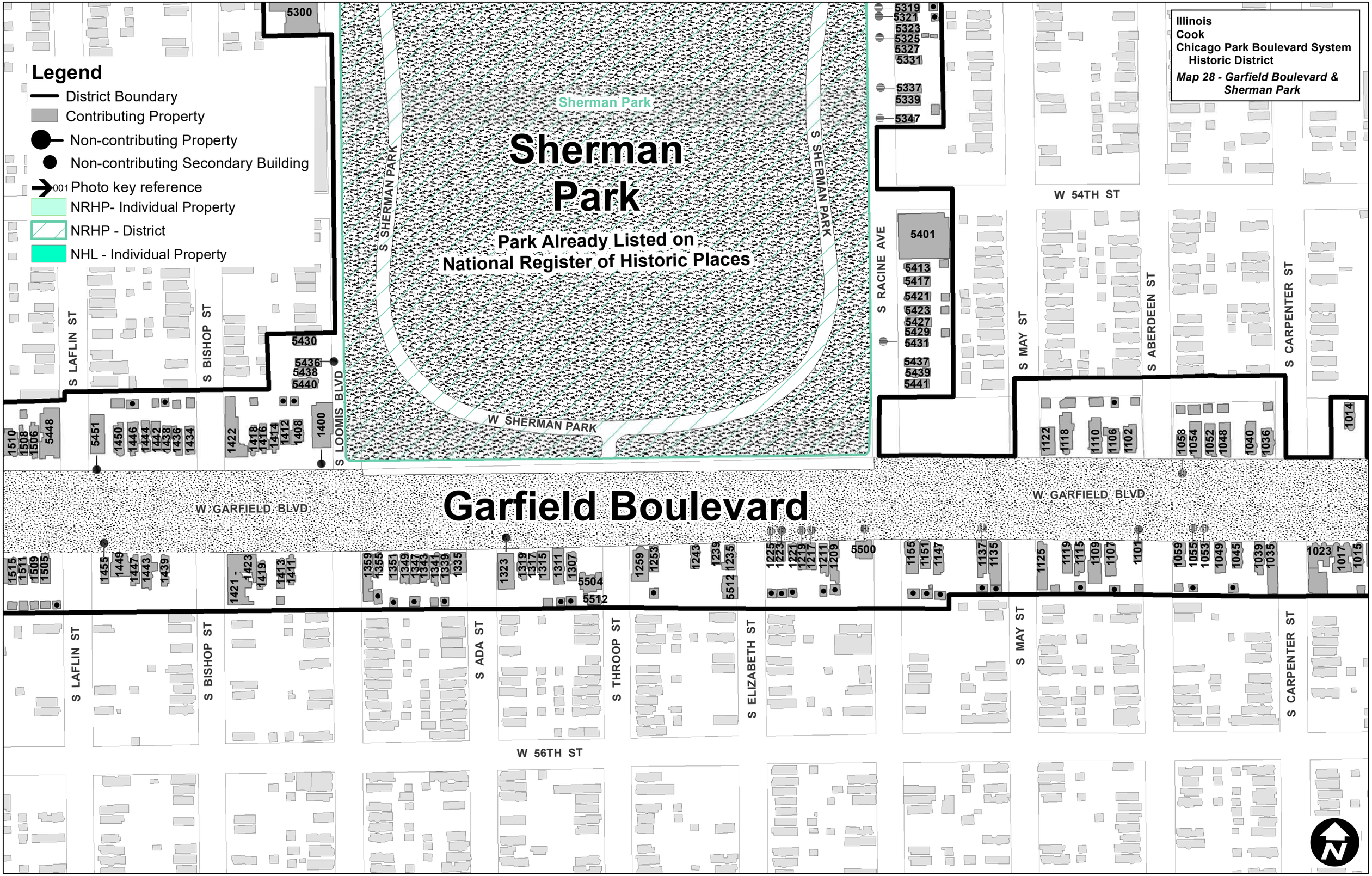
S PEORIA ST

S GREEN ST

1014 956 944 942 940 930 928 920-922 900 850 842 836 834 832 830

726 722 718 712 708 704 652 650 646 644 638 616 612 602 600

1023 1017 1015 1011 1009 1001 923 919 917 913 907 901 843 735 717 709 705 5502 645 643 639



Illinois
Cook
Chicago Park Boulevard System
Historic District
Map 28 - Garfield Boulevard & Sherman Park
Legend
District Boundary
Contributing Property
Non-contributing Property
Non-contributing Secondary Building
001 Photo key reference
NRHP- Individual Property
NRHP - District
NHL - Individual Property
Sherman Park
Sherman Park
Park Already Listed on National Register of Historic Places
Garfield Boulevard
W SHERMAN PARK
S SHERMAN PARK
W GARFIELD BLVD
W 54TH ST
W 56TH ST
S LAFLIN ST
S BISHOP ST
S LOOMIS BLVD
S RACINE AVE
S MAY ST
S ABERDEEN ST
S CARPENTER ST
S ADA ST
S THROOP ST
S ELIZABETH ST
5300
5430
5436
5438
5440
5401
5413
5417
5421
5423
5427
5429
5431
5437
5439
5441
5319
5321
5323
5325
5327
5331
5337
5339
5347
5500
5504
5512
1510
1508
1506
5448
5451
1450
1446
1444
1442
1438
1436
1434
1422
1418
1416
1414
1412
1408
1400
1122
1118
1110
1106
1102
1058
1054
1052
1048
1040
1036
1014
1515
1511
1509
1505
1455
1449
1447
1443
1439
1421 -
1423
1419
1413
1411
1359
1355
1351
1349
1347
1343
1341
1339
1335
1323
1319
1317
1315
1311
1307
1259
1253
1243
1239
1235
1225
1223
1221
1219
1217
1211
1209
1155
1151
1147
1137
1135
1125
1119
1115
1109
1107
1101
1059
1055
1053
1049
1045
1039
1035
1023
1017
1015
N

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Illinois
Cook
Chicago Park Boulevard System Historic District

Map 29 - Sherman Park

Sherman Park

Park Already Listed on National Register of Historic Places

Sherman Park

W SHERMAN PARK

S SHERMAN PARK

S ADA ST
S THROOP ST
S ELIZABETH ST
S MAY ST
S ABERDEEN ST
S BISHOP ST
S LAFLIN ST
S LOOMIS BLVD
S RACINE AVE
S JUSTINE ST

W 52ND ST
W 53RD ST
W 54TH ST
54TH ST

1344 1334 1220 1214 1208 1206
5202 5206 5212 5216 5218 5222 5226 5228 5230 5238 5242 5244 5250 5254 5256
5201 5203 5205 5207 5211 5215 5223 5225 5227 5231 5233 5235 5237 5245 5253
5300
5309 5319 5321 5323 5325 5327 5331 5337 5339 5347
5401 5413 5417 5421 5423 5427 5429 5431 5437
5430 5436

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 30 - Garfield Boulevard

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Garfield Boulevard

W GARFIELD BLVD

W 54TH ST

W 56TH ST

S WINCHESTER AVE

S WOLCOTT AVE

S HONORE ST

S WOOD ST

S HERMITAGE AVE

S PAULINA ST

S MARSHFIELD AVE

S ASHLAND AVE

S JUSTINE ST

S LAFLIN ST

1938 1934 1924 1922 1920 1916 1912 1908 1906 1900 1856 1854 1850 1758 1752 1748 1742 1740 1734 1722 1720 1716 1712 1710 1706 1700 1656 1652 1648 1646 1644 1642 1638 1636 1634 1614 1602 1550 1546 1544 1540 1524 1520 1518 1516 1510 1508 1506 1500-1502

1947 1943 1941 1937 1935 1925 1923 1919 1917 1915 1911 1907 1901 1859 1851 1849 1847 1845 1839 1837 1835 1815 1809 1807 1805 1801 1753 1751 1747 1745 1739 1735 1725 1721 1717 1715 1713 1711 1701 5510 1657 1653 1649 1645 1635 1617 1609 1601 1525 1517 1515 1511 1509 1505

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 31 - Garfield Boulevard

W. Garfield Boulevard

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Illinois
Cook
Chicago Park Boulevard System Historic District

Map 32 - Gage Park

S. Western Boulevard

S Western Avenue

W. Garfield Boulevard

Gage Park

Gage Park

Gage Park

Fountain

Two Bridges

Bridges

5301

5331

5516

5616

W 54TH ST

W 54TH PL

W 55TH ST

W 56TH ST

S ROCKWELL ST

S MAPLEWOOD AVE

S CAMPBELL AVE

S ARTESIAN AVE

S CLAREMONT AVE

S LEAVITT ST

S OAKLEY AVE

S HAMILTON AVE

2454 2450 2446 2442 2440 2436 2432

5400 5406 5410 5414 5418 5420 5422 5424 5430 5432 5440

2520 2514 2510 2508 2506 2502 2500

5419 5421 5425

5433 5439 5441

2242 2240 2236 2234 2232 2230 2226

2142 2140 2136 2134 2130 2128 2124 2122 2118

2319 2315 2311 2309 2301

5515 5523 5525 5529 5533

2141 2137 2135

2355 2351

5601 5600 2451-2453 5614 5615

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Illinois
Cook
Chicago Park Boulevard System Historic District

Map 33 - Western Boulevard

Western Boulevard

5118
5121
5147
5200
5204
5206
5210
5216
5218
5224
5230
5228
5244
5246
2414
5301
5331
5400
5406
5419
5421
2454
2450
2446
2442
2440
2436
2432

W 52ND ST
W 52ND PL
W 53RD ST
W 53RD PL
W 54TH ST
W 54TH ST
W 54TH ST
W 54TH ST

S OAKLEY
S ROCKWELL ST
S MAPLEWOOD AVE
S CAMPBELL AVE
S ARTESIAN AVE
S HAMILTON AVE

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Illinois
Cook
Chicago Park Boulevard System Historic District

Map 34 - Western Boulevard

S CAMPBELL AVE
W 48TH PL
S OAKLEY AVE
W 49TH ST
4901
Bridges
Western Boulevard
4922
4921
4932
4940
4942
4944
4946
4959
W 49TH PL
W 50TH ST
5000
5002
5006
5010
5014
5016
5018
5007
5011
5015
5019
W 50TH PL
S ROCKWELL ST
S MAPLEWOOD AVE
S CAMPBELL AVE
S ARTESIAN AVE
S LEAVITT ST
5026
5030
5043
5045
W 51ST ST
5118
5121
N

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Illinois
Cook
Chicago Park Boulevard System Historic District

Map 35 - Western Boulevard

W 46TH ST
W 46TH PL
S ROCKWELL ST
4622
4624
4632
S. Western Boulevard/Avenue
W 47TH ST
4709
4711
4725
W 47TH PL
S MAPLEWOOD AVE
S CAMPBELL AVE
4732
4736
4735
4737
4743
4745
4747
4751
4755
4757
S OAKLEY AVE
W 48TH ST
W 48TH PL
4901

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 36 - Western Boulevard

W 44TH ST
W 45TH ST
W 45TH PL
W 46TH ST
W 46TH PL
W 44TH PL
S ROCKWELL ST
S MAPLEWOOD AVE
S CAMPBELL AVE
S ARTESIAN AVE
S OAKLEY AVE
Western Boulevard
4328
4334
4338
4340
4342
4344
4352
4321
4335
4401
4425
4426
4428
4432
4435
4440
4444
4448
4452
4454
4501
4622
4624
4632

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 37 - Western Boulevard

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

S ROCKWELL ST
S MAPLEWOOD AVE
S CAMPBELL AVE
S ARTESIAN AVE
S WESTERN BLVD
S OAKLEY AVE
W 42ND ST
W 41ST ST
W 42ND PL
W POPE JOHN PAUL II DR
W 43RD ST
Western Boulevard/Avenue
4039
4045
4049
4057
4102
4108
4110
4130
4111
4123
4134
4136
4139
4144
4150
4152
4156
4158
4155
4200
4202
4208
4201
4220
4236
4242
4252
4235
4300
4304
4312-4314
4318-4320
4322-4324
4326
4328
4334
4338
4301
4311
4321
N

Illinois
Cook
Chicago Park Boulevard System
Historic District
Map 38 - Western Boulevard & McKinley Park

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

McKinley Park

Western Boulevard/Avenue

Bridges

W PERSHING RD

S OAKLEY AVE

S IRVING AVE

S LEAVITT ST

S HAMILTON AVE

S HOYNE AVE

2225

2165

2159

2139

2101

Central Manufacturing District:Pershing Road Development Historic District

W 39TH PL

3930
3932
3934
3936
3938
3942
3944
3946
3948
3950
3952
3954
3956
3958
3960

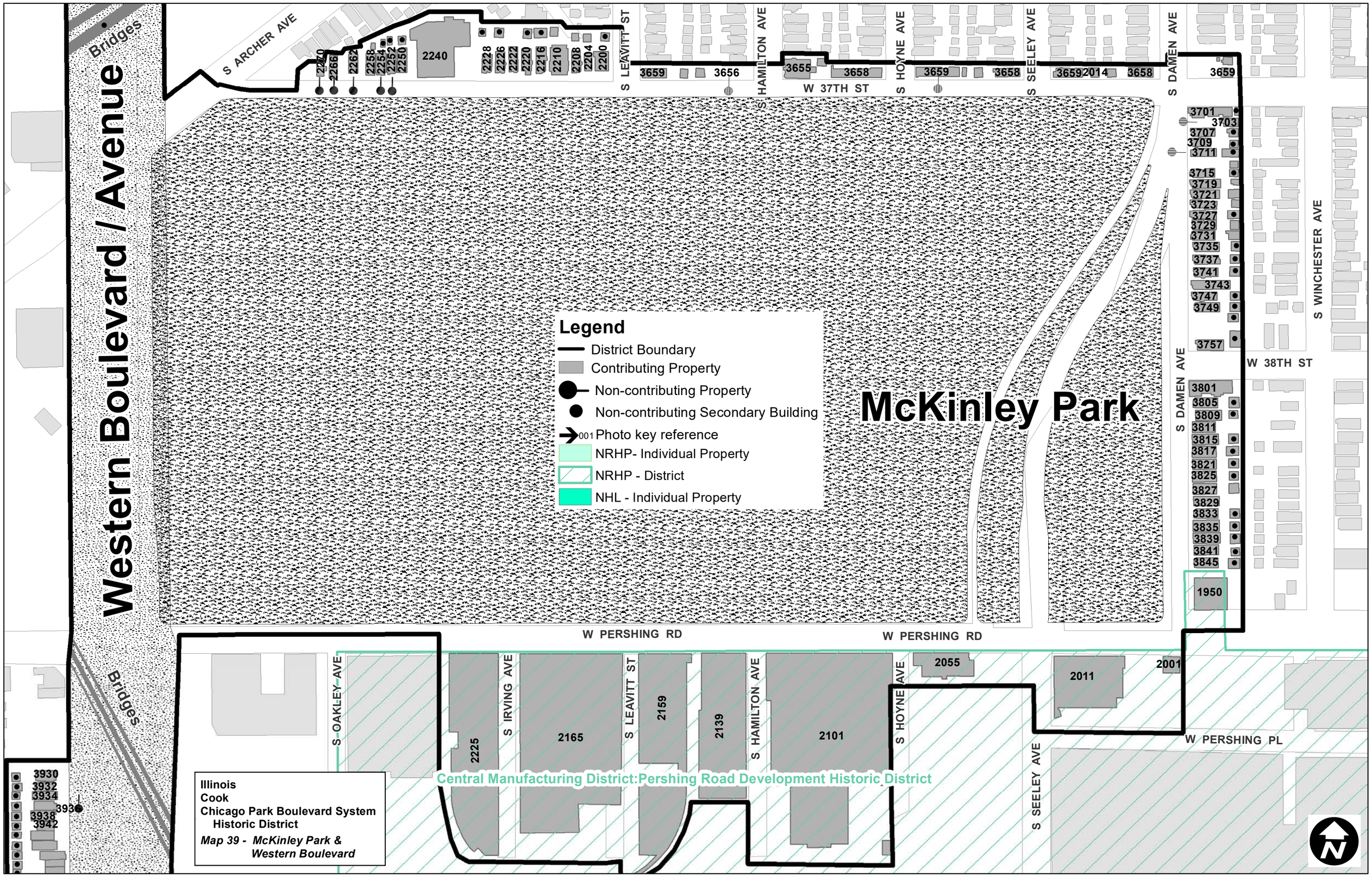
W 40TH ST

S MAPLEWOOD AVE

S CAMPBELL AVE

S ARTESIAN AVE

4039
4043-4047
4049
4057


Western Boulevard / Avenue
Bridges
S ARCHER AVE
2270
2266
2262
2258
2254
2252
2250
2240
2228
2226
2222
2220
2216
2210
2208
2204
2200
S LEAVITT ST
3659
3656
S HAMILTON AVE
3655
3658
W 37TH ST
S HOYNE AVE
3659
3658
S SEELEY AVE
3659
2014
3658
S DAMEN AVE
3659
3701
3703
3707
3709
3711
3715
3719
3721
3723
3727
3729
3731
3735
3737
3741
3743
3747
3749
3757
S WINCHESTER AVE
W 38TH ST
S DAMEN AVE
3801
3805
3809
3811
3815
3817
3821
3825
3827
3829
3833
3835
3839
3841
3845
1950
Legend
District Boundary
Contributing Property
Non-contributing Property
Non-contributing Secondary Building
001 Photo key reference
NRHP- Individual Property
NRHP - District
NHL - Individual Property
McKinley Park
W PERSHING RD
W PERSHING RD
S OAKLEY AVE
2225
S IRVING AVE
2165
S LEAVITT ST
2159
2139
S HAMILTON AVE
2101
S HOYNE AVE
2055
2011
2001
W PERSHING PL
S SEELEY AVE
Central Manufacturing District:Pershing Road Development Historic District
Bridges
3930
3932
3934
3936
3938
3942
Illinois
Cook
Chicago Park Boulevard System
Historic District
Map 39 - McKinley Park &
Western Boulevard

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 40 - Western Boulevard

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

S Western Boulevard / Avenue

W 34TH ST
W 34TH PL
W 35TH ST
W 35TH PL
W 36TH ST
W 37TH ST
S CLAREMONT AVE
S OAKLEY AVE
S BELL AVE
S LEAVITT ST
S HAMILTON AVE
S MAPLEWOOD AVE
S CAMPBELL AVE
S ARTESIAN AVE
S ARCHER AVE
S BLAKE ST
S HOYNE AVE

3400 3402 3404 3408 3410 3412 3414 3416 3418 3422 3424 3434 2411 3436 3440 3444 3448 3452 3456 3500 3504 3508 3510 3528 3530 3534 3536 3538 3542 3544 3548 3550 3554 3601

3401 3405 3409 3411 3417 3419 3423 3427 3431 3433 3435 3439 3441 3443 3445 3449 3451 3501 3503 3509 3515 3517 3519 3521 3523 3529 3537 3543 3545 3549 3553 3559

2270 2266 2262 2258 2254 2252 2250 2240 2228 2226 2222 2220 2216 2210 2208 2204 2200

3659 3655 3658 3659

McKinley Park

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 41 - Western Boulevard

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Chicago Sanitary and Ship Canal District

Bridges

Bridges

3140

Western Boulevard

3301
3302
3305
3310
3311
3313
3315
3316
3319
3322
3323
3324
3325
3326
3327
3330
3335
3336
3340
3341
3343
3344
3345
3346
3347
3348
3349
3352
3354
3356
3357
3359
3400
3401
3402
3404
3405

W 34TH ST

Illinois
Cook
Chicago Park Boulevard System
Historic District
Map 42 - Western Boulevard & 31st Boulevard

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

S. California Boulevard

W. 31st Boulevard

W 31ST ST

Bridge

Bridge

S WESTERN AVE

Bridge over Sanitary and Ship Canal

S. Western Boulevard / Avenue

Bridge

Chicago Sanitary and Ship Canal District

Sanitary and Ship Canal

3140

Bridge Interstate 55, Stevenson Expressway

W STEVENSON EXPY

W STEVENSON EXPY

W BROSS AVE

Illinois
Cook
Chicago Park Boulevard System
Historic District
Map 43 - California Boulevard & 31st Boulevard

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

S. California Boulevard Avenue

W. 31st Boulevard

W 28TH ST

W 31ST ST

W 31ST ST

3000

3026

N

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 44 - California Boulevard

S SACRAMENTO AVE
S FRANCISCO AVE
W 26TH ST
2600
2650
Fountain
S CALIFORNIA BLVD
S WASHTENAW AVE
W 26TH PL
S ROCKWELL AVE
W 27TH ST
W 28TH ST
S CALIFORNIA AVE

S. California Boulevard/ Avenue

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 45 - California Boulevard
24th Boulevard
Marshall Boulevard

W. 24th Boulevard

S. Marshall Boulevard

S. California Boulevard / Avenue

W 23RD ST
W 23RD PL
W 24TH ST
W 24TH PL
W 25TH ST
W 25TH PL
W 26TH ST
W LUTHER ST
S WHIPPLE ST
S SACRAMENTO AVE
S BOULEVARD WAY
S FRANCISCO AVE
S WASHTENAW AVE
S ROCKWELL ST

2300 2302 2306 2308 2312 2318 2322 2328 2332 2334 2338 2342 2344 2346 2348 2352 2358
2301 2305 2309 2311 2313 2325
2832
2400
2347 2756 2754 2750 2746 2744 2740 2738 2734 2730 2728
2401 2405 2409 2411 2413 2415 2419 2421 2425
2435 2725 2437 2441 2445 2449 2451
2933 2927-31 2923 2921 2917 2915 2909 2907 2903 2901
2859 2857 2855 2853 2849 2847 2845 2835 2831 2817
2434 2438 2440 2442 2446 2448 2450 2452 2454 2458
2504 2506 2510 2514 2516 2518 2520 2524
2532 2536 2538

Jacques Marquette Monument

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 46 - Marshall Boulevard

S. Marshall Boulevard

W 21ST ST
W 21ST PL
W CERMAK RD
W 22ND PL
W 23RD ST
W 23RD PL

S TROY ST
S ALBANY AVE
S WHIPPLE ST
S SACRAMENTO AVE
S CALIFORNIA AVE
S FAIRFIELD AVE
S WASHTENAW AVE

2007
2015
2100
2101
2110
2107
2111
2113
2115
2117
2125
2126
2127
2128
2134
2138
2140
2142
2141
2143
2145
2900
2908
2880
2200
2869
2214
2216
2215
2219
2222
2225
2226
2228
2232
2234
2235
2236
2237
2240
2241
2242
2244
2245
2246
2249
2251
2252
2253
2254
2255
2258
2259
2300
2301
2302
2305
2306
2308
2309
2311
2312
2313
2318
2322
2325
2328
2332
2334
2338
2342
2344
2346
2348
2832

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 47 - Marshall Boulevard Douglas Park

Douglas Park

S SACRAMENTO DR

S FARRAR DR

S TROY ST

S ALBANY AVE

S CALIFORNIA AVE

S WASHTENAW AVE

S FAIRFIELD AVE

1852-1858

1817 1819 1821 1825 1829 1831 1837 1839 1841 1843 1851 1855 1857

3055 3047 3043 3039 3037 3035 3031 3027 3025 3021 3017 3015 3011 3001

2875

W 19TH ST

W 18TH PL

W 19TH ST

W CULLERTON ST

W CULLERTON ST

W CULLERTON ST

Bridge

Bridge

S. Marshall Boulevard

2007 2015

2100 2110

2101 2107 2111 2113 2115 2117 2125 2127 2127

2126 2128 2134 2138 2140 2142

2141 2143 2145

2908 2900

2880

2869

2200 2214 2216 2222

2215 2219 2225

W 21ST ST

W 21ST ST

W 21ST PL

W 21ST PL

W 21ST PL

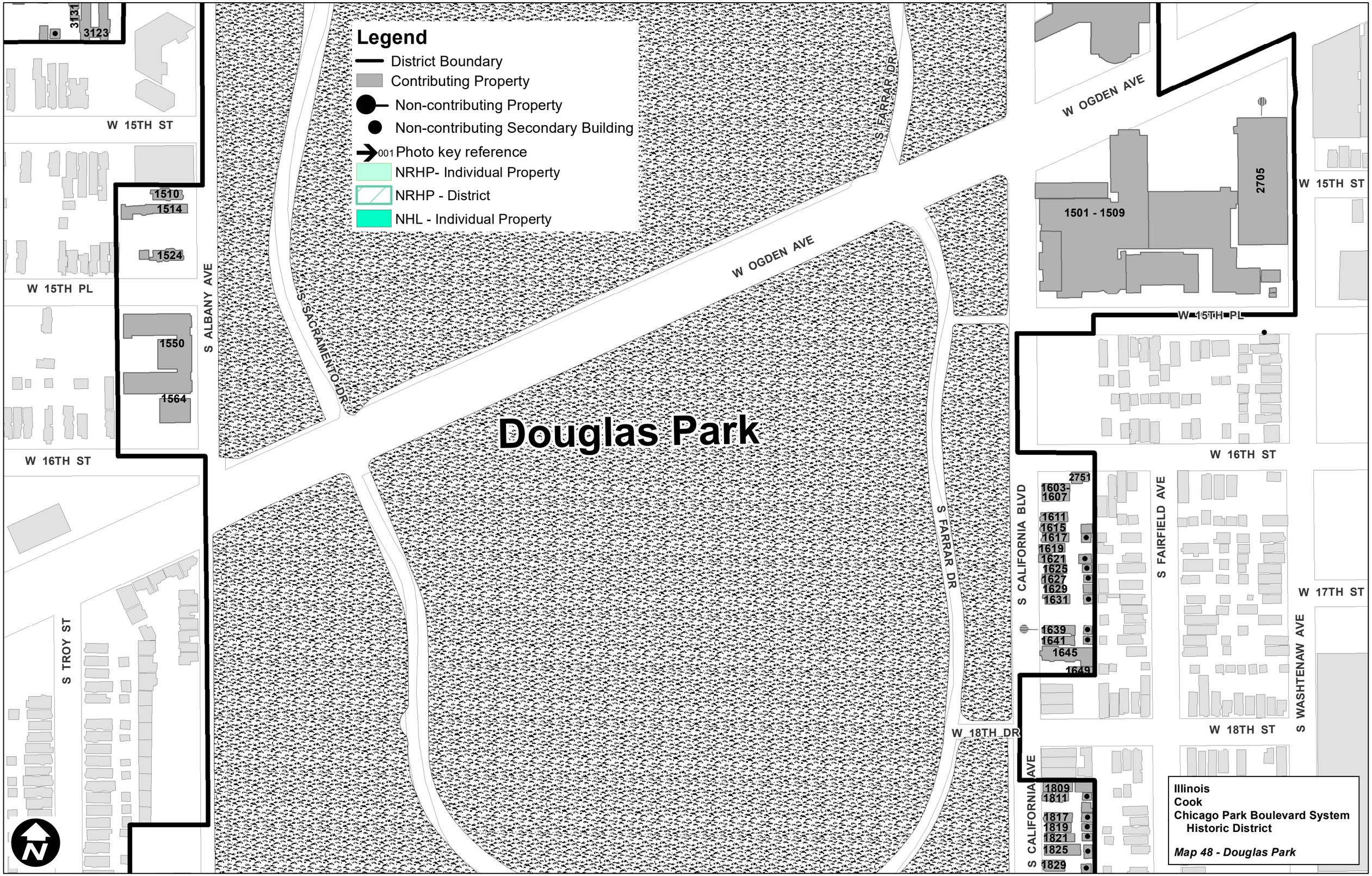
W CERMAK RD

S WHIPPLE ST

S SACRAMENTO AVE

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property



Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 48 - Douglas Park

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 49 - Douglas Park & Douglas Boulevard

Douglas Park

Douglas Boulevard

Obelisk

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

S WHIPPLE ST
S SACRAMENTO BLVD
S RICHMOND ST
S FRANCISCO AVE
S MOZART ST
S CALIFORNIA AVE
W ROOSEVELT RD
W 12TH PL
S TROY ST
W 13TH ST
S ALBANY AVE
S SACRAMENTO DR
S FARRAR DR
S FAIRFIELD AVE
S WASHTENAW AVE
W 14TH ST
W 14TH ST
S CALIFORNIA BLVD
W OGDEN AVE

3042 3034 3012 3006 2948 2942 2924 2858 2856 2854 2838 2834-2836 1146

1214 1216 1224 1232 1234 1236 1238 1242 1244 1250

1302 1306 1330 1338 1344 3140 3136 3126 3122 3118 3116 3112

3147 3143 3141 3137 3135 3131 3121 3123

1231 1237 1239 1241 1245 1249 1251 1259 1261 1303 1307 1311 1315 1321 1325 1329 1333 1335 1339 1341 1343 1347 1349 1351 1353 1357 1361 1363 1365 1369 1371

1401 - 1409

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 50 - Douglas Boulevard

Central Park Theater

Jewish People's Institute

W. Douglas Boulevard

Sculpture

W 12TH PL

W 13TH PL

W 13TH ST

W 15TH ST

S CENTRAL PARK AVE

S ST LOUIS AVE

S HOMAN AVE

S CHRISTIANA AVE

S SPAULDING AVE

S KEDZIE AVE

S TROY ST

S DRAKE AVE

S TRUMBULL AVE

S SAWYER AVE

3608 3606 3600 3556 3550 3548 3546 3544 3540 3528 3500 3422 3410 3400 1335 3356 3352 3350 3348 3346 3342 3340 3338 3334 3324 3312 3306 3300 3252 3250 3248 3244 3242 3238 3234 3206 3224 3222 3220 3216 3140 3136 3126 3122 3118

3557 3553 3551 3549 3523 3521 3511 3509 3507 3501 3447 3445 3441 3437 3423 3355 3347 3343 3341 3339 3323 3315 3313 3301 3243 3239 3237 3235 3223 3219 3215 3211 3209 3147 3143 3141 3137 3135 3131 3123 3121

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 51 - Douglas Boulevard and Independence Square Independence Boulevard

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

S. Independence Boulevard

Indepen-dence Square

W. Douglas Boulevard

American Youth and Independence Day Fountain

3500 Jewish People's Institute

W 13TH ST
W 13TH PL
W 12TH PL
W 15TH ST

S AVERS AVE
S LAWNDALE AVE
S MILLARD AVE
S CENTRAL PARK AVE
S ST LOUIS AVE
S HOMAN AVE
S HAMLIN AVE
RIDGEWAY AVE
S DRAKE AVE
S TRUMBULL AVE

1211 1217 1224 1226 1232 1234 1237 1241 1245 1256
1301 1306 1308 1309 1313 1316 1317 1318 1321 1322 1323
1333 1339 3716 3710 3700 3656 3650 3646 3642 3638 3634 3620 3616 3608 3606 3600
3556 3550 3548 3546 3544 3540 3528
3422 3400 1335 3356 3352 3350 3348 3346
1352 1404 1406 1410 1414 1345
3657 3653 3645 3643 3641 3639 3701 3755 3745
3557 3553 3551 3549 3523 3521 3511 3509 3507 3501 3447 3445 3441 3437 3423 3355 3347 3343

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 52 - Independence Boulevard

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Independence Boulevard

808
815
819-821
823-825
901-909
911-923
1014
1022
1100
1108
1110
1114
1116
1118
1117
1135
1145
1146
1211
1217
1224
1226
1232
1234
1237
1241

W ARTHINGTON ST
W TAYLOR ST
Bridge
W FILLMORE ST
W GRENSHAW ST
W ROOSEVELT RD
W 12TH PL

S SPRINGFIELD AVE
S LAWNDALE AVE
S ST LOUIS AVE
S PULASKI RD
S HARDING AVE
S AVERS AVE
S MILLARD AVE
S CENTRAL PARK AVE

Central Park Theater

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 53 - Independence Boulevard

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Garfield Park
Park Already Listed on
National Register of Historic Places

Garfield Park
(Chicago Park District MPS)

Bridge over
Interstate 290,
Eisenhower Expressway

S. Hamlin Boulevard

S. Independence Boulevard

W VAN BUREN ST

W FIFTH AVE

S MILLARD AVE

W CONGRESS PKWY

W EISENHOWER EXPY

W HARRISON ST

S LAWNDALE AVE

S CENTRAL PARK AVE

W FLOURNOY ST

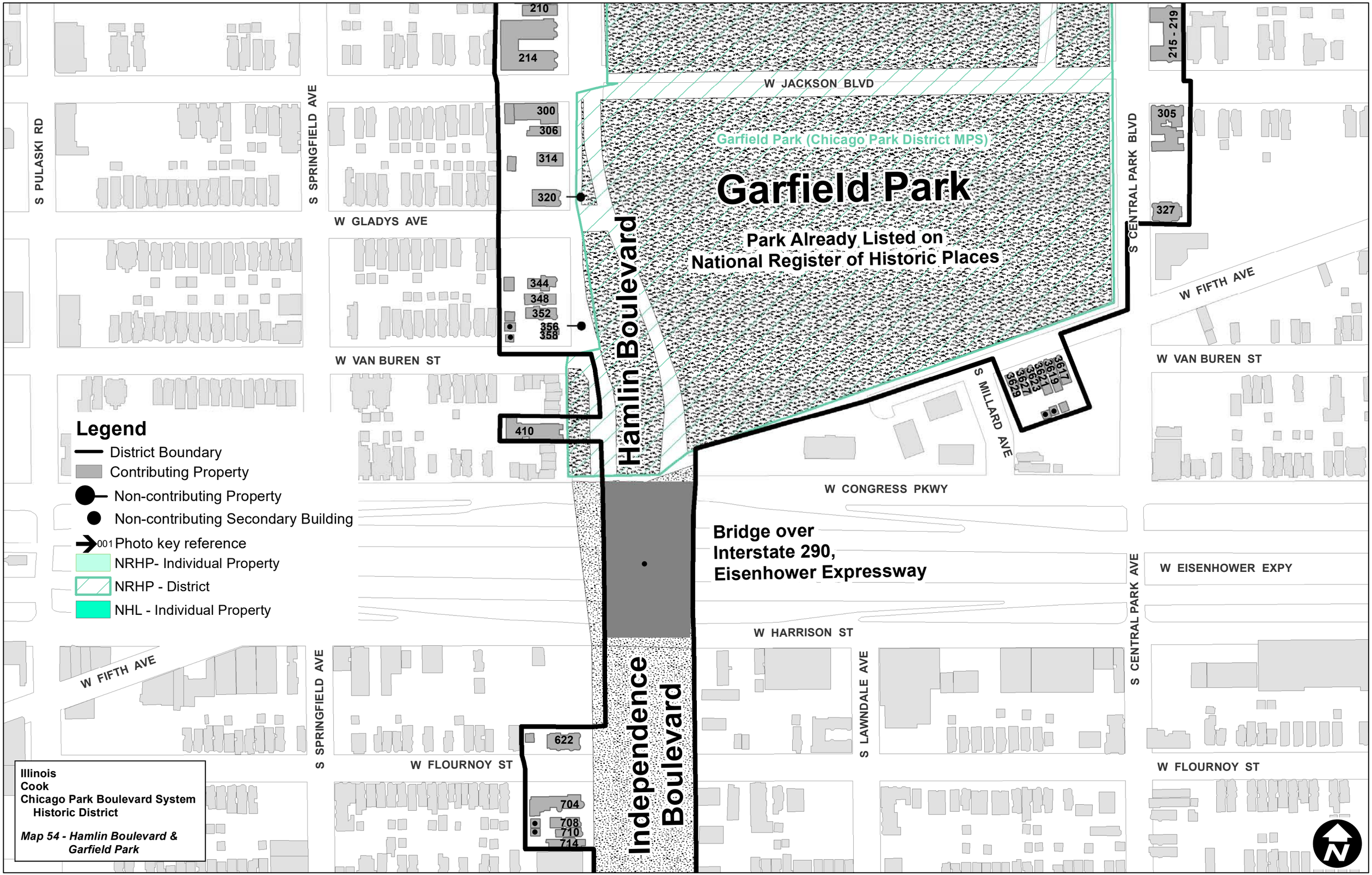
S SPRINGFIELD AVE

W LEXINGTON ST

W POLK ST

W ARTHINGTON ST

356
358
410 - 412
622
704 - 706
708
710
714
740
752 - 754
800 - 802
806
808
735-737
739-741
745-747
755-757
801
805
815
819
823 - 825
3617
3619
3623
3621
3627
3629



Garfield Park
Park Already Listed on
National Register of Historic Places
Garfield Park (Chicago Park District MPS)
Hamlin Boulevard
Independence Boulevard
Bridge over
Interstate 290,
Eisenhower Expressway
W JACKSON BLVD
W GLADYS AVE
W VAN BUREN ST
W CONGRESS PKWY
W HARRISON ST
W FLOURNOY ST
W FIFTH AVE
W EISENHOWER EXPY
S PULASKI RD
S SPRINGFIELD AVE
S CENTRAL PARK BLVD
S MILLARD AVE
S LAWNDALE AVE
S CENTRAL PARK AVE
210
214
300
306
314
320
344
348
352
356
358
410
622
704
708
710
714
215 - 219
305
327
3617
3619
3621
3623
3627
3629
Legend
District Boundary
Contributing Property
Non-contributing Property
Non-contributing Secondary Building
001 Photo key reference
NRHP- Individual Property
NRHP - District
NHL - Individual Property
Illinois
Cook
Chicago Park Boulevard System
Historic District
Map 54 - Hamlin Boulevard &
Garfield Park
N

Garfield Park

Garfield Park (Chicago Park District MPS)

Park Already Listed on
National Register of Historic Places

Midwest Athletic Club

Chicago Telephone Company Kedzie Exchange

N HAMLIN BLVD
N MCCREA DR
N CENTRAL PARK DR
N HOMAN BLVD
S WOODWARD DR
S HAMLIN BLVD
S CENTRAL PARK BLVD
S HOMAN AVE
S ST LOUIS AVE

W WASHINGTON BLVD
W MADISON ST
W MONROE ST
W MUSIC COURT DR
W WILCOX ST
W ADAMS ST
W JACKSON BLVD
W WARREN DR
W WARREN BLVD

124
108
100
3807
3800
3801
16
18
20
100
102
104
108
110
114
116
120
138
146
206
210
214
3513
3451
3437
3427
3423
3411
3409
3407
3357
115
201
209
213
215

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 55 - Garfield Park

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 56 - Garfield Park

Garfield Park

Park Already Listed on National Register of Historic Places

Garfield Park (Chicago Park District MPS)

Flower, Lucy, Technical High School for Girls

Midwest Athletic Club

Bridges

Bridge

W LAKE ST
W MAYPOLE AVE
W WEST END AVE
W WASHINGTON BLVD
W FULTON BLVD
W WALNUT ST
W WARREN DR
W WARREN BLVD
W MADISON ST
N HAMLIN AVE
N HAMLIN BLVD
N CONSERVATORY DR
N CENTRAL PARK AVE
N ST LOUIS AVE
N HOMAN AVE
N HOMAN BLVD
W SCHRAEDER DR

334
332
326
324
320
312
310
301
3545
3544
3504
3502
3500
3458
3454
3450
3404
3400-3402
147
139
3350
124
108
100
3807
3800
3357
3513

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 57 - Garfield Park
Central Park Boulevard

W FERDINAND ST
N LAWNDALE AVE
N MONTICELLO AVE
N HAMLIN AVE
N RIDGEWAY AVE
Garfield Square
Central Park Boulevard
W FRANKLIN BLVD
N DRAKE AVE
N ST LOUIS AVE
N TRUMBULL AVE
W GOVERNORS PKWY
Bridge
W KINZIE ST
W KINZIE ST
W CARROLL AVE
N HOMAN AVE
W FULTON ST
W FULTON BLVD
N CENTRAL PARK AVE
N CONSERVATORY DR
Garfield Park
Park Already Listed on
National Register of Historic Places
Garfield Park (Chicago Park District MPS)
Flower, Lucy,
Technical High School
for Girls
W WALNUT ST
Bridge
W LAKE ST
Bridges
W LAKE ST
N HAMLIN BLVD

500
452
450
448
446
434
432
424
422
441
439
429
427
421
405
401
431
3511
3509
3447
3445
3441
3417
3415
3413
339
376
372
370
368
364
362
346-348
342
334
332
326
324
320
312
310
306
331
327
325
321
317
313
311
309
305 - 311
3545
3544
3504
3502
3500
3458
3454
3450
3404
3400-3402
147

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 58 - Garfield Square
Franklin Boulevard

W OHIO ST

N LAWNDALE AVE
N MONTICELLO AVE
N CENTRAL PARK AVE
N DRAKE AVE
N TRUMBULL AVE
N HOMAN AVE
N SPAULDING AVE
N SAWYER AVE

W GARFIELD SQUARE DR

3600
3622
3618
3614
3550
3548
3542
3520
3518
3514
3512
3510
3446
3432
3424
3418
3416
3410
3414
3408
3406
508
501
500
3256
3234

Obelisk

W FERDINAND ST

W. Franklin Boulevard

Garfield Square

510
506
502
452
450
448
446
434
432
424
422
441
439
429
427
421
405
401
3511
3509
431
3447
3445
3441
3417
3415
3413
3411

N. Central Park Boulevard

W GOVERNORS PKWY

N ST LOUIS AVE

Bridge

Garfield Park
(Chicago Park District MPS)

Garfield Park

Park Already Listed on
National Register of Historic Places

N CONSERVATORY D

339
331
327
325
321
317
313
311
309
305 - 311

N CENTRAL PARK AVE

W CARROLL AVE

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

W OHIO ST

N SPAULDING AVE

N SAWYER AVE

N KEDZIE AVE

N TROY ST

500

3256

3234

3146

3142

3136

548

500

3056

3054

3050

3046

3044

N. Sacramento Boulevard

461 - 605

461 - 605

W. Franklin Boulevard

Sacramento Square

W FERDINAND ST

3139

3135

N SAWYER AVE

N TROY ST

N ALBANY AVE

N WHIPPLE ST

3001

W CARROLL AVE

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 59 - Franklin Boulevard
Sacramento Square
Sacramento Boulevard

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 60 - Sacramento Boulevard

878
876
872
868
866
864
860
858
854
2951
871
869
867
863
861
857
855
851
849
845
843
839
3037 - 3053
822
808
3028
3036
2950
700
605
N TROY ST
N ALBANY AVE
W RICE ST
N RICHMOND ST
N FRANCISCO AVE
N MOZART ST
N CALIFORNIA AVE
W CHICAGO AVE
W GRAND AVE
W SUPERIOR ST
N KEDZIE AVE
W HURON ST
Sacramento Boulevard
Bridge

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Humboldt Park (Chicago Park District MPS)

Humboldt Park

Park Already Listed on National Register of Historic Places

W DIVISION ST

N MOZART DR

1219
1217
1211

1206
1204

1152
1150
1148
1144
1140
1138

W HADDON AVE

1145-1149
1141
1139
1137
1135
1133
1127
1123
1117
1113
1111
1109
1107

N SACRAMENTO AVE

2907
2903
2851
2849
2847
2845
2839
2835
2825
2823
2815-2823

N FRANCISCO AVE

W THOMAS ST

1060
1058
1054
1050
1046
1042
1038

W CORTEZ ST

N KEDZIE AVE

N LUIS MUNOZ MARIN DR

N HUMBOLDT DR

W LUIS MUNOZ MARIN DR

1026
1022
1016
1014
1010
1006
1004

W AUGUSTA BLVD

3157
3153
3147
3145
3143
3139
3133
3129
3125
3123
3121
3115
3109
3105
3103
3101
3061
3057
3041

W GRAND AVE

W WALTON ST

888
884
882
878
876
872

N.Sacramento Boulevard

1029
1025
1021
1017
1015
1009
1003
1001

929
927
921
919
917
909
907
901
2951
871

W CORTEZ ST

N CALIFORNIA AVE

W HADDON AVE

W THOMAS ST

N RICHMOND ST

W WALTON ST

N FRANCISCO AVE

N MOZART ST

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Illinois
Cook
Chicago Park Boulevard System Historic District

Map 61 - Sacramento Boulevard Humboldt Park

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Humboldt Park (Chicago Park District MPS)

Humboldt Park

Park Already Listed on National Register of Historic Places

Illinois
Cook
Chicago Park Boulevard System Historic Distri ct

Map 62 - Humboldt Park

W LE MOYNE ST
1510
1508
1506
1500
3215
1456
1454
1452
1448
1446
1444
1442
1438
3208
W BEACH AVE
3211
1420
1418
1416
1412
1408
1400
W HIRSCH ST
1354
1350
1346
1344
1340
1336
1334
N KEDZIE AVE
1320
1318
1316
1312
1310
1306
1300
W POTOMAC AVE
1258
1254
1250
1248
1242
1238
1236
1234
W CRYSTAL ST
N LUIS MUNOZ MARIN DR
N HUMBOLDT DR
W DIVISION ST
W LUIS MUNOZ MARIN DR
N MOZART DR
1509
1507
1501
2746
W LE MOYNE ST
1455
1451
1449
1445
N FAIRFIELD AVE
1433
1431
1427
1425
1423
1421
1417
1415
1411
1401
W HIRSCH ST
1355
1351
1349
1343
1335
W EVERGREEN AVE
1305
1301
2746
W POTOMAC AVE
N CALIFORNIA AVE
1257
1255
1253
1251
1247
1245
1237
W CRYSTAL ST
1225
1219
1217
1211

Illinois
Cook
Chicago Park Boulevard System
Historic District
Map 63 - Humboldt Park
Humboldt Boulevard

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Logan Square Boulevards
Historic District

Humboldt Park (Chicago Park District MPS)

Humboldt Park

Park Already Listed on
National Register of Historic Places

W BLOOMINGDALE AVE
W WABANSIA AVE
W NORTH AVE
W PIERCE AVE
W LE MOYNE ST
N WHIPPLE ST
N KEDZIE AVE
N TROY ST
N ALBANY AVE
N ALBANY DR
N RICHMOND ST
N FRANCISCO AVE
N MOZART ST
N CALIFORNIA AVE
N FAIRFIELD AVE
N LUIS MUNOZ MARIN DR
N OLDT DR
N. Humboldt Boulevard

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 64 - Humboldt Boulevard

W DICKENS AVE
W MCLEAN AVE
W FRANCIS PL
W ARMITAGE AVE
W HOMER ST
W MOFFAT ST
W BLOOMINGDALE AVE
W CORTLAND ST

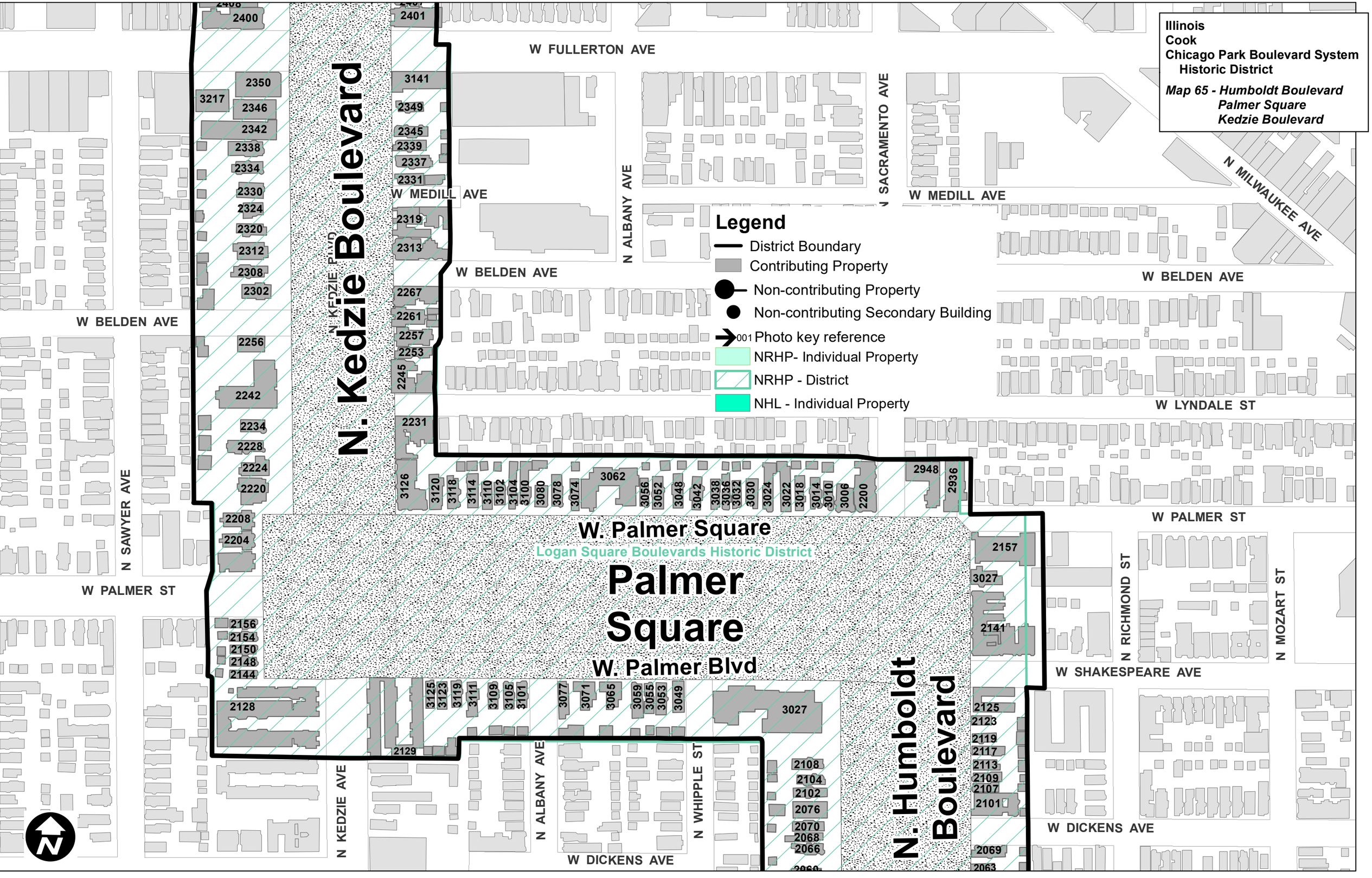
N KEDZIE AVE
N ALBANY AVE
N WHIPPLE ST
N. Humboldt Boulevard
N RICHMOND ST
N MOZART ST
N FRANCISCO AVE
N CALIFORNIA AVE
N FAIRFIELD AVE

Logan Square Boulevards
Historic District

2066 2060 2054 2050 2048 2040 2034 2030 2026 2022 3004
2069 2063 2061 2057 2053 2051 2047 2043 2039 2031 2027 2023 2017 2015 2952
1946 1940 1930 1926 1922 1920 1918 1908 3000
2959 1951 1949 1947 1941 1931 1929 1927 1923 1919 1917 1913 1911 1909 1901
1856 1850 1848 1844 1832 1830 1826 1824 1822 1820 1816 1810 1800
1857 1853 1851 1841 1839 1837 1835 1829 1827 1825 1819 1801 1759

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property


Illinois
Cook
Chicago Park Boulevard System
Historic District
Map 65 - Humboldt Boulevard
Palmer Square
Kedzie Boulevard
Legend
District Boundary
Contributing Property
Non-contributing Property
Non-contributing Secondary Building
001 Photo key reference
NRHP- Individual Property
NRHP - District
NHL - Individual Property
N. Kedzie Boulevard
N. Humboldt Boulevard
W. Palmer Square
Logan Square Boulevards Historic District
Palmer Square
W. Palmer Blvd
W FULLERTON AVE
W MEDILL AVE
W BELDEN AVE
W LYNDALE ST
W PALMER ST
W SHAKESPEARE AVE
W DICKENS AVE
N KEDZIE AVE
N ALBANY AVE
N WHIPPLE ST
N SAWYER AVE
N RICHMOND ST
N MOZART ST
N MILWAUKEE AVE
N SACRAMENTO AVE
N KEDZIE BLVD
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2101
2069
2063

Logan Square

W. Logan Boulevard

N. Kedzie Boulevard

N KEDZIE AVE
N TROY ST
N ALBANY AVE
N WHIPPLE ST
W WRIGHTWOOD AVE
N SAWYER AVE
W ALTGELD ST
N SPAULDING AVE
N WILLETTS CT
N MILWAUKEE AVE
N LINDEN PL
N ALBANY AVE
W FULLERTON AVE
N RICHMOND ST
N FRANCISCO AVE
N SACRAMENTO AVE

2610 2614 2612 2606 2600 2556 2554 2552 2548 2544 2534 2530 2516 2510 2506 2500 2450 2440 2444 2436 2434 2430 2424 2420 2414 2408 2412 2400 2350 3217 2346 2342 2338

3146 3140 3136 3134 2579 3110 3108 3104 3100 3056 3050 3046 3044 3040 3034 3024 3016 3012 3006 3004 3000 2956 2954 2950 2944 2940 2934 2922 2918 2914 2910 2908 2906 2856 2852

2569 2555 3061 2549 3059 3055 3051 3045 3041 3037 3033 3027 3007 3005 3001 2959 2955 2951 2949 2947 2943 2939 2937 2935 2925 2921 2917 2915 2911 2907 2905 2901 2857 2855 2853

2535 3131 3129 2525 2511 2503 2501 2443 2476 2435 2431 2425 2423 2419 2415 2411 2407 2401 3141 2349 2345 2339



Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Illinois
Cook
Chicago Park Boulevard System Historic District

Map 66 - Kedzie Boulevard
Logan Square
Logan Boulevard

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Vassar Swiss Underwear Company Building

N MAPLEWOOD AVE

N CAMPBELL AVE

N ARTESIAN AVE

W SCHUBERT AVE

W SCHUBERT AVE

N FRANCISCO AVE

N CALIFORNIA AVE

N FAIRFIELD AVE

N AVONDALE AVE

N KENNEDY EXPY

2906 2856 2852 2850 2844 2840 2824 2820 2816 2814 2808 2804 2800 2601 2752 2750 2748 2746 2740 2738 2734 2722 2720 2716 2712 2710 2704 2700 2656 2652 2650 2646 2642 2638 2634 2624 2622 2618 2614 2600 2554 2550 2546 2542 2538 2536 2522

Logan Square Boulevards Historic District

W. Logan Boulevard

2905 2901 2543 2857 2855 2853 2849 2845 2843 2839 2835 2542 2823 2819 2817 2815 2809 2807 2801 2543 2753 2751 2745 2741 2735 2723 2719 2715 2711 2703 2657 2653 2651 2649 2647 2643 2641 2637 2635 2623 2621 2615 2611 2609 2603 2601 2555 2553 2549 2545 2539 2535 2517 2509 2503 2529 2455 2453 2449 2445 2435

N FRANCISCO AVE

N MOZART ST

W ALTGELD ST

N WASHTENAW AVE

N TALMAN AVE

N ROCKWELL ST

N MAPLEWOOD AVE

N CAMPBELL AVE

N ARTESIAN AVE

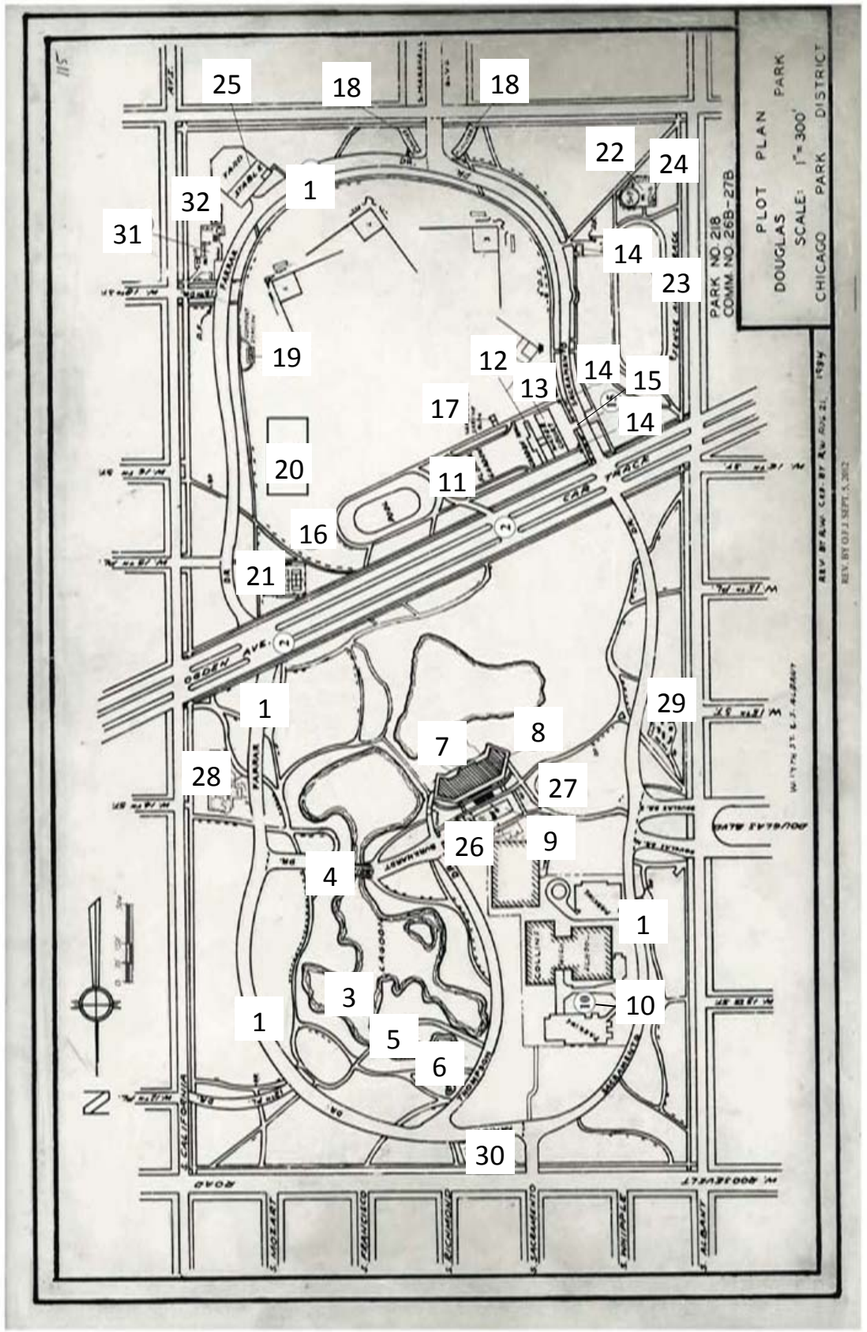
Illinois
Cook
Chicago Park Boulevard System Historic District

Map 67 - Logan Boulevard

b. Unlisted Parks (Douglas, McKinley, and Gage, 68-70)

Douglas Park

Chicago Park District Plot Plan 1984, updated 2012



Illinois
Cook
Historic Park Boulevard System
Historic District

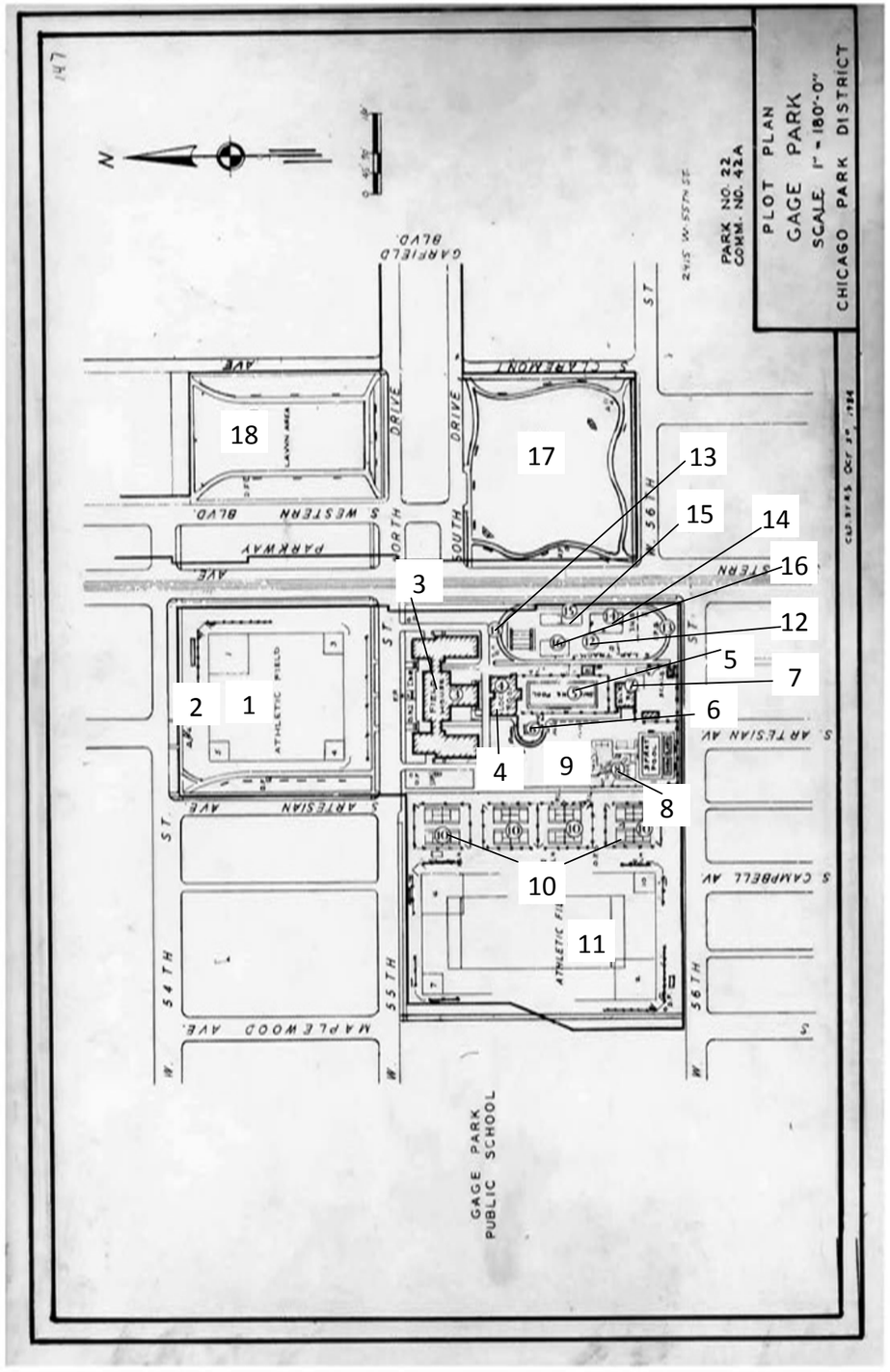
Map 68—Douglas Park

Douglas Park D: Chicago Park District Plot Plan of 1984, Updated 2012

1. Circuit Drive
2. Ogden Avenue
3. Lagoon
4. Carriage Drive Bridge
5. Granite Boulder Footbridge
6. Limestone Footbridge
7. Junior Golf Course
8. Douglas Park Field House
9. Swimming Pool
10. Collins High School
11. Formal Gardens
12. Flower Hall
13. Water Court
14. Prairie Style Lanterns
15. S. Sacramento Drive
16. Prairie Style Benches
17. Storage Shed
18. Marshall Blvd. Pergolas
19. 1936 Comfort Station
20. Soccer Field
21. Tennis Courts
22. Southwest Side Playground & Spray pool
23. Running Track
24. 1970 Brick Comfort Station
25. Stable Building
26. Basketball Courts
27. Spray pool
28. East Side Playground 29
29. West Side Playground
30. North Side Playground
31. Southeast Side Playground & Spray pool
32. Southeast side Basketball Court

Gage Park

Chicago Park District Plot Plan of 1984, updated 2012



Illinois
Cook
Historic Park Boulevard System
Historic District

Map 69—Gage Park

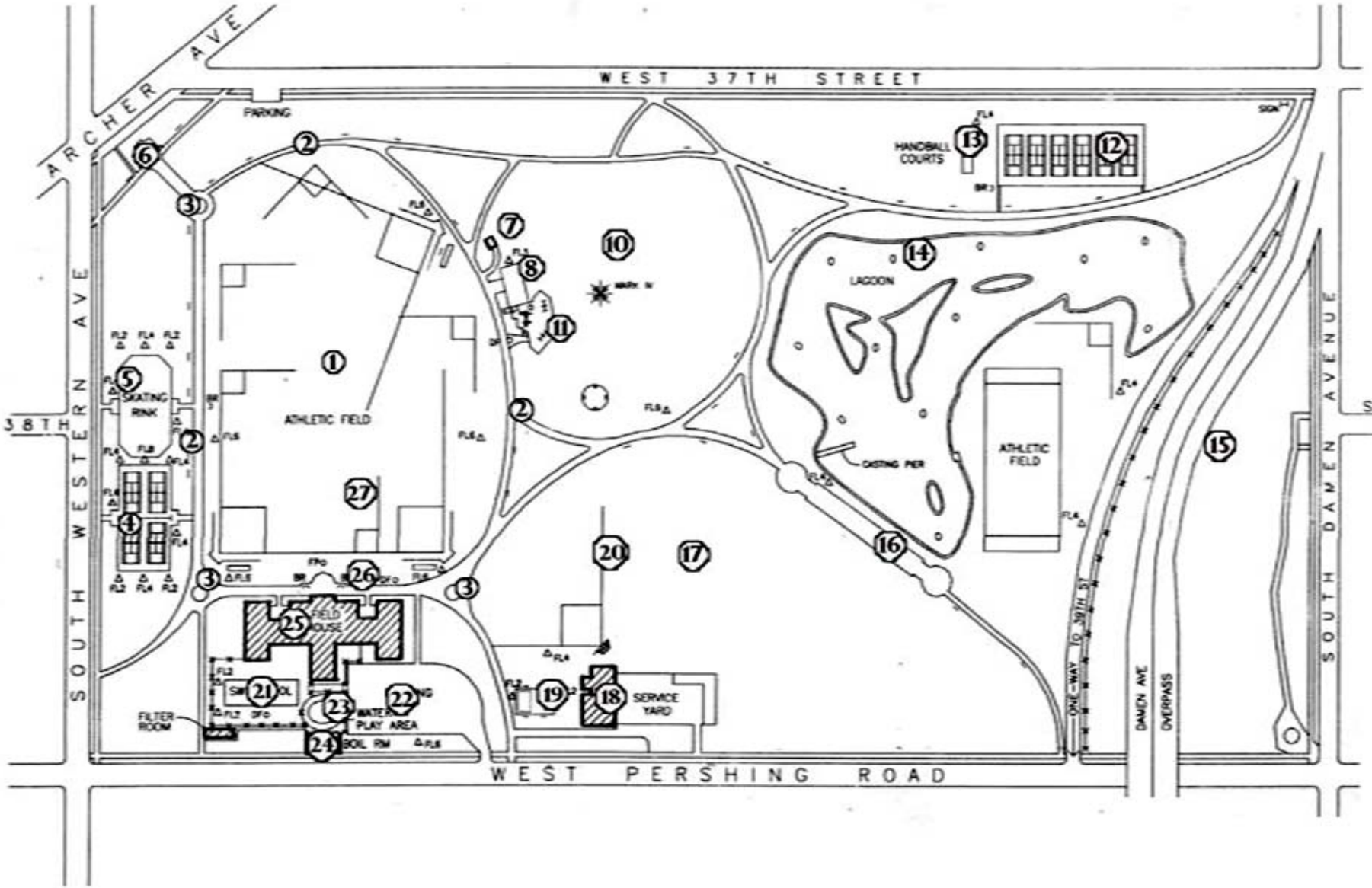
Gage Park C: Chicago Park District Plot Plan of 1984, Updated 2012

1. Ball Field
2. Flagpole
3. Field House
4. Locker & Changing Room
5. Swimming Pool
6. Spray Pool
7. Boiler House
8. Playground
9. Lawn Area
10. Tennis Courts
11. Ball Fields
12. Men's Outdoor Gymnasium
13. Running Track
14. Basketball Court
15. Handball Court
16. Play Slab
17. Artificial Turf Field
18. Landscape Area (North of Garfield)

Illinois
Cook
Historic Park Boulevard System
Historic District

Map 70—McKinley Park

McKinley Park D: Chicago Park District Plot Plan of 1999



McKinley Park D: Chicago Park District Plot Plan of 1999

1. Ball Field
2. Walkway
3. Circular Lawn Beds
4. Tennis Courts
5. Ice-Skating Rink
6. William McKinley Monument
7. Comfort Station
8. Playslab (Old Floor of Open Shelter)
10. Artificial Turf Field
11. Playground
12. Tennis Courts
13. Handball Court Slab
14. Lagoon
15. S. Damen Ave. Viaduct
16. Plaza
17. Lawn Area
18. Maintenance Building (old Bathhouse)
19. Basketball Courts
20. Ball Field
21. Swimming Pool
22. Parking Lot
23 Water Play Area
24. Boiler House
25. Field House
26. Concrete Steps
27. Flagpole

c. Photo Key Maps

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 1 - Dr Martin Luther King Jr Dr

Black Metropolis Thematic District

Black Metropolis Thematic District

Black Metropolis Thematic District

Martin Roche – John Tait House

Ida B. Wells-Barnett House

Victory Monument

Flag Pole

001

002

003

004

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016

E 35TH ST

E BROWNING AVE

E 37TH ST

E 38TH ST

E 38TH PL

37TH PL

E PERSHING RD

S CALUMET AVE

S GILES AVE

S DR MARTIN LUTHER KING JR DR

S RHODES AVE

S VERNON AVE

E OAKWOOD BLVD

MAP 2

MAP 5

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 2 - Dr Martin Luther King Jr Dr

MAP 1

MAP 5

MAP 3

E OAKWOOD BLVD

E 40TH ST

E 41ST ST

E 42ND ST

E 43RD ST

E 44TH ST

E BOWEN AVE

E 42ND PL

S PRAIRIE AVE

S CALUMET AVE

S DR MARTIN LUTHER KING JR DR

S VERNON AVE

S VINCENNES AVE

S FORRESTVILLE AVE

010 011 012 013 014 015 016 017 018 019 020 021 022 023 024 025

Dr. Daniel Hale Williams House

Belmonte Flats

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Illinois
Cook
Chicago Park Boulevard System
Historic District
Map 3 - Dr Martin Luther King Jr Dr

MAP 2

MAP 4

E 44TH ST
E 44TH PL
E 45TH ST
E 45TH PL
E 46TH ST
E 46TH PL
E 47TH ST
E 48TH ST
E 48TH PL
S VINCENNES AVE
S PRAIRIE AVE
S CALUMET AVE
S DR MARTIN LUTHER KING JR DR

Ebenezer Missionary Baptist Church
Oscar Stanton De Priest House
Robert S. Abbott House
Jazz Towers

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Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Illinois
Cook
Chicago Park Boulevard System
Historic District
Map 4 - Dr Martin Luther King Jr Dr

Robert S. Abbott House

Anthony Overton Elementary School

George Washington Monument

Washington Park
Park Already Listed on
National Register of Historic Places
Washington Park ~ (Chicago Park District MPS)

MAP 3

MAP 10

E 48TH ST
E 48TH PL
E 49TH ST
E 50TH ST
E 50TH PL
E 51ST ST
S CALUMET AVE
S PRAIRIE AVE
S VINCENNES AVE
S DR MARTIN LUTHER KING JR DR
S WASHINGTON PARK CT
S ELLSWORTH DR

031 032 033 034 035 036 037 038 039 040

4714 4716 4720 4726 4730 4732 4734 4736 4738 4740 4742 4756 4758
4800 4806 4812 4814 4818 4820 4822 4826 4830 4832 4834 4840 4844
4807 4809 4815 4817
4910 4920 4924 4934 4938 4940 4948 4954 4958
4901 4903 4905 4907 4909 4911 4921 4939 4941 4943 4947 4949 4953 4955 4959
5007 5014 5035 5114 5130 5140 5152 5200 5210
544

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 5 - Oakwood Boulevard

E 38TH PL
S VERNON AVE
S RHODES AVE
S VINCENNES AVE
E PERSHING RD
S LANGLEY AVE
S LANGLEY AVE
E OAKWOOD BLVD
E 40TH ST
E 40TH ST
E 40TH ST
S EBERHART AVE

MAP 1
MAP 2
MAP 6

011
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074
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725
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Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 6 - Drexel Boulevard

E OAKWOOD BLVD
E 40TH ST
E 41ST ST
E BOWEN AVE
E 42ND ST
E 43RD ST
E 44TH ST
E 42ND PL
S LANGLEY AVE
S ELLIS AVE
S COTTAGE GROVE AVE
S DREXEL BLVD
S EVANS AVE
S OAKLAND

MAP 5
MAP 7

Fountain

3918
3920
3922
644
700
649
725
647
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4408

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069
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067
066
065
064

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 7 - Drexel Boulevard

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

E 44TH ST
E 45TH ST
E 46TH ST
E 47TH ST
E 47TH PL
E 48TH ST
S COTTAGE GROVE AVE
S BERKELEY AVE
S ELLIS AVE
S DREXEL BLVD
S INGLESIDE AVE
MAP 6
MAP 8
064
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056
055
Kenwood Evangelical Church
Sutherland Hotel
Hyde Park – Kenwood Historic District
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4548
817
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4626
4630
4523
4537
4545
4601
4605
4611
4619
4625
900
4700
4716
4720
4730
4734
4740
4742
4750
4711
4719
4801
4805
4815
4825
4830
4850
816
4851
N

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 8 - Drexel Boulevard

E 47TH PL
E 48TH ST
E 49TH ST
E 50TH ST
E 50TH PL
E 51ST ST
E HYDE PARK BLVD
E 52ND ST
S EVANS AVE
S COTTAGE GROVE AVE
S INGLESIDE AVE
S DREXEL BLVD
S MARYLAND AVE
S ELLIS AVE
S PAYNE DR
S DREXEL AVE
S BERKELEY AVE
E BOWEN DR
E DREXEL SQUARE DR

4711
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4740
4742
4750
4801
4805
4815
4825
4830
4850
816
4851
831 - 847
4900
4918
821
4938
4901
4915
4927
4935
4941
4953
909
5001
5011
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5130 - 32
5147

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MAP 7
MAP 9

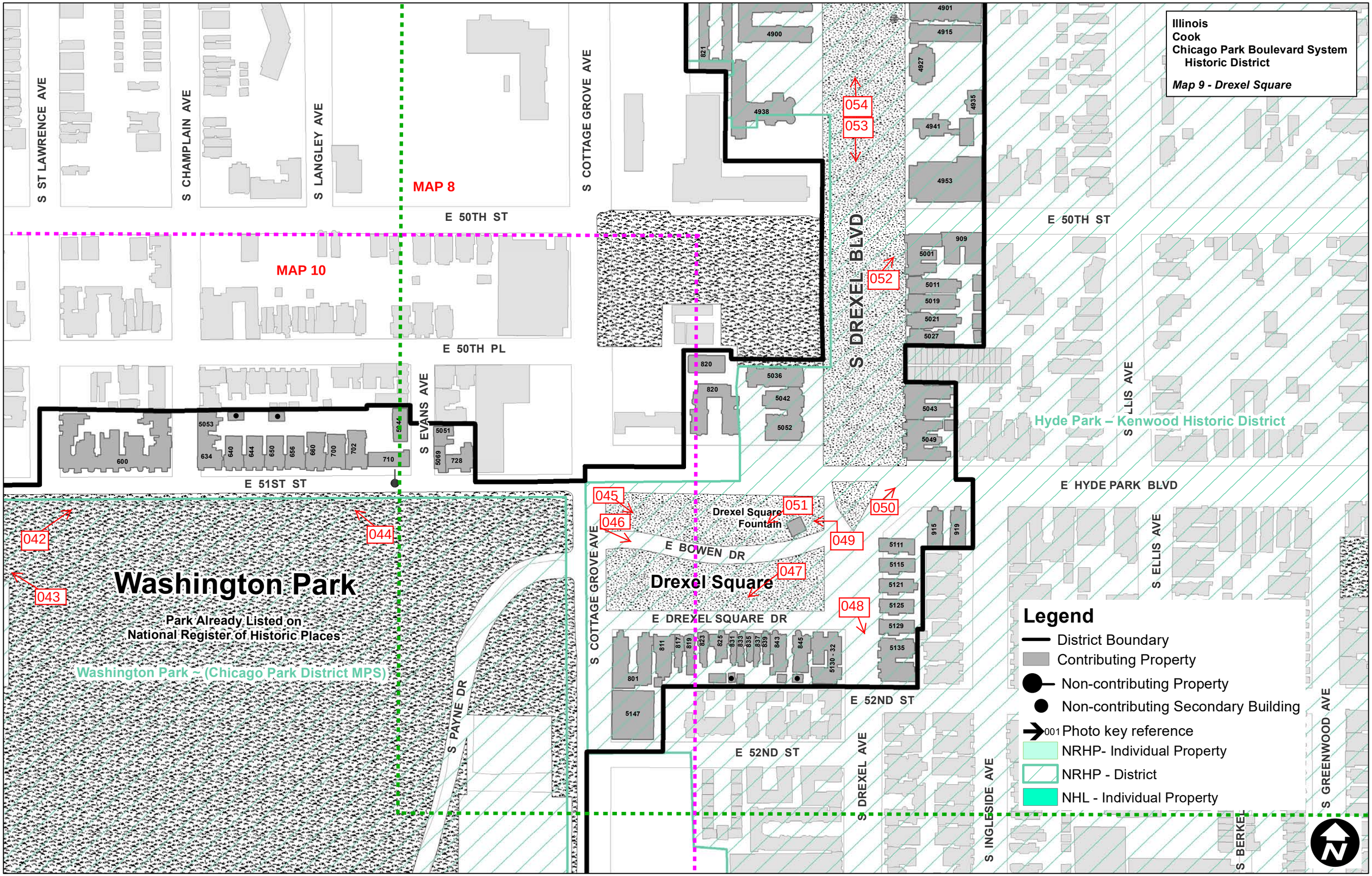
Drexel Square Fountain

Hyde Park – Kenwood Historic District

Washington Park
Park Already Listed on National Register of Historic Places
Washington Park ~ (Chicago Park District MPS)

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property



Illinois
Cook
Chicago Park Boulevard System
Historic District
Map 9 - Drexel Square
MAP 8
MAP 10
S ST LAWRENCE AVE
S CHAMPLAIN AVE
S LANGLEY AVE
S COTTAGE GROVE AVE
E 50TH ST
E 50TH PL
S EVANS AVE
E 51ST ST
S DREXEL BLVD
Hyde Park – Kenwood Historic District
E HYDE PARK BLVD
S ELLIS AVE
Drexel Square Fountain
E BOWEN DR
Drexel Square
E DREXEL SQUARE DR
E 52ND ST
S DREXEL AVE
S INGLESIDE AVE
S GREENWOOD AVE
S BERKEL
S PAYNE DR
Washington Park
Park Already Listed on
National Register of Historic Places
Washington Park ~ (Chicago Park District MPS)
042
043
044
045
046
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048
049
050
051
052
053
054
Legend
District Boundary
Contributing Property
Non-contributing Property
Non-contributing Secondary Building
001 Photo key reference
NRHP- Individual Property
NRHP - District
NHL - Individual Property

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 10 - Washington Park

Washington Park

Park Already Listed on
National Register of Historic Places

Washington Park ~ (Chicago Park District MPS)

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

S DR MARTIN LUTHER KING JR DR
S WASHINGTON PARK CT
S VINCENNES AVE
S FORRESTVILLE AVE
S ST LAWRENCE AVE
S CHAMPLAIN AVE
S EVANS AVE
E 50TH PL
E 51ST ST
E 53RD ST
E BOWEN DR
E DREXEL SQUARE DR
E 52ND ST
E NAVAL ARMORY DR
S ELLSWORTH DR
S PAYNE DR
S COTTAGE GROVE AVE

Hyde Park – Kenwood Historic District

Drexel Square

George Washington Monument

037
039
040
041
042
043
044
077

MAP 4
MAP 9
MAP 11
MAP 24

5014
5007
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544
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5140
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5200
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5256
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801
811
817
819
5147

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 11 - Washington Park

Washington Park

Park Already Listed on
National Register of Historic Places

Washington Park ~ (Chicago Park District MPS)

MAP 24
MAP 10
MAP 12

077
078
079

5240
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5355-5301
5401-5407

E 53RD ST
E 54TH ST
E 54TH PL
E 55TH PL
E 55TH DR
E 55TH ST
E GARFIELD BLVD
S DR MARTIN LUTHER KING JR DR
S ELLSWORTH DR
S COTTAGE GROVE AVE
E MORGAN DR
S RUSSELL DR

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 12 - Washington Park

Washington Park

Park Already Listed on
National Register of Historic Places

Washington Park – (Chicago Park District MPS)

E GARFIELD BLVD
S ELLSWORTH DR
E 55TH PL
E MORGAN DR
E POOL DR
S RUSSELL DR
E RAINEY DR
E 56TH ST
E 57TH ST
E 58TH ST
S DR MARTIN LUTHER KING JR DR
S PAYNE DR
E 57TH DR
S COTTAGE GROVE AVE
E 56TH ST
E 57TH S
E 58TH ST
Hyde Park – Kenwood Historic District

5536
5600
5610
5612
5614
5618
5624
5628
5634
5640
5644
5656
5714
5720
5722
5728
5746
5750-5758

MAP 11
MAP 24
MAP 14
MAP 13

080
081
082
083
084
085
086

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 13 - Washington Park

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Washington Park

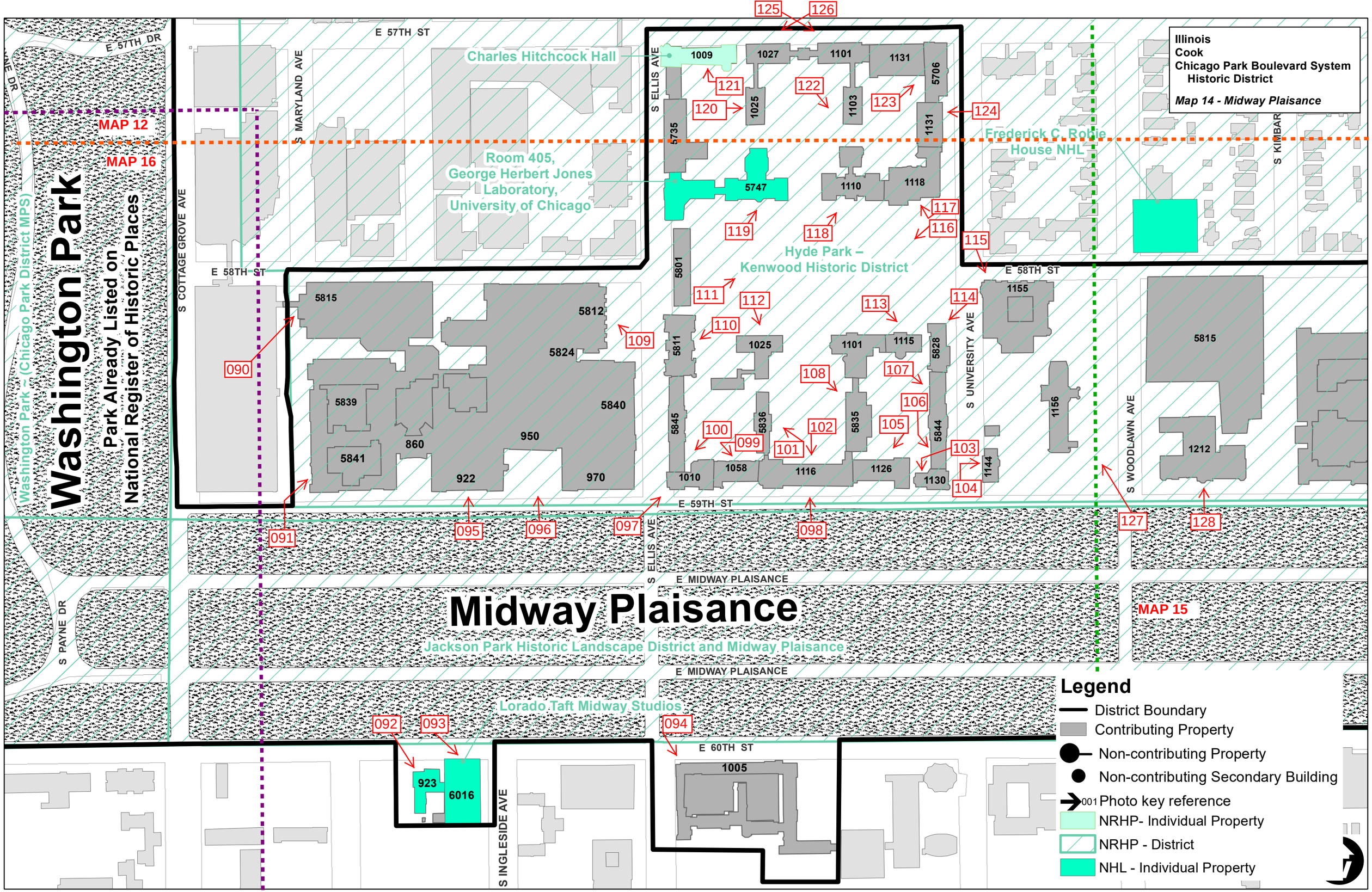
Park Already Listed on National Register of Historic Places

Washington Park ~ (Chicago Park District MPS)

MAP 12

MAP 14

5728
5746
5750 - 5758
E 58TH ST
5810
5812
5826
5838
5846
5850
5856
E 59TH ST
5900
5904
5910
5914
5916
5922
5924
5930
5934
5936 - 5948
5950 - 5958
S CALUMET AVE
S DR MARTIN LUTHER KING JR DR
087
088
089
E 60TH ST
411
413
415
417
423
501
505
509
515
521
539
541
547
549
601
607
609
613
615
619
6002
S VERNON AVE
S EBERHART AVE
S RHODES AVE
S ST LAWRENCE AVE
S CHAMPLAIN AVE
S LANGLEY AVE
E BEST DR
S ST LAWRENCE DR
S PAYNE DR
E 58TH ST
S COTTAGE GROVE AVE
E 59TH ST
E MIDWAY PLAISANCE
E MIDWAY PLAISANCE
Jackson Park
Historic Landscape District
and Midway Plaisance
N



Illinois
Cook
Chicago Park Boulevard System
Historic District
Map 14 - Midway Plaisance
Washington Park
Washington Park ~ (Chicago Park District MPS)
Park Already Listed on
National Register of Historic Places
MAP 12
MAP 16
MAP 15
Midway Plaisance
Jackson Park Historic Landscape District and Midway Plaisance
Charles Hitchcock Hall
Room 405,
George Herbert Jones
Laboratory,
University of Chicago
Hyde Park –
Kenwood Historic District
Frederick C. Robie
House NHL
Lorado Taft Midway Studios
E 57TH DR
E 57TH ST
E 58TH ST
E 59TH ST
E 60TH ST
E MIDWAY PLAISANCE
S MARYLAND AVE
S COTTAGE GROVE AVE
S ELLIS AVE
S UNIVERSITY AVE
S WOODLAWN AVE
S KIMBAR
S PAYNE DR
S INGLESIDE AVE
1009
1027
1101
1131
5706
1025
1103
5735
5747
1110
1118
5801
5815
5812
5824
5839
5840
5841
860
950
922
970
5811
1025
1101
1115
5828
5845
5836
5835
5844
1010
1058
1116
1126
1130
1144
1155
1156
5815
1212
923
6016
1005
Legend
District Boundary
Contributing Property
Non-contributing Property
Non-contributing Secondary Building
001 Photo key reference
NRHP- Individual Property
NRHP - District
NHL - Individual Property

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 15 - Midway Plaisance

Midway Plaisance

Jackson Park Historic Landscape District and Midway Plaisance

Hyde Park – Kenwood Historic District

Frederick C. Robie House NHL

Frank R. Lillie House

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

MAP 14 MAP 17 MAP 18 MAP 19

S WOODLAWN AVE
S KIMBARK AVE
S KENWOOD AVE
S DORCHESTER AVE
S BLACKSTONE AVE
S HARPER AVE
S STONY ISLAND AVE

E 58TH ST
E 59TH ST
E MIDWAY PLAISANCE
E MIDWAY PLAISANCE
E 60TH ST
E 60TH ST

5801
5811
5815
5823
1362
1212
5736
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1442
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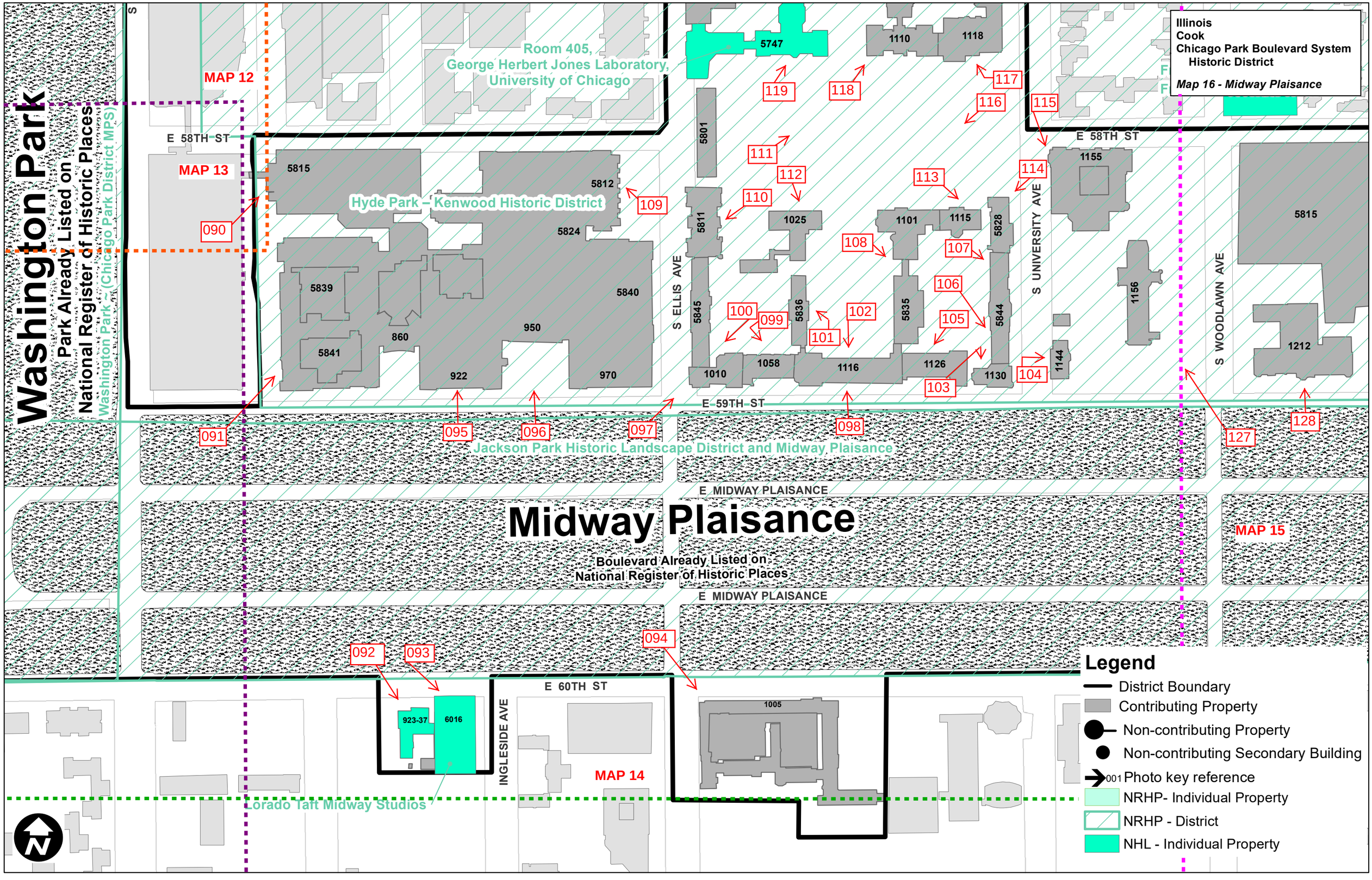
1365

127 128 129 130 131 132 133 134 135 136 137 138

Jackson Park

Park Already Listed on National Register of Historic Places



Illinois
Cook
Chicago Park Boulevard System
Historic District
Map 16 - Midway Plaisance
Washington Park
Park Already Listed on
National Register of Historic Places
Washington Park ~ (Chicago Park District MPS)
Room 405,
George Herbert Jones Laboratory,
University of Chicago
Hyde Park – Kenwood Historic District
Jackson Park Historic Landscape District and Midway Plaisance
Midway Plaisance
Boulevard Already Listed on
National Register of Historic Places
Lorado Taft Midway Studios
MAP 12
MAP 13
MAP 14
MAP 15
E 58TH ST
E 59TH ST
E 60TH ST
E MIDWAY PLAISANCE
S ELLIS AVE
S UNIVERSITY AVE
S WOODLAWN AVE
INGLESIDE AVE
5747
1110
1118
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5812
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5839
5840
5841
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1101
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1010
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1116
1126
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1144
1212
923-37
6016
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128
Legend
District Boundary
Contributing Property
Non-contributing Property
Non-contributing Secondary Building
001 Photo key reference
NRHP- Individual Property
NRHP - District
NHL - Individual Property

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 17 - Jackson Park

Jackson Park

Park Already Listed on National Register of Historic Places

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Hyde Park Apartment Hotel Thematic District

Hyde Park Apartment Hotel Thematic District

Promontory Apartments

Hyde Park Apartment Hotel Thematic District

Promontory Point

Hyde Park – Kenwood Historic District

PARK PL
S HARPER AVE
S LAKE PARK AVE
S CORNELL AVE
S HYDE PARK BLVD
S EVERETT AVE
S SHORE DR
E 56TH ST
S HYDE PARK DR
E 57TH DR
S STONY ISLAND AVE
E 57TH ST
E MUSEUM DR
S EVERETT DR
E MUSEUM DR
S CORNELL DR
S COLUMBIA DR
S LAKE SHORE DR
E SCIENCE DR

1642
1700
5555
5736

139
140
138

MAP 15
MAP 18

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 18 - Jackson Park

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Hyde Park –
Kenwood Historic District

5830-44
1516
1524
E 59TH ST

MAP 17

S COLUMBIA DR

S LAKE SHORE DR

E MIDWAY PLAISANCE

141
142
143
144
145

S STONY ISLAND AVE

Jackson Park

Park Already Listed on
National Register of Historic Places

Jackson Park Historic Landscape District and Midway Plaisance

MAP 19

E MIDWAY PLAISANCE

E 60TH ST

E PUBLIC WAY

MAP 15

S HARPER AVE

S CORNELL DR

N

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 19 - Jackson Park

E 60TH ST

MAP 15

S HARPER AVE

S STONY ISLAND AVE

MAP 18

S CORNELL DR

Jackson Park Historic Landscape District and Midway Plaisance

S LAKE SHORE DR

Jackson Park

Park Already Listed on
National Register of Historic Places

E 61ST ST

E 62ND ST

6220

S PARK SHORE EAST CT

MAP 21

146

E HAYES DR

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 20 - Jackson Park

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

MAP 19

MAP 21

MAP 22

E HAYES DR

Jackson Park

Park Already Listed on
National Register of Historic Places

Jackson Park Historic Landscape District and Midway Plaisance

MAP 23

Jackson Park Historic Landscape District and Midway Plaisance

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 21 - Jackson Park

Jackson Park

Park Already Listed on
National Register of Historic Places

MAP 19

MAP 20

MAP 22

MAP 23

146

Jackson Park Historic Landscape District and Midway Plaisance

S PARK SHORE EAST CT

E 63RD ST

E 64TH ST

E 65TH ST

E 65TH PL

S STONY ISLAND AVE

S CORNELL DR

S RICHARDS DR

E HAYES DR

E MARQUETTE DR

6450

6516

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 22 - Jackson Park

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Jackson Park

Park Already Listed on
National Register of Historic Places

Jackson Park Historic Landscape District and Midway Plaisance

MAP 21

MAP 23

147

148

149

6450

6516

2015

1627

1643

1701

1707

6700

1733

1747

1809

E 65TH ST

E 65TH PL

E MARQUETTE RD

E 66TH PL

E MARQUETTE DR

E 67TH ST

S RICHARDS DR

S COAST GUARD DR

S JEFFERY DR

S STONY ISLAND AVE

S CORNELL DR

S CORNELL AVE

S EAST END AVE

S RIDGELAND AVE

S CREGIER AVE

S CONSTANCE AVE

S BENNETT AVE

S EUCLID AVE

S JEFFERY BLVD

S CHAPPEL AVE

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 23 - Jackson Park

MAP 20

MAP 21

MAP 22

S COAST GUARD DR

S PROMONTORY DR

S COMMODORE WHALEN DR

E MARQUETTE DR

S JEFFERY DR

Jackson Park

Park Already Listed on
National Register of Historic Places

Jackson Park Historic Landscape District and Midway Plaisance

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

150

151

152

E 67TH ST

S EUCLID AVE

S JEFFERY BLVD

S CHAPPEL AVE

S CLYDE AVE

S MERRILL AVE

S PAXTON AVE

S BRANDON AVE

S OGLESBY AVE

S SOUTH SHORE DR

2015

6701

2049

2101

2125

2139

2201

2221

6700

South Shore
Country Club

Shoreline Apartments

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 24 - Garfield Boulevard

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Washington Park ~ (Chicago Park District MPS)

Washington Park

Already Listed on National Register of Historic Places

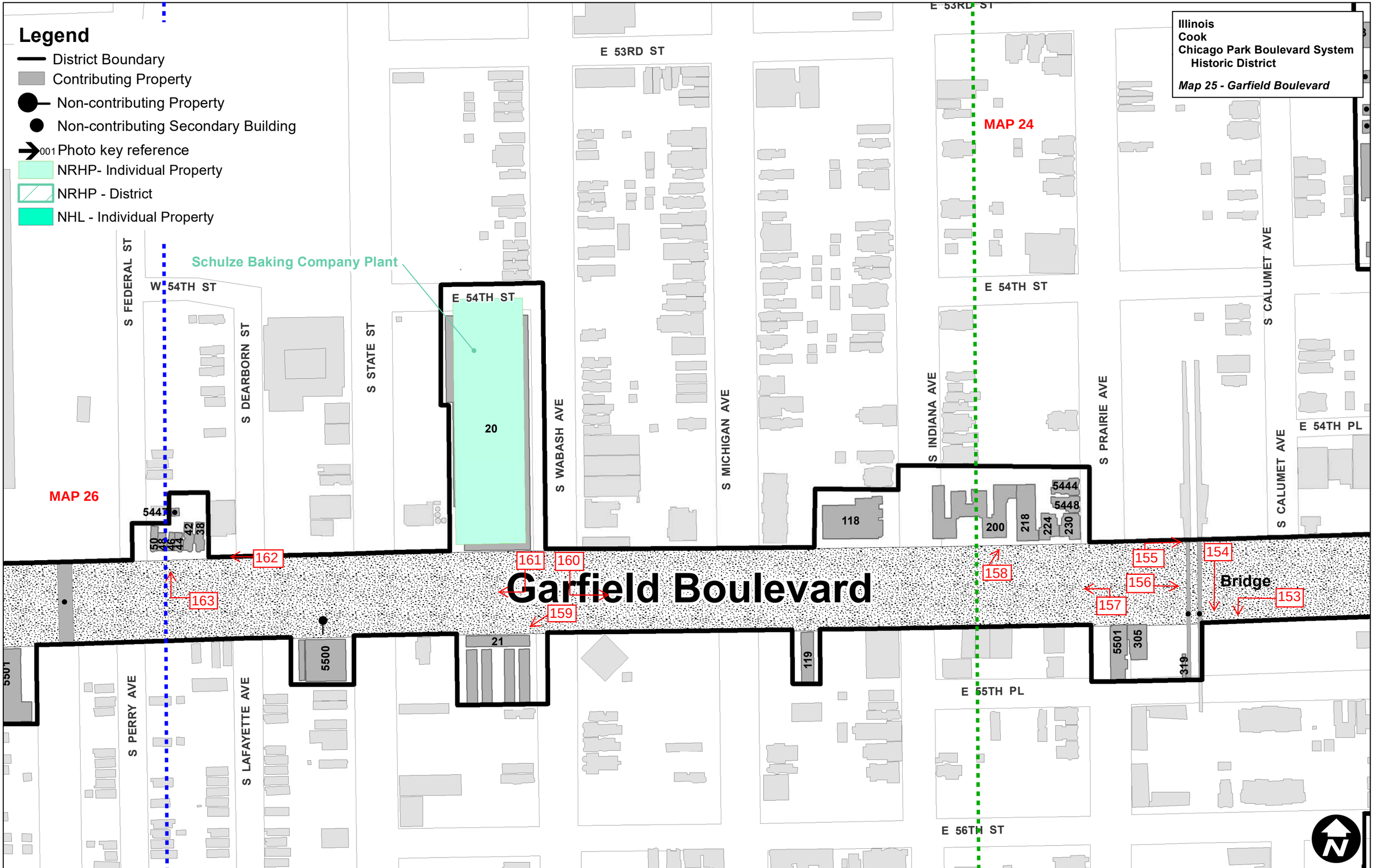
Garfield Boulevard

E 53RD ST
E 54TH ST
E 54TH PL
E 55TH PL
E 56TH ST
S CALUMET AVE
S PRAIRIE AVE
S MARTIN LUTHER KING JR DR
S ELLSWORTH DR
E MORGAN DR
E POOL DR
S RUSSELL DR
E RAINEY DR
S PAYNE DR

MAP 10
MAP 25
MAP 12
MAP 11

363
5312
5322
5326
5336
200
5444
5448
218
230
224
5501
305
319
5536
5600

078
079
080
082
153
154
155
156
157
158



Legend
District Boundary
Contributing Property
Non-contributing Property
Non-contributing Secondary Building
001 Photo key reference
NRHP- Individual Property
NRHP - District
NHL - Individual Property
Illinois
Cook
Chicago Park Boulevard System
Historic District
Map 25 - Garfield Boulevard
MAP 24
MAP 26
Schulze Baking Company Plant
Garfield Boulevard
Bridge
E 53RD ST
E 54TH ST
E 54TH PL
E 55TH PL
E 56TH ST
W 54TH ST
S FEDERAL ST
S DEARBORN ST
S STATE ST
S WABASH AVE
S MICHIGAN AVE
S INDIANA AVE
S PRAIRIE AVE
S CALUMET AVE
S PERRY AVE
S LAFAYETTE AVE
20
21
5447
5500
5501
5444
5448
118
119
200
218
224
230
305
319
50
48
46
44
42
38
153
154
155
156
157
158
159
160
161
162
163

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 26 - Garfield Boulevard

MAP 25

Garfield Boulevard

W 54TH ST
W 54TH PL
W 56TH ST
W TREMONT ST
W GARFIELD BLVD

S NORMAL AVE
S NORMAL BLVD
S SHIELDS AVE
S STEWART AVE
S PRINCETON AVE
S WELLS ST
S DAN RYAN EXPRESS EXPY
S DAN RYAN EXPY
S WENTWORTH AVE
S LA SALLE ST
S FEDERAL ST
S PERRY AVE

Bridge
Bridge Over
Interstate 90-94
Day Ryan Expressway
Bridges

166 165 164 169 170 171 168 167

342 340 339 321 317 315 311 153 5501 50 48

Illinois
Cook
Chicago Park Boulevard System Historic District

Map 27 - Garfield Boulevard

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Garfield Boulevard

W GARFIELD BLVD

Bridges

W 53RD PL

W 54TH ST

W 54TH PL

W 56TH ST

S MORGAN ST

S HALSTED ST

S UNION AVE

S EMERALD AVE

S LOWE AVE

S WALLACE ST

S SANGAMON ST

S PEORIA ST

S GREEN ST

956 944 942 940 930 928 920-922 900 850 842 836 834 832 830 726 722 718 712 708 704 652 650 646 644 638 616 612 602 600

1014 1023 1017 1015 1011 1009 1001 923 919 917 913 907 901 843 735 717 709 705 5502 645 643 639

178 176 175 174 173 172 179 177

MAP 28

Illinois
Cook
Chicago Park Boulevard System
Historic District
Map 28 - Garfield Boulevard & Sherman Park

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Sherman Park

Sherman Park

187

Park Already Listed on
National Register of Historic Places

Garfield Boulevard

MAP 29

MAP 30

MAP 27

W GARFIELD BLVD

W 54TH ST

W 56TH ST

W SHERMAN PARK

S SHERMAN PARK

S LAFLIN ST

S BISHOP ST

S LOOMIS BLVD

S RACINE AVE

S MAY ST

S ABERDEEN ST

S CARPENTER ST

S ADA ST

S THROOP ST

S ELIZABETH ST

5300 5319 5321 5323 5325 5327 5331 5337 5339 5347 5401 5413 5417 5421 5423 5427 5429 5431 5437 5439 5441 5430 5436 5438 5440 5448 5451 1510 1508 1506 1450 1446 1444 1442 1438 1436 1434 1422 1418 1416 1414 1412 1408 1400 1122 1118 1110 1106 1102 1058 1054 1052 1048 1040 1036 1014

1515 1511 1509 1505 1455 1449 1447 1443 1439 1421 - 1423 1419 1413 1411 1359 1355 1351 1349 1347 1343 1341 1339 1335 1323 1319 1317 1315 1311 1307 5504 5512 1259 1253 1243 1239 1235 1225 1223 1221 1219 1217 1211 1209 5500 1155 1151 1147 1137 1135 1125 1119 1115 1109 1107 1101 1059 1055 1053 1049 1045 1039 1035 1023 1017 1015

196 195 194 184 183 182 181 180 179 186 185

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Illinois
Cook
Chicago Park Boulevard System Historic District

Map 29 - Sherman Park

Sherman Park

Park Already Listed on National Register of Historic Places

Sherman Park

W SHERMAN PARK

S ADA ST
S THROOP ST
S ELIZABETH ST
S MAY ST
S ABERDEEN ST
S BISHOP ST
S LAFLIN ST
S JUSTINE ST
S LOOMIS BLVD
S RACINE AVE
S SHERMAN PARK

W 52ND ST
W 53RD ST
54TH ST
W 54TH ST

1344 1334 1220 1214 1208 1206

5202 5206 5212 5216 5218 5222 5226 5228 5230 5238 5242 5244 5250 5254 5256 5300 5430 5436

5201 5203 5205 5207 5211 5215 5223 5225 5227 5231 5233 5235 5237 5245 5253

5309 5319 5321 5323 5325 5327 5331 5337 5339 5347

5401 5413 5417 5421 5423 5427 5429 5431 5437

189 192 191 188 190 193 187 186

MAP 28

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 30 - Garfield Boulevard

Garfield Boulevard

W 54TH ST

W GARFIELD BLVD

GARFIELD BLVD

W 56TH ST

S WINCHESTER AVE
S WOLCOTT AVE
S HONORE ST
S WOOD ST
S HERMITAGE AVE
S PAULINA ST
S MARSHFIELD AVE
S ASHLAND AVE
S JUSTINE ST
S LAFLIN ST

MAP 29
MAP 28
MAP 31

1938 1934 1924 1922 1920 1916 1912 1908 1906 1900 1856 1854 1850
1758 1752 1748 1742 1740 1734 1722 1720 1716 1712 1710 1706 1700
1656 1652 1648 1646 1644 1642 1638 1636 1634 1614 1602
1550 1546 1544 1540 1524 1520 1518 1516 1510 1508 1506 1500-1502
1947 1943 1941 1937 1935 1925 1923 1919 1917 1915 1911 1907 1901
1859 1851 1849 1847 1845 1839 1837 1835 1815 1809 1807 1805 1801
1753 1751 1747 1745 1739 1735 1725 1721 1717 1715 1713 1711 1701
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1525 1517 1515 1511 1509 1505

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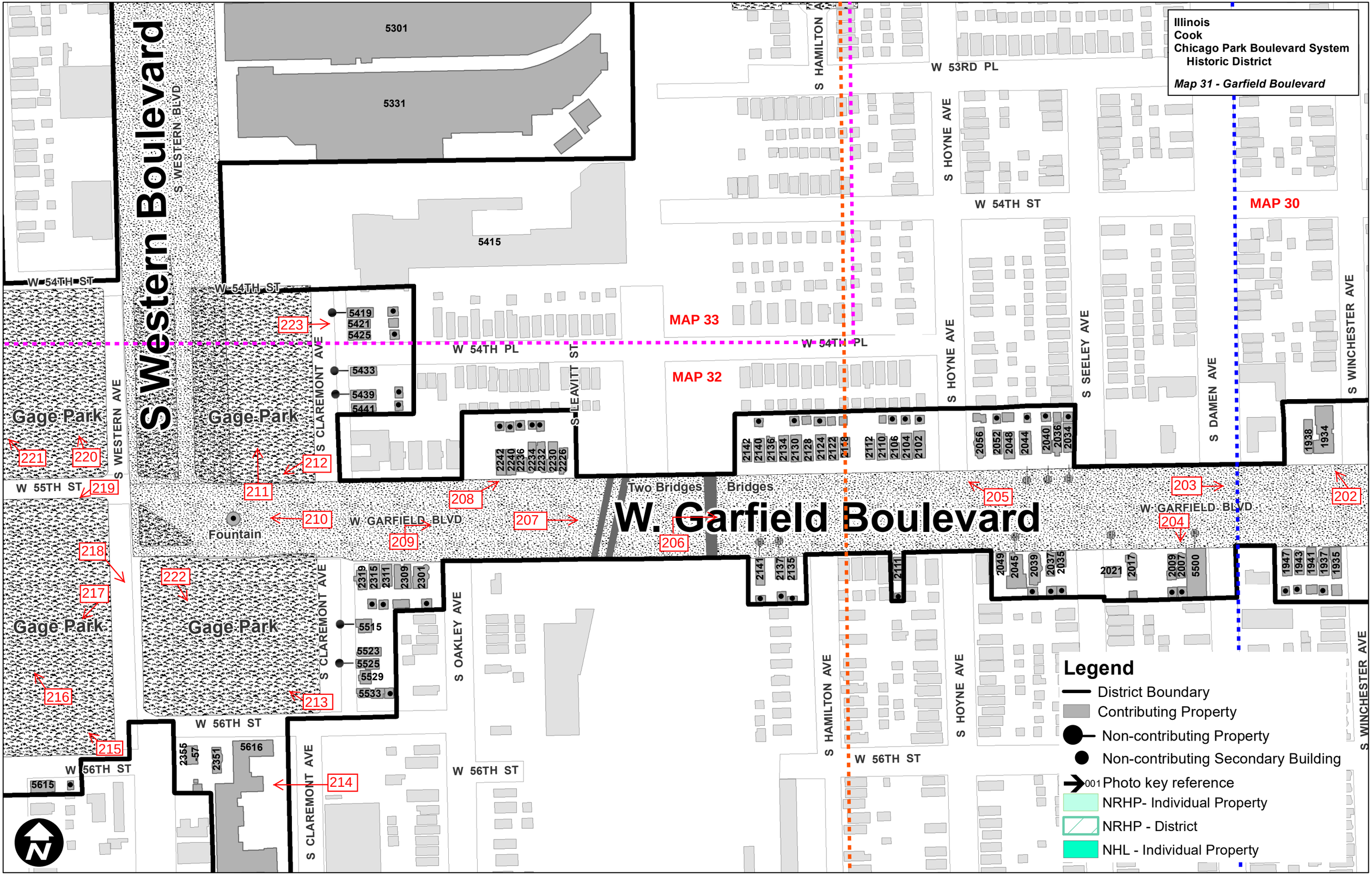

Illinois
Cook
Chicago Park Boulevard System
Historic District
Map 31 - Garfield Boulevard
S Western Boulevard
S WESTERN BLVD
W. Garfield Boulevard
W GARFIELD BLVD
Two Bridges
Bridges
Fountain
Gage Park
W 54TH ST
W 54TH PL
W 55TH ST
W 56TH ST
W 53RD PL
S HAMILTON AVE
S HOYNE AVE
S SEELEY AVE
S DAMEN AVE
S WINCHESTER AVE
S LEAVITT ST
S CLAREMONT AVE
S OAKLEY AVE
S WESTERN AVE
MAP 30
MAP 32
MAP 33
5301
5331
5415
5419
5421
5425
5433
5439
5441
5515
5523
5525
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2355
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2242
2240
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2110
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1938
1934
2319
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2309
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2141
2137
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2035
2021
2017
2009
2007
5500
1947
1943
1941
1937
1935
Legend
District Boundary
Contributing Property
Non-contributing Property
Non-contributing Secondary Building
001 Photo key reference
NRHP- Individual Property
NRHP - District
NHL - Individual Property

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Illinois
Cook
Chicago Park Boulevard System Historic District

Map 32 - Gage Park

MAP 33

MAP 31

S. Western Boulevard

S Western Avenue

W. Garfield Boulevard

Gage Park

Gage Park

Gage Park

Fountain

5516

5616

5301

5331

W 54TH ST

W 54TH PL

W 55TH ST

W 56TH ST

S ROCKWELL ST

S MAPLEWOOD AVE

S CAMPBELL AVE

S ARTESIAN AVE

S CLAREMONT AVE

S LEAVITT ST

S OAKLEY AVE

S HAMILTON AVE

Two Bridges

Bridges

2454 2450 2446 2442 2440 2436 2432

5400 5406 5410 5414 5418 5420 5422 5424 5430 5432 5440

2520 2514 2510 2508 2506 2502 2500

5419 5421 5425 5433 5439 5441

2242 2240 2236 2234 2232 2230 2226

2142 2140 2136 2134 2130 2128 2124 2122 2118

2319 2315 2311 2309 2301

2141 2137 2135

5515 5523 5525 5529 5533

2355 2351

5601 5600 2451-2453 5614 5615

219 220 221 222 223 224 225 226 227 228 229 230 207 208 209 210 211 212 213 214 215 216 217 218

N

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 33 - Western Boulevard

MAP 34

MAP 32

MAP 31

Western Boulevard

S OAKLEY

S ROCKWELL ST

S MAPLEWOOD AVE

S CAMPBELL AVE

S ARTESIAN AVE

S HAMILTON AVE

W 51ST PL

W 52ND ST

W 52ND PL

W 53RD ST

W 53RD PL

W 54TH ST

5118
5121
5147
5200
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2432
5400
5406
5419
5421

235
234
233
232
231
230
223

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 34 - Western Boulevard

MAP 35

MAP 33

S CAMPBELL AVE

W 48TH PL

S OAKLEY AVE

W 49TH ST

W 49TH PL

Bridges

4901

4922

4921

4932

4940

4942

4944

4946

4959

241

240

239

238

237

236

Western Boulevard

5000

5002

5006

5010

5014

5016

5018

5026

5030

5118

5007

5011

5015

5019

5043

5045

5121

W 50TH ST

W 50TH PL

W 51ST ST

S ROCKWELL ST

S MAPLEWOOD AVE

S CAMPBELL AVE

S ARTESIAN AVE

S LEAVITT ST

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Illinois
Cook
Chicago Park Boulevard System Historic District

Map 35 - Western Boulevard

S. Western Boulevard/Avenue

W 46TH ST
W 46TH PL
W 47TH ST
W 47TH PL
W 48TH ST
W 48TH PL

S ROCKWELL ST
S MAPLEWOOD AVE
S CAMPBELL AVE
S OAKLEY AVE

4622
4624
4632
4709
4711
4725
4732
4735
4736
4737
4743
4745
4747
4751
4755
4757
4901

247
246
245
244
243
242

MAP 36
MAP 34

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 36 - Western Boulevard

MAP 37

MAP 35

Western Boulevard

S ROCKWELL ST

S MAPLEWOOD AVE

S CAMPBELL AVE

S ARTESIAN AVE

S OAKLEY AVE

W 44TH ST

W 44TH PL

W 45TH ST

W 45TH PL

W 46TH ST

W 46TH PL

4328
4334
4338
4340
4342
4344
4352
4321
4335
4401
4425
4426
4428
4432
4435
4440
4444
4448
4452
4454
4501
4622
4624
4632

252
251
250
249
248
247

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 37 - Western Boulevard

MAP 38

MAP 36

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Western Boulevard/Avenue

S WESTERN BLVD

S ROCKWELL ST

S MAPLEWOOD AVE

S CAMPBELL AVE

S ARTESIAN AVE

S OAKLEY AVE

W 42ND ST

W 41ST ST

W 42ND PL

W POPE JOHN PAUL II DR

W 43RD ST

259
258
257
256
255
254
253
252

4039
4045
4049
4057
4102
4108
4110
4130
4111
4123
4134
4136
4139
4144
4150
4152
4156
4158
4155
4200
4202
4208
4201
4220
4236
4242
4252
4235
4300
4304
4312-4314
4318-4320
4322-4324
4326
4328
4334
4338
4301
4311
4321

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Illinois
Cook
Chicago Park Boulevard System
Historic District
Map 38 - Western Boulevard & McKinley Park

McKinley Park

Western Boulevard/Avenue

Bridges

W PERSHING RD

W 39TH PL

W 40TH ST

S OAKLEY AVE
S MAPLEWOOD AVE
S CAMPBELL AVE
S ARTESIAN AVE
S IRVING AVE
S LEAVITT ST
S HAMILTON AVE
S HOYNE AVE

2225
2165
2159
2139
2101

3930
3932
3934
3936
3938
3942
3944
3946
3948
3950
3954
3956
3958
3960

4039
4043-4047
4049
4057

MAP 39

MAP 37

Central Manufacturing District:Pershing Road Development Historic District

270
269
264
266
265
267
268
263
262
261
260
259
258

MAP 40

Western Boulevard / Avenue

Bridges

S ARCHER AVE

2270 2266 2262 2258 2254 2252 2250 2240 2228 2226 2222 2220 2216 2210 2208 2204 2200

S LEAVITT ST

S HAMILTON AVE

S HOYNE AVE

S SEELEY AVE

S DAMEN AVE

3659 3656 3655 3658 3659 3658 3659 2014 3658 3659

W 37TH ST

284 283 282 281 276 273 272 275 277 274 271 278 270 269 279 280 266 264 265 263 267 268 261 262 260

3701 3703 3707 3709 3711 3715 3719 3721 3723 3727 3729 3731 3735 3737 3741 3743 3747 3749 3757

S WINCHESTER AVE

W 38TH ST

3801 3805 3809 3811 3815 3817 3821 3825 3827 3829 3833 3835 3839 3841 3845

1950

MAP 38

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

McKinley Park

W PERSHING RD

W PERSHING RD

S OAKLEY AVE

S IRVING AVE

S LEAVITT ST

S HAMILTON AVE

S HOYNE AVE

2225 2165 2159 2139 2101 2055 2011 2001

W PERSHING PL

S SEELEY AVE

Central Manufacturing District:Pershing Road Development Historic District

Bridges

3930 3932 3934 3938 3942

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 39 - McKinley Park & Western Boulevard

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 40 - Western Boulevard

MAP 41

MAP 39

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

S Western Boulevard / Avenue

289 290 288 287 286 285 284 283 282 281

W 34TH ST
W 34TH PL
W 35TH ST
W 35TH PL
W 36TH ST
W 37TH ST

S CLAREMONT AVE
S OAKLEY AVE
S BELL AVE
S LEAVITT ST
S HAMILTON AVE
S MAPLEWOOD AVE
S CAMPBELL AVE
S ARTESIAN AVE
S ARCHER AVE
S BLAKE ST
S HOYNE AVE

3400 3402 3404 3408 3410 3412 3414 3416 3418 3422 3424 3434 3436 3440 3444 3448 3452 3456 3500 3504 3508 3510 3528 3530 3534 3536 3538 3542 3544 3548 3550 3554 3601

3401 3405 3409 3411 3417 3419 3423 3427 3431 3433 3435 3439 3441 3443 3445 3449 3451 3501 3503 3509 3515 3517 3519 3521 3523 3529 3537 3543 3545 3549 3553 3559

2411

2240 2270 2266 2262 2258 2254 2252 2250 2228 2226 2222 2220 2216 2210 2208 2204 2200

3659 3655 3658 3659

McKinley Park

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 41 - Western Boulevard

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Chicago Sanitary and Ship Canal District

Bridges

Bridges

3140

295

294

293

292

291

289

290

Western Boulevard

3301
3305
3311
3313
3315
3319
3323
3325
3327
3335
3341
3343
3345
3347
3349
3357
3359
3401
3405

3302
3310
3316
3322
3324
3326
3330
3336
3340
3344
3346
3348
3352
3354
3356
3400
3402
3404

MAP 42

MAP 40

W 34TH ST

Illinois
Cook
Chicago Park Boulevard System
Historic District
Map 42 - Western Boulevard & 31st Boulevard

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

MAP 44

MAP 43

MAP 41

S. California Boulevard

W. 31st Boulevard

W_31ST_ST

S WESTERN AVE

S. Western Boulevard / Avenue

Bridge

Bridge

Bridge

Bridge over Sanitary and Ship Canal

Chicago Sanitary and Ship Canal District

Sanitary and Ship Canal

Bridge Interstate 55, Stevenson Expressway

W STEVENSON EXPY

W STEVENSON EXPY

W BROSS AVE

3140

296

299

298

297

295

294

Illinois
Cook
Chicago Park Boulevard System
Historic District
Map 43 - California Boulevard & 31st Boulevard

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

S. California Boulevard

301

300

299

298

297

W 28TH ST

MAP 42

MAP 44

3000

3026

W 31ST ST

W. 31st Boulevard

W 31ST ST

N

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 44 - California Boulevard

S SACRAMENTO AVE
S FRANCISCO AVE
W 26TH ST
S CALIFORNIA BLVD
S WASHTENAW AVE
S ROCKWELL AVE
W 26TH PL
W 27TH ST
W 28TH ST
S CALIFORNIA AVE

2600
2650
Fountain

305
303
304
302
301
300

S. California Boulevard

MAP 45
MAP 43
MAP 42

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 45 - California Boulevard
24th Boulevard
Marshall Boulevard

W 23RD ST
W 23RD PL
W 24TH ST
W 24TH PL
W 25TH ST
W 25TH PL
W 26TH ST
W LUTHER ST
S WHIPPLE ST
S SACRAMENTO AVE
S BOULEVARD WAY
S FRANCISCO AVE
S WASHTENAW AVE
S ROCKWELL ST
S. Marshall Boulevard
W. 24th Boulevard
S. California Boulevard / Avenue
CALIFORNIA BLVD
Jacques Marquette Monument
2832
2400
2817
MAP 46
MAP 44
2300 2302 2306 2308 2312 2318 2322 2328 2332 2334 2338 2342 2344 2346 2348 2352 2358
2301 2305 2309 2311 2313 2325
2347 2756 2754 2750 2746 2744 2740 2738 2734 2730 2728
2401 2405 2409 2411 2413 2415 2419 2421 2425
2435 2725 2437 2441 2445 2449 2451
2933 2927-31 2923 2921 2917 2915 2909 2907 2903 2901
2859 2857 2855 2853 2849 2847 2845 2835 2831
2434 2438 2440 2442 2446 2448 2450 2452 2454 2458
2504 2506 2510 2514 2516 2518 2520 2524
2532 2536 2538
317 316 315 314 313 312 311 310 309 308 307 306 305 304 303

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 46 - Marshall Boulevard

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

S. Marshall Boulevard

W 21ST ST
W 21ST PL
W CERMAK RD
W 22ND PL
W 23RD ST
W 23RD PL

S TROY ST
S ALBANY AVE
S WHIPPLE ST
S SACRAMENTO AVE
S CALIFORNIA AVE
S FAIRFIELD AVE
S WASHTENAW AVE

MAP 47
MAP 45

2007 2015 2100 2101 2107 2110 2111 2113 2115 2117 2125 2126 2127 2128 2134 2138 2140 2141 2142 2143 2145 2880 2900 2908 2200 2869 2214 2215 2216 2219 2222 2225 2226 2228 2232 2234 2235 2236 2237 2240 2241 2242 2244 2245 2246 2249 2251 2252 2253 2254 2255 2258 2259 2300 2301 2302 2305 2306 2308 2309 2311 2312 2313 2318 2322 2325 2328 2332 2334 2338 2342 2344 2346 2348 2832

320 321 322 323 324 315 316 317 318 319

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 47 - Marshall Boulevard Douglas Park

Douglas Park

MAP 48

MAP 46

S TROY ST

S ALBANY AVE

S CALIFORNIA AVE

S WASHTENAW AVE

S FAIRFIELD AVE

S SACRAMENTO AVE

S WHIPPLE ST

S FARRAR DR

W 19TH ST

W 18TH PL

W CULLERTON ST

W 21ST ST

W 21ST PL

W CERMAK RD

Bridge

1852-1858

3055 3047 3043 3039 3037 3035 3031 3027 3025 3021 3017 3015 3011 3001

2875

2007 2015

2100 2110 2101 2107 2111 2113 2115 2117 2125 2127 2127

2126 2128 2134 2138 2140 2142 2141 2143 2145

2908 2900 2880

2200 2214 2216 2222

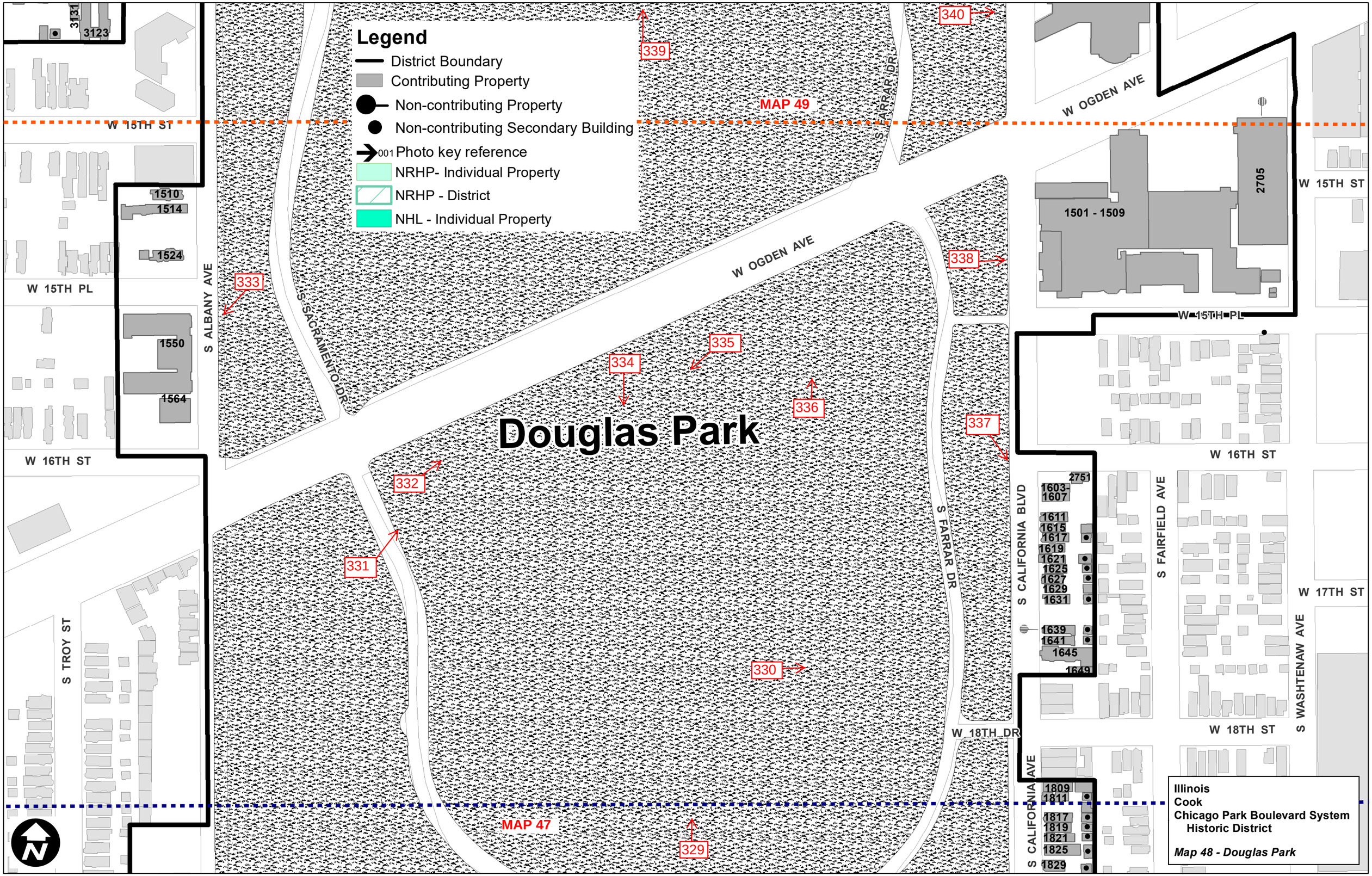
2869 2215 2219 2225

1817 1819 1821 1825 1829 1831 1837 1839 1841 1843 1851 1855 1857

329 328 327 326 325 324 323 322 321 320

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property


Legend
District Boundary
Contributing Property
Non-contributing Property
Non-contributing Secondary Building
001 Photo key reference
NRHP- Individual Property
NRHP - District
NHL - Individual Property
Douglas Park
MAP 49
MAP 47
W 15TH ST
W 15TH PL
W 16TH ST
W 17TH ST
W 18TH ST
W 18TH DR
W OGDEN AVE
S ALBANY AVE
S SACRAMENTO DR
S FARRAR DR
S TROY ST
S CALIFORNIA BLVD
S FAIRFIELD AVE
S WASHTENAW AVE
3131
3123
1510
1514
1524
1550
1564
1501 - 1509
2705
2751
1603-1607
1611
1615
1617
1619
1621
1625
1627
1629
1631
1639
1641
1645
1649
1809
1811
1817
1819
1821
1825
1829
331
332
333
334
335
336
337
338
339
340
329
330
Illinois
Cook
Chicago Park Boulevard System Historic District
Map 48 - Douglas Park

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 49 - Douglas Park &
Douglas Boulevard

Douglas Park

Douglas Boulevard

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

S WHIPPLE ST
S SACRAMENTO BLVD
S RICHMOND ST
S FRANCISCO AVE
S MOZART ST
S CALIFORNIA AVE
W ROOSEVELT RD
W 12TH PL
S TROY ST
W 13TH ST
S ALBANY AVE
S SACRAMENTO DR
S FARRAR DR
S FAIRFIELD AVE
S WASHTENAW AVE
W 14TH ST
W 14TH ST
S CALIFORNIA BLVD
W OGDEN AVE
Obelisk

MAP 50
MAP 48

342
343
344
341
340
339

3042 3034 3012 3006 2948 2942 2924 2858 2856 2854 2838 2834-2836 1146
1214 1216 1224 1232 1234 1236 1238 1242 1244 1250
1231 1237 1239 1241 1245 1249 1251 1259 1261 1303 1307 1311 1315 1321 1325 1329 1333 1335 1339 1341 1343 1347 1349 1351 1353 1357 1361 1363 1365 1369 1371
1302 1306
1330 1338 1344
3140 3136 3126 3122 3118 3116 3112
3147 3143 3141 3137 3135 3131 3121 3123
1401 - 1409

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 50 - Douglas Boulevard

Central Park Theater

W 12TH PL

MAP 52

W 13TH ST

W 13TH PL

S CENTRAL PARK AVE

S ST LOUIS AVE

S HOMAN AVE

S CHRISTIANA AVE

S SPAULDING AVE

S KEDZIE AVE

S TROY ST

Jewish People's Institute

3500

3608 3606 3600 3556 3550 3548 3546 3544 3540 3528

3422 3410 3400

1335 3356 3352 3350 3348 3346 3342 3340 3338 3334

3324 3312 3306 3300

3252 3250 3248 3244 3242 3238 3234

3224 3222 3220 3216 3206

3140 3136 3126 3122 3118

W. Douglas Boulevard

353 352 351 350 349 348 347 346 345

MAP 49

Sculpture

3557 3553 3551 3549 3523 3521 3511 3509 3507 3501 3447 3445 3441 3437 3423 3355 3347 3343 3341 3339 3323 3315 3313 3301 3243 3239 3237 3235 3223 3219 3215 3211 3209 3147 3143 3141 3137 3135 3131 3123 3121

S DRAKE AVE

S TRUMBULL AVE

S SAWYER AVE

MAP 51

W 15TH ST

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 51 - Douglas Boulevard and Independence Square Independence Boulevard

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

S. Independence Boulevard

Indepen-dence Square

W. Douglas Boulevard

American Youth and Independence Day Fountain

Jewish People's Institute

MAP 52

MAP 50

W 12TH PL

W 13TH ST

W 13TH PL

W 15TH ST

S AVERS AVE

S LAWNDALE AVE

S MILLARD AVE

S CENTRAL PARK AVE

S ST LOUIS AVE

S HOMAN AVE

S HAMLIN AVE

RIDGEWAY AVE

S DRAKE AVE

S TRUMBULL AVE

1211, 1217, 1224, 1226, 1232, 1234, 1237, 1241, 1245, 1256, 1301, 1306, 1308, 1309, 1313, 1316, 1317, 1318, 1321, 1322, 1323, 1333-1339, 1345, 1352, 1404, 1406, 1410, 1414, 3700, 3701, 3710, 3716, 3745, 3755, 3422, 3400, 3335, 3356, 3352, 3350, 3348, 3346, 3556, 3550, 3548, 3546, 3544, 3540, 3528, 3620, 3616, 3608, 3606, 3600, 3656, 3650, 3646, 3642, 3638, 3634, 3657, 3653, 3645, 3643, 3641, 3639, 3557, 3553, 3551, 3549, 3523, 3521, 3511, 3509, 3507, 3501, 3447, 3445, 3441, 3437, 3423, 3355, 3347, 3343

001, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 347, 348, 349, 350, 351, 352, 353

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 52 - Independence Boulevard

W ARTHINGTON ST

MAP 53

W TAYLOR ST

S SPRINGFIELD AVE

S LAWNDALE AVE

S ST LOUIS AVE

Independence Boulevard

Bridge

808

815

819-821

823-825

901-909

911-923

1014

1022

1100

1108

1110

1114

1116

1118

1117

1135

1145

1146

1211

1217

1224

1226

1232

1234

1237

1241

367

368

369

370

371

372

373

W FILLMORE ST

W GRENSHAW ST

W ROOSEVELT RD

MAP 51

S PULASKI RD

S HARDING AVE

S AVERS AVE

S MILLARD AVE

S CENTRAL PARK AVE

Central Park Theater

MAP 50

W 12TH PL

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 53 - Independence Boulevard

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Garfield Park
Park Already Listed on
National Register of Historic Places

Garfield Park
(Chicago Park District MPS)

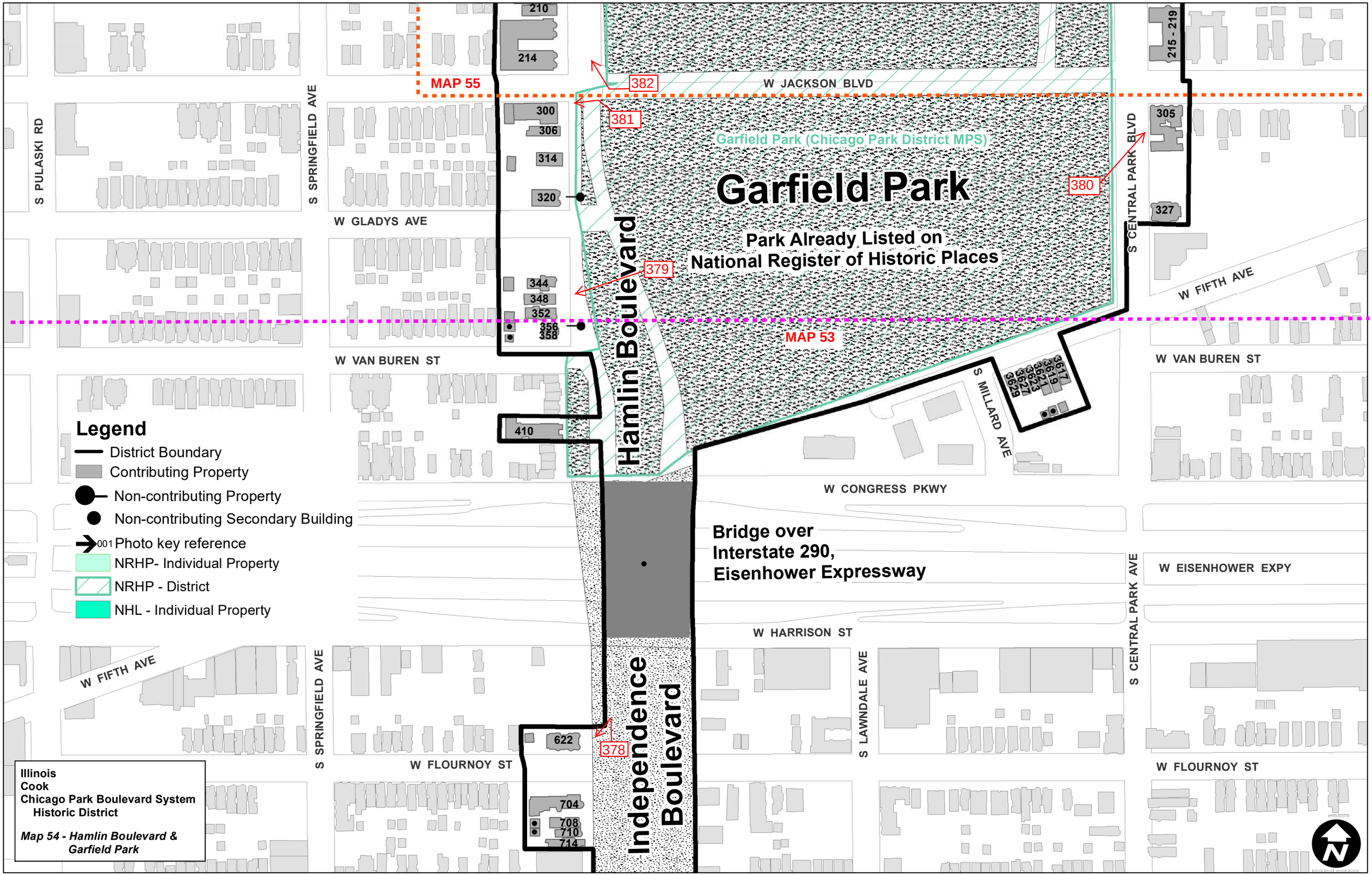
Bridge over
Interstate 290,
Eisenhower Expressway

W VAN BUREN ST
W FIFTH AVE
S MILLARD AVE
W CONGRESS PKWY
W EISENHOWER EXPY
W HARRISON ST
S LAWNDALE AVE
S CENTRAL PARK AVE
W FLOURNOY ST
S SPRINGFIELD AVE
W LEXINGTON ST
W POLK ST
W ARTHINGTON ST

S. Independence Boulevard
S. Hamlin Boulevard

356
358
410 - 412
622
704 - 706
708
710
714
740
752 - 754
800 - 802
806
808
735-737
739-741
745-747
755-757
801
805
815
819
823 - 825
3617
3619
3623
3621
3627
3629
374
375
376
377
378

MAP 54
MAP 52


MAP 55
MAP 53
W JACKSON BLVD
W GLADYS AVE
W VAN BUREN ST
W FIFTH AVE
W CONGRESS PKWY
W HARRISON ST
W FLOURNOY ST
W EISENHOWER EXPY
S PULASKI RD
S SPRINGFIELD AVE
S CENTRAL PARK BLVD
S MILLARD AVE
S LAWNDALE AVE
Hamlin Boulevard
Independence Boulevard
Garfield Park (Chicago Park District MPS)
Garfield Park
Park Already Listed on National Register of Historic Places
Bridge over Interstate 290, Eisenhower Expressway
210
214
215 - 219
300
306
305
314
320
327
344
348
352
356
358
410
622
704
708
710
714
3617
3619
3621
3623
3627
3629
382
381
380
379
378
Legend
District Boundary
Contributing Property
Non-contributing Property
Non-contributing Secondary Building
001 Photo key reference
NRHP- Individual Property
NRHP - District
NHL - Individual Property
Illinois
Cook
Chicago Park Boulevard System
Historic District
Map 54 - Hamlin Boulevard & Garfield Park

Garfield Park

Park Already Listed on
National Register of Historic Places

Garfield Park (Chicago Park District MPS)

Midwest Athletic Club

Chicago Telephone Company Kedzie Exchange

MAP 56

MAP 54

W WASHINGTON BLVD
W MADISON ST
W MONROE ST
W WILCOX ST
W ADAMS ST
W JACKSON BLVD
W MUSIC COURT DR
W WARREN DR
W WARREN BLVD

N HAMLIN BLVD
S HAMLIN BLVD
N MCCREA DR
N CENTRAL PARK DR
S CENTRAL PARK BLVD
S WOODWARD DR
N HOMAN BLVD
S HOMAN AVE
S ST LOUIS AVE
N HRAEDER DR

124
108
100
3807
3800
3801
16
18
20
100
102
104
108
110
114
116
120
138
146
206
210
214
3357
3513
3451
3437
3427
3423
3411
3409
3407
115
201
209
213
215

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 55 - Garfield Park

382
383
384
385
386
387
388
389
390

Illinois
Cook
Chicago Park Boulevard System
Historic District
Map 56 - Garfield Park

Garfield Park

Park Already Listed on National Register of Historic Places

Flower, Lucy, Technical High School for Girls

Garfield Park (Chicago Park District MPS)

Midwest Athletic Club

Bridges

Bridge

MAP 57

MAP 55

W LAKE ST
W MAYPOLE AVE
W WEST END AVE
W WASHINGTON BLVD
W FULTON BLVD
W WALNUT ST
W WARREN DR
W WARREN BLVD
W MADISON ST
N HAMLIN AVE
N HAMLIN BLVD
N CONSERVATORY DR
N CENTRAL PARK AVE
N ST LOUIS AVE
N HOMAN AVE
N MCCREA DR

334 332 326 324 320 312 310 301 3545 3544 3504 3502 3500 3458 3454 3450 3404 3400-3402 147 139 3350 124 108 100 3807 3800 3513 3357

394 393 392 391 390 389 388 387 386

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 57 - Garfield Park
Central Park Boulevard

W FERDINAND ST
N LAWNDALE AVE
N HAMLIN AVE
N RIDGEWAY AVE
N MONTICELLO AVE
Garfield Square
Central Park Boulevard
W FRANKLIN BLVD
N DRAKE AVE
N ST LOUIS AVE
N TRUMBULL AVE
W GOVERNORS PKWY
Bridge
W KINZIE ST
MAP 58
W CARROLL AVE
N HOMAN AVE
W FULTON ST
Garfield Park
Park Already Listed on
National Register of Historic Places
Garfield Park (Chicago Park District MPS)
N CONSERVATORY DR
N CENTRAL PARK AVE
W FULTON BLVD
MAP 56
Flower, Lucy,
Technical High School
for Girls
W WALNUT ST
Bridge
W LAKE ST
Bridges
N HAMLIN BLVD

500 400 401 402 398 397 399 396 395 394 393 392 391

452 450 448 446 434 432 424 422 441 439 429 427 421 405 401 431 3511 3509 3447 3445 3441 3417 3415 3413 339 331 327 325 321 317 313 311 309 305 - 311 376 372 370 368 364 362 346-348 342 334 332 326 324 320 312 310 306 3545 3544 3504 3502 3500 3458 3454 3450 3404 3400-3402 147

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 58 - Garfield Square
Franklin Boulevard

W. Franklin Boulevard

W OHIO ST
N LAWNDALE AVE
N MONTICELLO AVE
N CENTRAL PARK AVE
N DRAKE AVE
N TRUMBULL AVE
N HOMAN AVE
N SPAULDING AVE
N SAWYER AVE
W GARFIELD SQUARE DR
W FERDINAND ST
Obelish
Garfield Square
N. Central Park Boulevard
N ST LOUIS AVE
W GOVERNORS PKWY
W CARROLL AVE
N CONSERVATORY D
Bridge
Garfield Park
(Chicago Park District MPS)
Garfield Park
Park Already Listed on
National Register of Historic Places

3600 3622 3618 3614 3550 3548 3542 3520 3518 3514 3512 3510 3446 3432 3424 3418 3416 3410 3414 3408 3406 508 501 500 3256 3234
510 506 502 452 450 448 446 434 432 424 422 441 439 429 427 421 405 401 431 3511 3509 3447 3445 3441 3417 3415 3413 3411 339 331 327 325 321 317 313 311 309 305 - 311

400 401 402 403 404 405 395 396 397 398 399

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

MAP 57
MAP 59

MAP 58

MAP 60

W OHIO ST

N SPAULDING AVE

N SAWYER AVE

N KEDZIE AVE

N TROY ST

N. Sacramento Boulevard

500

548

500

461 - 605

461 - 605

3256

3234

3146

3142

3136

3056

3054

3050

3046

3044

405

406

407

409

411

410

412

W. Franklin Boulevard

Sacramento Square

W FERDINAND ST

3139

3135

408

3001

N WHIPPLE ST

N ALBANY AVE

N SAWYER AVE

N TROY ST

W CARROLL AVE

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Illinois
Cook
Chicago Park Boulevard System Historic District

Map 59 - Franklin Boulevard
Sacramento Square
Sacramento Boulevard

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 60 - Sacramento Boulevard

MAP 61

MAP 59

N TROY ST

N ALBANY AVE

W RICE ST

N RICHMOND ST

N FRANCISCO AVE

N MOZART ST

N CALIFORNIA AVE

W CHICAGO AVE

W GRAND AVE

W SUPERIOR ST

W HURON ST

N KEDZIE AVE

Sacramento Boulevard

Bridge

878
876
872
868
866
864
860
858
854

2951
871
869
867
863
861
857
855
851
849
845
843
839

3037 - 3053
822
808
3028
3036
2950
700
605

417
416
415
414
413
412

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Humboldt Park

Humboldt Park (Chicago Park District MPS)

Park Already Listed on
National Register of Historic Places

MAP 62

MAP 60

W DIVISION ST
W HADDON AVE
W THOMAS ST
W CORTEZ ST
W AUGUSTA BLVD
W GRAND AVE
W WALTON ST

N LUIS MUNOZ MARIN DR
W LUIS MUNOZ MARIN DR
N HUMBOLDT DR
N KEDZIE AVE
N SACRAMENTO AVE
N.Sacramento Boulevard
N FRANCISCO AVE
N MOZART DR
N CALIFORNIA AVE
N RICHMOND ST

1206 1204 1152 1150 1148 1144 1140 1138
1060 1058 1054 1050 1046 1042 1038
1026 1022 1016 1014 1010 1006 1004
1145-1149 1141 1139 1137 1135 1133 1127 1123 1117 1113 1111 1109 1107
2907 2903 2851 2849 2847 2845 2839 2835 2825 2823 2815-2823
1219 1217 1211
1029 1025 1021 1017 1015 1009 1003 1001
3157 3153 3147 3145 3143 3139 3133 3129 3125 3123 3121 3115 3109 3105 3103 3101 3061 3057 3041
929 927 921 919 917 909 907 901 2951 871
888 884 882 878 876 872

426 425 424 423 422 421 420 419 418 417

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 61 - Sacramento Boulevard
Humboldt Park

Humboldt Park

Humboldt Park (Chicago Park District MPS)

Park Already Listed on
National Register of Historic Places

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 62 - Humboldt Park

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

MAP 63

MAP 61

W LE MOYNE ST

W BEACH AVE

W HIRSCH ST

W POTOMAC AVE

W CRYSTAL ST

W DIVISION ST

W EVERGREEN AVE

N KEDZIE AVE

N FAIRFIELD AVE

N CALIFORNIA AVE

N HUMBOLDT DR

N LUIS MUNOZ MARIN DR

W LUIS MUNOZ MARIN DR

N MOZART DR

1510 1508 1506 1500

3215 1456 1454 1452 1448 1446 1444 1442 1438 3208

3211 1420 1418 1416 1412 1408 1400

1354 1350 1346 1344 1340 1336 1334

1320 1318 1316 1312 1310 1306 1300

1258 1254 1250 1248 1242 1238 1236 1234

1206 1204 1200

1509 1507 1501 2746 1455 1451 1449 1445

1433 1431 1427 1425 1423 1421 1417 1415 1411 1401

1355 1351 1349 1343 1335

1305 1301 2746 1257 1255 1253 1251 1247 1245 1237

1225 1219 1217 1211

435 436 433 434 432 431 430 429 428 427 426 425

Illinois
Cook
Chicago Park Boulevard System
Historic District
Map 63 - Humboldt Park
Humboldt Boulevard

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

MAP 64

W BLOOMINGDALE AVE

N WHIPPLE ST

N. Humboldt Blvd

445 444 443 442 441 440

Logan Square Boulevards
Historic District

W WABANSIA AVE

N KEDZIE AVE

N TROY ST

N ALBANY AVE

N RICHMOND ST

N FRANCISCO AVE

N MOZART ST

N CALIFORNIA AVE

N FAIRFIELD AVE

W NORTH AVE

N ALBANY DR

Humboldt Park (Chicago Park District MPS)

W LUIS MUNOZ MARIN DR

Humboldt Park

Park Already Listed on
National Register of Historic Places

MAP 62

W PIERCE AVE

W LE MOYNE ST

438 437 439 435 436

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 64 - Humboldt Boulevard

MAP 65

W DICKENS AVE

N KEDZIE AVE

N ALBANY AVE

N WHIPPLE ST

N. Humboldt Boulevard

W MCLEAN AVE

W FRANCIS PL

N RICHMOND ST

N MOZART ST

W ARMITAGE AVE

Logan Square Boulevards
Historic District

W HOMER ST

W MOFFAT ST

W CORTLAND ST

N FRANCISCO AVE

N CALIFORNIA AVE

N FAIRFIELD AVE

W BLOOMINGDALE AVE

MAP 63

2066 2060 2054 2050 2048 2040 2034 2030 2026 2022 3004

2069 2063 2061 2057 2053 2051 2047 2043 2039 2031 2027 2023 2017 2015 2952

1946 1940 1930 1926 1922 1920 1918 1908 3000 1856 1850 1848 1844 1832 1830 1826 1824 1822 1820 1816 1810 1800

2959 1951 1949 1947 1941 1931 1929 1927 1923 1919 1917 1913 1911 1909 1901 1857 1853 1851 1841 1839 1837 1835 1829 1827 1825 1819 1801 1759

451 452 450 449 448 447 446 445

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 65 - Humboldt Boulevard
Palmer Square
Kedzie Boulevard

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

W FULLERTON AVE
W MEDILL AVE
W BELDEN AVE
W LYNDALE ST
W PALMER ST
W SHAKESPEARE AVE
W DICKENS AVE
W BELDEN AVE
W PALMER ST
W DICKENS AVE

N KEDZIE BLVD
N ALBANY AVE
N SACRAMENTO AVE
N MILWAUKEE AVE
N RICHMOND ST
N MOZART ST
N SAWYER AVE
N KEDZIE AVE
N ALBANY AVE
N WHIPPLE ST

Kedzie Boulevard
N. Humboldt Boulevard

W. Palmer Square
Logan Square Boulevards Historic District
Palmer Square
W. Palmer Blvd

MAP 66
MAP 64

468 467 466 465 464 463 462 461 460 459 458 457 456 455 454 453 452

Logan Square

W. Logan Boulevard

N. Kedzie Boulevard

N KEDZIE AVE
N TROY ST
N ALBANY AVE
N WHIPPLE ST
W WRIGHTWOOD AVE
N SAWYER AVE
W ALTGELD ST
N SPAULDING AVE
N WILLETTS CT
N MILWAUKEE AVE
N LINDEN PL
N ALBANY AVE
W FULLERTON AVE
MAP 67
MAP 65
N RICHMOND ST
N FRANCISCO AVE
N SACRAMENTO AVE

2610 2614 2612 2606 2600
3146 3140 3136 3134 2579
3110 3108 3104 3100 3056 3050 3046 3044 3040 3034 3024 3016 3012 3006 3004 3000
2956 2954 2950 2944 2940 2934 2922 2918 2914 2910 2908 2906 2856 2852
2556 2554 2552 2548 2544 2534 2530 2516 2510 2506 2500
2569 2555 2549 3061 3059 3055 3051 3045 3041 3037 3033 3027 3007 3005 3001
2959 2955 2951 2949 2947 2943 2939 2937 2935 2925 2921 2917 2915 2911 2907 2905 2901 2857 2855 2853 2543
2535 2525 2511 2503 2501 2443 3131 3129
2450 2440 2444 2436 2434 2430 2424 2420 2414 2408 2412 2400
2476 2435 2431 2425 2423 2419 2415 2411 2407 2401
2350 3217 2346 2342 2338 3141 2349 2345 2339

475 474 476 477 478 479 480 481 472 473 471 470 469 468 467

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Illinois
Cook
Chicago Park Boulevard System Historic District

Map 66 - Kedzie Boulevard
Logan Square
Logan Boulevard

Legend

- District Boundary
- Contributing Property
- Non-contributing Property
- Non-contributing Secondary Building
- 001 Photo key reference
- NRHP- Individual Property
- NRHP - District
- NHL - Individual Property

Vassar Swiss Underwear Company Building

N MAPLEWOOD AVE

N CAMPBELL AVE

N ARTESIAN AVE

W SCHUBERT AVE

W SCHUBERT AVE

N FRANCISCO AVE

N CALIFORNIA AVE

N FAIRFIELD AVE

N AVONDALE AVE

N KENNEDY EXPY

2906 2856 2852 2850 2844 2840 2824 2820 2816 2814 2808 2804 2800 2601 2752 2750 2748 2746 2740 2738 2734 2722 2720 2716 2712 2710 2704 2700 2656 2652 2650 2646 2642 2638 2634 2624 2622 2618 2614 2600 2554 2550 2546 2542 2538 2536 2522

MAP 66

483 485 486

Logan Square Boulevards Historic District

W. Logan Boulevard

481 482 484 487

2905 2901 2543 2857 2855 2853 2849 2845 2843 2839 2835 2542 2823 2819 2817 2815 2809 2807 2801 2543 2753 2751 2745 2741 2735 2723 2719 2715 2711 2703 2657 2653 2651 2649 2647 2643 2641 2637 2635 2623 2621 2615 2611 2609 2603 2601 2555 2553 2549 2545 2539 2535 2517 2509 2503 2529 2455 2453 2449 2445 2435

N FRANCISCO AVE

N MOZART ST

N WASHTENAW AVE

N TALMAN AVE

N ROCKWELL ST

N MAPLEWOOD AVE

N CAMPBELL AVE

N ARTESIAN AVE

W ALTGELD ST

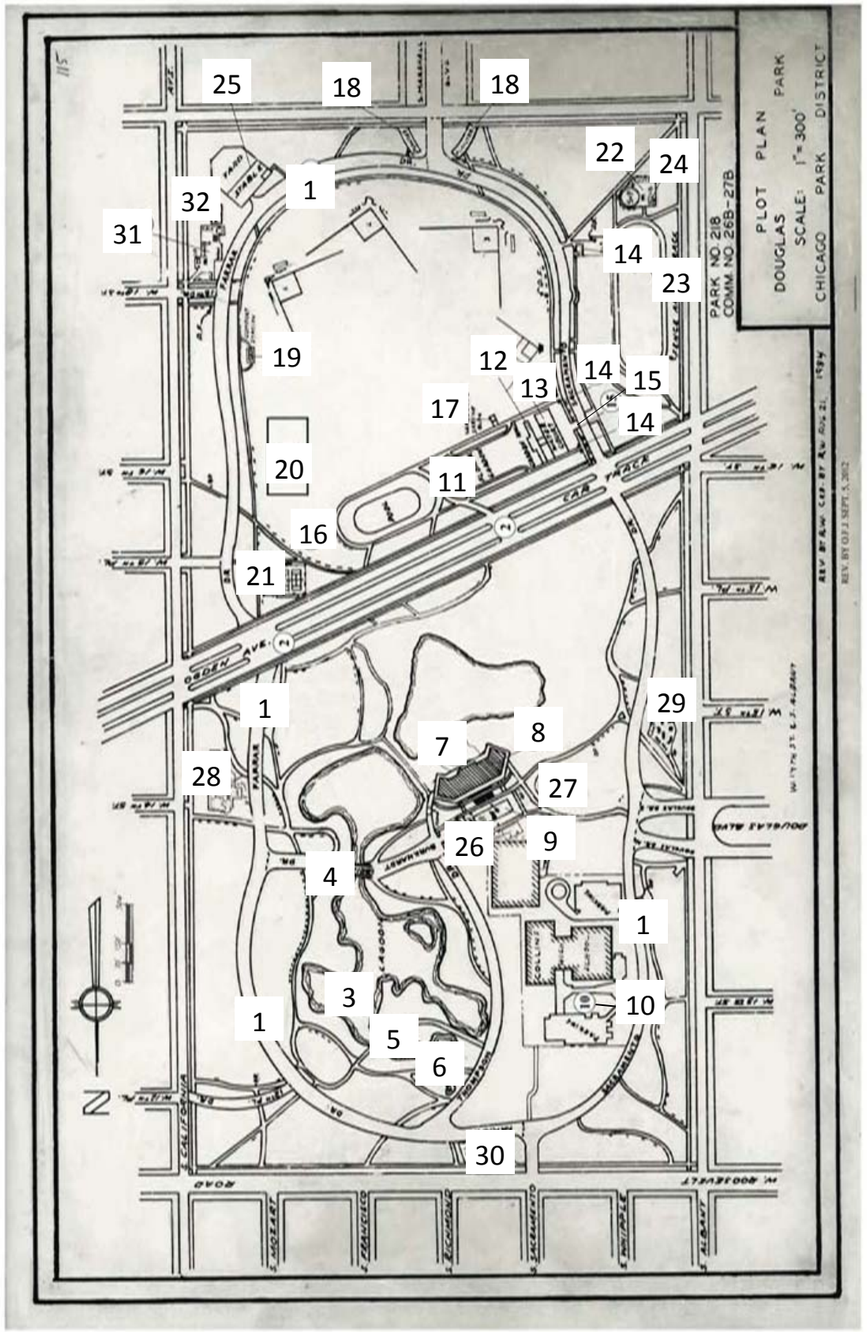
N

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 67 - Logan Boulevard

Douglas Park

Chicago Park District Plot Plan 1984, updated 2012



Illinois
Cook
Historic Park Boulevard System
Historic District

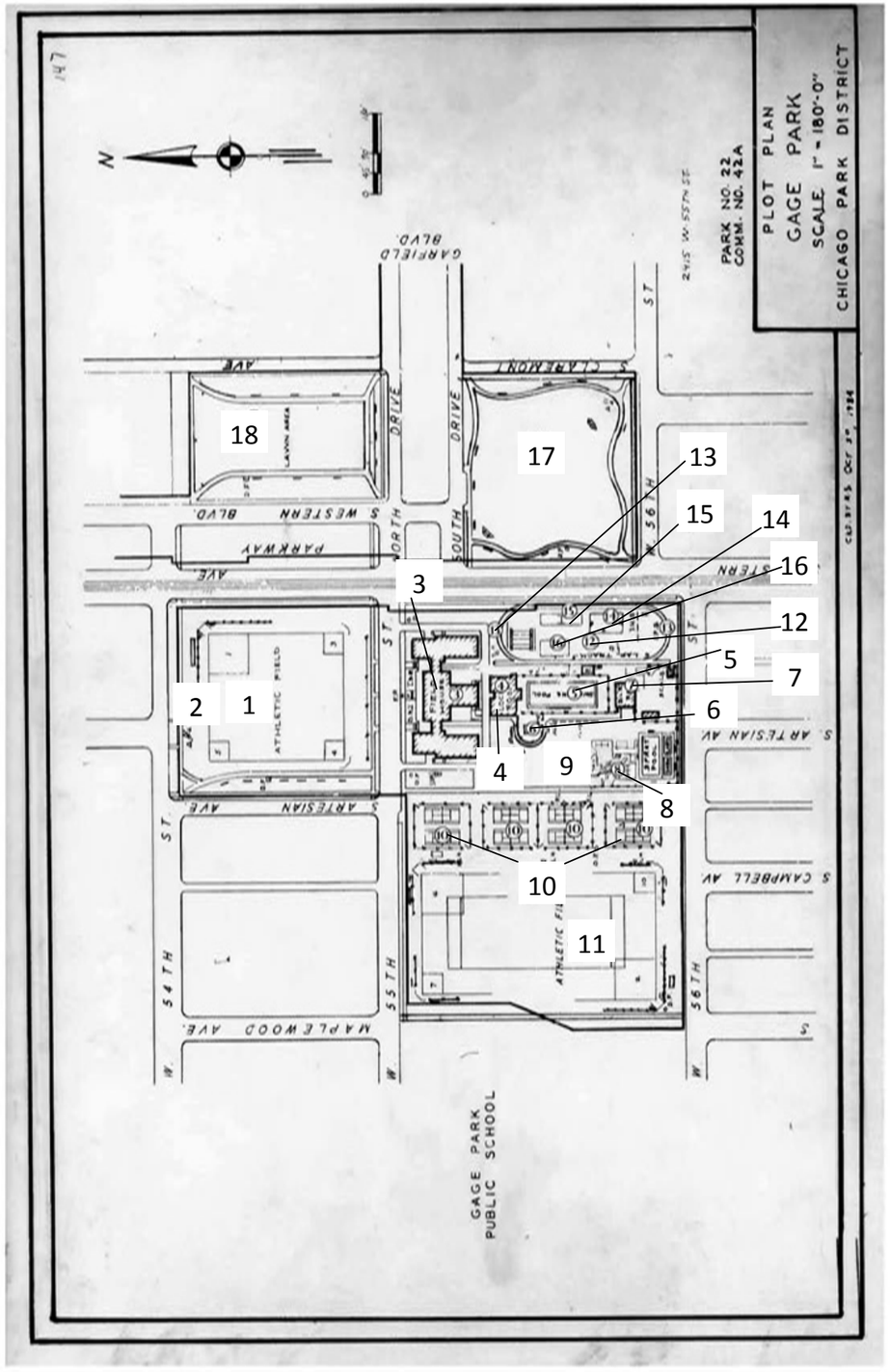
Map 68—Douglas Park

Douglas Park D: Chicago Park District Plot Plan of 1984, Updated 2012

1. Circuit Drive
2. Ogden Avenue
3. Lagoon
4. Carriage Drive Bridge
5. Granite Boulder Footbridge
6. Limestone Footbridge
7. Junior Golf Course
8. Douglas Park Field House
9. Swimming Pool
10. Collins High School
11. Formal Gardens
12. Flower Hall
13. Water Court
14. Prairie Style Lanterns
15. S. Sacramento Drive
16. Prairie Style Benches
17. Storage Shed
18. Marshall Blvd. Pergolas
19. 1936 Comfort Station
20. Soccer Field
21. Tennis Courts
22. Southwest Side Playground & Spray pool
23. Running Track
24. 1970 Brick Comfort Station
25. Stable Building
26. Basketball Courts
27. Spray pool
28. East Side Playground 29
29. West Side Playground
30. North Side Playground
31. Southeast Side Playground & Spray pool
32. Southeast side Basketball Court

Gage Park

Chicago Park District Plot Plan of 1984, updated 2012



Illinois
Cook
Historic Park Boulevard System
Historic District

Map 69—Gage Park

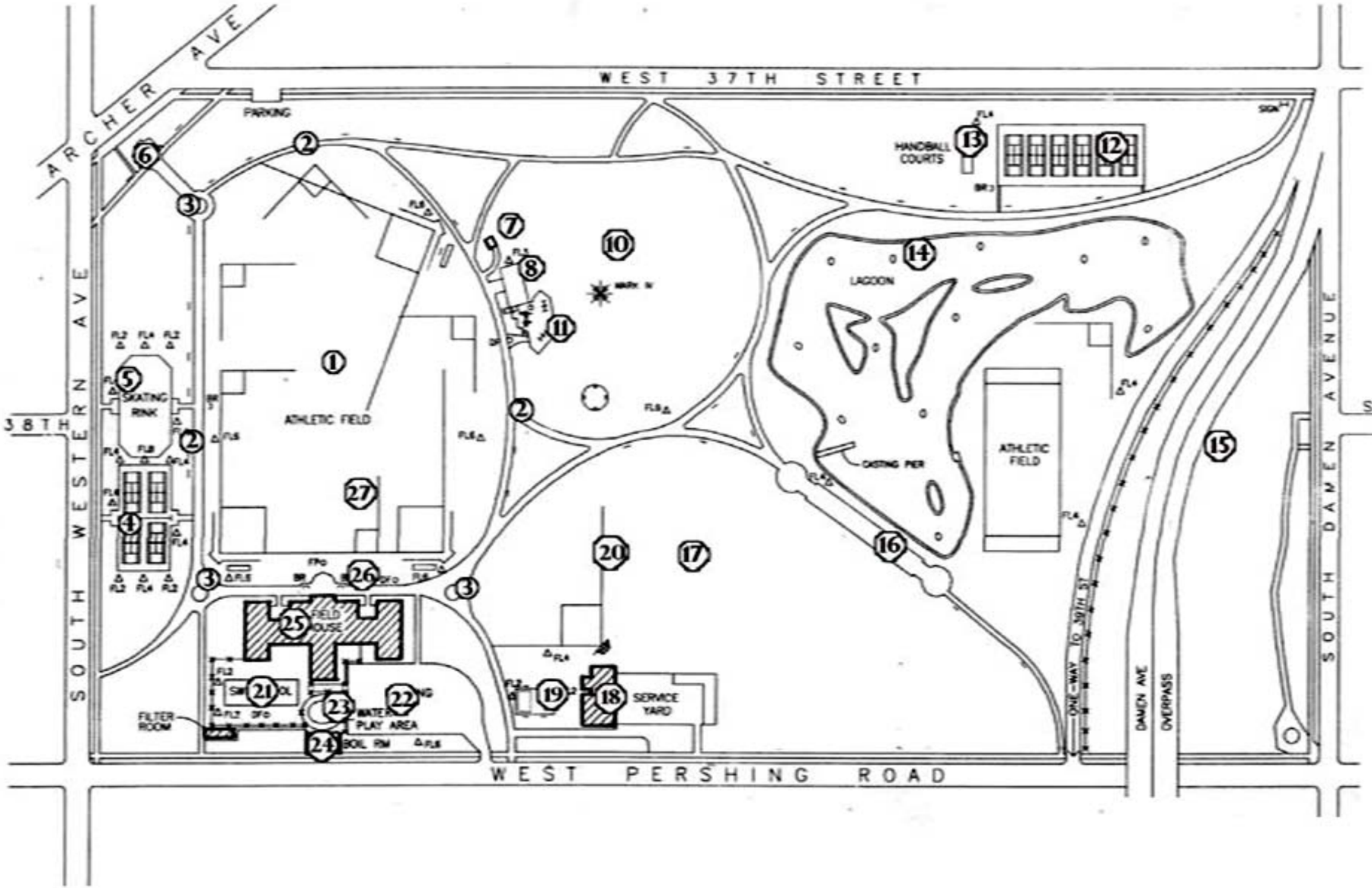
Gage Park C: Chicago Park District Plot Plan of 1984, Updated 2012

1. Ball Field
2. Flagpole
3. Field House
4. Locker & Changing Room
5. Swimming Pool
6. Spray Pool
7. Boiler House
8. Playground
9. Lawn Area
10. Tennis Courts
11. Ball Fields
12. Men's Outdoor Gymnasium
13. Running Track
14. Basketball Court
15. Handball Court
16. Play Slab
17. Artificial Turf Field
18. Landscape Area (North of Garfield)

Illinois
Cook
Historic Park Boulevard System
Historic District

Map 70—McKinley Park

McKinley Park D: Chicago Park District Plot Plan of 1999



McKinley Park D: Chicago Park District Plot Plan of 1999

1. Ball Field
2. Walkway
3. Circular Lawn Beds
4. Tennis Courts
5. Ice-Skating Rink
6. William McKinley Monument
7. Comfort Station
8. Playslab (Old Floor of Open Shelter)
10. Artificial Turf Field
11. Playground
12. Tennis Courts
13. Handball Court Slab
14. Lagoon
15. S. Damen Ave. Viaduct
16. Plaza
17. Lawn Area
18. Maintenance Building (old Bathhouse)
19. Basketball Courts
20. Ball Field
21. Swimming Pool
22. Parking Lot
23 Water Play Area
24. Boiler House
25. Field House
26. Concrete Steps
27. Flagpole

Attachment 5: System Aerial Photos

Aerial View of Jackson Park, South section of Washington Park



South section of Dr. Martin Luther King Jr. Drive, South section of Drexel Boulevard and West Garfield Boulevard



SA 3 North section of Washington Park, Dr. Martin Luther King Jr. Drive, South Drexel Boulevard, East Oakwood Boulevard



SA 4 West Garfield Boulevard, Sherman Park, Gage Park, South section of South Western Boulevard/ Avenue



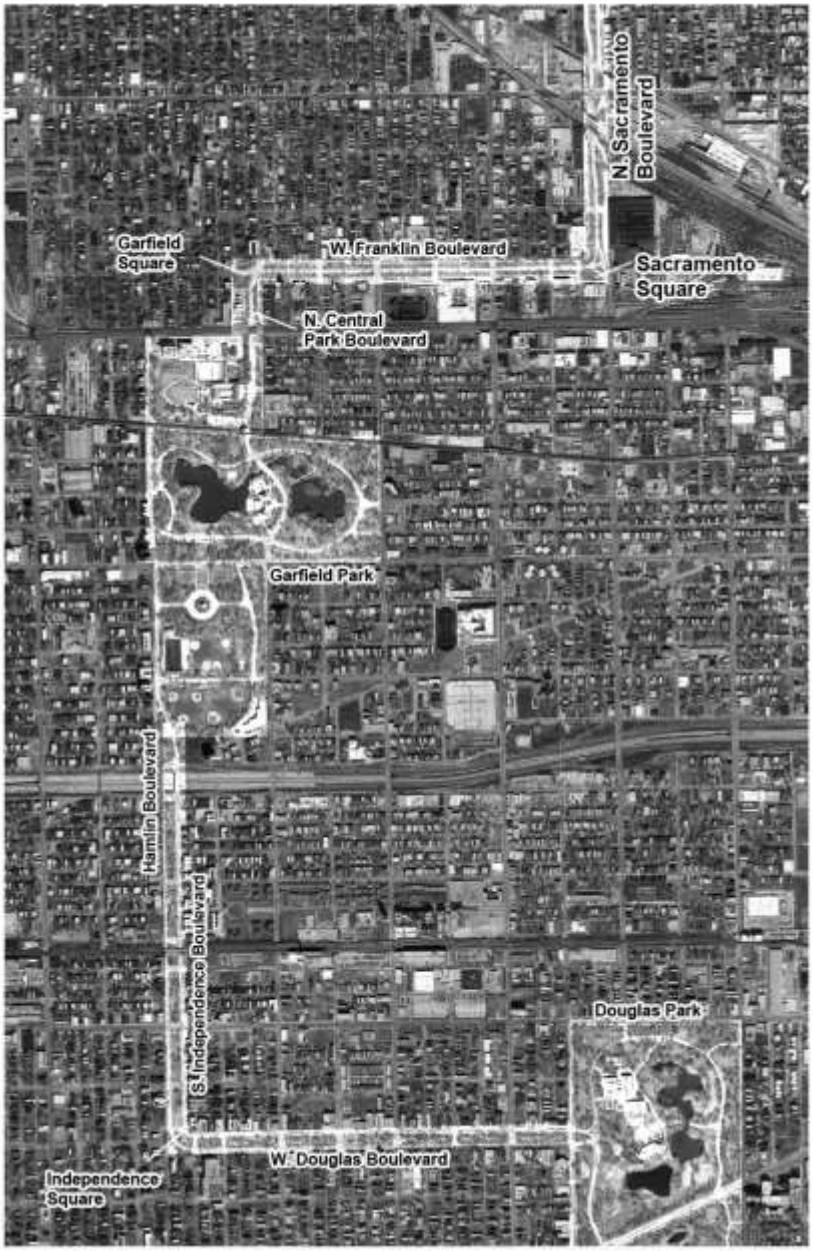
SA 5 North section of South Western Boulevard/ Avenue, McKinley Park, 31st Boulevard, South section of South California Boulevard/Avenue



SA 6 North section of North Western Boulevard/ Avenue, W 31st Boulevard, South California Boulevard/ Avenue, West 24th Boulevard, South Marshall Boulevard, Douglas Park, East section of West Douglas Boulevard



SA 7 Douglas Park, West Douglas Boulevard, Independence Square, South Independence Boulevard, South Hamlin Boulevard, Garfield Park, North Central Park Boulevard, Garfield Square, West Franklin Boulevard, Sacramento Square, South section of North Sacramento Boulevard



SA 8 Garfield Square, West Franklin Boulevard, Sacramento Square, North Sacramento Boulevard, Humboldt Park, North Humboldt Boulevard, Palmer Square, South section of North Kedzie Boulevard



SA 9 North section of North Humboldt Boulevard, Palmer Square, North Kedzie Boulevard, Logan Square, West Logan Boulevard



Attachment 6: Aerial Photos of Listed Parks

Midway Plaisance
2008 Aerial Photograph



Midway Plaisance Park (1268)
Woodlawn Avenue (1600 E.)

Jackson Park
2008 Aerial Photograph

Jackson (Andrew) Park (19)
6401 S. Stony Island Ave.



Chicago Park District
Department of Planning and Development
DOD

0 345 690 1,380 Feet

Summer 2008 Aerial
February 2010

Washington Park
2008 Aerial Photograph

Washington (George) Park (21)
5531 S. King Dr.



Chicago Park District
Department of Planning and Development
DOD

0 235 470 940 Feet

Summer 2008 Aerial
March 2010

Sherman Park
2008 Aerial Photograph

Sherman (John B.) Park (7)
1301 W. 52nd St.



Chicago Park District
Department of Planning and Development
DOD

0 130 260 520 Feet

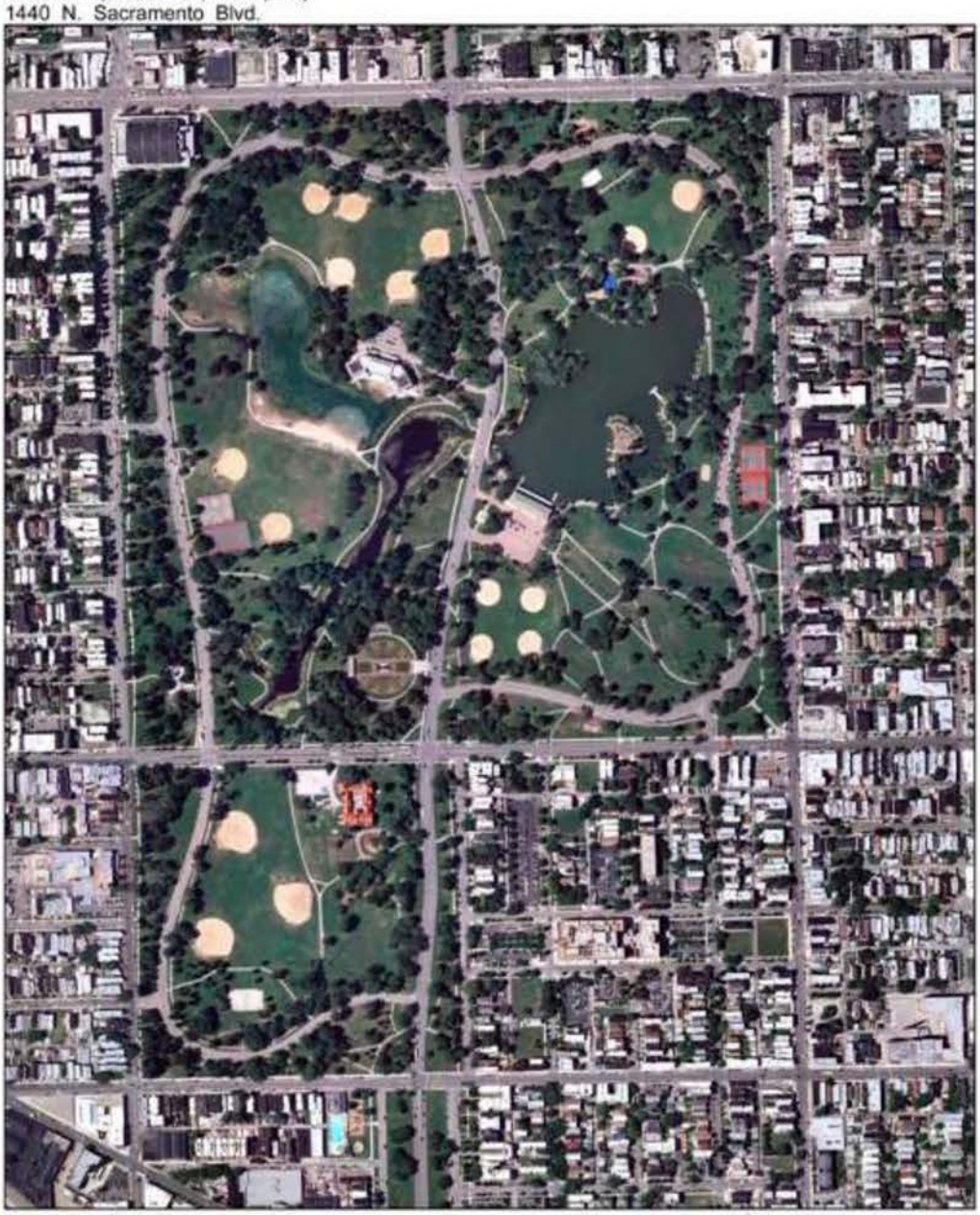
Summer 2008 Aerial
February 2010

Garfield Park
2013 Aerial Photograph



Humboldt Park
2008 Aerila Photograph

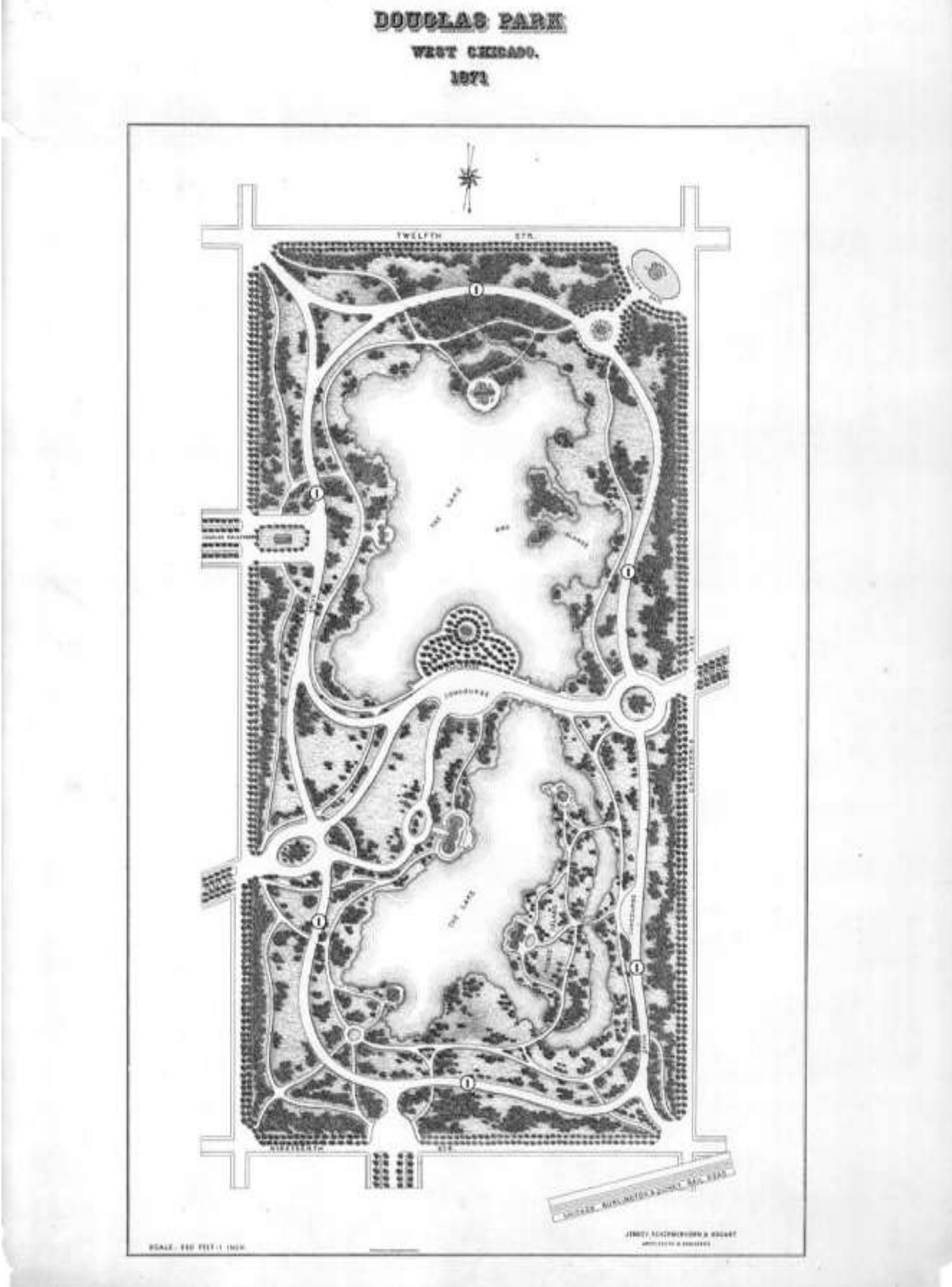
Humboldt (Baron Von) Park (219)
1440 N. Sacramento Blvd.



Attachment 7: Historic Park Maps

A

Douglas Park
William Le Baron Jenney's Original Plan of 1871

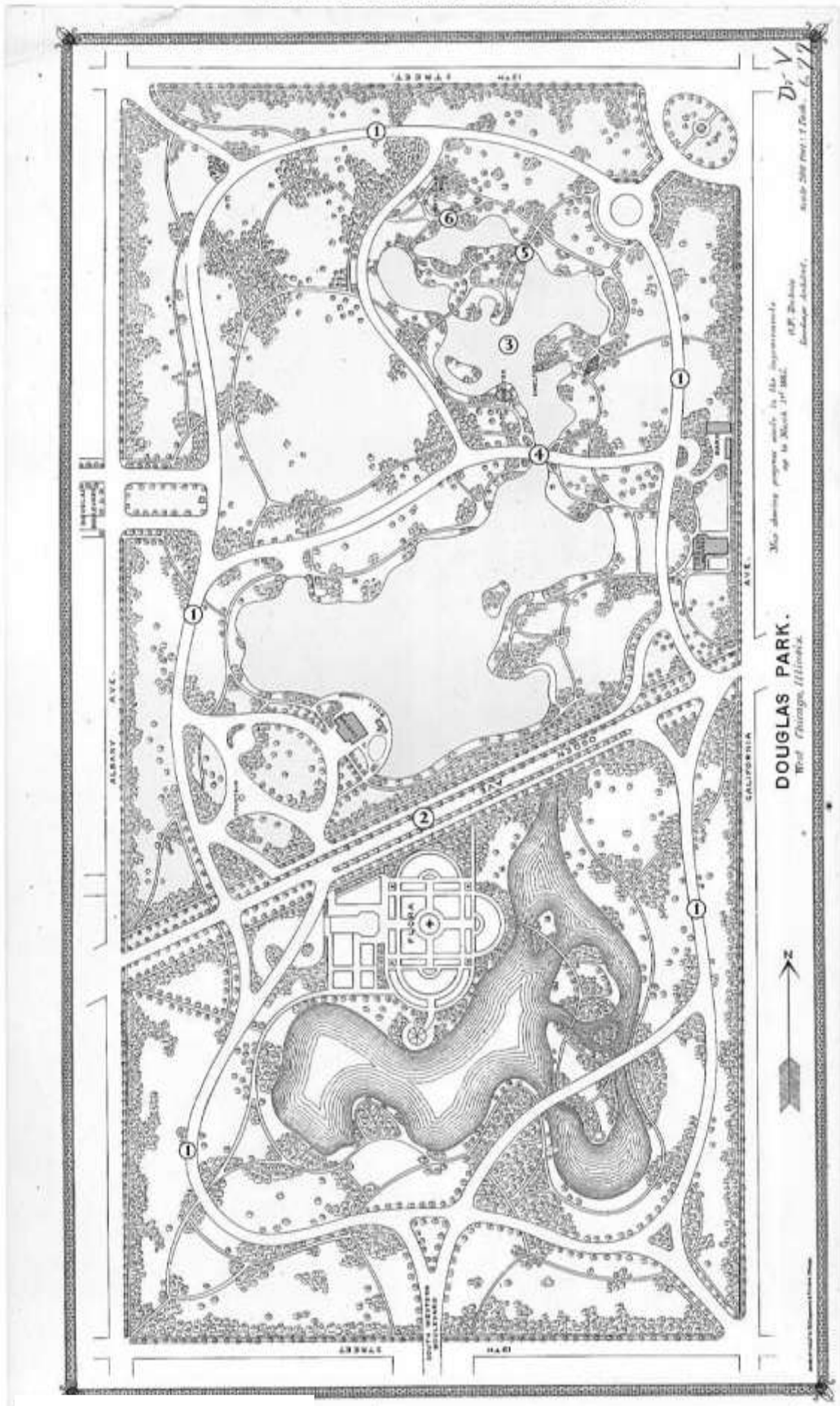


KEY

1 Circuit Drive

B

Douglas Park
Oscar F. Dubuis' Plan of 1885

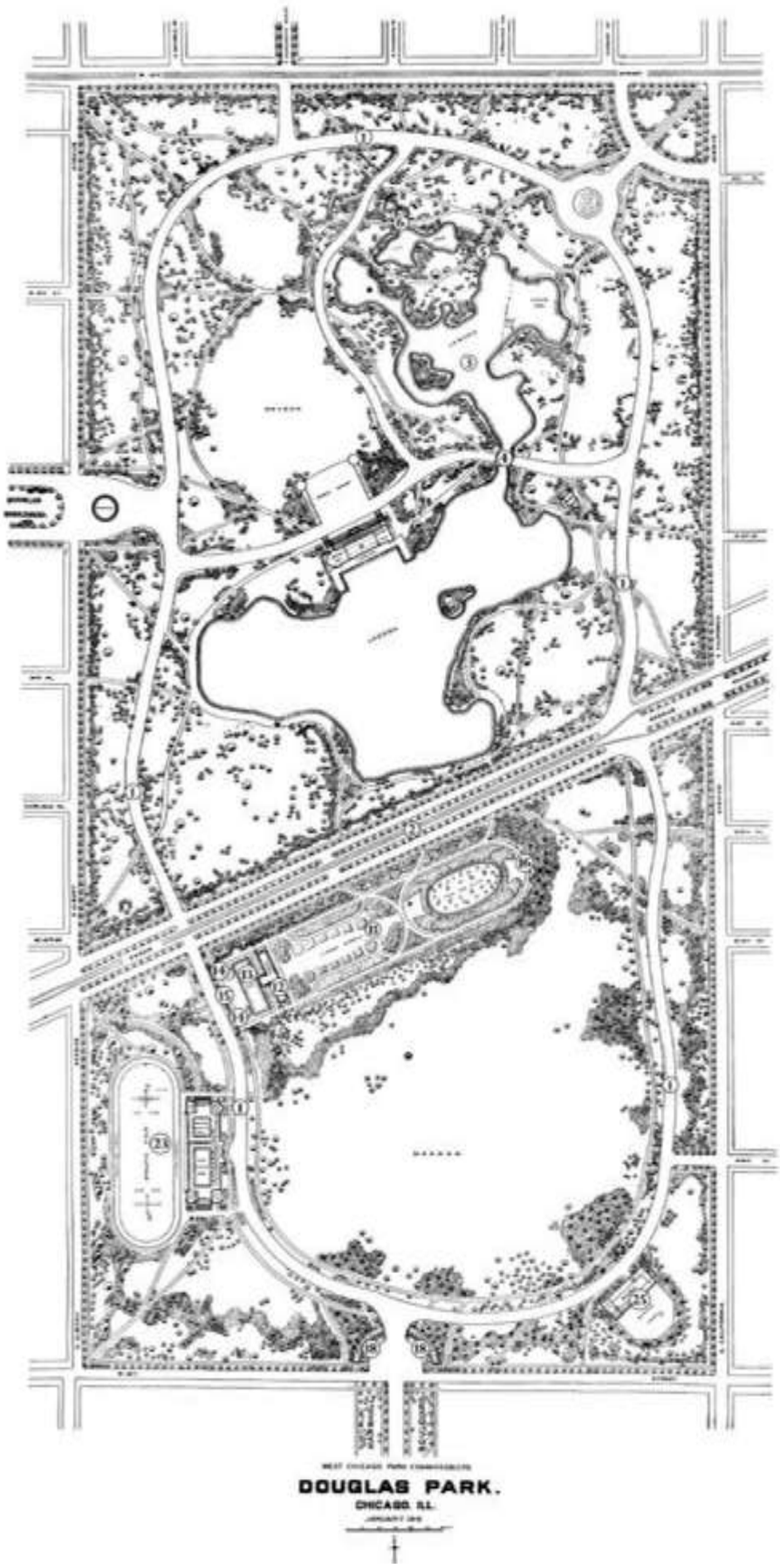


KEY

1 Circuit Drive
2 Ogden Avenue
3 Lagoon
4 Carriage Drive Bridge
5 Granite Boulder Footbridge
6 Limestone Footbridge

©

Douglas Park
Jens Jensen's Record Drawing of 1912



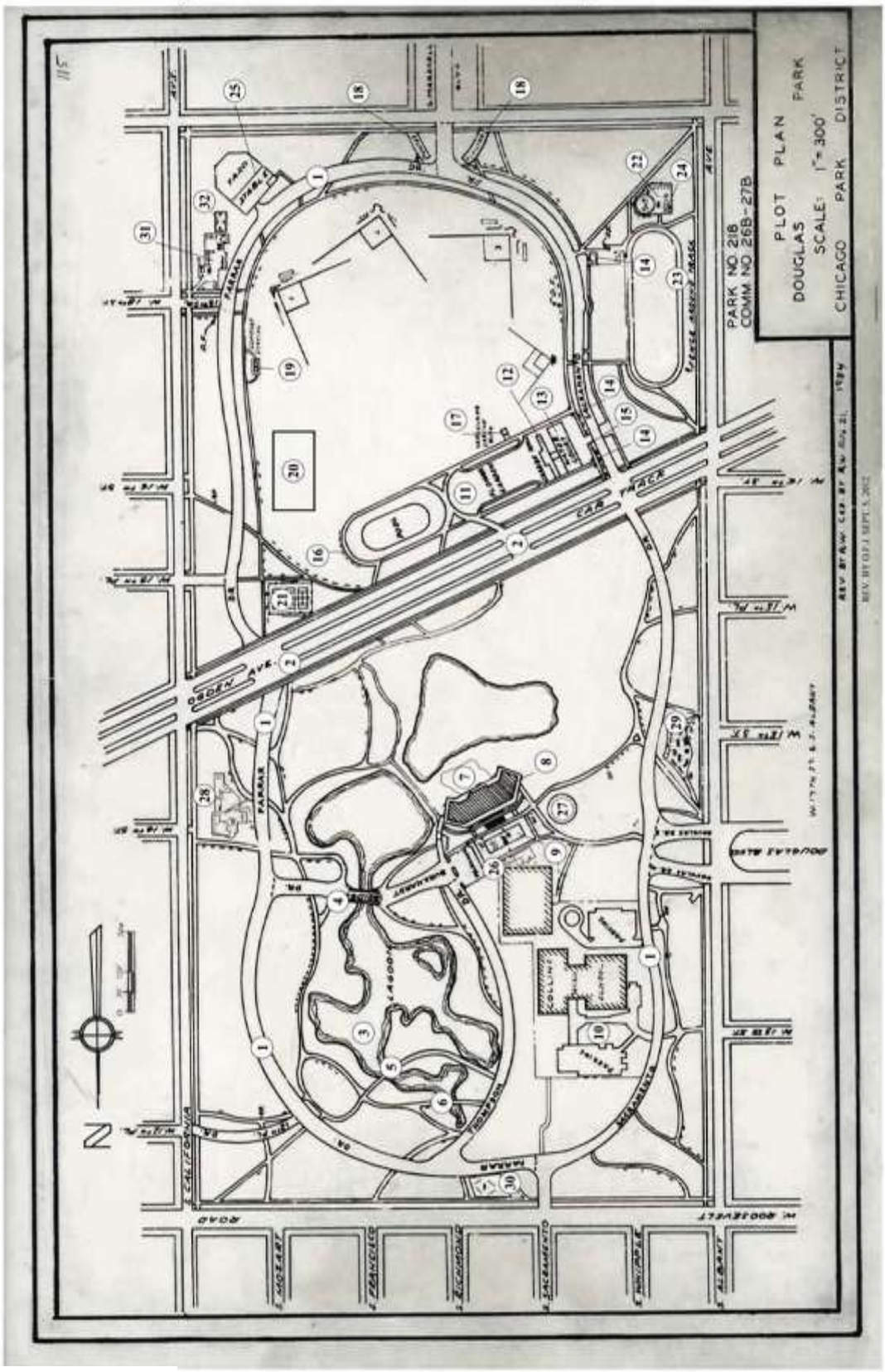
KEY

1 Circuit Drive
2 Ogden Avenue
3 Lagoon
4 Carriage Drive Bridge
5 Granite Boulder Footbridge
6 Limestone Footbridge
11 Formal Gardens
12 Flower Hall
13 Water Court
14 Prairie Style Lanterns
15 S. Sacramento Drive
16 Prairie Style Benches
18 Marshall Blvd. Pergolas
23 Natatorium & Running Track
25 Stable Building

D

Douglas Park

Chicago Park District Plot Plan 1984, updated 2012



KEY

1 Circuit Drive
2 Ogden Avenue
3 Lagoon
4 Carriage Drive Bridge
5 Granite Boulder Footbridge
6 Limestone Footbridge
7 Junior Golf Course
8 Douglas Park Field House
9 Swimming Pool
10 Collins High School
11 Formal Gardens
12 Flower Hall
13 Water Court
14 Prairie Style Lanterns
15 S. Sacramento Drive
16 Prairie Style Benches
17 Storage Shed
18 Marshall Blvd. Pergolas
19 1936 Comfort Station
20 Soccer Field
21 Tennis Courts
22 Southwest Side Playground & Spray pool
23 Running Track
24 1970 Brick Comfort Station
25 Stable Building
26 Basketball Courts
27 Spray pool
28 East Side Playground
29 West Side Playground
30 North Side Playground
31 Southeast Side Playground & Spray pool
32 Southeast side Basketball Court

E

Douglas Park
2008 Aerial Photograph

Douglas (Stephen A.) Park (218)
1401 S. Sacramento Ave.

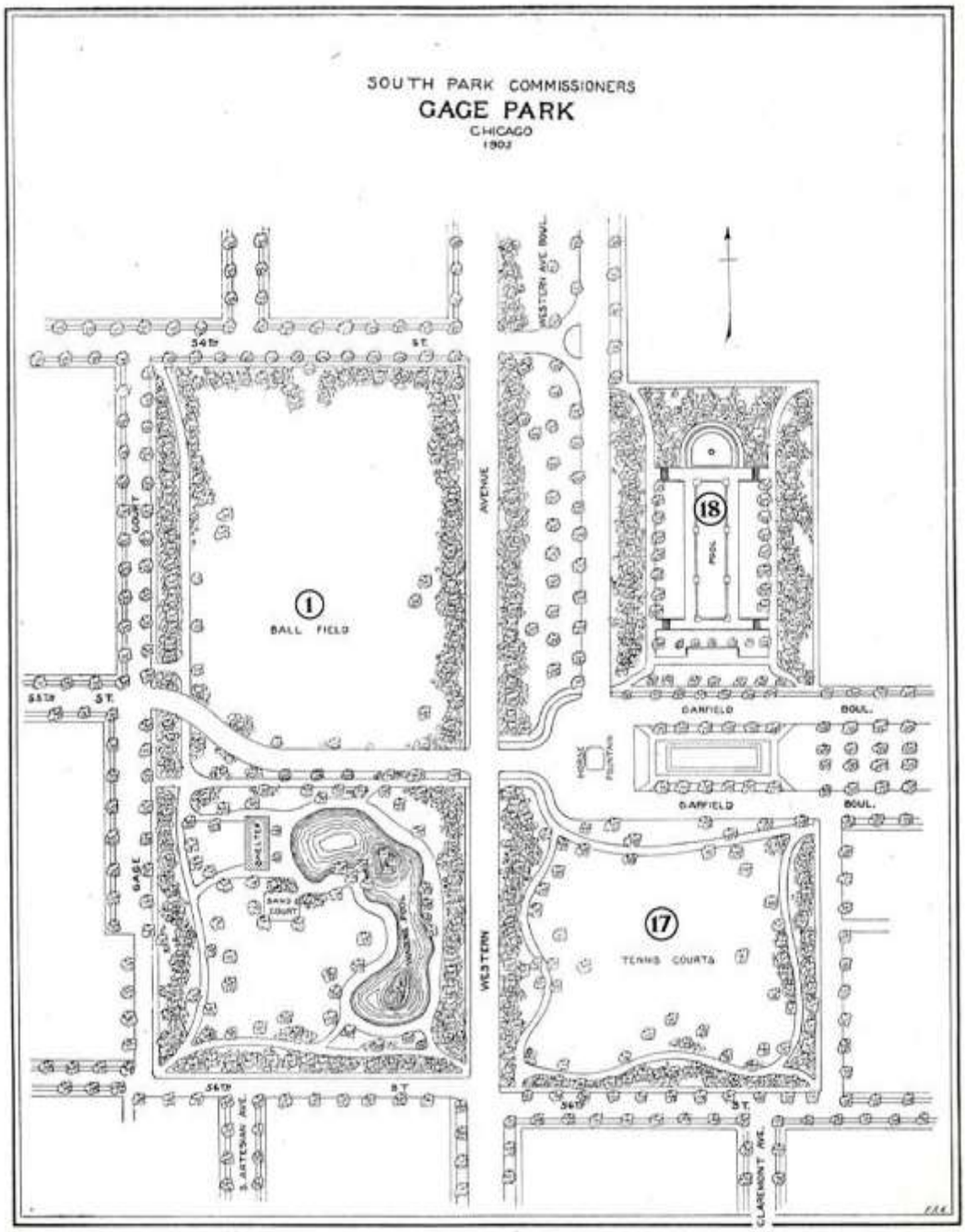


KEY

1 Circuit Drive
2 Ogden Avenue
3 Lagoon
4 Carriage Drive Bridge
5 Granite Boulder Footbridge
6 Limestone Footbridge
7 Junior Golf Course
8 Douglas Park Field House
9 Swimming Pool
10 Collins High School
11 Formal Gardens
12 Flower Hall
13 Water Court
14 Prairie Style Lanterns
15 S. Sacramento Drive
16 Prairie Style Benches
17 Storage Shed
18 Marshall Blvd. Pergolas
19 1936 Comfort Station
20 Soccer Field
21 Tennis Courts
22 Southwest Side Playground & Spray pool
23 Running Track
24 1970 Brick Comfort Station
25 Stable Building
26 Basketball Courts
27 Spray pool
28 East Side Playground
29 West Side Playground
30 North Side Playground
31 Southeast Side Playground & Spray pool
32 Southeast side Basketball Court

A

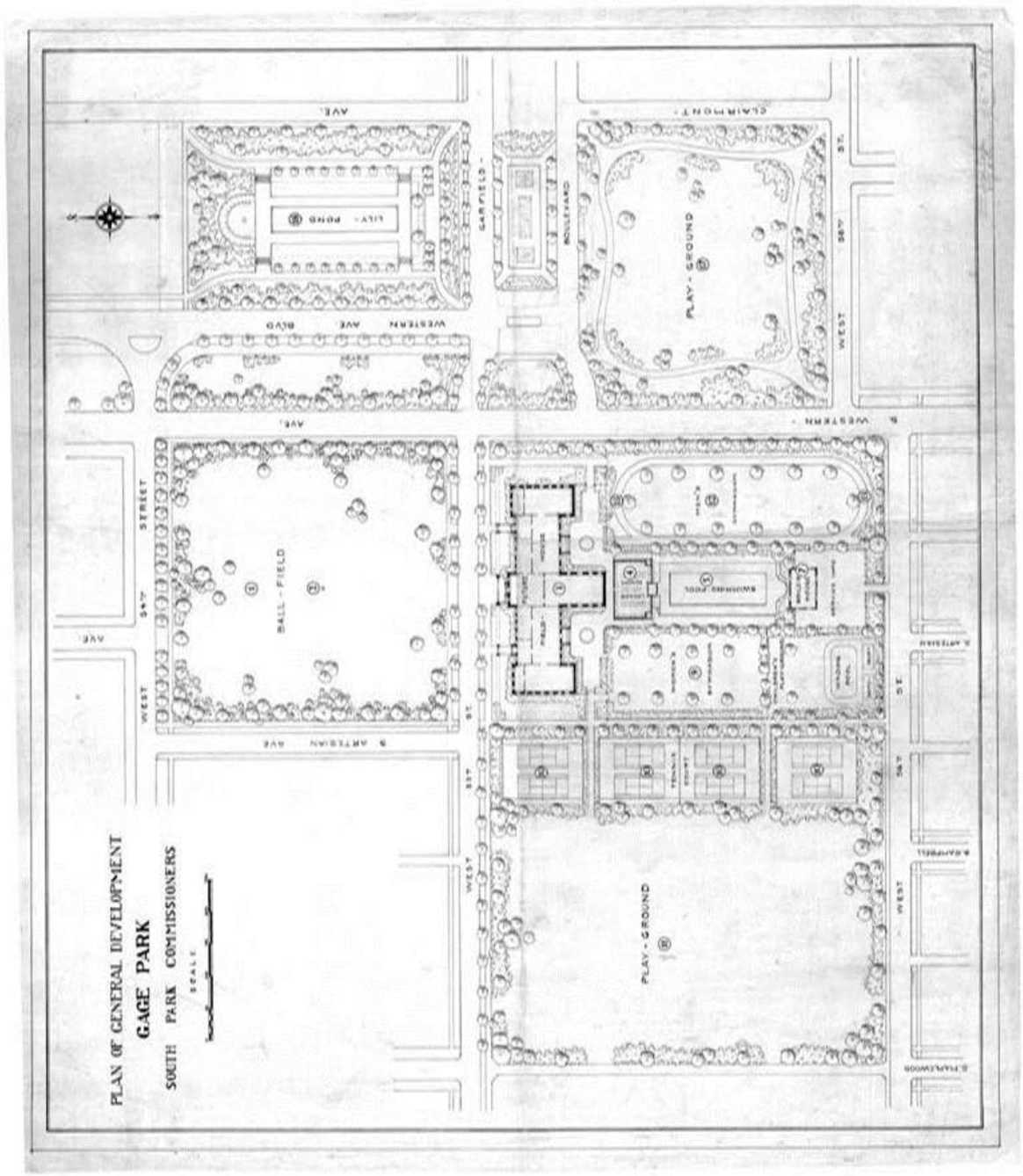
Gage Park
South Park Commissioners Record Plan of 1905



KEY
1 Ball Field
17 Landscape Area (South of W. Garfield Blvd.)
18 Landscape Area (North of W. Garfield Blvd.)

B

Gage Park
Plan of General Development by the South Park Commissioners' In-house Designers, c.1925



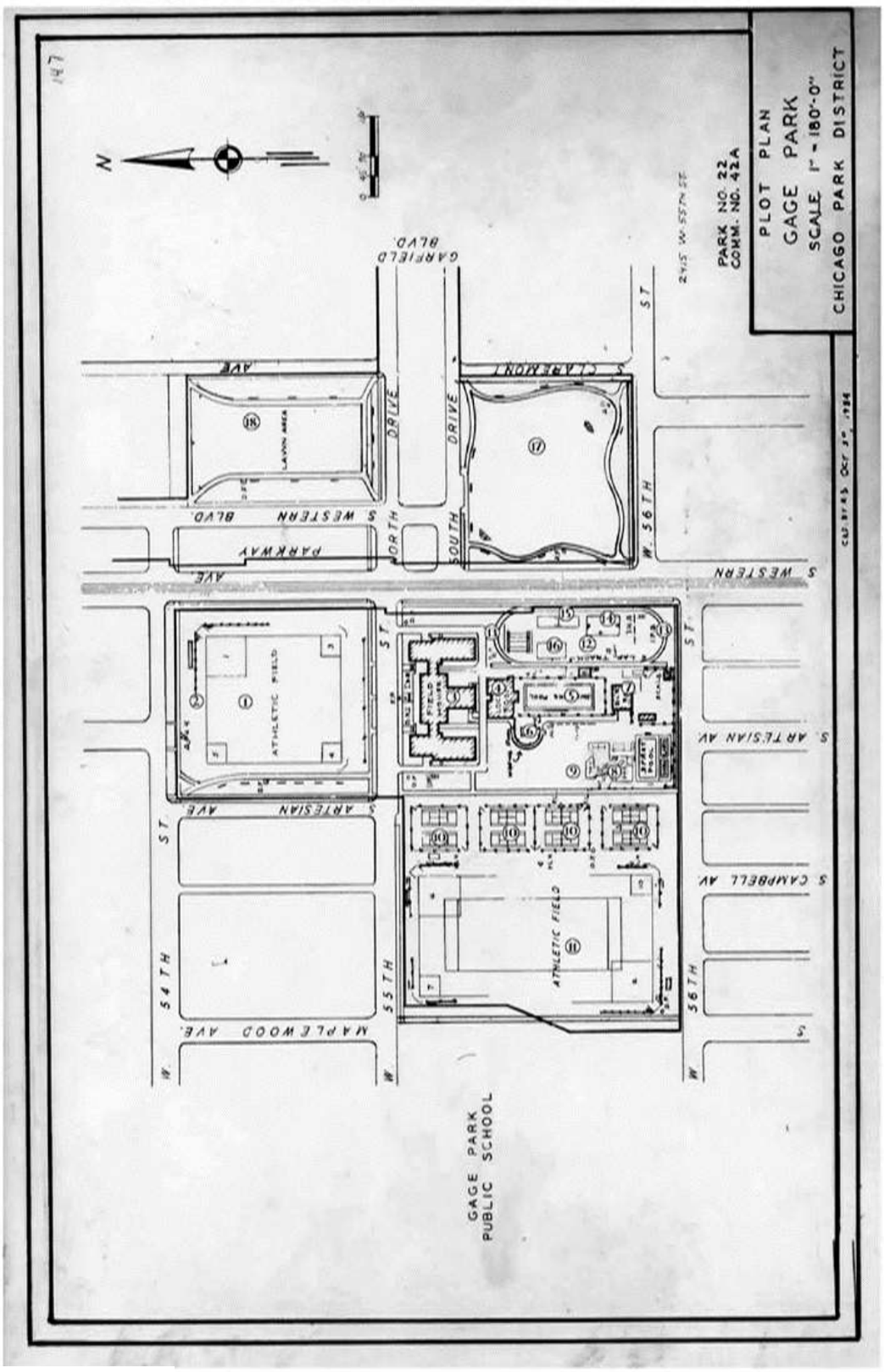
KEY

1 Ball Field	8 Playground
2 Flagpole	9 Lawn Area
3 Field House	10 Tennis Courts
4 Locker & Changing Room Building	11 Ball Field
5 Swimming Pool	12 Men's Outdoor Gymnasium
7 Boiler House	13 Running Track
8 Playground	17 Landscape Area (South of W. Garfield Blvd.)
9 Lawn Area	18 Landscape Area (North of W. Garfield Blvd.

©

Gage Park

Chicago Park District Plot Plan of 1984, updated 2012



KEY

1 Ball Field
2 Flagpole
3 Field House
4 Locker & Changing Room Building
5 Swimming Pool
6 Spray Pool
7 Boiler House
8 Playground
9 Lawn Area
10 Tennis Courts
11Ball Field
12 Men's Outdoor Gymnasium
13 Running Track
14 Basketball Court
15 Handball Court
16 Play Slab
17 Artificial Turf Field
18 Landscape Area (North of W. Garfield Blvd.)

D

Gage Park
2008 Aerial Photograph

Gage (George W.) Park (22)
2411 W. 55th St.

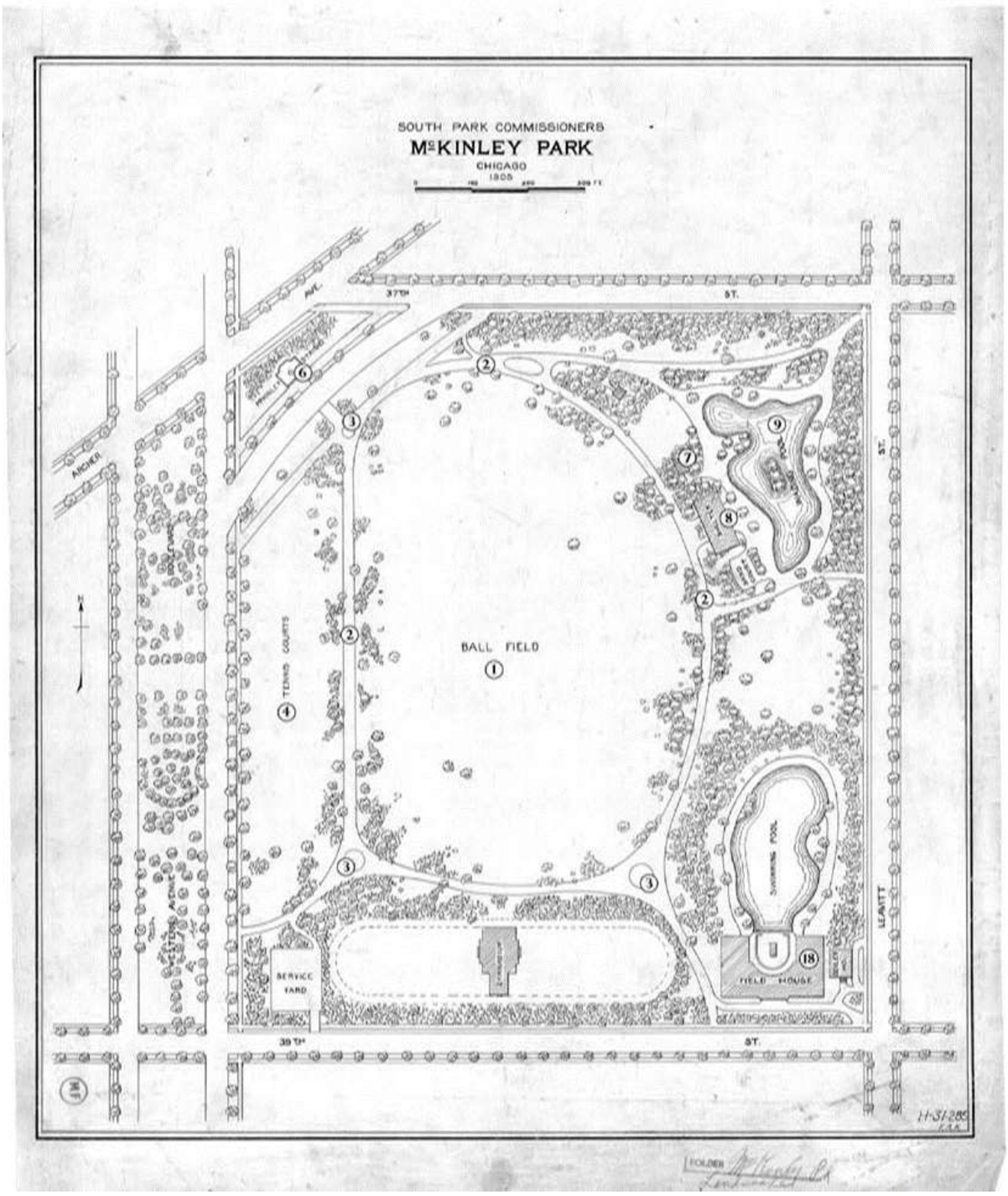


KEY

1 Ball Field
2 Flagpole
3 Field House
4 Locker & Changing Room Building
5 Swimming Pool
6 Spray Pool
7 Boiler House
8 Playground
9 Lawn Area
10 Tennis Courts
11Ball Field
12 Men's Outdoor Gymnasium
13 Running Track
14 Basketball Court
15 Handball Court
16 Play Slab
17 Artificial Turf Field
18 Landscape Area (North of W. Garfield Blvd.)

A

McKinley Park
South Park Commission Plan of 1905

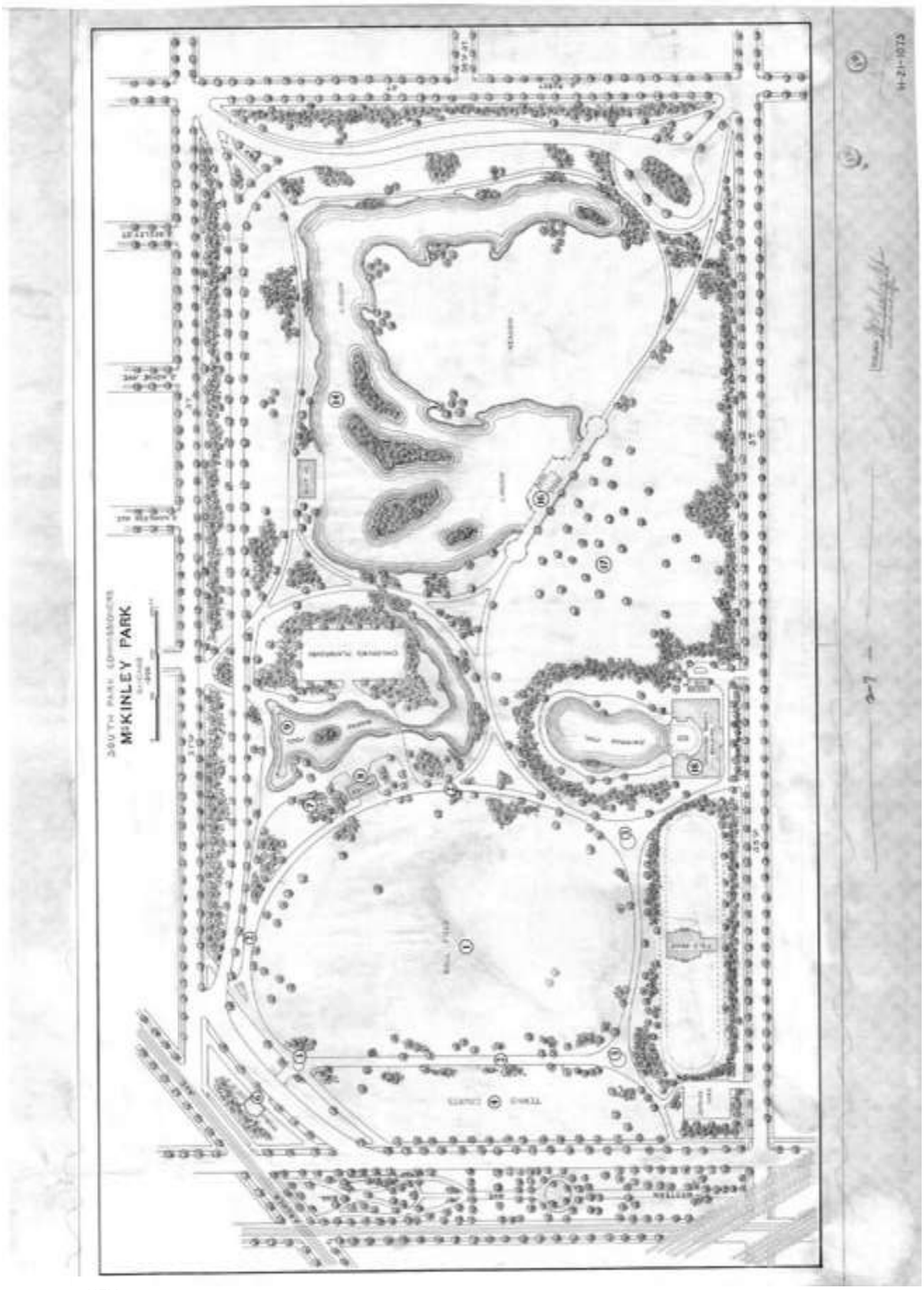


KEY

1 Ball Field
2 Walkway
3 Circular Lawn Beds
4 Tennis Courts
6 William McKinley Monument
7 Comfort Station
8 Open Shelter
9 Original Wading Pool
18 Bathhouse (Field House on map.)

B

McKinley Park
South Park Commission Plan of 1906

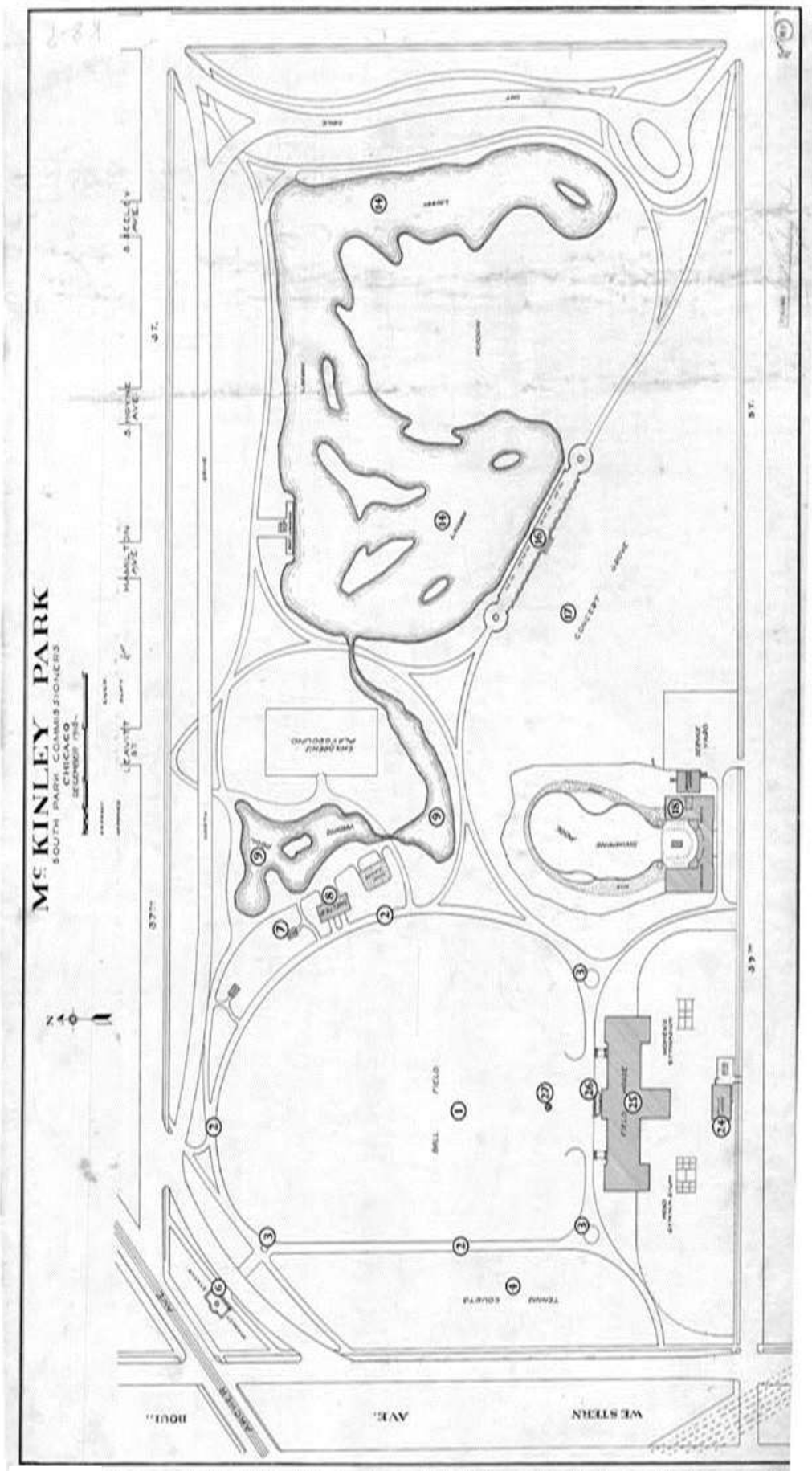


KEY

1 Ball Field
2 Walkway
3 Circular Lawn Beds
4 Tennis Courts
6 William McKinley Monument
7 Comfort Station
8 Open Shelter
9 Original Wading Pool
14 Lagoon
16 Plaza
17 Lawn Area
18 Bathhouse (Field House on map.)

©

McKinley Park
South Park Commission Plan of 1916

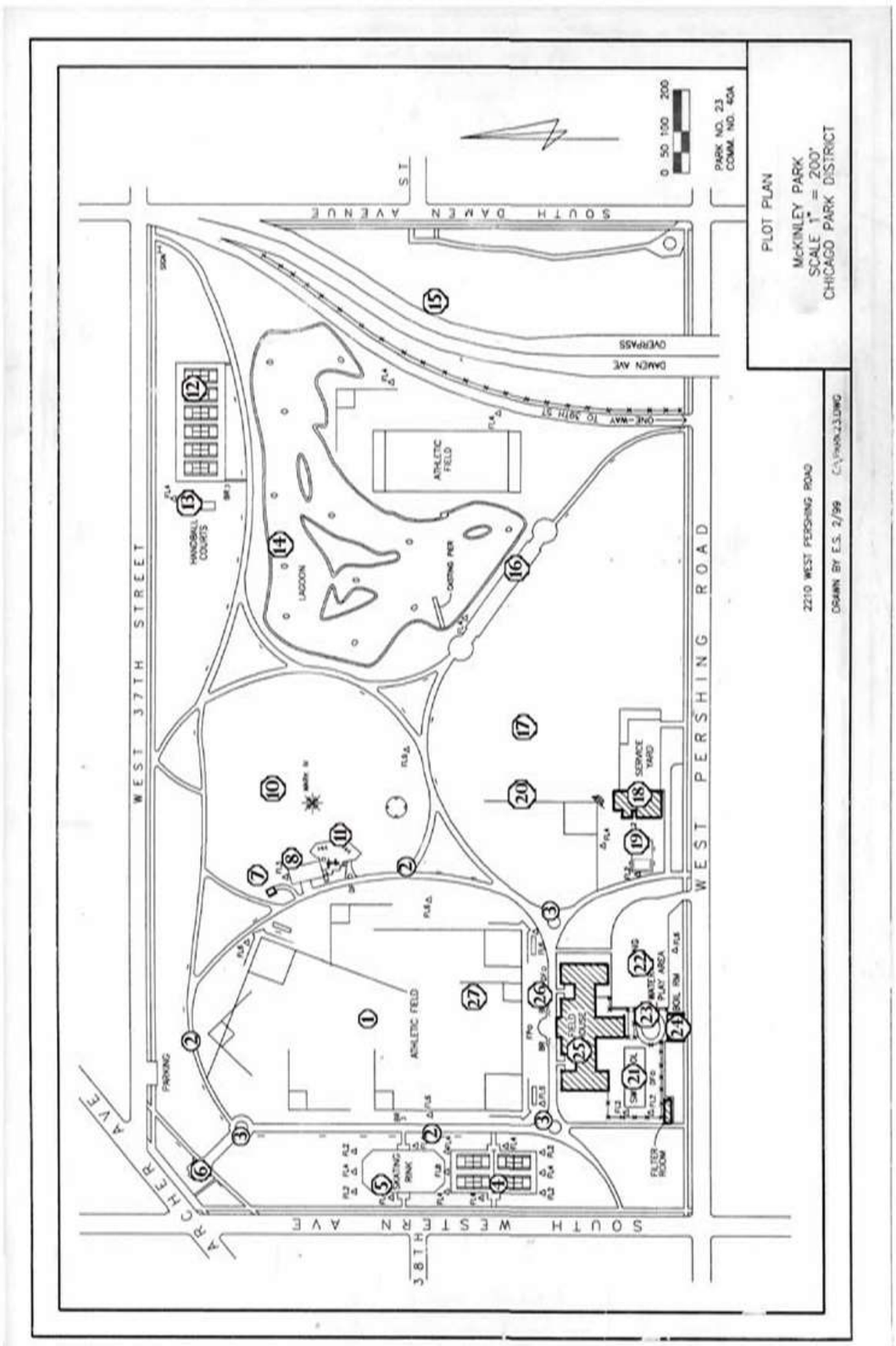


KEY

1 Ball Field
2 Walkway
3 Circular Lawn Beds
4 Tennis Courts
6 William McKinley Monument
7 Comfort Station
8 Open Shelter
9 Original Wading Pool
14 Lagoon
16 Plaza
17 Lawn Area
18 Bathhouse (Field
24 Boiler House
25 Field House
26 Concrete Steps
27 Flagpole

D

McKinley Park
Chicago Park District Plot Plan of 1999



KEY

1 Ball Field
2 Walkway
3 Circular Lawn Beds
4 Tennis Courts
5 Ice-Skating Rink
6 William McKinley Monument
7 Comfort Station
8 Comfort Station
10 Artificial Turf Field
11 Playground
12 Tennis Courts
13 Handball Court Slab
14 Lagoon
15 S. Damen Ave. Viaduct
16 Plaza
17 Lawn Area
18 Maintenance Building (Old Bathhouse)
19 Basketball Courts
20 Ball Field
21 Swimming Pool
22 Parking Lot
23 Water Play Area
24 Boiler House
25 Field House
26 Concrete Steps
27 Flagpole

E

McKinley Park
2008 Aerial Photograph

McKinley (William) Park (23)
2210 W. Pershing Rd.



KEY

1 Ball Field
2 Walkway
3 Circular Lawn Beds
4 Tennis Courts
5 Ice-Skating Rink
6 William McKinley Monument
7 Comfort Station
8 Comfort Station
10 Artificial Turf Field
11 Playground
12 Tennis Courts
13 Handball Court Slab
14 Lagoon
15 S. Damen Ave. Viaduct
16 Plaza
17 Lawn Area
18 Maintenance Building (Old Bathhouse)
19 Basketball Courts
20 Ball Field
21 Swimming Pool
22 Parking Lot
23 Water Play Area
24 Boiler House
25 Field House
26 Concrete Steps
27 Flagpole


ONLY


White Castle
lake m










SOUTH PAR


NOTICE




ATLANTA
FOOD &
LIQUORS
BETTS
JUDGE


CHICAGO'S
HOME OF CHICKEN & WAFFLES
3947




BOULEVARDS
STOP
STOP
N. VINCENNES AV










3 to 95TH/ST LAWRENCE
7640


BOULEVARDS
BOULEVARDS
ONLY


BETTS
JUDGE
STOP
MARTY
DURKAN
64
FOR MWRD COMMISSIONER


TOW ZONE




E 46TH ST
JOSEPH WELLS ST


BRONZEVILLE
HISTORIC
RIGHT LANE
ONLY


MAMMOTH LIFE AND ACCIDENT INS. CO.
JACKSON, DISTRICT




ONE
WAY
ONE
WAY




Liberty Baptist
Church of Chicago
Celebrating
100 Years
To God be the Glory for
the things He has done
1918-2018
Darrell L. Jackson
Pastor
In Loving Memory
King David Sr. &
Lillie Pearl Tolbert
(Diane & Carrie)
Liberty Baptist
Church of Chicago
Celebrating
100 Years
To God be the Glory for
the things He has done
1918-2018
Darrell L. Jackson
Pastor
In Loving Memory
Rhoda Orange
(Clarence Thomas)
















CHAMPLAIN
91ST


E ST. LAWRENCE AV
400 E










VUE












LIVE
YOUR
HEALTH
DREAM
2017


ONE WAY
STOP


CITY WIDE
3920




BOULEVARDS
47th ST
ANOTHER BARBER SHOP
SIANIS




BOULEVARDS


NOVO
RIGHT LANE ONLY
JB
ALLEN
VOTE SHAY 2018


JB
JB
TOM SAM
SIANIS
ADRIENNE


JB




41st


BOULEVARDS
E 41 ST ST


4020
4018
IOANA
SALAJANU


STOP
STOP
SIMON GORDON


STOP


STOP




STOP
FOR RENT
BIKE LANE
E 53RD ST


DO NOT ENTER
ONE WAY
DO NOT ENTER
ONE WAY
BIKE LANE
JB








HIVcare.org




FREEDOM
RESISTANCE
AND THE
JOURNEY
TOWARD
EQUALITY


STOP






THE UNIVERSITY OF CHICAGO MEDICINE
EMERGENCY
Adult
Children's
Center for Care and Discovery
Comer Children's
Mitchell Hospital
5815
5815 Mitchell Hospital
TAXI 3481 TAXI
6694
6694 TX


THE UNIVERSITY OF CHICAGO MEDICINE
Parking
Valet & Drop-off
Chesterfield Awning Co.
EMERGENCY


935
Taft House


West
Entrance
Midway
Studios
Gray Center Lab
929




THE UNIVERSITY OF CHICAGO
Medical Campus
Campus North


EMERGENCY
1116
















THE UNIVERSITY OF CHICAGO MEDICINE & BIOLOGICAL SCIENCES
5812
S. Ellis Ave.
5812






OPEN
Recycle




ALBERT PICK HALL
INTERNATIONAL STUDIES
















Main
Quadrangles


Main
Quadrangles
STOP




Ida Noyes
Hall






AHEAD


HISTORIC BOULEVARD
BIKE ROUTE
NON ZONE




1442






LEASING CENTER
SOLSTICE
STOP




S STONY ISLAND
E MIDWAY PLAISANCE
6000 S










PREPAID MULTI CARRIER






STOP






JB


JCDecaux
BILL LOWRY
ARTS
BLOCK


S PRAIRIE AV
TOW ZONE


ONE WAY
STOP
AHEAD




PUNCH #155
MARIAN EMILY
PERKINS
FOR JUDGE
VOTE MARCH 20, 2018
JB
MARTY
DURKAN




ONE WAY


W GARFIELD BLVD
S DEARBORN ST
ONE WAY
12-8"
LOW BRIDGE
CHECK CLEARANCE
Metra








SPEED
LIMIT
30
90
94
















STOP
SPEED LIMIT
30


Visitation Catholic School
VISIT OUR SCHOOL
SCHOLARSHIPS BECAS
TODOS BIENVENIDOS!
WWW.VISCHICAGO.ORG
CAMPBELL
PEDDLE
ONE WAY
20


GARFIELD PLAZA
GARFIELD


W GARFIELD BLVD


LEVARDS


Kreative Ki
Low Auto Insurance
23
SR-22








5253




WARNING


STOP


STO
MILLER ARMS
GARFIELD
LAFLIN
ONE WAY




cricket
boost










1934




GARFIELD DAMEN
OPEN
MEDICAL CENTER
773-776-8800
DENTAL HEALTH
CARE CENTER
1097














30
PHOTO
ENFORCED
6AM-11PM
ALL DAYS




5600
5620




POOL OPENED
ONLY WHEN
LIFEGUARDS
ON DUTY
VIOLATORS WILL BE PROSECUTED
TO REPORT
UNAUTHORIZED ENTRY




STREET CLEANING
BUS STOP
65 Garfield






5419






CITADEL








NO OUTLET


5333
TOW ZONE






BODY OF CHRIST
M.B.C.
WESTERN




QR TaxPro
Tax Pro
MMC
Midwest Memorial Chapel








WESTERN AVENUE
PUMPING STATION


Western


WESTERN


MEDICOS
FINANCE
FORD
A/C & HEATING
TOYOTA
LEXUS
CLASSIC CARS BODY SHOP
AUTOREPAIR
MUFFLERS
BUMPER TO BUMPER




LEFT TURN
VERTICAL
CLEARANCE
13'-0"


E 46 St
ONE WAY




N 45TH ST
4500 S
Wheatland Tube
Wheatland Tube
4435
30


BUMP


El Chisme
Restaurant
4440


W 43RD ST
4300 S
RIGHT PRICE FURNITURE




LEFT TURN
VERTICAL
CLEARANCE
13'-0"






EL PESCADOR




NAHX
66056
FURX
851760
¿DÓNDE ESTÁ WEBB CHEVY?
WEBB CHEVROLET
95TH & CICERO AVE
CXI
(708) 344-TRUX (8789)




¿DÓNDE ESTÁ WEBB CHEVY?
WEBB CHEVROLET
95TH & CICERO AVE




NO PARKING ANY TIME
NO PARKING ANY TIME
PARKING LOT CLOSES AT 10PM
NO PARKING ANY TIME




PERSHING
Low Auto Insurance
$23
SR-22


For
Sale
312-267-1100








W. ARCHER AV
Lease














S LEAVITT ST




STOP


S WESTERN BLVD
W 36TH ST


PARISIAN
NOVELTY CO.








E 34th St


N 34th ST




STOP




ENTERPRISE OIL CO.
ENTERPRISE OIL CO.


RIGHT LANE
ONLY
LifeLine
AMBULANCE






PAY TO PARK


BOULEVARDS










2536
CRIMINAL COURT LAW OFFICE
ATTORNEY CHARLES LAUER & ASSOC.
773 / 847-3500
OPEN
CALIFORNIA
25


W 25TH ST
2500 S
LAW OFFICE
Botanica
773522-1917




KOLBE
ASSUMPTION






WARNING




SPRY
COMMUNITY
SCHOOL
COMMUNITY LINKS IS
ACCEPTING APPLICATIONS
APPLY AT GO.CPS.EDU 2018
SPRY SCORPIONS






AHEAD




APOLLO'S 2000
ES DES APOLLO'S 2000
BOTANICA GENESIS
XPRESS
INSURANCE
INCOME TAX


Pediatrics
BOULEVARDS
STREET CLEANING
TOW ZONE
BIKE ROUTE


Behavioral
Health


12-10'


SAINT ANTHONY
HOSPITAL


cta
bus stop
94
South
California
South to
74th/Damen
Daily, early morning
thru late evening
STOP














ONE WAY














SINAI
Schwab Rehabilitation Hospital




metroPCS.
Brother's Five Inc. Liquor
Tables & Meats We Accept Link Card & Win & Food Stamps
OPEN




U. P. CHURCH
3313 WEST DOUGLAS BLVD.








NOW LEASING
ONE WAY








FRAZIER
ONE WAY
0216417189












BOULEVARDS










ONE
WAY








INTERSTATE
90


901










SAFE
PASSAGE
ONE WAY
PUNCH 14
SHARON FAIRLEY
FOR ATTORNEY GENERAL
SHARONFAIRLEY.COM
JB
4223-4






W JACKSON BLVD
300 S
BIKE LANE
chicago park district
WASTE
Kwame!
FOR ATTORNEY GENERAL




PROVIDENCE
ST. MEL
PROVIDENCE ST. MEL
PRE SCHOOL - HIGH SCHOOL
PROVIDENCE ST. MEL SCHOOL
PRE SCHOOL - HIGH SCHOOL
STOP
SPEED LIMIT
20
www.psmnow


N HOMAN BLVD






NOW
LEASING!!
773-265-0323
STUDIO
APARTMENTS






20




















W GARFIELD SQ DR
TOW ZONE
STOP


ONE
WAY








SAFE PASSAGE
4x4
OFF ROAD








BOULEVARDS




















STOP
1814462
BIKE LANE






SPEED
LIMIT
20




KEDZIE


STREET CLEANING
9AM - 3PM
2ND WEDNESDAY
OF THE MONTH
APR. 1 - NOV. 30
WEATHER PERMITTING
NOV. 30 - APR. 1
TOW ZONE




BURGER KING
BREAKFAST
CHILDCARE
transitchicago.com


KEDZIE
ONE WAY


SOL
FLORES
DAVID
HERRERA
DAVID
HERRERA






SALE
ONLY 3 LEFT




ELITE
TRUCK RENTAL
312-942-1001




Logan Square
Boulevards




N HUMBOLDT BLVD


ONE WAY
SOL FLORES














BOULEVARDS
SPEED LIMIT 20
STOP






BOULEVARD MANOR
2342


BOULEVARDS
ONLY






GILBERT
JOHNNY'S GRILL
773-278-2215




COROLLA
1AM3259








ONLY


ONE WAY
ONE WAY




FOR RENT


DO NOT
ENTER
ONE
WAY




WRONG
WAY


St. John Berchmans School

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.

12-18-18

To: Chicago Park Boulevard System Historic District file

From: Barbara Wyatt

RE: Summary of the nomination approval process

The Chicago Park Boulevard System Historic District National Register nomination took some six years to review due to its huge size, its unusual parameters (parks, boulevards, and buildings fronting both were included), and two returns for additional information. A general timeline of key points follows:

Feb 2012 The nomination was originally received by NPS.

April 2012 The nomination was returned with comments.

May 13, 2014 The nomination was re-submitted.

Oct 1, 2014 The resubmission was returned with comments.

March 2015 I visited the district with Amy Hathaway and Andrew Heckenkamp, the SHPO National Register coordinators.

Nov 2015 I met with Amy, Andrew, and city staff Eleanor Gorski and Matt Crawford in Chicago.

Nov 2015 Amy developed four approaches to re-structuring the nomination. The approach favored by the SHPO and the city was selected. The city and the SHPO revised the nominations (instead of the consultant) from this point forward.

Summer 2018 Two interns were hired with funding from the National Council for Preservation Education via the NPS/National Register. The interns were supervised by Matt Crawford of the city to re-survey the proposed district due to a number of demolitions.

Fall 2018 Survey data was processed and the nomination was revised. Melanie Bishop, one of the NCPE interns, was in Washington serving another internship with the NPS at MIB. She contributed to the inventory and mapping components of the revisions. Amy Hathaway and Matt Crawford were primarily responsible for other editing.

Nov 15, 2018 The nomination was received by NPS for the third time (second revised nomination).

Dec 17, 2018 I signed the nomination, thus it was listed in the National Register.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action:	Resubmission
Property Name:	Chicago Park Boulevard System 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:
11/15/2018			12/31/2018	

Reference number:	RS12000040
Nominator:	

Reason For Review:

X Accept _____ Return _____ Reject **12/18/2018** Date

Abstract/Summary Comments:	
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.

United States Department of the Interior
National Park Service

RECEIVED 2280
JAN 13 2012
NAT. REGISTER OF HISTORIC PLACES
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 Chicago Park Boulevard System Historic District**

other names/site number

2. Location

street & number Douglas Park, Gage Park, McKinley Park, Jackson Park, Sherman Park, Washington Park, Garfield Park, Humboldt Park, E. Oakwood Boulevard, S. Drexel Boulevard, Midway Plaisance, S. Dr. Martin Luther King, Jr. Drive, E. and W. Garfield Boulevard, S. Western Avenue, W. 31st Boulevard, S. California Boulevard, W. 24th Boulevard, S. Marshall Boulevard, W. Douglas Boulevard, S. Independence Boulevard, N. and S. Hamlin Boulevard, N. Central Park Boulevard, W. Franklin Boulevard, N. Sacramento Boulevard, N. Humboldt Boulevard, N. Kedzie Boulevard, W. Logan Boulevard, Drexel Square, Independence Square, Garfield Square, Sacramento Square, Palmer Square, Logan Square

Returned

city or town Chicago vicinity

state Illinois code IL county Cook code 031 zip code Multiple

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**

Anne E. Haaker, DSHPO 1-5-12
Signature of certifying official/Title Date

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

The Chicago Park Boulevard System Historic District | Cook County, Illinois
Name of Property | County and State

4. National Park Service Certification

I hereby certify that this property is:

___ 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:) _____

Signature of the Keeper | Date of Action

5. Classification

Ownership of Property
(Check as many boxes as apply.)

X	private
X	Public - Local
	Public - State
	Public - Federal

Category of Property
(Check only **one** box.)

	building(s)
X	district
	site
	structure
	object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
2893	1044	buildings
36	8	sites
72	65	structures
51	26	objects
3052	1143	**Total**

Returned

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

N/A

Number of contributing resources previously listed in the National Register

256

6. Function or Use

Historic Functions
(Enter categories from instructions.)

SEE CONTINUATION SHEET.

Current Functions
(Enter categories from instructions.)

SEE CONTINUATION SHEET.

7. Description

Architectural Classification
(Enter categories from instructions.)

SEE CONTINUATION SHEET.

Materials
(Enter categories from instructions.)

foundation: **Brick, Concrete, Stone**
walls: **Brick, Stone, Wood, Stucco, Synthetics, Terra Cotta**
roof: **Asphalt, tile**
other:

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Returned

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Returned

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Independence Square **35**
S. Independence Boulevard **35**
N. and S. Hamlin Boulevard **35**
N. Central Park Boulevard **36**
Garfield Square **36**
W. Franklin Boulevard **36**
Sacramento Square **36**
N. Sacramento Boulevard **36**

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Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with **a summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

The Chicago Park Boulevard System Historic District is approximately 26 miles in length and forms a continuous arc of parks and boulevards, composed of paved travel lanes in combination with greenswards, from the southeast part of Chicago at Dr. Martin Luther King, Jr. Drive, west, north and back east, to the eastern end of Logan Boulevard. The system consists of 8 parks, 19 boulevards and 6 squares. The eight parks are all connected by boulevards. The boulevards are, in some areas, connected to one another by squares. Buildings of

all types line the system. There are single and multi-family residences, commercial, industrial, religious and institutional buildings. Several sculptures are located in the parks and squares.

Narrative Description

CHICAGO PARK BOULEVARD SYSTEM HISTORIC DISTRICT

Sections Previously Listed on the National Register

Parts of the Chicago Park Boulevard System Historic District have already been listed on the National Register. In 1990 a Multiple Property Nomination, *The Historic Resources of the Chicago Park District* by Julia Sniderman Bachrach and William Tippins was listed. The several individual parks along the system that have been listed are: Garfield Park, (1993), Humboldt Park (1992), Jackson Park and the Midway Plaisance (1972) Sherman Park (1990), and Washington Park (2004). None of these nominations list the buildings surrounding the parks. In 1985 the *Logan Square Boulevards Historic District*, consisting of W. Logan Boulevard, N. Kedzie Boulevard, N. Humboldt Boulevard, Logan Square and Palmer Square, was listed on the National Register. The *Logan Square Boulevards Historic District* includes the buildings surrounding the squares and boulevards. All of the previously listed parks and the Logan Square district are included by reference in this nomination.

Returned

Detailed information on the parks, boulevards and squares already listed on the National Register is not included in this nomination, although it is referenced. There are also buildings along the system that are individually listed on the National Register, some of which are National Historic Landmarks. There are buildings in the district that are part of Chicago Landmark Districts and these are also referenced.

The Chicago Park Boulevard System Historic District: Parks, Boulevards, Squares, Buildings

This nomination, **The Chicago Park Boulevard System Historic District,** consists of the three parks along the system that were not previously listed on the Register.[1] It also includes the 15 boulevards and 4 squares south of North Avenue that were not listed. Three boulevards in the *Logan Square Boulevards Historic District* are included by reference.[2] All of the buildings flanking the boulevards and those surrounding all of the parks and squares along the system were evaluated and boundaries were drawn to include most of them. The parks in the Chicago Park Boulevard System Historic District are Jackson Park, Washington Park, Sherman Park, Garfield Park, Humboldt Park, Douglas Park, McKinley Park and Gage Park. The boulevards are the Midway Plaisance, E. Oakwood Boulevard, S. Drexel Boulevard, S. Dr. Martin Luther King, Jr. Drive, E. and W. Garfield Boulevard,, S. Western Boulevard, W. 31st Boulevard, S. California Boulevard, W. 24th Boulevard, S. Marshall Boulevard, W. Douglas Boulevard, S. Independence Boulevard, N. and S. Hamlin Boulevard, N. Central Park Boulevard, W. Franklin Boulevard, N. Sacramento Boulevard, N. Humboldt Boulevard, N. Kedzie Boulevard and N. Logan Boulevard. The squares are Drexel Square, Independence Square, Garfield Square, and Sacramento Square, Logan Square and Palmer Square. Already listed parks and the *Logan Square Boulevards Historic District* are considered part of this nomination by reference.

[1]Julia Sniderman Bachrach. *The Historic Resources of the Chicago Park District*. March 22, 1990. The individual parks listed are Garfield (1993), Humboldt (1992), Sherman (1990 and Washington (2004). Jackson Park was listed in 1972.
[2] Daniel Bluestone. The "*Logan Square Boulevards Historic District*" consists of W. Logan Boulevard, N. Kedzie Boulevard, N. Humboldt Boulevard, Logan Square and Palmer Square. It was listed in 1985.

Period of Significance:

The primary period of significance for the Chicago Park Boulevard System Historic District dates from 1869, when planning began following the passage of legislation establishing three park commissions; construction started on the parks, boulevards, squares and the buildings along them within two years. Almost all major improvements were completed by 1942, when major expenditures on the system drew to a close . Although most of the buildings in the historic district were built during this same time period, the great majority of those constructed along the system were built in the last decade of the 19th-century and in the first two decades of the 20th-century. The secondary period of significance, which dates from 1906 to 1964, is for the segment of the system located on the south side of the Midway Plaisance. This period reflects the continuation of construction by the University of Chicago . The first University of Chicago buildings in this area were constructed in 1906; the last, Mies van der Rohe's School of Social Service Administration, was completed in 1964.

Contributing and Non-contributing Buildings:

There are 1972 primary Contributing buildings in the Chicago Park Boulevard System Historic District, not including 397 in the already-listed *Logan Square Boulevards Historic District* and not including buildings within the parks. These "primary" buildings consist of every type of building (single family residences, apartments, churches, schools, etc.) facing on the parks, boulevards and squares. There are 348 Secondary Contributing Buildings not including 118 in the *Logan Square Boulevards Historic District* and not including buildings in the parks. The secondary buildings are subsidiary buildings, consisting of garages, barns and coach houses, generally facing on alleys. There are 249 Non-contributing Primary buildings in the District not including 32 in the *Logan Square Boulevards Historic District*. There are 615 Non-contributing Secondary buildings in the district not including 132 in the Logan Square Historic District. In the three parks being nominated there are 10 Contributing buildings and 3 Non-contributing buildings.[3] Jackson Park is already listed on the National Register of Historic Places but the nomination did not include a review of all buildings within the park. As part of this nomination, a comprehensive Contributing and Non-contributing list for Jackson Park was developed that includes 14 Contributing building and 4 Non-contributing buildings. In the parks already listed, there are 34 Contributing buildings and 9 Non-contributing buildings. This includes 9 Contributing buildings in Garfield Park, 3 in Sherman Park, 15 in Washington Park, and 7 Contributing buildings in Humboldt Park.[4] The Contributing Buildings within the Parks are listed on the continuation sheet titled "List of Contributing Buildings/Sites/Structures/Objects along the Boulevards and within the Parks".

Returned

Most of the buildings in the District are residential: single family homes (both stand-alone houses and party-wall structures), flats and apartment buildings. The buildings in the district on S. Dr. Martin Luther King, Jr. Drive, E. Oakwood Boulevard, S. Drexel Boulevard, E. Garfield Boulevard, W. Garfield Boulevard, W. 24th Boulevard, S. Marshall Boulevard, W. Douglas Boulevard, S. Independence Boulevard, N. Hamlin Boulevard, S. Hamlin Boulevard, N. Central Park Boulevard, N. Humboldt Boulevard and N. Kedzie Boulevard are predominantly residential. This is also true of N. Humboldt Boulevard, the north section of N. Kedzie Boulevard and W. Logan Boulevard, all of which are listed in the *Logan Square Boulevards Historic District*.

[3] There was no attempt to categorize the buildings listed in the *Logan Square Boulevards Historic District* as Contributing or Non-contributing in the original nomination. That has been done in this nomination.

[4] Jackson Park was listed on the National Register of Historic Places through a nomination submitted in 1972 called *Jackson Park Historic District and Midway Plaisance*. The nomination was substantially incomplete as it only listed the Fine Arts Building as a Contributing building. Chicago Park District Historian, Julia Sniderman Bachrach, created a complete list of Contributing buildings in Jackson Park as part of this nomination.

There are sections of the district where the majority of the buildings are industrial. These can be found along S. Western Boulevard, W. Pershing Road, W. Franklin Boulevard and N. Sacramento Boulevard.

Distinguished institutional buildings—religious, educational, medical, government and recreational—dot the entire park and boulevard system, especially along the residential segments. Commercial buildings are typically located where the boulevards intersect with historic public transportation routes or along these routes. The University of Chicago buildings in the system are located along the Midway Plaisance.

Architectural styles in the District range historically from Italianate to Modern, with many buildings featuring Queen Anne, Romanesque, Classical and Tudor features. There are some vernacular cottages, some bungalows and a substantial number of greystones, a building type seemingly unique to Chicago.

Contributing and Non-contributing Sites:

In the District, there are 25 Contributing Sites making up the boulevard segments and the squares. This number does not include the parks. Each of the newly listed 3 parks count has 1 Contributing Site while Douglas Park also has 1 Non-contributing Site. Those parks already listed on the National Register may feature more than one contributing site. In total the already listed parks feature 8 Contributing Sites and 7 Non-Contributing Sites. Altogether there are 36 Contributing Sites included in this nomination and 8 Non-contributing site. Jackson Park and the Midway Plaisance were listed on the National Register of Historic Places in 1972 and Garfield Park, Humboldt Park, Sherman Park, and Washington Park were listed as part of the multiple property nomination named *The Historic Resources of the Chicago Park District,* created in 1990. The Contributing Sites are listed on the continuation sheet titled "List of Contributing Buildings/Sites/ Structures/Objects along the Boulevards and within the Parks".

Returned

Contributing and Non-contributing Structures:

There are 18 Contributing Structures, and 6 Non-contributing Structures, along the system that consist of bridges. The bridges found along the boulevard system are generally utilitarian structures and primarily are used to elevate train tracks above the streets. They are mostly found towards the west side of the boulevard system where the industrial buildings are located. Additionally, isolated bridges are used to cross the Sanitary & Ship Canal, Interstate 90-94, and at the north end of S. Western Boulevard to direct traffic towards Interstate 55.

There are 17 bridges located in the original South Park section of the Park Boulevard System Historic District. The bridges cross W. Garfield Boulevard and S. Western Boulevard and Western Avenue, where the boulevards skirt a major industrial area. Almost all of these bridges are historic and date from the period 1896 to 1913 when tracks were being elevated in this industrial corridor. They are generally constructed of simple steel girders with iron trestles and concrete or stone embankments.[5] There are 10 bridges crossing W. Garfield Boulevard: 7 are Contributing; 3 are Non-contributing. There are 7 bridges crossing S. Western Boulevard and Western Avenue: 5 are Contributing; 2 are Non-contributing. One of the Contributing bridges on S. Western Boulevard crosses the Sanitary & Ship Canal. It is an Art Deco style bridge constructed in 1939 by the Chicago Park District.

[5]*Report of the South Park Commissioners to the Board of County Commissioners of Cook County*, 1902, p.5. The South Park Commission took pains to ensure quality, including steel or iron construction, spans of sufficient length to permit the boulevard to pass beneath without obstructive bridge supports, designs that provided a maximum of light and air beneath the bridges at all points and bridge floors that were water-tight and nearly as noiseless as possible.

There are 7 bridges in the West Park section of the Park Boulevard System Historic District. Of these, 6 are Contributing: a concrete bridge on W. 31st Boulevard with Gothic detailing, an overpass on S. Marshall Boulevard with decorative braces, an ornamental concrete overpass on S. Independence Boulevard, a steel girder bridge with a rusticated concrete block base on N. Central Park Boulevard, an ornamental concrete overpass on N. Sacramento Boulevard and an ornamental concrete overpass on N. Humboldt Boulevard There is 1 Non-contributing bridge crossing Marshall Boulevard.

Additionally, the parks that are already listed on the National Register of Historic Places and those being added as part of this nomination feature Contributing and Non-contributing Structures. There are 54 Contributing Structures and 59 Non-Contributing Structures within the parks, which will be discussed in detail later in the nomination. The Contributing Structures within the Parks are listed on the continuation sheet titled "List of Contributing Buildings/Sites/Structures/Objects along the Boulevards and within the Parks".

Contributing and Non-contributing Objects:

There are 6 Contributing Objects on the boulevards and squares. These consist of Sculptures/ Monuments (*Black Soldiers Monument* at S. 35th Street and S. Dr. Martin Luther King, Jr., Drive, *George Washington Monument* at 51st and King Drive, the *American Youth and Independence Day Fountain* in Independence Square, *Drexel Square Fountain,* the *Jacques Marquette Monument* at the turning point between S. Marshall Boulevard and W. 24th Boulevard, and the *Illinois Centennial Monument* in Logan Square that was listed in the *Logan Square Boulevards Historic District* National Register Nomination). There are 15 Non-contributing Objects: 11 sculptures (4 on S. Dr. Martin Luther King, Jr. Drive, 1 on W. Douglas Boulevard, 6 on W. Franklin Boulevard), There are three fountains and there is one obelisk erected in the mid 1990s. The fountains are on S. Drexel, W. Garfield and S. California Boulevard/Avenue and the obelisk is in Garfield Square. In the parks being listed there are 15 Contributing Objects, including the *William McKinley Monument* in McKinley Park, and Prairie Style benches and lanterns in Douglas Park and – Non-contributing Objects. In the previously listed parks, there are 29 Contributing Objects and 11 Non-contributing Objects. The Contributing Objects within the Parks are listed on the continuation sheet titled "List of Contributing Buildings/Sites/ Structures/Objects along the Boulevards and within the Parks".

Returned

GEOGRAPHIC CONTEXT: THE CITY OF CHICAGO

The Chicago Park Boulevard System Historic District laces through the city and provides it with an unusual amount of open space for a large urban center. The city of Chicago, with a population of over 2.8 million people, is the largest city in Illinois and the third largest in the country. It is situated in Cook County and covers 228 square miles. Chicago is divided into 77 Community areas.[6] Twenty-five are located along the park and boulevard system: Near South Side, Douglas, Oakland, Grand Boulevard, Kenwood, Hyde Park, Woodlawn, Fuller Park, Washington Park, New City, Englewood, West Englewood, Gage Park, Brighton Park, McKinley Park, South Lawndale, North Lawndale, West Garfield Park, East Garfield Park, Humboldt Park, West Town, Logan Square, North Center, Lake View and Lincoln Park. Many take their names from the parks and boulevards.

[6] Chicago's Community Areas were established in the 1920s by sociologists at the University of Chicago. They refer to areas that represent fairly coherent social character within the urban fabric of Chicago. Although originally there were 75, two were added when O'Hare Airport was added in the 1950s and Edgewater was subdivided from Uptown in 1980. The community areas since then have not been changed; they remain stable, not altered to reflect change. James R. Grossman., Ann Durkin Keating and Janice L Reiff. Editors. *The Encyclopedia of Chicago.* Chicago: University of Chicago Press, 2004, p. 190.

Chicago lies at the south end of the western shore of Lake Michigan, with two rivers flowing through it. The Calumet River is located on the far south side. The Chicago River flows into Chicago's central business district, then branches north and south, with the south branch connected to the Des Plaines River by the Sanitary & Ship Canal. This 28-mile canal was built between 1889 and 1900 as a transportation route, but primarily to redirect the flow of the Chicago River in order to divert wastes away from the Lake (Chicago's source of drinking water) to the Mississippi River system. The canal crosses the boulevard system just south of the intersection of 31st and S. Western Boulevards. Chicago is, on average, 579' above sea level and the terrain, once consisting of marsh and swampland, is emphatically flat.

There are four sections of Chicago: the Loop, the North Side, the West Side and the South Side. Chicago's early park systems, which were established in 1869, take their names from the three outlying areas in which they were located—the north, west and south sections of the city. The city is crisscrossed by a grid of streets, with the main thoroughfares running north and south following section lines platted from the original Northwest Ordinance land survey system. Diagonals transverse the system, radiating from the center of the city. Many were once Indian trails. These diagonals include Milwaukee Avenue, which intersects Logan Square and Grand Avenue, runs west of S. Western Boulevard and crosses N. Sacramento Boulevard. Ogden Avenue follows the route of the Southwestern Plank Road, which opened in 1848 and crossed the many swampy areas between Chicago and Naperville. Today Ogden Avenue extends from the near west side of Chicago to Aurora, Illinois, cutting through Douglas Park.

Returned

Chicago is the rail hub of the country, for both freight and passenger traffic. It is considered the most important railroad center in North America, with more lines of tracks radiating in more directions than any other American city.[7] Dating from 1848, when the Galena & Chicago Union laid tracks toward Oak Park, Illinois, the city depended on railroads to haul grains, and later livestock and manufactured goods. Railroad companies had their corporate headquarters in the city; railroad cars were manufactured in Pullman to the south (as well as in other areas) and yards and shops were located throughout the city's railroad system. Many rail yards were located to serve the factories and warehouses flanking S. Western Boulevard, Pershing Road, N. Sacramento Boulevard and S. Marshall Boulevard.

In addition to the city's historic waterways, railroads and road systems, nine interstate highways run through Chicago, three of which intersect the park and boulevard system. Interstate 94/ Dan Ryan Expressway cuts across W. Garfield Boulevard east of Wentworth Avenue; Interstate 55/ Stevenson Expressway crosses S. Western Boulevard and Western Avenue paralleling the Sanitary & Ship Canal south of W. 31st Boulevard, and Interstate 290/Eisenhower Expressway crosses S. Independence Boulevard between W. Van Buren Street and W. Congress Parkway.

THE PARK BOULEVARD SYSTEM HISTORIC DISTRICT: LIST OF THE PARKS, BOULEVARDS AND SQUARES:

The eight parks that make up the Chicago Park Boulevard System Historic District are Jackson Park, Douglas Park, Sherman Park, Gage Park, McKinley Park, Douglas Park, Garfield Park, and Humboldt Park. The 19 boulevards are E. Oakwood Boulevard, S. Drexel Boulevard, the Midway Plaisance, S. Dr. Martin

[7]James R. Grossman, Ann Durkin Keating and Janice L. Reiff. Editors. *The Encyclopedia of Chicago*. Chicago: University of Chicago Press, 2004, p. 676.

Luther King, Jr. Drive, E. and W. Garfield Boulevard, S. Western Avenue, W. 31st Boulevard, S. California Boulevard, W. 24th Boulevard, S. Marshall Boulevard, W. Douglas Boulevard, S. Independence Boulevard, N. and S. Hamlin Boulevard, N. Central Park Boulevard, W. Franklin Boulevard, N. Sacramento Boulevard, N. Humboldt Boulevard, N. Kedzie Boulevard, and N. Logan Boulevard. The six squares are Drexel Square, Independence Square, Garfield Square, Sacramento Square, Palmer Square and Logan Square.

Of the five parks in Chicago's park and boulevard system that have already been listed on the National Register in *The Historic Resources of the Chicago Park District* Multiple Property nomination only buildings, structures and objects actually located within the parks were included in the nomination. These buildings, structures and objects are included by reference in this nomination. None of the buildings framing the parks were included. The three parks which were not listed—Douglas Park, McKinley Park and Gage Park—are included in this nomination of the Chicago Park Boulevards System Historic District.

In 1985 the *Logan Square Boulevards Historic District* was listed on the National Register. It includes W. Logan, N. Kedzie and N. Humboldt Boulevards and Logan and Palmer Squares and the adjacent buildings and lots. The 1985 survey of this 2.5-mile section of Chicago's Boulevard system included buildings lining the boulevards and squares, but neither "primary" nor "secondary" structures were rated as "Contributing" or "Non-contributing." These predominantly residential structures are counted in this nomination, evaluated and rated as Contributing or Non-contributing to the significance of The Chicago Park Boulevard System Historic District.

Returned

The following parks, boulevards and squares, from east to west and south to north, define Chicago's Park and Boulevard System: The parks range in size from 29 acres (Gage Park) to 543 acres (Jackson Park). The boulevards range in length from .25 miles (West 24th Boulevard) to 3.5 miles (Garfield Boulevard). The smallest square is Garfield Square (2 acres). The largest is Palmer Square (7 acres).[8]

S. Dr. Martin Luther King, Jr. Drive , 3.0 miles*, extending south from E. 35th Street to E. 51st Street. The section from E. 51st to E. 60th Street is considered the west boundary of Washington Park.

E. Oakwood Boulevard, 5 miles,* extending east from S. Dr. Martin Luther King, Jr. Drive to S. Drexel Boulevard.

S. Drexel Boulevard, 1.6 miles*, extending south from E. Oakwood Boulevard to E. 51st Street.

Drexel Square, approximately 4 acres, bounded on the north by E. l51st Street, on the east by S. Drexel Avenue, on the south by E. Drexel Square, and on the west by S. Cottage Grove Avenue (Washington Park).

Washington Park, 366 acres*, bounded on the north by E. 51st Street, on the east by S. Cottage Grove Avenue, on the south by E. 60th Street, and on the west by S. Dr. Martin Luther King, Jr. Drive.

Midway Plaisance, 1.0 miles*, extending from S. Cottage Grove Avenue (Washington Park) on the west to S. Stony Island Avenue (Jackson Park) on the east.

[8] The length of each boulevard (noted *) is generally taken from "Life Along the Boulevards", Chicago: Department of Planning, 1989, p. 44.

Jackson Park, 543 acres, bounded on the north by E. 56th Street, on the east by Lake Michigan, on the south by E. 67th Street, and on the west by S. Stony Island Avenue.

E and W. Garfield Boulevard, 3.5 miles*, from S. Dr. Martin Luther King, Jr. Drive on the east to S. Western Avenue in Gage Park on the west.

Sherman Park 60 acres, bounded on the north by W. 52nd Street, on the east by S. Racine Avenue, on the south by W. Garfield Boulevard and on the west by S. Loomis Boulevard.

Gage Park, 29 acres*, bounded on the east by S. Claremont Avenue, on the south by W. 56th Street, on the west by S. Maplewood Avenue (south of 55th Street) and S. Artesian Avenue (north of 55th Street) and on the north by W. 54th Street.

S. Western Boulevard, Avenue, 3.1 miles*, from W. Garfield Boulevard (in Gage Park) on the south to W. 31st Boulevard on the north.

McKinley Park, 69 acres*, bounded on the north by W. 37th Street, on the east by S. Damen Avenue, on the south by W. Pershing Road and on the west by S. Western Boulevard.

W. 31st Boulevard, .5 mile*, extending west from S. Western Boulevard to S. California Boulevard.

Returned

S. California Boulevard, Avenue, .75 mile*, extending north from W. 31st Boulevard to W. 24th Boulevard.

W. 24th Boulevard, .25 mile*, extending west from S. California Boulevard to S. Marshall Boulevard.

S. Marshall Boulevard, .5 mile*, extending north from W. 24th Boulevard to Douglas Park (W. 19th Street).

Douglas Park, 174 acres*, bounded by W. Roosevelt Road on the north, S. California Avenue on the east, W. 19th street on the south and South Albany Avenue on the west.

W. Douglas Boulevard, .75 mile*, extending west from Sacramento Drive (in Douglas Park) to Independence Square.

Independence Square, approximately 3.69 acres, bounded on the north by W. Douglas Boulevard, on the west by S. Independence Boulevard, on the south by W. 14th Street and on the east by S. Ridgeway Avenue.

S. Independence Boulevard, .90 mile*, extending north from W. Douglas Boulevard to W. Congress Parkway (Interstate 290/Eisenhower Expressway).

N. and S. Hamlin Boulevard, .3 mile*, an extension of Independence Boulevard, runs from W. Congress Parkway (Eisenhower Expressway/Interstate 290) on the south to W. Madison Street on the north.[9]

Garfield Park 185 acres, Approximate boundaries are Lake Street on the north, N. Homan Avenue and S. Central Park Avenue on the east, W. Madison Street and W. Fifth Avenue on the south and N. Hamlin Boulevard and S. Hamlin Boulevard on the west.

[9] It should be noted that Hamlin Boulevard is called Hamlin Avenue, Hamlin Street and Hamlin Boulevard in the short distance between Independence Boulevard and Madison Street, according to the City of Chicago street signs.

N. Central Park Boulevard, .10 mile*, extends north out of Garfield Park as an extension of N. Conservatory Drive to Garfield Square (W. Ferdinand Street).

Garfield Square, approximately 2 acres, 300' x 325', bounded on the north by Garfield Square, on the west by N. Monticello Avenue, on the south by building lots, and on the east by N. Central Park Avenue.

W. Franklin Boulevard, .75 mile*, extending east from Garfield Square (N. Central Park Avenue) and Sacramento Square (N. Whipple Street).

Sacramento Square, approximately 3.69 acres. It has no distinct northern boundary, merging directly into N.. Sacramento Boulevard. On the east it is bounded by N. Sacramento Boulevard, on the south by W. Franklin Boulevard and on the west by N. Whipple Street.

Sacramento Boulevard, .55 mile*, extending north from Sacramento Square to W. Augusta Boulevard.

Humboldt Park, 209 acres, bounded on the north by W. North Avenue, on the east by N. California Avenue, on the south by W. Division Street and W. Augusta Avenue and on the west by N. Kedzie Avenue.

N. Humboldt Boulevard, 75 mile*, extending north from Garfield Park (W. North Avenue) to the eastern edge of Palmer Square (N. Shakespeare Avenue).

Returned

Palmer Square, approximately 7 acres, bounded on the north by W. Fullerton Avenue, by N. Milwaukee Avenue to the east, W. Armitage Avenue to the south and N. Kedzie Boulevard to the west.

N. Kedzie Boulevard, .6 mile, extending north from Palmer Square to Logan Square.

Logan Square, approximately 5.5 acres, bounded approximately by W. Logan Boulevard on the north, N. Troy Street on the east, N. Kedzie Boulevard on the west and W. Bloomingdale Avenue on the south.

W. Logan Boulevard, 1 mile, extending from Logan Square east to N. Western Avenue

PARKS BEING LISTED IN THE CHICAGO PARK BOULEVARD SYSTEM HISTORIC DISTRICT:

Douglas Park

Douglas Park is a 174-acre site, located on the west side of Chicago between W. Roosevelt Road and W. 19th Street, S. California Ave. and S. Albany Avenue. It was planned in 1869 as the southernmost park of the West Park system. The park reflects the contributions of several nationally important designers: William Le Baron Jenney, Oscar F. Dubuis, and Jens Jensen and locally prominent architects Michaelsen & Rognstad.

Over the decades, both the landscape and buildings in Douglas Park have undergone modifications and the loss of original fabric in response to frequently changing community needs. In spite of these alterations, essential character-defining features such as historic roads and paths, buildings, structures, landforms, water features and some historic trees are intact. The park has numerous Contributing features and continues to retain sufficient integrity to be listed on the National Register of Historic Places. In order to clearly describe Douglas Park, four corresponding plans are submitted [A] William Le Baron Jenney's original plan of 1871, [B] Oscar F. Dubuis' plan of 1885, [C] Jens Jensen's record drawing of 1912 and [D] a 2008 aerial photograph.

In the original plan [A], Jenney designed a circuit drive [1] that would encircle the park with a gently curving road meant to transect at the center. Although it is uncertain as to whether the curving transecting road was ever executed, the outer circuit drive remains intact. Ogden Avenue [2] predates the park by over 20 years and remains a diagonal roadway bisecting the park [B], replacing the curved transecting road that Jenney had intended. Ogden Avenue is a wide, angled drive with two parallel side roads [2].

Jenney relied on his engineering expertise in designing a large artificial lake that was meant to have two major components, one on the north side of the park and the other on the south. Despite his grand vision, only an initial portion of the lake was begun during Jenney's tenure. Dubuis revised the original plan, particularly the shape of the artificial lake [B]. Today, the portion of the lagoon [3] north of the carriage drive bridge closely reflects Dubuis' plan of 1885. This includes some narrow winding channel areas that edge a peninsula and small island. The carriage drive bridge [4] was constructed in 1892. It has abutments composed of cut limestone and a gently arching iron spandrel, with wood decking and a fanciful iron handrail. At the north end of the waterway, there are two footbridges. One of them, a beautiful granite boulder bridge [5], built in 1897, still crosses over water. It is composed of large granite boulders in varying colors of grey, pink, and tan. Douglas Park's other footbridge, composed of cut limestone [6], dates to the late 1890s. It previously crossed over a narrow tip of the water. In recent years, the Chicago Park District filled this small area and bricked in part of the span of the bridge. Despite this alteration, the historic footbridge remains.

Returned

The landscape that edges the lagoon has strong historic integrity, particularly in the northeastern area. This includes stretches of rolling topography, magnificent canopy trees, and aquatic vegetation such as arrowroot and native iris. South of the field house, the lagoon has a much smaller expanse of water than it had historically, during both Dubuis' [B] and Jensen's [C] tenures. The historic lagoon was first modified in the early 1970s, when the City of Chicago and Chicago Park District converted the area just south of the field house into a swimming lake. In the early 2000s the Chicago Park District made another significant alteration to this area, when the lagoon was partially filled in near the field house to provide space for a junior golf facility [7]. Although a portion of the lagoon was restored as part of the project, the swimming lake was eliminated, and some of the original water area was transformed into useable landscape. The golf facility [7] is composed of artificial greens, with wooden and rope fencing and a stone and concrete water hazard. It is edged by ornamental grasses and other native plants which make the recreational feature less obtrusive, especially because the entire landscape surrounding the south end of the lagoon has been planted as a nature area.

Norwegian-American architects Michaelsen & Rognstad designed the Douglas Park field house [8], which was built in 1928. Executed in the Georgian Revival style, the red brick building has many details composed of Bedford limestone including an upper parapet, urns, quoins, and columns. The building is u-shaped in plan, adapting well to the contour of the lagoon, and has domed turrets at each end of the center pavilion. It has many lavish interior details such as terra cotta and ornamental plaster ornamentation, as well as beautiful terrazzo floors.

Just northwest of the field house, there are two major Non-contributing features. One is a swimming pool [9] that is surrounded by a large area of concrete decking with flood lights, enclosed by black metal fencing. The swimming pool was first installed in 1955, when the historic outdoor pool and natatorium at the southwest corner of the park were demolished. Beyond the pool is Collins High School [10], an enormous structure with two large buildings that are rectangular in plan joined together by an enclosed walkway. Constructed in 1973 under the guidance of the Public Building Commission, the structure occupies what was once an expensive meadow designed by Jensen [C]. The high school campus includes two large parking lots and large expanses of black metal fencing. The compound's two adjoining structures have an institutional appearance that overwhelms the landscape and detracts from the integrity of the historic park. Fortunately, most

other areas of Douglas Park's landscape retain such high levels of integrity that overall the park is worthy of designation.

South of Ogden Avenue is Jensen's 1907 Formal Garden [11] with the Prairie style Flower Hall [12] and a reflecting basin [13] facing S. Sacramento Drive. The most formal aspect of the composition is near the busy intersection of the two streets. The stately Flower Hall is fronted by a rectangular reflecting basin with two side paths at its north and south ends. The paths are flanked by pairs of distinctive Prairie style lanterns [14] composed of exposed aggregate concrete that matches three large benches lining the sidewalk adjacent to S. Sacramento Drive [15].

Flower Hall is a garden shelter that "consists of a central pavilion with an arched opening and two end pavilions, all connected by a colonnade. There is no applied ornament and the only relief on the façade is a solid void rhythm and the play of shadows cast by string courses and thin cornices."[10] The design of this garden shelter has been attributed to Schmidt, Garden, & Martin. Although there are no existing original plans, the firm produced a large collection of Prairie style structures for the West Park Commission during the period of Jensen's leadership.

East of Flower Hall, Jensen's garden design is composed of a turf area in the center with some scattered understory trees helping to frame the view. Symmetrically placed beds of perennials follow the straight lines of the outer walks, which are edged with a long row of shrubs. As the garden extends to the east, the design becomes more naturalistic with a soft-edged lily pool and irregularly planted trees. At the most easterly end of the garden, a curved row of seven concrete Prairie style benches [16] completes the composition.

Returned

Although the level of landscape maintenance has varied over the years, the Chicago Park District has restored the garden several times. In order to provide storage for landscape equipment, the park district constructed a small one-story brick shed [17] on the south side of the garden in 1965. In recent years, the integrity of the garden has been improved as the Chicago Park District has carefully restored the architectural components (including the benches), repaired the lanterns, and replicated the large Prairie style light fixture that hangs from the center of Flower Hall.

Another Prairie style element built during Jensen's tenure was a gateway composed of two curved pergolas that flanked the Marshall Boulevard entrance to the park. Originally composed of two sets of concrete posts covered by wooden rafters, the curved pergolas stood on concrete platforms bordered by curved concrete planters and reflecting pools. Sometime after the mid-1950s, the pergolas were razed. However, the concrete platforms remain and the old reflecting pools have long been used as planters. In the 1990s, the Chicago Park District built new concrete and wooden structures [18] on the original concrete platforms to convey a sense of the historic pergolas. The new structures are only one-sided however, and the wooden elements that top them are not true rafters.

Just north of the Marshall Boulevard entrance to the park is a meadow that was edged with native plants during Jensen's time that is now a combination athletic field used for baseball, football and soccer. A recent addition to this large open area is an artificial turf soccer field at the east side. Adjacent to this is a comfort station [19]. Designed by in-house Chicago Park District architects, the brick Colonial style comfort station was built in 1936. The red brick building has been painted grey and a walled-in area extends along the west side

[10] Wim de Wit and William W. Tippens, "Prairie School in the Parks," *Prairie in the City: Naturalism in Chicago's Parks, 1870-1940*, Chicago History Museum, 1991, p. 37.

of the building. At the north side of the athletic field, there is a tennis court structure with 3 courts [20] that were installed after Douglas Park's period of significance.

At the outer edges of the circuit drive, the perimeter of the park provides a buffer between the park and the adjacent neighborhoods. These areas have stretches of green space with informal grouping of canopy and understory trees. North of Ogden Avenue the perimeter landscapes on the east, west, north sides each include a playground to accommodate the area's large population of young children. South of Ogden Avenue, there are two playgrounds one on the east side and one on the west side. The playground on the west side is adjacent to a relatively new spray pool [21]. There is an adjacent small brick comfort station that was built sometime around 1970 [22]. These features are located near the historic natatorium and running track [23]. Although the natatorium was razed in the 1950s the oval-shaped running track is extant and still used today. The southeast perimeter playground is adjacent to a basketball court [24]. Just south of that is the historic stable building [25]. Built soon after the turn of the 20th-century, this complex was originally known as the barn and service yard. Rectangular in plan, the structure has an open court yard space that was once surrounded by horse stalls, with a hay loft at the upper level. Today, the building serves as a landscape maintenance facility. Some of the original windows have been bricked in and portions of the red brick building have been painted brown in response to continual problems with graffiti. There are currently community art panels hanging on some of the exterior walls.

Throughout its history, Douglas Park has continuously provided recreational, cultural and educational programs while retaining a strong degree of historic integrity. Despite all of the modern pressures placed on this historic property the park continues to convey its historic character and is like a tapestry representing the work of many significant landscape designers and architects. It conveys much of its historic layout, spatial characteristics, grading, design, feeling, location and setting. Improvements such as the reproduction of historic light fixtures that have been placed throughout the park, as well as restoration of the Formal Garden and landscape enhancements, such as the nature area, have all helped increase the overall historic integrity of this valuable historic resource.

Returned

Gage Park

Gage Park is a 29-acre site, located on the south side of Chicago at the juncture between W. Garfield Boulevard and S. Western Avenue. It began in 1869 as the southwesterly elbow of the boulevard system. In 1873 the South Park commissioners acquired 20 acres of land adjacent to the intersection to develop the site into a park. In 1916 they added 9.75 additional acres to expand Gage Park at its southwestern side. The property served as an important experiment in providing breathing space and recreational facilities to its surrounding community and helped inspire a nationally influential neighborhood parks movement.

Over the years, Gage Park's landscape has undergone modifications and the loss of some original fabric in response to frequently changing community needs. Its buildings, however, have changed little and convey a high degree of integrity. The property retains a great deal of fabric dating from its period of significance and is primarily composed of Contributing features. In order to clearly describe Gage Park and show that it retains sufficient integrity to be listed on the National Register of Historic Places, two corresponding plans are submitted as part of this nomination: [A] a South Park Commission record plan of 1905 [B] Plan of General Development by the South Park Commissioners' in-house designers ca. 1925 and [C] a 2008 aerial photograph.

Gage Park is composed of four major landscape areas straddling the intersection of S. Western Boulevard and W. Garfield Boulevard (which becomes W. 55th Street on the west side S. Western Boulevard). The northwestern landscape area, located between W. 54th Street and W. 55th Street, S. Western Ave. and S.

Artesian Avenue, has been a ball field meadow [1] since the early 1900s, when the commissioners made the first substantial improvements to the park [A]. The meadow's original rectangular configuration was squared off by the widening and straightening of W. 55th Street, done to accommodate the construction of the field house in the 1920s [B]. Today, this landscape area [1] remains an actively used ball field with two backstops. A flag pole [2] is located in the middle of the southern edge of the field, on axis with the entrance to the field house. A flagpole has stood in this location since the 1920s [A, B].

Completed in 1928, the field house [3] was designed by South Park Commission architects under the direction of Chief Engineer Linn White. Inspired by the earlier field houses designed by D.H. Burnham & Co. for the South Park Commission, the building is neo-classical in style and is composed of exposed aggregate concrete. Facing north onto W. 55th Street, the one-and-a-half story structure measures 267' long by 148' wide. E-shaped in plan, the building has a center pavilion oriented east to west with a large auditorium space extending to the south. Two one-story extensions connect the center pavilion with two outer wings housing gymnasiums and locker rooms.

The center pavilion has a hipped roof with three engaged gables at the primary façade. The roof, originally clad in Spanish tile, is now covered in asphalt tiles. There are three arches beneath the gable ends. The center arch includes the front doorway flanked by sidelights and topped with transom lights, as well as an arched window with multiple lights. The center arch is flanked by two blind arches with a decorative motif in the concrete. There are two double hung windows with outer fixed sidelights beneath the blind arches. Between these openings and the center doorway are another pair of windows that match those beneath the blind arches. On the outer sides are two pairs of double hung windows without sidelights. Above each set of the windows is a medallion expressed in the concrete. (These mimic similar medallions within the two blind arches.) There is a scored pattern in the concrete surrounding the arches and medallions extending along the entire upper level of the center pavilion. This part of the building has a front terrace that retains its original concrete balustrade. A wide set of stairs leads from the front doorway to the sidewalk below.

Returned

The field house's two outer wings have gabled roofs on the north side that intersect with hipped roofs on the south side of the building. The gable ends face the primary W. 55th Street façade. Unlike the adjacent center pavilion, these outer facades are composed of unadorned concrete, without scoring or other ornamentation. Each of the outer wings feature a segmental arched opening housing a series of double hung windows. The east and west facades mimic some of the features of the center pavilion such as the three engaged gables, arches, and scored patterning.

The field house has many fine interior details. The lobby has elegant terrazzo floors, original marble counters and knee walls, ornamental plaster trim, and historic light sconces. The auditorium has simplified classical elements molded into the concrete such as pilasters, stringcourses and arches. Within the recessed area of one of the auditorium arches, there is a 1931 mural by Tom Lea. It is a colorful scene with many explorers and pioneer families under a muted sky with a "symbolic figure pointing the way and rendered in grisaille, a technique using various shades of gray."[11]

A second mural is located in an office adjacent to the lobby, which once housed the library. Painted directly on the rough surface of the concrete, it is rendered in a folk style. The mural, which may have been created by a Chicago Park District art class in the 1930s, depicts an Eastern European family in traditional dress standing near a large wagon. The father is playing a violin, the daughter holds a doll, and the mother holds a pitcher while the accoutrements of a picnic lay near their feet.

[11] Mary Lackritz Gray, *A Guide to Chicago's Murals*, Chicago: University of Chicago Press, 2001, p. 174.

Another space that includes unusual interior features is located in the basement of the field house. Used as a classroom today, this room previously served as the headquarters for a military battalion. Two sets of brown leather doors attest to this historic use of the room—one of them is labeled "Company A."

Compared with other Chicago field houses, the Gage Park building has a remarkable number of intact features, particularly within its interior. Overall, it retains a high degree of integrity. This is true even though the concrete building has had some problems with cracking and spalling; its original exterior surfaces have been painted light tan, and some inappropriate awnings have been installed along its primary façade.

Directly south of the field house is the locker and changing room structure [4]. Constructed in 1920, this one story facility has a center building, two small outer buildings and large open-air changing spaces. The entire structure is concrete and has been painted the same neutral color as the field house. The center building, which has a gable roof has handsome Greek Revival features—Doric columns, a simple frieze, and a pediment above. Some of these elements are mimicked on the small outer buildings. Concrete walls connect the three buildings and enclose the open air changing spaces.

The locker and changing room structure [4] faces the rectangular swimming pool [5]. Although the pool has been repaired and modernized over the years, it is in the same location and configuration as the original 1920 structure. Therefore, it has been deemed a contributing feature. The swimming pool is surrounded by concrete decking and has metal picket fencing on its east, west, and south sides. On the west side, just south of the locker and changing room structure, chain link fencing encloses a semi-circular area with a concrete wading pool that was constructed in the 1980s. This wading pool [6] is in disrepair and cannot be used in its present form because current safety standards require the use of spray pools instead of wading pools.

Returned

The boiler house [7] is located south of the swimming pool. Rectangular in plan, the building has a flat roof. A tall cylindrical chimney-stack extends from the roof. Like the two other park buildings, the boiler house is composed of exposed aggregate concrete which has been painted. It has rectangular window openings. The utilitarian structure has a simple frieze with medallions that extends beneath the eave.

The playground [8] is just west of the boiler house. This area has been used as a children's playground since the 1920s [B], but it has been updated many times. Today, this area has colorful playground equipment installed on a rubberized surface and is surrounded by trees and lawn and enclosed by metal picket fencing.

North of the children's playground [8] is a lawn area [9] that historically served as the women's open air gymnasium [B]. A straight path extending from W. 55th Street to W. 56th Street separates the women's open air gymnasium and children's playground area from the tennis courts [10] and ball field [11]. This walkway is lined on both sides with historic canopy trees. Originally, the walkway was the western boundary of the park; however, Gage Park was extended westward to include an additional 9.75 acres in 1916.

To accommodate the extension, a street known as Gage Court [A] was greened over, and a number of homes were razed to provide space for the tennis courts [10] and ball field [11]. The four sets of tennis courts [10] and new ball field [11] were first installed in 1920, when the swimming pool was also constructed. Recently two of the four sets [10] have been resurfaced, and the other two are in need of resurfacing. The ball field is contiguous to Rachel Carson Elementary School, an historic school building.

The historic men's outdoor gymnasium [12] is located east of the swimming pool. It includes a running track [13] surfaced with limestone screenings. Within the elliptical space, there are three athletic rectangular blacktop spaces. These provide a basketball court [14], handball court [15], and a play slab [16].

On the east side of S. Western Avenue there are two landscape areas [17, 18]. One—south of W. Garfield Blvd. [17]—historically provided space for lawn tennis [A]. Although the area is still composed of lawn surrounded by trees and edged with a path, it has been underutilized for many years. To re-activate this space, the Chicago Park District is installing an artificial turf soccer and football field in the center of the lawn in 2011. The area north of W. Garfield Blvd. [18] historically featured a lily pool. The entire rectangular lawn area sloped upward from the street level, and in the center of the lawn was the rectangular sunken lily pool with a pergola on its north side. The Chicago Park District began removing the lily pool and filling in the entire area in 1960. Today, the topography is still higher than the street level and the area is a passive green space.

In recent years, the Chicago Park District has undertaken a number of improvements that have enhanced Gage Park's historic integrity. This included the conservation of Tom Lea's auditorium mural in 2002 by the Chicago Conservation Center. The historic running track has recently been resurfaced with limestone screenings, and two sets of tennis courts (which are Contributing features) were resurfaced in 2008. Other construction projects have improved the park's appearance and usability. These include installing a fitness center in the field house and in 2009, providing a new playground in the original location. Today, Gage Park remains an important link to its community's past while it also provides a vital recreational center for Chicago's south side.

Returned

McKinley Park

McKinley Park is a 69-acre site located on the South Side of Chicago between S. Damen and S. Western Avenues and W. 37th Street and W. Pershing Road. The site was first established by the South Park commissioners as an experimental 34-acre park in 1901. The original park, between S. Western Boulevard and S. Leavitt Street., proved to be such an immediate success that the commissioners expanded it eastward in 1906. (Although this was a 40-acre extension, several acres were later sacrificed when the S. Damen Avenue viaduct sliced through the park.) McKinley Park has strong significance in social history, as it helped inspire a nationally influential neighborhood parks movement.

Over the years, McKinley Park has undergone modifications and the loss of some original fabric in response to frequently changing community needs. Despite this, the property retains a great deal of fabric dating from its period of significance and continues to convey its historic character. In order to clearly describe McKinley Park and show that it retains sufficient integrity to be listed on the National Register of Historic Places, four corresponding plans are submitted as part of this nomination: [A] South Park Commission Plan of 1905 [B] South Park Commission Plan of 1906 [C] South Park Commission Plan of 1916 and [D] a 2008 aerial photograph.

When the 34-acre park was first laid out in 1901 by in-house South Park Commission designers, the ball field [1] was the central feature of the design. (Although the plan labeled as [A] dates to 1905, it clearly illustrates the park's original features.) The ball field was composed of an open meadow encircled by a walkway and edged with trees and shrubs in naturalistic groupings. It remained unchanged when the South Park commissioners enlarged McKinley Park in 1906 [B]. Today, the ball field [1] and surrounding walkway [2] continue to retain a high degree of integrity. In fact, the walkway [2] closely follows its original configuration, as do three circular lawn beds [3] that embellish turning points southeast, southwest, and northwest sides of the loop. These appear on the 1905 plan [A] and still remain today [D].

On the west side of the ball field, an oblong area historically served as a lawn tennis meadow [A] [4]. By the late 1930s the Chicago Park District had installed a paved rectangular slab with four tennis courts [4] at the southern end of this meadow [D]. Just north of the tennis courts, there is an artificial ice-skating rink. Installed in 1996, the large structure has a rectangular footprint with chamfered corners [5]. Although deemed as a Non-contributing feature, it is not very intrusive because of its location on the far western edge of the landscape.

The *William McKinley Monument* [6] is located on the northwest corner of the park. Installed in 1905, it is composed of a bronze figurative sculpture that stands on a large classically-designed exedra. The artwork was produced by sculptor Charles J. Mulligan and architects Pond & Pond. Mulligan executed a life-like portrayal of President McKinley in historically appropriate garb holding the pages of a speech and leaning against a table or desk. The bronze sculpture stands on a base in the center of the rectangular exedra, designed by Pond & Pond. The base is mounted on two star-shaped granite slabs set at angles to each other, with the lower slab resting on the floor of the exedra. Greek key fretwork adorns the upper part of the base, with McKinley's name, and birth and death dates inscribed below it. Five steps lead up to the platform of the exedra, and at the other three sides, benches are tucked into the low walls. There are six urns mounted along the top of the three-sided wall. In the late 1990s the McKinley Monument underwent a full conservation treatment. Although it retains good integrity, it has suffered some damage from automobile accidents and improper graffiti removal.

Returned

Historically, the area on the northeast side of the ball field served as the children's playground and wading pool [A]. It had separate comfort stations for men and women [7] and an open shelter [8]. Designed in 1901 and constructed by June of 1903[12], the two comfort stations were both north of the shelter. Square in plan, they were composed of brick with three courses of cut stone at the foundation. The buildings had hipped roofs clad in clay tile. Currently, only the original women's comfort station remains [7]. It was converted to serve both men and women in 1949. It is likely that the original men's comfort station was razed at that time. Today, the comfort station's original stone and brick walls are painted brown. The window openings remain; however, they have been boarded in, and the roof is now clad in sheet metal. Despite these changes, the building's form remains intact and conveys its historic character.

The original shelter [8] (no longer extant) was constructed in 1903.[13] Rectangular in plan, the structure was composed of piers of cut stone that were similar in appearance to the foundation of the comfort stations. The floor of the shelter was made of exposed aggregate concrete with a fanciful decorative motif that included the pattern of Greek key fretwork along the two ends. Although the shelter was demolished in the mid-1960s, its floor was retained as a play slab. More than a century old, this decorative feature remains today [D].

The original wading pool [9] was an irregularly shaped water feature with a sandy edge and a small wooded island in the center [A]. When McKinley Park was extended at its east side in 1906, a meandering stream connected the older wading pool area to the larger lagoon [B]. The wading pool and connecting stream

[12] The comfort stations appear in numerous plans beginning with South Park Commission, Brighton Park, 1901 and they are also identifiable in *Chicago Daily News* photographs dated June 13, 1903 in the collections of the Chicago History Museum ichicdn-0000581 and ichicdn-000584.
[13] McKinley Park Lagoon photograph shows the construction of the shelter dated June 13, 1903, Chicago History Museum ichicdn-0000580.

[9] remained until the late 1930s.[14] The Chicago Park District filled these waterways to provide modern athletic amenities— a running track and a concrete wading pool—which were removed sometime before 1961.[15]

In recent years, this area underwent another change to accommodate recreational needs. With the increasing popularity of soccer in this park, the Park District determined that an artificial turf field would be beneficial for park users. The Parkways Foundation raised funds for this amenity and the artificial turf field [10] was installed in 2008 [D]. The green surface blends in well with the surrounding lawn. The existing soft surface playground [11] is slightly more obtrusive because it has low walls that enclose the equipment and the loose wood chip surface [D].

Despite the changes in this area, the walkways that surround the historic children's playground area remain fully intact [2], as they generally are throughout the park. The original drive, that extended along the north and east sides of the park, no longer exists. Today, the entire northern perimeter from the McKinley monument to S. Damen Avenue is composed of lawn and irregular groupings of canopy trees. At the far eastern end of this perimeter there is a paved rectangular strip of six tennis courts [12]. This is deemed as a Non-contributing feature because they were installed sometime around the late 1950s, after the period of significance. Just west of the tennis courts, a remnant concrete slab is left from earlier hand ball courts that are no longer in the park [13].

Returned

One of McKinley Park's most dominant features is the lagoon [14]. The existing lagoon dates to the park's 1906 expansion [B]. It connected to the earlier naturalistic wading pool by a narrow stream. In its original configuration, the main body of the lagoon was roughly U-shaped in form, with a wider expanse of water on the west end. The lagoon originally had five small, wooded islands and four of those remain today. Historically, the lagoon had a soft edge of turf grass. The Chicago Park District began stocking the lagoon in the 1940s to offer fishing in the park. This use contributed to problems with erosion of the lagoon's banks.

Over the decades, as fishing became more popular, there was an increasing need for erosion control as well as improved access for fisherman. In the 1990s and early 2000s several different techniques were used to accomplish this. Portions of the lagoon are now edged with concrete, while some areas have cut stone walls and others have a system that includes piles of stone obscured by emergent plants. Fishing access is provided by a T-shaped pier on the southwest side of the lagoon and several platforms throughout. The east side of the lagoon was filled in 1960 to accommodate the construction of the S. Damen Avenue viaduct [D]. Despite this, the lagoon conveys its historic character and retains good integrity.

The S. Damen Avenue viaduct [15] is a major roadway that bisects the easternmost part of the landscape. Its ramp increases in elevation as it extends to the north. The remaining landscape area east of the roadway is composed of lawn and some trees and is largely underutilized. Just west of the roadway is the remaining portion of an original meadow in this area. The meadow was truncated by the viaduct project.

A small stretch of the walkway at the southeastern corner of the park is one of the few parts of the original path system that has been changed in its configuration since the implementation of the 1906 plan [B]. Despite the minor change here, it still leads to the historic plaza area [16] that is located along the southernmost edge of the lagoon [14]. The plaza is composed of a stretch of walkway that is somewhat wider than the rest of

[14] McKinley Park Rehabilitation Plan prepared by the Chicago Park District Landscape Design Section, April 7, 1939.
[15] McKinley Park Location of Fixed Bleachers, Chicago Park District, 1961.

the path system. Marking each of its two ends is a circular paved area. The center of each circle originally contained a fountain.

Along the south side of the plaza is a classically-designed low concrete wall with portions that gently curve at its two ends. The center of the wall has an opening with a set of stairs leading to the lawn area to the south. A series of rectangular posts are built into the wall which support a row of urns. Backless concrete benches with wooden slat seats line the wall.

The entire area was originally used as a concert space, allowing for bands to play on the plaza with audiences sitting on the lawn to the south. The Chicago Park District rehabilitated the plaza [16] and its concrete elements in the early 1990s. This included repairs to some of the original fabric, although much of the work involved reconstruction. The lawn area [17] has been composed of turf and scattered trees since the implementation of the 1906 plan [B].

The historic bathhouse [18] was one of McKinley Park's original features. Neo-classical in style, the one-story building was designed by in-house South Park Commission architects. Composed of brick sheathed in concrete panels, the building originally had a series of intersecting gable roofs clad in clay tile. Each of its facades included simple classical elements such as engaged Ionic columns, some of which sat on classically-designed posts, as well as pilasters, an entablature, and pediments.

Returned

The original bathhouse [18] was composed of three connected pavilions— two of which were oriented north- south and a center pavilion, oriented east-west. Its u-shaped configuration created a center courtyard space. Originally, within this space there was a u-shaped peristyle with plants set into its flat roof. The peristyle surrounded a small rectangular building that housed an office for the lifeguards. A small boiler house was located east of the bathhouse. The bathhouse facilities provided changing rooms and bathrooms for swimmers. Just north of the bathhouse, a naturalistic swimming pool extended from the courtyard space. This irregularly-shaped water feature, edged by sand, was designed to accommodate 300 bathers.

Today, only the east side of the historic bathhouse [18] remains. The Chicago Park District filled in the pool and demolished the two other sides of the building along with the boiler house, peristyle, and lifeguard building in 1951. The bathhouse's remaining portion was then renovated and used as facility for the Park District's landscape maintenance department. As part of its renovations the Park District filled in some doors and other openings with concrete blocks. In conjunction with this project, the area just to the east was converted into a maintenance yard. After serving as a maintenance building and yard for more than 50 years, the facility was recently closed down by the Park District. Today, the future of the bathhouse is uncertain. The area that was once occupied by the west pavilion of the bathhouse is now an asphalt slab, providing for three basketball courts [19]. To the north, the site of the original swimming pool is now a ball field [20].

The Chicago Park District constructed the existing swimming pool [21] in 1950. It occupies the former men's open air gymnasium area. It is a standard rectangular pool [21], surrounded by concrete decking. Just to the east, the Chicago Park District installed a parking lot by the mid-1930s in the area that had been the women's open air gymnasium. The southwestern part of this parking lot [22] was converted into an interactive water play area in 1998 [23]. It includes a shallow oval-shaped basin with colorful equipment.

The boiler house [24] is located south of the water play area. Rectangular in plan, the building has a flat roof. A tall cylindrical chimney-stack extends from the roof. The building is composed of exposed aggregate concrete, which unlike the field house, retains its original unpainted exterior surfaces.

Built in 1916, the field house [25] was designed by South Park Commission architects under the direction of Chief Engineer Linn White. Its neo-classical style was inspired by the earlier field houses that had been produced by D.H. Burnham & Co. for the South Park Commission. Composed of exposed aggregate concrete, the building's exterior is now painted pale beige. The roof, composed of a series of intersecting gables, was originally clad in green clay tiles. Today it is sheathed in green asphalt tiles. Despite this and some other relatively minor changes, such as an accessible ramp at the primary façade, and original wooden doors that have been replaced with metal, the building retains strong integrity.

Facing north towards the ball field, the one-and-a-half story field house is E-shaped in plan, with three large pavilions that are oriented north-south and two connecting pavilions extending east-west. The center pavilion houses a large auditorium space, while the two end pavilions originally featured the men's and women's gymnasiums.

The building's front entrance is symmetrically placed in the center pavilion, within a tall elliptical arched opening. Above the front doorway is a large transom following the form of the elliptical arch. It is divided into three panels and has multiple lights with numerous muntins configured in a union-jack motif. The arched opening is flanked by two pairs of engaged Ionic pilasters, each with a long rectangular window composed of three lights oriented vertically. On both sides, the pilasters are capped by entablatures with Greek key fretwork at the architrave and an ornate swag and urn detail in bas-relief at the frieze. Above the arched opening, beneath the gable end, additional bas-relief ornamentation is larger in scale. This includes swags, bows, torches, and a shield-like medallion in the center. At the end of the gabled roof an overhanging eave with brackets and dentils follows the roof-line.

Returned

Flanking the center pavilion are the connecting pavilions which extend east-west. These have intersecting gable roofs with flat roofed extensions that project to the north. At the far east and west sides of the facades of the connecting pavilions, there are openings that provide porticoes for secondary entrances. Each opening has a set of steps leading up to an entrance plaza. Both sets of steps are flanked by Doric columns and classical balustrades. Adjacent to the openings are the flat roofed extensions which have paired pilasters flanking double-hung windows. In the 1990s the Chicago Park District created custom-designed metal security grills which cover these windows. There are small decorative medallions above the pilasters and windows. Cornices extend along the roofline of both of the connecting pavilions with balustrades above them.

The two end pavilions have identical north-facing facades. In the pediment space at the upper level of each, there is bas-relief ornamentation depicting foliage and fruit. The ornamentation surrounds a porthole window that is centered beneath the peak of the gable. A simple string course and a course of dentils separate the pediment from the lower part of the façade which is symmetrically divided by three sets of window openings. The lower windows are fixed and have two lights over two lights. Between the lower and upper windows, there is a concrete band with a simple circular architectural detail. The upper windows mimic the lower ones; however, these are hopper windows allowing for ventilation. The lower windows are covered with security screens, while the upper ones are exposed. Four bas-relief rosettes are symmetrically placed between the windows. Along the east and west exterior facades, the upper and lower two-over-two windows are repeated. The rosettes and simple circular details also appear on these facades.

North of the field house, the walkway [2] edges the south end of the ball field [1]. This walkway pre-dates the 1916 construction of the field house and has been a constant feature in each of the park's plans [A, B, C, and D]. It has been widened slightly over the years. Edging this walkway there are a number of formally planted historic canopy trees. There are also several magnificent old gingko trees located closer to the field house [25]. On axis with the field house's center pavilion there is a shallow set of concrete steps [26] that lead

from the walkway [2] to the sunken ball field [1]. There is a flag pole [27] located just to the north of the center point of these steps. A flag pole has been in this location at least since the construction of the field house [C, D].

In recent years, the Chicago Park District has undertaken a number of improvements that have enhanced McKinley Park's vitality in the community without jeopardizing its historic integrity. These include several projects to address the erosion of the lagoon's banks and provide improved access for fishing. The new ice-skating rink and artificial turf field sponsored by the Parkways Foundation have also served the area's recreational needs without creating a detrimental intrusion to the historic landscape. Although McKinley Park's landscape was affected by the construction of the 1960 S. Damen Avenue viaduct, it continues to strongly convey its historic character. Today, McKinley Park retains its lovely naturalistic landscape while also providing a vital recreational center for its surrounding neighborhood.

PARKS IN THE CHICAGO PARK BOULEVARD SYSTEM HISTORIC DISTRICT ALREADY LISTED ON THE NATIONAL REGISTER

The following parks, which are included in the system, have already been listed on the National Register. A detailed description can be found in the relevant individual nominations that have been listed as part of the Multiple Property Nomination, *The Historic Resources of the Chicago Park District.* These already-listed parks are included in this nomination by reference.

Returned

Jackson Park

Jackson Park was previously listed on the National Register, in 1972, with significance cited for history and architecture.[16] It was part of the 1055-acre "South Parks" which was created by legislation in 1869 and also included the Midway Plaisance and Washington Park. Known originally as the "Eastern" or "Lower Division," 593- acre Jackson Park is bounded by E. 56th Street on the north, Lake Michigan on the east, E. 67th Street on the south and W. Stony Island Avenue on the west. This park is the only one in The Chicago Park Boulevard System Historic District that has the distinction of being designed at three points in time by famed landscape architect Frederick Law Olmsted.

Jackson Park retains a high degree of integrity from Olmsted's last plan of 1895, the principle elements of which were lagoons, Lake Michigan and landscaped fields. This design was based on Olmsted and Vaux's original 1871 plan and was executed following the park's interim design by Olmsted as grounds for the 1893 World's Columbian Exposition. The fair's sole surviving major building is the Fine Arts Building located at the north end of Jackson Park, which was essentially the only area developed before the fair. Originally designed by D. H. Burnham & Company and reopened in the 1930s as the Museum of Science and Industry, the Classical Revival structure's main façade is oriented south toward a series of landscaped lagoons.

Most of Jackson Park's lakeshore is beachfront. At the south end is a large Italian Renaissance Revival-style bathing pavilion designed in-house by the South Park Commission in 1918. Two harbors also line the lakefront. Along the park's edges are landscaped fields accommodating various sports, a roadway circuit and a few buildings. These buildings include La Rabida hospital, constructed in 1932 on the south harbor's peninsula and designed by Graham, Anderson, Probst & White, the successor firm of D.H. Burnham & Co.

[16] "Jackson Park Historic Landscape District and Midway Plaisance" was prepared by Paul Sprague and listed on the National Register 12/15/72.

Washington Park

Washington Park was previously listed on the National Register, in 2004 as part of *The Historic Resources of the Chicago Park District.*[17] Its integrity is strong and reflects much of the original 1871 design of Frederick Law Olmsted. Comprised of 367 acres, Washington Park is the second largest park in The Chicago Park Boulevard System Historic District. It is bounded on the north by E. 51st Street, on the south by E. 60th Street, on the east by S. Cottage Grove Avenue, and on the west by S. Dr. Martin Luther King, Jr. Drive. It was created as part of a large 1055-acre park that was originally known as South Park but is now three sites: Jackson Park, the connecting Midway Plaisance and Washington Park.

Washington Park is rectangular, organized around a circulation system of drives, walks and bridle paths that follows a figure eight, made up of a north and a south loop. The park's north loop encircles a large meadow known as the "South Open Green." The driveway of this loop leads to major entries in the northeast and northwest corners of the park. West of the meadow is the "Public Forum," a gathering place constructed by the WPA in 1936. This figure-eight system does not differ substantially from its original configuration except for the top of the north loop, which was removed in the 1970s to construct the existing school building. The Midway Plaisance provides a grand entrance to Washington Park near its southeast corner. On axis and just west of this entry is a colossal cast concrete sculpture, the recently-restored1922 *Fountain of Time,* by the distinguished Chicago sculptor Loredo Taft. The park's south loop encircles this fountain and the following major features: a small lagoon call the "Pool" (at its north end), a large meandering lagoon called the "Mere" (at its south end), an undulating landscaped area called the "Seven Hills" (in the northeast), and the formally landscaped, "Mall" with its cross-axis (west of the Mere). The large island surrounded by the Mere was originally a peninsula that was reconfigured in 1904.

Returned

As Olmsted intended, most of the park's buildings are sited on the outer perimeter. South of the Garfield Boulevard entrance on the park's western border is a cluster of buildings that includes the Refectory (1891), a swimming complex (1936), and the field house (1954). A string of basketball and tennis courts south of the field house occupies the site of a road for fast driving, which was located there between 1889 and 1911.

The rolling landscape and paths along Washington Park's south perimeter are largely intact. The parks' east perimeter is lined primarily by buildings. From south to north these include the South Park system's laundry (1914), power house (1906), stable and roundhouse (1880) and administrative headquarters (1910, now the Du Sable Museum of African American History), as well as a 79,000 square foot armory (1928).

Sherman Park

Sherman Park was previously listed on the National Register, in 1990, as part of the *Historic Resources of the Chicago Park District*.[18] Collaboratively designed in 1904 by landscape architects the Olmsted Brothers and D.H. Burnham & Company architects, it is one of the seminal and best preserved of the South Park Commission's neighborhood parks. Comprised of sixty acres, Sherman Park is bounded on the north by W.

[17] Washington Park was prepared by Julia Sniderman (Bachrach) and submitted to the National Register 2/6/2004
[18] Sherman Park's National Register nomination was prepared by Julia Sniderman (Bachrach) and Will Tippens. It was entered into the register 3/22/1990.

52nd Street, on the east by S. Racine Avenue, on the south by W. Garfield Boulevard and on the west by S. Loomis Avenue.

The majority of this rectangular park is inscribed within a ring road that contains a meandering lagoon with a large central island. This area, like its gently rolling perimeter, is naturalistically planted. In contrast, the north edge of the park is more architectural and formal, with classically-detailed buildings symmetrically arranged around a central swimming pool. These buildings include a field house with murals executed in the early 20th-century

Garfield Park

Garfield Park was previously listed on the National Register, in 1993.[19] Like Humboldt Park and Douglas Park, Garfield Park was included in William LeBaron Jenney's 1871 plans for the West Park System. Garfield Park is the western-most of the three major landscaped "pleasure grounds" in the West Park System. The 185-acre park grounds lie in a long rectangle running north and south abutted by a square section in the center of the east side. The largest portion of the park lies west of N. Central Park Avenue. It is bounded on the north by a railroad embankment (just north of W. Carroll Avenue), on the west by N. and S. Hamlin Avenue and on the south by W. Fifth Avenue. An additional, abutting square section of parkland (the original location of the park's formal eastern entrance) lies east of N. Central Park Avenue. It is bounded on the north by W. Lake Street and on the south by W. Madison Street. Several major roadways and transit routes cut through the park from east to west, including (from the south) W. Jackson Boulevard, W. Madison Street, W. Washington Boulevard, W. Lake Street and the elevated CTA/Green Line tracks. The park was opened sequentially, with the western and center sections ready for public use in 1887, the area north of W. Lake Street in 1891 and south of W. Madison Avenue in the 1890s.

Returned

The central section of the park contains two large lagoons surrounded by winding vehicular and pedestrian routes. This portion of the park also includes the Gazebo designed by Joseph L. Silsbee in 1896. The northern section of the park holds the magnificent 1908 Conservatory designed by landscape architect Jens Jensen in conjunction with architects Schmidt, Garden & Martin and New York greenhouse experts Hitchings & Company. There is also a service area in this northern section of the park that contains several utility buildings, including stables by Jenney (c.1890), a power house by Silsbee (1896) and a 3-story warehouse and workshop building by Schmidt, Garden & Martin (1928). In addition to the Conservatory, Jensen was responsible for a comfort station and a golf shelter (1907). Jensen also undertook several important alterations to the park between 1905 and 1920, including improvements to the formal entrance at Washington Boulevard on the east and a water court with a formal flower garden (designed by William Carbys Zimmerman, 1906) that is bisected by W. Madison Street. In 1928, as part of a major program of improvements funded by a $10 million bond issue, an enormous Spanish Revival Administration Building (the "Gold Dome building") designed by Michaelsen & Rognstad was built in the center of the park overlooking the west lagoon. Today this building is used as a field house.

Humboldt Park

[19] Garfield Park National Register Nomination prepared by Julia Sniderman, Bart Ryckbosch and Joan Pomaranc. Entered into the National Register on 8/31/1993. Periods of Significance: Architecture, 1874-1928; Recreation, 1871-1939; Landscape Architecture, 1870-1920; Social History, 1871-1939.

Humboldt Park was previously listed on the National Register, in 1992.[20] Humboldt Park, which was included in William LeBaron Jenney's original plans for the parks and boulevards in the West Chicago Park System, is the northernmost of the three large landscaped parks in the West Park System. It is 207 acres with the main portion of the park lying west of N. California Avenue, bounded by W. North Avenue on the north, N. Kedzie Avenue on the west and W. Division Street on the south. An additional square lies south of W. Division Street bounded by N. Sacramento Avenue on the east, W. Augusta Boulevard on the south and N. Kedzie Avenue on the west. N. Humboldt Boulevard bisects the main section of the park. A winding drive circles the perimeter of the park and several large, picturesque lagoons lie in the northern section. Mature trees, pedestrian paths, open meadows, playing fields and several small specialty gardens enhance the park. The park includes the large Queen Anne style 1895 Receptory Building designed by Frommann & Jebsen, the 1907 Prairie style Boathouse/Refectory by Schmidt, Garden & Martin, the 1913-1914 Prairie style Field House by Michaelsen & Rognstad and the 1913-1914 Prairie style Natatorium by William Carbys Zimmerman. Numerous small comfort stations and service buildings can also be found in Humboldt Park. There are many sculptures in the park, including the 1892 portrait sculpture of naturalist *Alexander von Humboldt*, for whom the park is named, the 1893 sculpture of *Fritz Reuter* by Franz Englesman and the 1901 statue of *Leif Erickson* by Sigvald Asbjornsen.

BOULEVARDS IN THE CHICAGO PARK BOULEVARD SYSTEM HISTORIC DISTRICT

The Types of Boulevards:

Returned

The 19 boulevards contained in the nomination are of six different types.[21] These are:

TYPE 1--divided drives with center median and parallel service roads
TYPE 2--center drive with parallel service roads
TYPE 3--divided drives with center median
TYPE 4--boulevard paired with an arterial street
TYPE 5--center drive with broad parkways
TYPE 6--simple roadway.

TYPE 1: The divided drives with center median and parallel service roads type applies solely to the Midway Plaisance. This 700-foot wide road has a broad, sunken median that is flanked by one-way roadways whose traffic flows in opposite directions. These roadways, in turn, are flanked by narrower service drives that are also one-way. A median separates the roadways from the service drives and a parkway borders the outside of the service drives.

TYPE 2: The center drive with parallel service road type characterizes S. Dr. Martin Luther King, Jr. Drive, N. Sacramento, N. Humboldt, S. Kedzie and N. Logan Boulevards. This is the second most common pattern in the system, with rights-of-way ranging from 200' to 310'. It consists of a two-way center drive separated by median strips from parallel one-way service roads.

TYPE 3: The divided drives with center median is the most common type in the system, with rights-of-way ranging from 200' to 250'. S. Drexel, E. and W. Garfield, W. Douglas and S. Independence Boulevards and

[20] Humboldt Park National Register Nomination prepared by Julia Sniderman (Bachrach) & Ellen S. Berkelhamer. Entered into the National Register on 2/20/1992. Periods of Significance: Architecture, 1871-1936; Recreation, 1877-1936; Landscape architecture, 1870-1936; Social History, 1871-1936.
[21] "Life on the Boulevards", p 44.

Palmer Square are characterized by this pattern which consists of a broad, tree-studded median separating two one-way drives.

TYPE 4: The boulevard paired with a major arterial type is largely found in non-residential areas along the system and includes S. Western, S. California and W. 31st Boulevards. This pattern, in which rights-of-way vary from 200' to 250', was designed for industrial areas in an effort to keep trucks off the boulevards. It consists of a wide central median separating flanking multi-lane roadways in which traffic flows in both directions.

TYPE 5: The center drive with broad parkways type applies only to S. Marshall and W. 24th Boulevards, both of which have 250' rights-of-way. A center drive carries two-way traffic and the broad flanking parkways give the impression of expansive front yards to the homes along these boulevards.

TYPE 6: The simple roadway type applies to E. Oakwood Boulevard, S. Dr. Martin Luther King, Jr. Drive between 51st and 55th Streets, and parts of Logan Boulevard. It is comprised of a conventional center road with two-way traffic and flanking planting strips.

BOULEVARDS AND SQUARES IN CHICAGO PARK BOULEVARD SYSTEM HISTORIC DISTRICT:

South Park System

Returned

S. Dr. Martin Luther King Jr. Drive. The original 3-mile boulevard section of the street extends from E. 35th Street on the north to E. 51st Street on the south. It has a 200' wide right-of-way and was known during most of the period of significance as Grand Boulevard, which was formerly called Kankakee Avenue. Its name was changed in 1925 to South Parkway, then in 1968 to S. Dr. Martin Luther King, Jr., Drive. It is a Type 2 boulevard. The center drive, 55' wide, is comprised of four lanes, while each of the service drives, 25' wide, has a single traffic lane.

Separating the center drive from each of the service roads are flanking medians, approximately 30' wide. The service drives are bordered, in turn, by parkways approximately 6' wide and by concrete sidewalks. Landscaping of both the medians and parkways consists of grass and of trees planted in formal rows along the curb. Crosswalks are often found between the sidewalk and curb in front of residential and commercial properties. While crosswalks are regularly located across the medians at street intersections, they are rare elsewhere on the medians.

As on all of the boulevards, the lighting, signage, traffic signals and bus shelters are non-historic. No bridges cross Dr. Martin Luther King, Jr. Drive, however an abandoned concrete embankment is located between E. Oakwood Boulevard and E. 40th street.

S. Dr. Martin Luther King, Jr. Drive deviates in three places from the norm described above—at E. 35th Street, E. 47th Street and E. 51st Street. In all three places there are works of art, although the art works at E. 47th Street, which commemorate the Chicago Blues District, are non-historic.

Dr. Martin Luther King, Jr. Drive begins at E. 35th Street with a central, elongated, triangular median island, approximately 50' wide and 250' long, which dates from 1996. Three lanes of traffic are channeled on each side of the landscaped island where the Type 3 section of this boulevard transitions into the prevailing Type 2. In the center of the median island is a sculpture known as the *Victory Monument,* erected in 1927. Also commonly called the "World War I Black Soldiers Memorial," it has a circular, white granite base decorated

with four bronze panels separated by fluted pilasters. Three of the relief panels are adorned with life-size figures: an African American woman who represents motherhood, an African American soldier with a sword, shield and eagle, and Columbia displaying a tablet listing the regiment's battles.[22] The fourth panel lists the honored dead and responsible officials, as well as supervising architect John Nyden, sculptor Leonard Crunell, manufacturer AM Art Bronze Foundry, Chicago, and bronze founders Jules Berchem and Son. The "doughboy" sculpture atop the column was placed there in 1936. New landscape and new hardscape, consisting of a flagpole and concrete plaza, known as the *Bronzeville Hall of Fame*, that includes decorative bronze tablets honoring African American military heroes, were added in 1996.[23]

As S. Dr. Martin Luther King, Jr. Drive nears the northwest entrance to Washington Park (531 feet north of E. 51st Street) its right-of-way broadens to approximately 350', providing sufficient space to accommodate a graceful eastward curve of the central drive. The service roads continue along the east and west sides of this square, which is landscaped with grass and trees. This enlarged section of the boulevard was part of the original design concept and was known as "Grand Boulevard Entrance to Washington Park" until it was renamed "Washington Monument Square" in 1904. The central roadway within the square has varied over time between angled and curved.

Along the west side of the central roadway, approximately 100' north of E. 51st Street, is an equestrian statue of *George Washington*. Erected in 1904, the bronze statue is set atop a pink granite base raised above two broad steps and a low, flared pink granite plinth. The simple oblong base is unadorned, although "Washington" is incised on the north face of the base. The sculpture depicts General Washington, arm and sword raised, as he took charge of the American Revolutionary Army in 1775. Daniel Chester French designed the figure of Washington, which incorporates a head modeled on a life bust of Washington executed by Jean-Antoine Houdon. French collaborated with Edward Clark Potter, a former assistant, who sculpted the horse. The sculpture retains a high degree of integrity although it was originally set in the center of the roadway in an open plaza.

Returned

E. Oakwood Boulevard (*Formerly *Oakwood Avenue). This segment of the system is only .5 miles long and historically connected S. Dr. Martin Luther King, Jr. Drive on the west and S. Drexel Boulevard on the east. It is the simplest boulevard along the system, the only one that is a Type 6. It is 100' wide with the road flanked by 6' grass parkways with a simple line of trees. Crosswalks are common, with narrow ones in front of residential properties and wide ones in front of the several institutions on this short street. Trees are a mix of new and mature with relatively few gaps. The configuration of Oakwood Boulevard retains a high degree of integrity except for its intersection with S. Cottage Grove Avenue and S. Drexel Boulevard, where it originally flared out to a width of approximately 240'. Historically, the boulevard ended here and a city street, Oakwood Avenue, continued east of Drexel Boulevard.

S. Drexel Boulevard* (formerly *Drexel Avenue* and *Grove Parkway). S. Drexel Boulevard**,** 1.6 miles long, angles parallel to the curve of the lakefront for the northern ¼ mile of its length before turning south and ending at E. 51st Street across from Drexel Square. Drexel is a Type 1 boulevard and is 200' wide. It is comprised of a central median, approximately 90' wide, flanked by two roadways. Each of the roadways has two lanes of traffic and is bordered by a 6'parkway edged with a concrete sidewalk.

[22] Ira J. Bach and Mary Lackritz Gray. *A Guide to Chicago's Public Sculpture*. Chicago: The University of Chicago Press, 1983, p. 216.
[23] The spot where this monument is located had previously been occupied by a large horse fountain in the 19th-century and an ornamental fountain in the early 20th-century.

The central median has a slightly undulating surface, park-like plantings, and winding asphalt paths that are historic. This park-like landscape has a combination of mature and young trees. Some benches, both historic and non-historic, are placed within the median near E. 43rd Street.

At the north end of S. Drexel Boulevard, the west driveway and median cul-de-sac terminate in a non-historic park whose northern border is E. Oakwood Boulevard and whose western border is a fence running along the rear property line of S. Cottage Grove Avenue. The east driveway intersects with E. Oakwood Boulevard. The park dates from 1998. The north end of Drexel Boulevard, at the park, contains a non-historic, tiered, concrete fountain, new concrete benches and walks and concrete light poles with globes.

Drexel Square, approximately 4 acres, is located immediately south of S. Drexel Boulevard and east of the northeast corner of Washington Park. It is bordered by E. 51st Street on the north, S. Drexel Avenue on the east, E. Drexel Square on the south and S. Cottage Grove Avenue on the west. The roadways of S. Drexel Boulevard cross E. 51st Street and, channeled by two traffic islands, converge to become E. Bowen Drive, which gently curves westward through Drexel Square and aligns with Payne Drive in Washington Park. E. Bowen Drive consists of four traffic lanes. The landscape of the square is park-like with grass, trees and shrubs. Concrete sidewalks border the north, east and west sides of the square. The square was originally designed with a center median that separated the roadways. The present road configuration dates from the 1930s.

Located on the north side of Bowen Drive within the square is *Drexel Fountain,* which was erected in 1882 and designed by Philadelphia sculptor Henry Manger. The fountain rests in a pool that was enlarged in 1888. This pool, which measures approximately 36' x 36', has a granite curb that is rectangular, with chamfered corners and curved sections at the center of each side. The tiered monument, one of the oldest in the city, is raised on a granite base. Four beautifully modeled, arched relief plaques adorn the sides of the base. Crowning the top of the elaborately decorated monument is a life-size statue of Philadelphia banker and Chicago land speculator Francis Drexel (1792-1863). Daylilies and shrubs surround the pool.

Returned

***E. and W. Garfield Boulevard*,** Built out originally as Pavilion Boulevard, at the location of E. 55th Street), Garfield Boulevard is the longest of the original boulevards at 3.5 miles. On the east, it begins at S. Dr. Martin Luther King, Jr. Drive across from Washington Park, and aligns with the short segment of road inside the park that bears the same name. On the west it ends in Gage Park. Garfield Boulevard is 200' wide and is a Type 3 boulevard. The center median, which generally measures approximately 65', has a park-like landscape. Each of the side drives that flank the median has three traffic lanes and a parking lane. Parkways approximately 6' wide line the outside of the drives and are bordered by concrete walks. A single row of trees in the parkway is a mix of mature and young specimens with some gaps.

Railroad bridges span Garfield Boulevard in five areas. Generally these bridges are simple steel girders with iron trestles and concrete or stone embankments. Railroad crossings along Garfield Boulevard were elevated between 1896 and 1913.

The first of these bridges is located between S. Calumet Avenue and S. Prairie Avenue and supports the CTA/Green Line. It is a steel bridge with a pair of steel supports on cement plinths flanking both sides of the roadways. This bridge is Non-contributing. The second crossing is two bridges between S. Perry/S. Federal Street and S. LaSalle Street just east of Interstate 90-94/Dan Ryan Expressway. The new bridge is Non-contributing and the other, which is steel with steel supports and a stone embankment, is Contributing.

There are large rail yards north of Garfield Boulevard and these yards feed the third and fourth rail crossings. The third crossing is just east of S. Stewart Avenue. This is a wide steel bridge with five pairs of

concrete supports and a stone or concrete embankment at each end. The fourth crossing is between S. Normal Boulevard and S. Lowe Avenue (just east of S. Wallace Street on the north side of Garfield Boulevard). This series of three steel bridges carries five tracks. The decks are carried on steel supports set on concrete plinths positioned at each end of the median. There is a concrete embankment on each side. These bridges are all Contributing.

The fifth and final crossing is between S. Hoyne Avenue and S. Oakley Avenue and it carries tracks that lead into rail yards to the south. There are two similar bridges here: both are steel with concrete sides and supports and a concrete embankment. They are Contributing. A third bridge is broader, carrying two tracks, and is steel throughout. This third bridge is Non-contributing.

Near the east end of Garfield Boulevard, immediately west of S. Wentworth, the boulevard passes over the multiple lanes of the depressed Interstate 90-94/Dan Ryan Expressway, which was opened in 1962. At the far west end of the W. Garfield Boulevard central median, there is a non-historic tiered concrete fountain, which is fronted on the east by a rectangular plaza with benches. The fountain is Non-contributing.

Roughly the center two miles of Garfield Boulevard, from S. State Street to S. Ashland Avenue, were originally built as a center drive with flanking service roads. This section was rebuilt between 1896 and 1905, so that for its entire length Garfield Boulevard's configuration was to be uniformly divided drives with a center median.

Returned

***S. Western Boulevard*,** 3.1 miles long and 200' wide, is a boulevard paired with an arterial street, a Type 4. Western Boulevard was created by the original 1869 South Park legislation. It was constructed adjacent and to the east of the existing S. Western Avenue, which was laid out as a plank road in the 1850s. Today S. Western Avenue serves as an arterial road. S. Western Boulevard extends north from W. Garfield Boulevard in Gage Park to the Sanitary & Ship Canal. A broad central median, approximately 100'wide, separates two roadways, each with four lanes of traffic. Today, the eastern roadway is called S. Western Boulevard, while the western roadway is called S. Western Avenue. The central median is park-like with ghosts of some winding paths; the flanking parkways are lined with trees, although sparse in some areas.

There are three railroad crossings. The first crossing, at W. 49th Street, has two bridges. One is all-steel and carries two tracks and is Contributing. The other carries the CTA/Orange Line elevated train and has two tracks. This bridge is steel with steel sides and has a concrete embankment and supports; it is Non-contributing. The median north of these bridges is occupied by an elongated shelter and drop-off drives; it is one of the only places along the boulevard system where the median has been removed.

The second crossing is very broad and cuts diagonally across W. 39th Street. Three side-by-side all-steel bridges carry eight tracks at this crossing. All of these bridges are Contributing.

The third crossing is at W. 36th Street, where an all-steel bridge carrying two tracks is beside a new concrete bridge with concrete supports carrying two tracks, the latter being the continuation of the CTA/Orange Line elevated train. The all-steel bridge is Contributing; the new bridge is Non-contributing.

S. Western Avenue and S. Western Boulevard are aligned along the length of the central median, from Gage Park up to W. 34th Street. At W. 34th Street, shortly before they reach the Sanitary & Ship Canal, the roadways cross before passing under Interstate55/Stevenson Expressway (opened in 1964) and the Sanitary & Ship Canal (opened in 1900).

The Connection Between the Two Park Systems

The connection between the West Chicago Park System and the South Chicago Park System was to prove challenging for the two groups of commissioners. The boulevard would need to be carried over (or under) numerous transportation links: railroad tracks, the Illinois & Michigan Canal and the West Branch of the South Fork of the Chicago River. This complexity was multiplied in the late 1890s by the construction of the new Sanitary & Ship Canal.

After much negotiation with the canal managers and the railroads, the two systems were first connected in 1894 with the construction of a drawbridge over the Sanitary & Ship Canal on S. Western Boulevard. However, the intersection of W. 31st Street and S. Western Boulevard continued to be a major traffic bottleneck until it was relieved by the construction of a major new overpass and underpass system from 1939-41 as part of the Public Works Administration's (PWA) improvement program. The multi-ramped system that exists at this transportation hub today is substantially original to the 1940 design.[24]

The roadway travels under the railroad tracks on the south side of the canals in five two-lane sections and two pedestrian underpasses. The two eastern sections carry S. Western Avenue and connect directly to S. Western on the north side of the canal. The next two sections carry S. Western Boulevard and curve directly onto W. 31st Boulevard. The fifth and westernmost section leads under the tracks to a boat ramp on the south bank of the canal.

Returned

The side walls of the ramps are cast in a rough aggregate concrete with Art Deco concrete pylons on the bridges, matching low pylons, shallow relief panels on the ramp walls and small curved platforms over each of the pedestrian tunnel entrances. The concrete bridges have beautifully detailed concrete supports, with stylized reeding and dentils throughout. The bridge over the canal has limestone pylons with the same Art Deco detailing as the concrete of the ramps, square limestone anchors at either end with prismatic tops and cast aluminum ornamental railings with floral designs in the open panels and reeded supports. The bridge has unusually heavy riveted steel plates between the traffic lanes that provide a clue to its original configuration. The bridge as originally constructed was a lift bridge but the extensive superstructure once used to raise the bridge has been removed.[25] There are at least four original Art Deco street lamp bases on the ramp and bridge system with zig-zag cast ornament. A large bronze sign on the northwestern bridge pylon documents the many engineers, designers and public officials involved in the project, as well as the PWA project number. The Stevenson Expressway/Interstate 55 passes east-west over the entire ramp system on new, Non-contributing concrete supports.

West Park System Boulevards and Squares

S. Western Boulevard. The section north of the Sanitary and Ship Canal is .2 miles long, extending from the canal on the south to where it meets W. 31st Boulevard on the north. There is no greenway on N. Western Boulevard north of the canal. The route was laid out in 1881 and plans were drawn in 1886. It was not until 1914 that this section achieved its current configuration, after a land swap with the Sanitary District to improve the corner of S. Western Boulevard and W. 31st Street. The intersection with W. 31st Boulevard remains awkward. On the west side of the boulevard is a large lawn area with some trees and much shrubby growth

[25] http://www.historicbridges.org/b_c_il_cook.htm, see "Western Avenue Bridge"., Http://forgottenchicago.com/ffeatures/chicago-infrastructure/south-western-avenue improvement/

along the canal's edge. This lawn area runs west to the huge four-track railroad crossing that spans the canal and the boulevard near S. Rockwell Street.

W. 31st Boulevard. Only .5 mile long, this section of the boulevard system runs roughly east-west from S. Western Boulevard to S. California Boulevard. Two major railroad overpasses cross the roadway near S. Rockwell Street. The west overpass has the characteristic early 20th-century concrete facing with inset panels and Gothic arches and is Contributing. The reinforced concrete substructure appears to be of more recent date. The overpass no longer carries railroad tracks. The east overpass is more classical in design inspiration and is difficult to date. It has heavy concrete anchors with shallow inset panels and prismatic tops. The anchors are painted white. Underneath is an exposed steel structure. This overpass is Non-contributing.

W. 31st Boulevard is 250' wide and has a winding path: it starts out south of the arterial, W. 31st Street, but then crosses to the north at the intersection with S. Rockwell Avenue. Only the section west of S. Rockwell Avenue has any significant accessible green space. The green space has a long, winding earthen berm in it, a very unusual feature on the western boulevards. This boulevard is a Type 4, a boulevard paired with an arterial street, and it appears relatively empty since there are no buildings on the south side and only Cook County Corrections land and a large school on the north side The parkway has loosely-shaped mounds with trees planted in rows adjacent to the road and in informal groupings in the center of the parkway.

S. California Boulevard. This segment of the boulevard system is .75 mile long. It runs north-south from W. 31st Boulevard to W. 24th Boulevard. It is approached on the north by a sweeping curve from W. 24th Boulevard. S. California Boulevard is a Type 4, 250' wide and similar in character to W. 31st Boulevard. Trees are planted in rows adjacent to the road and informally on the interiors of the broad parkway. It is crossed by W. 25th Street and W. 26th Street and by grade-level railroad tracks (no longer in use) on the south side of W. 26th Street. Like the boulevard segment at S. Western Boulevard, the west roadway is an arterial called S. California Avenue and the east roadway is a boulevard, called S. California Boulevard. There is a tiered concrete fountain at the south end of S. California Boulevard that is Non-contributing

Returned

W. 24th Boulevard. W. 24th Boulevard is only.25 mile long, providing a short east-west connection between S. Marshall Boulevard on the west and S. California Boulevard on the east. It is 250' wide and is a Type 5. The south side of the street has a wide lawn; the north side has the large and imposing Carter H. Harrison Technical High School.

At the intersection of W. 24th Boulevard and Marshall Boulevard is a monument to *Jacques Marquette*. Designed by Hermon Atkins MacNeil in 1926, the bronze sculpture powerfully depicts Marquette holding his cross with Louis Joliet on his left and an Algonquin Indian on his right.[26] It is set on a rectangular granite base with a series of low steps leading up to it on all four sides. The front panel on the base depicts a canoe being portaged and bears the inscription:

> *This monument was erected by the Trustees of the Ferguson Monument Fund to commemorate the discoveries and the sacrifices of the Jesuit missionary Pere Marquette. Dedicated MCMXXVI.*
> The base is badly weathered and difficult to read. The monument is set on a diagonal in the broad parkway, facing across the intersection, with beautiful mature trees shading it.

[26] http://www.waymarking.com/waymarks/WM7JW7_Jacques_Marquette_Monument_Chicago_IL. This website also notes that the monument was erected after the Ferguson Fund "received a petition signed by 15,000 schoolchildren asking that a monument be created." The monument is positioned to be seen every day by the elementary school children of the John Spry Public School immediately behind it on Boulevard Way and the high school students at Carter Harrison High School on the opposite side of West 24th Boulevard.

S. Marshall Boulevard, Marshall Boulevard is a short segment, 5 mile long. It runs north-south, connecting the south end of Douglas Park (W. 19th Street) with W. 24th Boulevard. It is a Type 5, a center drive with broad parkways, and is crossed by two railroad overpasses between W. 19th Street and W. 21st Street. The northernmost overpass is the older of the two and is Contributing. It is a standard height viaduct with large rusticated block walls in the underpass. The southern overpass is carried on unusually high reeded concrete pillars and is Non-contributing. It has some decorative braces that give a nod to the ornament found on earlier railroad bridges on the boulevards. On the 250' wide boulevard trees are planted in rows adjacent to the road and in informal groupings in the center of the parkway.

W. Douglas Boulevard. This segment, .75 mile long, runs east-west, connecting the western edge of Douglas Park (S. Albany Avenue) to Independence Square. It is a Type 3 boulevard. This boulevard was part of the original plan for the West Chicago Park System, with land acquisition taking place immediately and plans drawn up in 1871. The boulevard was built between 1873 and 1881, making it one of the earliest West Park segments to be opened to the public. Its design clearly reflects this early date, with a winding concrete path down the center of the median. (the only such path in the entire West system) and informal groupings of both trees and shrubs. Rows of trees line the roadway and modern light fixtures carry street lights and lower pedestrian lights on a single pole. There are a considerable number of concrete benches of various types and some non-historic modern sculptures and gathering places at the ends of individual sections, such as the crossings at S. Homan Avenue and at S. Kedzie Avenue.[27]

Returned

Independence Square lies at the intersection of W. Douglas Boulevard and S. Independence Boulevard. It is bounded on the north by W. Douglas Boulevard, on the west by S. Independence Boulevard, on the south by W. 14th Street and on the east by S. Ridgeway Avenue. Although the roadway now cuts off the northeastern corner of the square, it still remains an important visual turning point in the boulevard system. What gives it this important presence is the *American Youth and Independence Day Fountain* that rises at its center.. This monument, designed in 1902 by Charles Mulligan, was the first and only fountain commissioned by the West Chicago Park System. The round granite pool of the fountain rests on a raised area in the square. At its center is a fifteen-foot high granite pedestal which originally had four cast bronze plaques around the base. The bronze sculpture depicts the excitement and joy of Fourth of July patriotism, with two boys and two girls waving flags, blowing horns and beating drums as they march with high knees and faces raised to the sky. Unfortunately, the plaques from the base are now missing and the fountain no longer functions. A few small pieces from the top sculpture are missing as well and the entire fountain is now encased in chain-link fencing to keep vandals out. The poor condition of the fountain is matched by that of the square. The square has little surviving landscaping, with just a few scrubby trees on the edges of the lawn area south of the fountain. There is also a Non-contributing building located in the southeast corner of the square.

S. Independence Boulevard. Approximately .90 mile long, S. Independence Boulevard runs north-south from W. Harrison Street (Interstate 290/Eisenhower Expressway)) to W. Douglas Boulevard. It is a Type 3, divided drives with a center median and is crossed by a railroad overpass between W. Taylor and W. Filmore Streets.[28] This overpass is the ornamental concrete type introduced throughout much of the West System in the 1910s. Rows of trees line the roadway. The landscaping is typical, with trees close to the roadway in rows and more loosely planted in the parkway.

[27] For instance, there is a group of benches with a game table in the parkway at St. Louis Avenue, raised planters at Homan Avenue and a sculpture at Kedzie Avenue. A modern concrete obelisk denoting the "Historic Boulevards" stands at the entrance to Douglas Park.

[28] This overpass carried a freight line of the Chicago & Great Western Railway when originally built. It now carries the lines of the Baltimore & Ohio Railroad.

N and S. Hamlin Boulevard, .3 mile long, is the north-south extension of Independence Boulevard. It runs from W. Congress Parkway (Interstate 290/Eisenhower Expressway) on the south to W. Madison Avenue on the north, skirting the western edge of Garfield Park the entire way. Although it is a Type 3, a divided drive with a center median, throughout, the parkway widens considerably south of W. Gladys Avenue. Between W. Monroe and W. Adams Streets the parkway has been carved away to almost nothing in order to accommodate four lanes of traffic. This narrow parkway is planted with a relatively recent row of trees and clumps of ornamental grasses. In the broad section of the parkway near W. Congress Parkway, trees are planted informally and create a shady grove.[29]

N. Central Park Boulevard, .10 mile long and 250' wide, N. Central Park Boulevard runs north out of Garfield Park as an extension of N. Conservatory Drive to Garfield Square (W. Ferdinand Street). It is a Type 2 and is crossed by a railroad overpass at the northern edge of the park. This overpass carries multiple tracks and is plain and Non-contributing, constructed of steel girders with rusticated concrete blocks on the underpass walls. Sidewalks flank the roadway through the underpass.

Although the land for this segment was acquired immediately after the West Park Commission was formed, plans were not finalized for this segment until 1903. The drives were widened in 1921 in response to the increasing amount of automobile traffic on the boulevards.

Returned

Garfield Square lies at the turning point between N. Central Park Boulevard and W. Franklin Boulevard. It is an irregularly-shaped rectangle, roughly 300' x 325' and is bounded on the north by Garfield Square, on the west by N. Monticello Avenue, on the south by building lots, and on the east by N. Central Park Avenue. It is bisected by Franklin Boulevard which becomes W. Ferdinand Street. The square contains a Non-contributing concrete obelisk, erected in 1996 denoting the "historic boulevards". A pedestrian pathway runs through a lawn area that is planted with numerous groupings of trees.

W. Franklin Boulevard, which is .75 mile long and 250' wide, runs west-east between Garfield Square (N. Central Park Avenue) and Sacramento Square (N. Whipple Street). It is a Type 2 boulevard, a center drive with parallel service roads separated by median strips, and was laid out in 1903, although not completed until 1911. Its drives were widened in 1921. This boulevard is landscaped with groupings of small trees and more mature single trees. There are a few elms remaining and a grouping of crabapple trees at N. Homan Avenue. Six Non-contributing modern sculptures are placed in the parkway at various points north and south of the boulevard drive.

Sacramento Square lies at the turning point of W. Franklin Boulevard and N. Sacramento Boulevard. It has no distinct northern boundary, merging directly into N. Sacramento Boulevard. On the east it is bounded by N. Sacramento Boulevard, on the south by W. Franklin Boulevard and on the west by N. Whipple Street. Although part of the original West Chicago Park system plan, the square has been altered several times over the years. Especially notable is the redesign in 1909 to accommodate the newly-acquired Sacramento Boulevard extension to the south.[30] Today the dominating presence of intersecting roadways leaves little green space at this important turning point for the boulevard system. It retains only one of its original corners, the southwest, and has just a few informal groupings of trees and shrubs. This square is embedded in what has always been an

[29] It should be noted that the street signs on the northern section of Hamlin shift among "Street", "Avenue" and "Boulevard" throughout the distance between Washington Boulevard and Gladys Avenue.
[30] Sacramento Avenue was purchased from the City in 1903 in order to create Sacramento Boulevard, thereby creating a more direct connection between Garfield Park and Douglas Park for automobile traffic.

industrial part of the west side, with massive train yards to the east, and factories on all sides. The embankment to the south once carried railroad tracks and is now the planned location of a recreational path.

N. Sacramento Boulevard, This segment is .55 mile long and runs south-north from Sacramento Square to W. Augusta Boulevard. The Boulevard is 263' wide from Sacramento Square to W. Grand Avenue and 400' wide from W. Grand Avenue to W. Augusta Boulevard. It is crossed by a Contributing ornamental concrete railroad overpass in the Gothic style just south of W. Chicago Avenue. This overpass once carried trains into and out of the railroad yard to the east.[31] The boulevard is a Type 2 and has some informal groupings of trees and shrubs in the parkway. Between W. Grand Avenue and W. Chicago Avenue the east service drive has been removed along with the eastern border of trees. Some of the large trees lining the western roadway are still in place. Parking space has been carved from the parkway between W. Chicago Avenue and Sacramento Square. N. Sacramento Boulevard has relatively few crossings and, of these, only W. Grand Avenue is a major arterial.

BOULEVARDS AND SQUARES ALREADY LISTED ON THE NATIONAL REGISTER

Midway Plaisance is approximately 1 mile long, and 700' wide. It connects the south end of Washington Park with the north end of Jackson Park. It is bounded by E. 59th Street on the north, E. 60th Street on the south, S. Cottage Grove Avenue on the west, and S. Stony Island Avenue on the east. A broad central depressed median is flanked by roadways with two lanes of one-way traffic. These roadways are then separated by a median from service drives bordered by a parkway. A row of trees borders the grass-covered parkways and medians along the length of the Midway. This simple landscape treatment is only varied between S. Woodlawn and S. Ellis, where a skating rink is located in the center of the depressed median and a garden is planted along much of the north median. Several sculptures are located on the Midway Plaisance, including the *Fountain of Time* by Loredo Taft, dedicated in 1922; the *Carl Von Linne Monument*, relocated from Lincoln Park in 1976; and the *Thomas G. Masaryk Monument*, by Albin Polasek, dedicated in 1955.

Returned

N Humboldt Boulevard is .75 mile long, extending north from Garfield Park (W. North Avenue) to the eastern edge of Palmer Square (N. Shakespeare Avenue). It is a Type 2, with formal rows of trees lining the roadway and informal groups of shrubs in the parkway. The parkway has been slightly built up to provide mounds for the plantings. It is crossed by an ornamental concrete railroad overpass at W. Bloomingdale Road.

Palmer Square is approximately 7 acres, bounded on the north by W. Fullerton Avenue, on the east by N. Milwaukee Avenue, on the south by W. Armitage Avenue and on the west by N. Kedzie Boulevard. It is roughly oblong. The square has an oval jogging path around its perimeter, a concrete sidewalk along its north and south sides and three north-south sidewalks: one in the middle and one at either end. There is a boulevard kiosk, dating from c. 1996, at the square's west end, and a modern play area featuring mounds and whimsical forest animals at the center. There are a number of old growth trees throughout the square.

N. Kedzie Boulevard. N. Kedzie Boulevard is approximately .8 mile. It runs north-south and connects Palmer Square to Logan Square. It is a Type 2 boulevard, with a center drive and parallel service drives.

Logan Square is approximately 5.5 acres, bounded approximately by the service drives of W. Logan Boulevard on the north and south, N. Troy Street on the east, and N. Kedzie Avenue on the west. The *Illinois Centennial Column*, dating from 1918 and designed by Henry Bacon, stands in the center of the square.

[31] The overpass originally carried the Chicago, Minneapolis & St. Paul Railroad.

N. Logan Boulevard. N. Logan Boulevard is approximately 1 mile long, extending from Logan Square east to N. Western Avenue, adjacent to the Metra Railway lines/Interstate 90/Kennedy Expressway. It is a Type 2 boulevard, with a center drive and parallel service drives. The .35 mile section of N. Logan Boulevard between N. Western Avenue and the Chicago River has no greenway, is largely flanked by newer buildings and was not included in the National Register *Logan Square Boulevards Historic District*, which is referenced in this nomination.

INTEGRITY

The integrity of the overall configuration of the Chicago Park Boulevard System Historic District is very high. Except for three squares in the West Park System (Independence, Garfield and Sacramento) the sizes of the parks, boulevards and squares have not changed markedly since 1942. Although somewhat reduced in size from their original 400' x 400' dimension, these three West Park squares still retain a strong degree of integrity.

On the boulevards, the location, width of rights-of-ways, and configuration of roadways, parkways and medians has changed relatively little since 1942, the end of the period of significance for most of The Chicago Park Boulevard System Historic District. The configuration of the Midway Plaisance has changed little since 1964, the end of the period of significance for the south side of the Midway. Connections between boulevards have been modified somewhat since the end of the period of significance, specifically at the juncture of Drexel and Oakwood Boulevards.

Returned

Overall, the integrity of the boulevard landscape ranges from good to fair. The flat topography has changed little; the narrow parkways bordering the streets are still mostly occupied by grass and trees planted in lines, and the medians still retain their overall impression of continuous, linear parkland. Landscaping along the boulevards generally can be described as formal (characterized by rows of shade and ornamental trees), informal (characterized by groves and masses of shade and ornamental trees) or park-like (grouped areas of shade trees interspersed with isolated specimen and ornamental trees, mostly found in squares and along wide medians.

Although some of the trees are quite old and many new trees have been planted, the number of trees along the boulevards is far fewer than during the period of significance. Disease and pollution have resulted in the eradication of several tree species once widely used, such as elm and ash. The practice of salting roads has also impacted the quality of turf and trees. Forest management practices have led to the substitution of trees now seen as invasive, such as the Ailanthus/tree of heaven. Maintenance practices and labor costs have also had their effect on the boulevards' landscape, as many workers with hand mowers who were once able to maintain trees closely spaced in lines gave way to fewer workers and larger mowers. Floral displays, common on Drexel Boulevard, were also found on Western Boulevard and Garfield Boulevard, although not as consistently. They no longer exist. Still, the historic landscape style of each boulevard, based on the elements that remain—be it formal or informal—is often discernable. The ghosts of the configuration of historic walkways survive on S. Drexel Boulevard and in two places on S. Western Boulevard, Western Avenue—near McKinley Park and near the Sanitary & Ship Canal. There are still paths on W. Douglas Boulevard.

There are some understory and ornamental trees as well as shrub groupings on the boulevards and in the squares. Typically these can be found next to railroad crossings and at locations where roadways cross the boulevards, such as at W. 13th Street on S. Independence Boulevard and at S. Homan Avenue on W. Douglas Boulevard. As with the large shade trees, time, lack of maintenance and environmental factors have taken their toll and there are no longer as many shrubs and ornamental trees as there were during the period of significance.

Non-historic elements in the boulevards and squares are the exception. There are some pieces of sculpture and fountains that have been placed there since 1942. Many were installed in 1996ff. There is one obelisk. Three tiered concrete fountains were installed, in the 1990s, at the north end of S. Drexel Boulevard, at the west end of W. Garfield Boulevard and in front of the Cook County Criminal Courts Building at W. 26th Street and S. California Boulevard/Avenue. At the intersection of E.47th Street and S. Dr. Martin Luther King, Jr. Drive the "Chicago Blues District" is celebrated. There are four non-historic sculptures representing jazz musicians, installed in 2005. Lighting has also been changed along the system. Other non-historic sculptures, placed there in 1996, are located along Franklin Boulevard.

Concrete came into use for curbs, gutters and sidewalks around the turn of the century, as did asphalt for roadways. Most of the original materials have been replaced in kind. Asphalt roads have been resurfaced in asphalt, and concrete sidewalks have been replaced by concrete. Historically, crosswalks were rare on medians except at intersections, and they continue to be. They are common, however, on the parkways in front of residences, commercial and institutional buildings.

The presence of light fixtures, regularly spaced along the boulevards, was common during the period of significance. All early light fixtures have been replaced with modern fixtures that are a mixture of the cobra variety and fixtures that mimic the historic fixtures. Traffic signals along the boulevards were standardized during the period of significance, but no historic signals remain.

Returned

Non-historic introductions along the system include bus shelters and signage, the latter being placed on light and traffic fixtures or on metal poles. In addition, electrical and phone junction boxes as well as signal control boxes can be found at intervals throughout the system.

ARCHITECTURE LINING THE CHICAGO PARK BOULEVARD SYSTEM HISTORIC DISTRICT

As might be expected in a historic district with hundreds of buildings, there are many different building types represented. There is also great stylistic variety. In general, the architecture along the park and boulevard system is distinguished. In addition, it generally is site specific. All of the buildings, no matter what their type, were consciously designed to accommodate their setting--to take advantage of nearby transportation systems, to accommodate area demographics and to relate to the landscaped parks and the boulevards they faced. Although the buildings differ in type, size and style, they frequently tend be of higher architectural quality than the buildings along the side streets, which did not carry the prestige of living or working on the parks or boulevards.. Design quality, in general, characterizes the buildings in the Chicago Park Boulevard System Historic District.

Building Types

Residential Buildings

Of the approximately 1972 primary Contributing structures in the historic District, 85% are residential.[32] There are 304 single family homes, 34 bungalows, 15 four squares, 2 split levels, 597 two-flats, 276 three-flats,

[32] This number does not count the 404 primary Contributing structures already listed on the National Register in the *Logan Square Boulevards Historic District*. It does count structures in other National Register Historic Districts with buildings on the boulevards that are part of those districts, and it counts individual structures listed on the National Register as well as three National Historic Landmarks. Structures that are designated Chicago landmarks or listed in Chicago landmark historic districts are also counted.

49 four-flats, 108 six-flats, 16 eight-flats, 178 multi-unit buildings, 61 courtyard apartment buildings and 40 townhouses that were built as a grouping of similar dwellings. Although most of the buildings fronting on the parks are residential, there are exceptions. The exceptions include the east boundary of Washington Park, the north boundary of Douglas Park, and the north boundary of Humboldt Park (W. North Avenue); all of which are largely commercial. The east side of Douglas Park is lined by several institutions. The south boundary of McKinley Park is made up of industrial buildings that are part of the Central Manufacturing District. The boulevards that are not predominantly residential are: the south end of S. Western Boulevard, W. 31st Boulevard (which serves as a connector and has no structures facing it, S. California Boulevard between W. 26th Street and W. 31st Street, and N. Sacramento Boulevard between W. Chicago Avenue and W. Franklin Boulevard. The buildings facing these boulevards are largely industrial, with only a handful of residential buildings.

Party wall and smaller detached single-family houses, two-flats and three-flats were built on narrow lots and tend to have small front lawns with uniform setbacks. The exception to this configuration is found along Marshall Boulevard, on the south side of W. 24th Boulevard, and on the east side of S. California Boulevard between W. 24th Boulevard and W. 26th Street, where the houses have deep front lawns. Most of the smaller residential buildings were constructed between the late 1880s and 1920. There are some areas, as along S. Drexel Boulevard, where there are larger houses on more spacious lots.

Most of the buildings facing the boulevards are masonry, especially in the more middle to upper class sections along S. Dr. Martin Luther King, Jr. Drive and S. Drexel Boulevards on the south and along the segments north of W. 24th Boulevard.

Returned

There are 412 buildings containing four or more individual residential units—4-flats to tall apartment buildings along the Boulevards and parks with an additional 87 buildings in the already listed *Logan Square Boulevards Historic District.* All are brick structures, many with stone trim. One prolific type is characterized by tiers of sun porches facing onto the boulevards and parks. Only a small number of the apartment buildings along the boulevards and parks are taller than four stories. Courtyard buildings, which are typically 3-1/2 stories with apartments facing a front courtyard, range from large-scale structures along Drexel Boulevard to ½ courtyards facing Franklin Boulevard and Douglas Boulevard. Courtyard buildings are scattered throughout the system. The largest concentrations of apartment buildings containing more than six units may be found along S. Drexel Boulevard, W. 51st Street, W. Douglas Boulevard, W. Franklin Boulevard, and along N. Kedzie boulevard, N. Humboldt Boulevard and W. Logan Boulevard in the already-listed *Logan Square Boulevards Historic District.*

There are a variety of vernacular residential building types along the park and boulevard system. They range from gable and gambrel front cottages to bungalows and four squares to greystones of varying sizes. The bungalows, four squares and greystones have features that enable them to be categorized by style.

The vast majority of the vernacular residential building types in the Chicago Park Boulevard System Historic District—466—are rough-faced or smooth-faced Bedford limestone greystones. There are an additional 97 greystone buildings in the already listed *Logan Square Boulevards Historic District.* Beginning in the late 1880s the builders of this building type, seemingly unique to Chicago, embraced a variety of architectural styles from Queen Anne and Romanesque early on to Classical Revival. Some greystones, with turrets and crenellations, columns and pilasters, brackets and towers, and a variety of unusual details are difficult to categorize. Although many are eclectic, each tends to be dominated by a particular style with the less dominant secondary styles used as applied detailing. Greystones are located throughout the entire system. Some, because of demolition, are scattered; others, as along S. Drexel Boulevard, are found in concentrations. There is a particularly dense concentration along S. Dr. Martin Luther King, Jr. Drive and along W. Douglas Boulevard.

There are also many along W. Logan Boulevard in the already-listed *Logan Square Boulevards Historic District*.

Those residences of all sizes along the parks and boulevards that are not greystones were designed in a variety of styles—ranging from Italianate in the 1870s to Art Deco and Moderne in the 1930s, with the vast majority of buildings designed in a variety of styles bearing historic references from Queen Anne and Romanesque to Classical and Tudor Revival. The largest concentration of Italianate houses is found on Oakwood Boulevard. There are only a few Art Deco residences, and these are found on Dr. Martin Luther King, Jr. Drive. Those referencing historical styles are located throughout the system. Numerous residential buildings of all sizes were inspired by Craftsman architecture, characterized by geometric massing with stone trim. Craftsman dominates the streetscape along the south side of Jackson Park, some stretches of S. Dr. Martin Luther King, Jr. Drive, W. Garfield Boulevard, and S. Western Boulevard. Some of the larger brick apartment buildings, typically those built in the 1920s, incorporated Tudor, Classical or Craftsman detailing. There is considerable diversity of building types and styles in the residential buildings along the park and boulevard system, yet there is a consistency of scale and materials and a general commitment to design quality..

Some of the residential buildings in the Chicago Park Boulevard System Historic District were designed by architects who have an established reputation for design quality. There are residences, for example, designed by Burnham & Root (442 E. Oakwood Boulevard, 4545 and 4941 S. Drexel Boulevard), Henry Ives Cobb (4920-48 S. Drexel Boulevard, 1130 E. 50th Street and 1144-46 E. 59th Street), Frost and Granger (4801, 4935 S. Drexel Boulevard), Holabird & Roche (3614 S. Dr. Martin Luther King, Jr. Drive and 2240 W. 37th Street) Ernest A. Mayo (4321 S. Dr. Martin Luther King, Jr. Drive), Pond & Pond (923-937 E. 60th Street, Midway Plaisance), Rapp & Rapp (1642 E. 56th Street) and Treat & Foltz (4851 S. Drexel Boulevard). A great many of the houses by well-known distinguished architects were built along S. Drexel Boulevard and S. Dr. Martin Luther King, Jr. Drive, areas that attracted a wealthier clientele.

Returned

Large numbers of residential buildings in the district were designed by competent lesser-known architects. There are residences, for instance, designed by Edbrook & Burnham (3961, 3963 and 3965 S. Drexel Boulevard), Henry L. Newhouse (4310-12 and 4724-28 S. Dr. Martin Luther King, Jr. Drive), William H. Pruyn (4314-16 and 4318-20 S. Dr. Martin Luther King, Jr. Drive), Andrew Sandegren (415 E. 60th St.) and Horatio Wilson (4512, 4518, 4628-30 and 4805 S. Drexel Boulevard). Throughout the system there are distinguished single family houses and apartments of varying sizes by architects who are virtually unknown.

There are excellent representative examples of residential architectural styles along the park and boulevard system. These include a fine Italianate six-flat at 620-622 Oakwood Boulevard, the Richardsonian Romanesque mansion Treat & Foltz designed for Martin Ryerson at 4851 S. Drexel Boulevard in 1887, the Chateauesque style house Henry Ives Cobb designed for John A. McGill at 4920-48 S. Drexel Boulevard in 1891, the Classical Revival house at 4626-4628 S. Drexel Boulevard designed by Horatio R. Wilson in 1893, and a Tudor Revival residence at 1722 W. Garfield Boulevard designed by N.K. Pruyn in 1916. In addition there are many examples of a variety of architectural styles in the *Logan Square Boulevards Historic District*, included by reference in this nomination.

The already-listed *Logan Square Boulevards Historic District* is predominantly residential, consisting mainly of brick and stone masonry single family houses and detached 2- and 3-flats. It also has some low-rise apartment buildings, courtyard buildings and Craftsman apartments with tiered sun porches. There are a number of greystones in the district with Romanesque and Classical detailing. The buildings were generally designed between the mid-1880s and late 1920s, most by architects who are not well-known. There are only a small

number by architects recognized for their significance: these include George Maher (2701-03 W. Logan Boulevard, 1907) and Horatio Wilson (2302 and 2308 N. Kedzie Boulevard).

Mixed-Use Commercial Buildings

Although the majority of buildings along the boulevards are residential, there are some mixed-use commercial buildings, with stores or restaurants on the first floor and apartment units above. These buildings are located along the arterial streets facing the parks and where major arterial streets cross the boulevards at public transportation intersections. There are excellent examples of mixed-use buildings located at the transportation nodes of Garfield Boulevard near the Garfield CTA/Green Line stop: (315-317 E. Garfield Boulevard) and at the southwest corner of W. North Avenue and N. Kedzie Avenue (1550 N. Kedzie Avenue/3201 W. North Avenue). There are 78 of these buildings that contribute to the significance of the district located along the park and boulevard system with an additional 14 mixed-use buildings in the already listed *Logan Square Boulevards Historic District*. These buildings were constructed from the early 1890s through the 1920s.

Mixed-use buildings tend to stand two to four stories and are built right at the front lot line. They are rectangular buildings, with glazed storefronts. Windows above the first story, where apartments are located, are often double hung. Some of these buildings are large with several stores on the first floor. Others are smaller and contain a single business. The buildings are all masonry: some entirely brick, some faced in stone and some sheathed in terra cotta. The Humboldt Building, at 2747-53 W. North Avenue, at the southeast corner of W. North Avenue and N. California, is an excellent example of a large terra cotta building that marks a transportation crossing. One particularly interesting example of a small commercial building with apartments above is the Schlitz Tavern building located at 3456 S. Western Avenue. This building, which has a corner tower, stands two stories, is built of brick with stone trim and is unique in the district.

Returned

The design of these mixed-use commercial buildings is usually dominated by a particular style. Examples include buildings at 3458 W. Lake Street (Queen Anne), 735 W. Garfield Boulevard (Tudor Revival), 305 E. Garfield (Craftsman), and 317 E. Garfield (Craftsman). The Humboldt Building is Renaissance Revival.

There are 41 Contributing commercial buildings in the district dedicated to a specific enterprise. One is the Liberty Life Supreme Life Insurance Company Building at 3501-11 S. Dr. Martin Luther King, Jr. Drive. It was designed in 1921 by architect Albert Anis. The only bank constructed along the boulevards is the Classical Revival Kenwood National Bank, located at 4636 S. Dr. Martin Luther King, Jr. Drive, designed in 1921. The only hotel is the eight-story Sutherland Hotel, which stands at the corner of E. 47th Street and S. Drexel Boulevard at 4657-59 S. Drexel Boulevard. It was designed by Henry L. Newhouse in 1917.

In the already-listed *Logan Square Boulevards Historic District*, there are 14 mixed-use buildings. One such example is a 3-story store and auditorium building designed by Worthman & Steinbach at 2535-47 N. Kedzie Boulevard in 1911.

Churches and Synagogues

Of the many prominent religious, institutional, educational, and municipal buildings located in The Chicago Park Boulevard System Historic District there are 25 churches and synagogues. There are an additional 4 churches in the *Logan Square Boulevards Historic District*. All of them were imbedded in residential segments of the boulevards, close to the homes of their congregants. All of them are Contributing buildings.

Churches and synagogues often occupy prominent corner sites. Some, such as the church designed in 1897 by S.S. Beman for the First Church of Christ, Scientist at 4017-23 S. Drexel Boulevard, are relatively small. Others such as Corpus Christi Church at 4910-20 S. Dr. Martin Luther King, Jr. Drive, are large complexes. Although the buildings have not been substantially altered, in most cases denominations have changed. There are a number of buildings constructed as synagogues along Independence and Douglas boulevards that today serve Christian denominations.

All of the churches and synagogues tend to be high style, many designed by prominent architects. Built between the 1880s and the 1930s, they reference a variety of architectural styles. Most of the synagogues were built in the 1910s and 1920s and were inspired by Classical architecture. Examples include Congregation Anshe Sholom at 754 S. Independence Boulevard designed in 1926 by Henry L. Newhouse & Bernham and Sinai Congregation at 4600-4622 S. Dr. Martin Luther King, Jr. Drive designed in 1909 by Alfred Alschuler. Corpus Christi, a Catholic church, is also Classical Revival. It was designed by Joseph McCarthy in 1916. Handsome examples of Romanesque Revival structures include two churches on Oakwood Boulevard. One, the Oakland Missionary Baptist Church, built in 1903, is at 649 E. Oakwood; the other, Memorial Baptist Church, designed in 1899 by Patton, Fisher & Miller, is located at 729 E. Oakwood An excellent example of a Gothic Revival religious building, Visitation Church, built 1898-99, is found at 843 W. Garfield Boulevard

The already-listed *Logan Square Boulevards Historic District* has several religious buildings. They include a Catholic church located at 2523-25 W. Logan Boulevard by Worthmann & Steinbach, built in 1906; the Eleventh Church of the Christ Scientist by Leon Stanhope at 2836-40 W. Logan Boulevard built in 1916, the Christ English Lutheran, now Norwegian Memorial Lutheran Church at 2608-12 N. Kedzie Boulevard by Charles Sorenson built in 1908, the First English Evangelical Church at 3058-70 W. Palmer Square by Lowe & Bollenbacher built in 1923, and St. Sylvester Church at 2138-69 N. Humboldt Boulevard by Egan & Prindiville built in1905. There is one synagogue building, B'nai David Chaire Zedek, by David Saul Klafter, built in 1919. It is located at 1908-10 N. Humboldt Boulevard.

Returned

Hospitals

There are five hospitals facing the park and boulevard system, not including the hospital buildings on the University of Chicago campus. They are large complexes, with buildings that have been added to over time. Two face Douglas Park: St Anthony Hospital, at 2851-67 W. 19th Street, and Mt. Sinai Hospital, at 1501 S. California Boulevard. The Municipal Contagious Diseases Hospital is located at 3026 S. California Avenue, adjacent to the Cook County Court Building. Norwegian-American Hospital is located at 1044 N. Francisco Avenue, on the east side of Humboldt Park. The Franklin Boulevard Hospital, now Heart Hospital, is at 3234-40 W. Franklin Boulevard. In addition to these five hospitals, the Sinai Schwab Rehabilitation Center is located next door, to the north, of Sinai Hospital. There are several hospital buildings that are part of the University of Chicago on the north side of the Midway Plaisance.

The first structure built for St. Anthony Hospital was designed in 1897 by Henry Schlacks. With Flemish gables, the building does not easily fit into any specific architectural category. Mt. Sinai is a complex of buildings with its original Beaux Arts design dating from1919. The Municipal Contagious Diseases Hospital was designed in the Classical Revival style in 1914 by Charles W. Kallal. The five-story Norwegian American Hospital is a brick building in the Classical Revival style with stone trim and detailing. The Franklin Boulevard Hospital is a four-story Classical Revival building of light colored brick with minimal ornamentation, much of it in the bay containing the main entrance.

Community Centers

There are two important community centers located in The Chicago Park Boulevard System Historic District. Both occupy prominent sites. One is Lincoln Center, located at 700 E. Oakwood Boulevard. This rectangular brick building stands six stories tall. Designed by Frank Lloyd Wright and Dwight Perkins in 1898-1903, it has the pared down simplicity associated with the Prairie Style although it doesn't strictly reference the style. By contrast, the Jewish Peoples Institute at 3500 W. Douglas Boulevard, designed in 1926 by Klaber & Grunsfeld at the intersection of W. Douglas Boulevard and S. St. Louis Avenue, is an elaborate (and unusual) Moorish Revival building.

Lodge Buildings

There is one historic lodge buildings in The Chicago Park Boulevard System Historic District, the Logan Square Masonic Temple at 2516-28 N. Kedzie Boulevard designed in 1921 by Clarence Hatzfield. It is in the already-listed *Logan Square Boulevards Historic District*.

Educational Buildings

There are 64 educational buildings located all along the park and boulevard system and 1 in the already listed *Logan Square Boulevards Historic District*. Some were built as public schools. A small number were built as private schools associated with religious institutions. All are large, prominently sited and located in residential neighborhoods. In addition, there are the many educational buildings associated with the University of Chicago along the Midway Plaisance.

Returned

The two styles favored for the design of school buildings were Classical Revival and Tudor Revival. Four, all designed by Arthur Hussander in the 1910s, (Carter H. Harrison Technical High School at 2832-2850 W. 24th Boulevard, Hyde Park High School at 6200-6220 S. Stoney Island Avenue, Theodore Herzl Elementary School at 3701-3725 W. Douglas Boulevard, and Nathanial Pope Elementary School at 1832-1858 S. Albany Avenue are Classical Revival. Tudor Revival was popular somewhat later. One such example is Providence St. Mel at 115-119 S. Central Park Avenue, designed in 1929 by Morrison & Wallas.

Gothic Revival, because of its association with collegiate accomplishment, dominated the architecture of the University of Chicago from 1893, when the first buildings along the north side of the Midway Plaisance were constructed. These include Nancy Foster Hall designed by Henry Ives Cobb in 1893 at 1130 E. 59th Street and the University President's House, also by Cobb, in 1895 at 1144-1146 E. 59th Street. Following the pattern, James Gamble Rogers designed the University of Chicago Laboratory School for primary and secondary students at 1362 E. 59th Street in 1903. Later buildings at the University were equal in quality to these and respected the Collegiate Gothic idiom. Eero Saarinen's Laird Bell Quadrangle Law School at 1111-1121 E. 60th Street, built in 1959, referenced the earlier architecture using Modern materials. Ludwig Mies van der Rohe's School of Social Service Administration at 969 E. 60th Street, 1965, is strictly Modern but the work of a master architect who is equal in stature to Henry Ives Cobb.

Government Buildings

Although Cook County has a strong presence along S. California Boulevard because of the jail buildings, all of which are recent and Non-contributing, there is one significant historic building, the Cook County Criminal Courthouse, 2600 S. California Boulevard. It is a stately Classical Revival building designed in 1927 by Eric E. Hall. Other government buildings that contribute to the significance of the Chicago Park

Boulevard System Historic District include a fire station at 5218 S. Western Boulevard, and the Western Avenue Pumping Station at 4919-4959 S. Western Boulevard, designed in 1927 by Charles W. Kallal.

Industrial Buildings

There are 40 contributing industrial buildings (factories and warehouses) along Chicago's park and boulevard system. They range in size from small buildings to large complexes. Most are concentrated along the south end of Western Boulevard, on W. Pershing Road facing McKinley Park and on Franklin and Sacramento boulevards. These factory and warehouse buildings are all located adjacent to railroad lines and/or along Chicago's river and canal system.

The industrial buildings in the district are typically brick, timber frame, steel frame or concrete frame construction, with their interior frame expressed on the building's exterior. Some of them, such as those along Western, Franklin and Sacramento boulevards stand two to four stories tall. They tend to be small buildings, but some, like the Cribben and Sexton Company Building, 620-722 N. Sacramento Boulevard, and the Sprague Warner Company Building, 405-61 N. Sacramento Boulevard, are low- rise but large, sprawling complexes. The industrial buildings making up the Central Manufacturing District (CMD) along W. Pershing Road are considerably taller; they are large block-like buildings, standing six to seven stories tall. The vast majority of all the industrial buildings are red brick loft structures with stone or terra cotta trim. They are built up to the front lot line with embellishment concentrated around doorways and rooflines. Some, such as the building for GAW O'Hara Envelope at 500 N. Sacramento Boulevard, have towers. The Central Manufacturing District tower stands alone, with an ornamental clock, marking the location of the complex.

Returned

The industrial buildings in The Chicago Park Boulevard System Historic District represent a range of styles. Many of them, especially those that were built as part of the CMD, are architecturally distinguished and particularly noteworthy for their stylistic detailing. Styles represented include Craftsman (2211 W. Pershing Road, Samuel Scott Joy, 1922; 500 N. Sacramento Boulevard, 1910's), Classical Revival (2225 W. Pershing Road, Alfred S. Alschuler, 1923; 700 N. Sacramento Boulevard, 1920s), Gothic Revival (2139 W, Pershing Road, A. Epstein, 1927), and Art Deco (501 N. Sacramento Boulevard, A. Epstein, 1941).

Several important architects designed the industrial buildings along the boulevard system, especially those in the CMD. They include Alfred Alschuler, who designed the L. Fish Furniture Company building at 2225-2235 W. Pershing Road in 1923,and the Parisian Novelty Company at 3510-3524 S. Western Boulevard in 1927; A. Epstein, who designed 2139 W. Pershing Road for Standard Brands in 1927 and 2159 W. Pershing Road for Albert Pick Co. in 1936, as well as the Art Deco Sprague Warner complex at 501 N. Sacramento Boulevard, and. S. Scott Joy who designed the Westinghouse Electric Company Building in the CMD in 1922 as well as a factory/warehouse at 4401 S. Western Boulevard in 1914. John Ahlschlager designed the Schulze Baking Company building at 20-40 E. Garfield Boulevard in 1914

Architectural Styles [33]

Italianate

[33] The buildings in all of the parks in the Chicago Park Boulevard System Historic District have not been categorized by style or type. The building counts along the boulevards reflect the styles and types of all the rest of the buildings in the historic district except for those in the Logan Square Boulevards Historic District, unless otherwise stated. The number of buildings of each style or type are all Contributing.

The earliest houses in The Chicago Park Boulevard System Historic District were built in the Italianate style. The Italianate, along with Gothic Revival, developed as a reaction to the formal, Classical ideals that had dominated architecture for over 150 years, the Georgian, then Federal and Greek Revival architecture that had set the tone for residential construction from the early 1700s until the mid-1850s. By comparison, Italianate architecture was a more Romantic style inspired by informal Italian farmhouses. Most Italianate houses, especially the simpler versions, were not architect designed.

Andrew Jackson Downing popularized the Italianate style through pattern books he published in the 1840s and 1850s. With examples of plans and elevation drawings taken from these books, local carpenters and craftsmen could easily build these homes. The style was most commonly used between 1855 and 1880. Those in the Chicago area tend to have been built in the late 1860s or 1870s.

Typical Italianate houses stand two to three stories tall. They are characterized by low-pitched roofs with deep, bracketed cornices, tall narrow windows topped by segmental or curved arches and projecting bays.. Double doors with arched detailing are characteristic, and in city houses open off a raised front porch. .

There are only 19 Italianate houses in the Chicago Park Boulevard System Historic District, a relatively small number compared to other style buildings, constructed later. The largest concentration is along Oakwood Boulevard. The six-flat at 620-622 E. Oakwood Boulevard is a representative example of the style. Built of brick, it stands three stories with a raised front entrance. Windows are double hung, tall and narrow and topped by ornamental stone hoodmolds with curving corners and a raised keystone. The three units to the west have a projecting polygonal bay; the three to the east have a rectangular bay. The building has a deep cornice supported by prominent brackets. A less elaborate example of the style can be found at 608-610 E. Oakwood Boulevard. It is red brick with corner bays and a shallow bracketed cornice. Like the other Italianate houses on the block, it has tall narrow double hung windows. There are a small number of cottages with Italianate detailing that feature paired ornamental brackets and limestone hoodmolds. These are scattered throughout the more working class areas of the District. One example is located at 1629 S. California Boulevard.

Returned

Second Empire

The Second Empire Style takes its name from the reign of Napoleon III, who established the Second Empire in France, transforming much of the city of Paris into grand boulevards lined with stately buildings topped by mansard roofs. It was at this time, beginning in the 1850s, that the Louvre, built for Louis XIV in the 17th-century by Francois Mansart, was expanded. The Second Empire style is also called the Mansard Style after the architect of the Louvre.

Second Empire buildings are generally topped by a steep double-pitched roof known as a “Mansard roof,” which typically encloses an entire floor of livable space. Sometimes they are topped by steeply pitched hipped roofs. Many Second Empire buildings have projecting dormers that break through the cornice line, shutters, French doors and prominent chimneys. These buildings tend to be stately and imposing.

There are only seven houses and flats along the boulevards designed in the French Second Empire style which was popular from the 1880s through the turn of the Twentieth century. Modeled after the townhouses of mid-19th-century Paris, the sophisticated design of these houses appealed to boulevard residents. Examples include housing at 1819 S. California Boulevard and 1636 W. Garfield Boulevard. There is a concentration of Second Empire buildings on E. Oakwood Boulevard, including three single-family residences at 517, 637 and 639 E. Oakwood and a three-flat at 624 E. Oakwood Boulevard.

Gothic Revival

Gothic Revival architecture was, like Italianate, a popular style during the mid to late 19th-century. For housing, there were cottages built in a romantic interpretation of Gothic architecture inspired by pattern books published by Andrew Jackson Downing in the 1840s; for churches, a more literal interpretation of the style was adopted.

Gothic Revival architecture was reminiscent of the Middle Ages, when the church ruled supreme. Verticality, pointed arches, cross gables, stained glass windows and towers characterized Gothic churches. These elements were adopted selectively for residential designs. They were combined in a manner that resembled their European ecclesiastical precedents.

There are 27 Gothic Revival structures in The Chicago Park Boulevard System Historic District that are not affiliated with the University of Chicago: of these, three are churches. The largest concentration of Gothic Revival residential architecture is along S. Dr. Martin Luther King, Jr. Drive. These include high style greystone single family houses at 3616 and 3936 S. Dr. Martin Luther King Dr., and 4510 and 4512 S. Dr. Martin Luther King, Jr. Drive There is one Gothic Revival frame cottage, located at 2906 W. North Avenue, that stands two stories.. It is unusual in the district because it is at the rear of the lot, behind a street-front building. There are also multiple-unit apartment buildings on the boulevards built in the Gothic Revival style. One is located at 3652 W. Douglas Boulevard. Examples of Gothic Revival churches include Rockefeller Chapel, designed by Bertram Goodhue at 1156-1160 W. 59th Street, and Visitation Church at 843 W. Garfield Boulevard.

Returned

Collegiate Gothic

Collegiate Gothic is a sub-category of Gothic Revival architecture. They are similar in that both are inspired by Medieval Gothic architecture. Because of its association with the architecture of the prestigious Oxford and Cambridge Universities in England, the style came to symbolize knowledge, strength and respectability.

The quadrangle organization and Gothic detailing, particularly the incorporation of square towers associated with English Gothic architecture, characterize Collegiate Gothic buildings. Universities, like the University of Chicago, that were built in the late 19th- and early 20th-century, respected the highly organized planning of Oxford and Cambridge. In Chicago, the influence of the 1893 World's Columbian Exposition, with its tightly ordered buildings and boulevards representing a "stately system of organization," also had a particularly profound influence on campus planning.[34] This influence is highly visible at the University of Chicago in Henry Ives Cobb's master plan for the school. Cobb organized the campus around quadrangles. The quadrangles, which added a sense of intimacy to the overall scheme, resemble those of English universities as well as of older American campuses, such as Yale and Harvard. The, architecture, with limestone buildings and Gothic detailing, is stylistically associated with the older English Gothic buildings.

Collegiate Gothic university buildings were constructed on the north side of the Midway between 1893 and 1932. Following the precedent Cobb set in his design for Foster Hall, subsequent architects, including James Gamble Rogers, Shepley, Rutan & Coolidge, Bertram Grosvenor Goodhue Associates and Coolidge & Hodgdon, continued designing buildings in the Collegiate Gothic tradition. There are 45 buildings in the

[34] Stephen Sennett, Editor. *Encyclopedia of 20th Century Architecture*. New York: Fitzroy, Dearborn Publishers, 2004. "Campus Planning."

Collegiate Gothic style in The Chicago Park Boulevard System Historic District: all are located on the University of Chicago campus.

Queen Anne

Queen Anne architecture was named and popularized by a group of 19th-century English architects led by Richard Norman Shaw (1831-1912), whose sprawling manor houses were well known to American architects.[35] Ironically, the historic precedents Shaw and his followers drew from had little to do with Queen Anne or the formal Renaissance architecture that was dominant during her reign (1702-1914). Instead Queen Anne architecture borrowed most heavily from the models of the preceding Elizabethan and Jacobean eras.

By the 1880s the Queen Anne style spread throughout the country via pattern books and *The American Architect and Building News*.[36] Precut parts, including a variety of shaped shingles (made possible by the perfection of the band saw after the Civil War) and spindles, were readily available and distributed easily by the country's expanding railroad network. These wood parts provided decorative detailing that gave a house individual character, even when the house was predominantly masonry.

The Queen Anne style is characterized by the variety of surface materials, window configurations and roof types, as well as irregular massing. The overall effect is asymmetrical and picturesque, with an emphasis on richly decorative textures and multiple colors. Many Queen Anne houses were built with a variety of molded or specially-shaped bricks and saw-tooth, fish scale, square, or rounded shingles. Windows, frequently filled with leaded or stained glass, were incorporated into bays and towers with polygonal or conical roofs. Groupings of casements were typical as were upper panes outlined with squares of colored glass. Tall brick chimneys were common. Almost every Queen Anne house featured some kind of porch and/or balcony.

Returned

The Queen Anne style is prevalent in The Chicago Park Boulevard System Historic District; there are 122 Queen Anne style buildings. Some stand alone; others are party wall structures. Many greystones feature Queen Anne detailing. Queen Anne houses are of all sizes. Those found at corners, can be quite exuberant, although most midblock townhouses tend to be simpler and more disciplined.

Excellent examples of Queen Anne houses are located at 1408 and 1656 W. Garfield Boulevard and 3135 W. Douglas Boulevard. A Queen Anne cottage is located at 1649 W. California Avenue and several are found between 3011 and 3035 W. 19th Street. There is a large, flamboyant red brick Queen Anne house at 3656 S. Dr. Martin Luther King, Jr., Drive, designed in 1885 by architect William W. Clay. It is a surviving remnant of the large single family homes that occupied the corners on this boulevard in the 1890s. Commercial Queen Anne structures may be found at 3458 W. Lake Street and 3456 S. Western Boulevard.

Richardsonian Romanesque

The Richardsonian Romanesque style, named for the architecture of Henry Hobson Richardson, grew out of an interest in the rugged Romanesque forms utilized by Richardson, a Boston architect who designed three buildings in Chicago including, in 1886, the John J. Glessner House at 1800 S. Prairie Avenue. The other two buildings have been demolished.

[35] John S. Poppeliers, Allen Chambers and Nancy B. Schwartz. *What Style Is It?,* Washington: The Preservation Press, National Trust for Historic Preservation, c. 1977. p. 24.
[36] Virginia and Lee McAlester. *A Field Guide to American House*. New York: Alfred A. Knopf, 1985, p. 268.

The Richardsonian Romanesque style is characterized by rough, rock-faced masonry, round-headed arches, a picturesque footprint and a bold geometric simplicity. It was a highly original style that was immensely popular in Chicago during the late 1880s and 1890s, influencing the work of John Wellborn Root, Henry Ives Cobb, Louis Sullivan, Frank Lloyd Wright and many other Chicago architects.

There are 213 Richardsonian Romanesque structures in the Chicago Park Boulevard System Historic District. Numerous rough-faced stone party-wall Richardsonian Romanesque houses line Dr. Martin Luther King, Jr. Drive, S. Drexel Boulevard, W. Garfield Boulevard, and S. Independence Boulevard. A high percentage of these are greystones. There is a Richardsonian Romanesque mansion, the Martin Ryerson House at 4851 S. Drexel Boulevard, designed by Treat and Foltz in 1887. Richardsonian Romanesque was also a popular style for churches, reminiscent of their Medieval precedents and similar to the several Richardson had designed in Boston. Four of the Richardsonian Romanesque buildings in the district are churches. These include the Metropolitan Apostolic Church at 4100 S. Dr. Martin Luther King, Jr. Drive and the Monumental Baptist Church at 729 E. Oakwood Boulevard.

Classical Revival

The Classical Revival style gained in popularity following the 1893 World's Columbian Exposition, held in Chicago's Jackson Park. Dominated by monumental Classical buildings, the fair was widely photographed and attended by thousands of people. Even several smaller state pavilions, built on a more domestic scale, were Classical Revival. As a result of the fair, Classical Revival commercial and institutional buildings dominated architecture for several decades.

Returned

Classical Revival was a style particularly well suited to buildings such as banks and art museums, institutions that wanted to project an image of stability, monumentality and timelessness.. The style was sometimes favored for churches and frequently for synagogues. Because of its monumental scale, appropriate for large structures, the full-blown Classical Revival style, typified by two-story columns, was less commonly applied to residences. Classical detailing, however, was attractive to Chicago builders and homeowners, many of whom had visited the fair. The enduring popularity of Classical architecture, with its familiarity, simple beauty and stately image had substantial appeal.

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Classical Revival residences feature porches with roofs supported by classical columns that have Doric, Ionic, or Corinthian capitals. Sometimes pilasters are used instead of actual columns. Frequently the entry porch is capped by a pediment and embellished with Classical details. A classical cornice with dentils is common.

There are numerous Classical Revival townhouses and flats stretching along the system. It is, in fact, the most dominant style in the Chicago Park Boulevard System Historic District. There are 562 Classical Revival buildings; the majority are residential structures.

The Classical Revival style was particularly favored for greystones. Whereas the Columbian Exposition was called "The White City" because the major buildings simulated white marble, smaller scale houses and flats built along the boulevards could actually have stone fronts. Architects and builders constructed elegant greystone single family houses and flats of various sizes for their clients. The multiple-unit apartment building at 3323-3325 W. Douglas Boulevard is a fine example of a Classical Revival greystone flat building. A row of stately single family residences was constructed in 1901 from plans by the architectural team of Peabody & Beauley. They are located at 4941, 4943, 4949, 4955, and 4959 S. Dr. Martin Luther King, Jr. Drive.

Classical Revival was a style favored for Christian Science churches and for synagogues. Abandoning the then-popular Gothic or Romanesque Revival style, Solon S. Beman embraced classicism and established the architectural style for the Christian Science denomination in his design for the First Church of Christian Science at 4021 S. Drexel Boulevard. His churches were simple, impressive and dignified, featuring tall colonnades.

Designs for synagogues tended to follow the style that was popular during the year they were built. Classicism was frequently adopted in the 1910s and 1920s. Alfred Aslchuler designed the building housing Sinai Congregation at 4600-4622 S. Dr. Martin Luther King, Jr. Drive in the Classical Revival style in 1912. Anshe Kanesses Israel Congregation erected a large synagogue that incorporated classical elements at 3411-3419 W. Douglas Boulevard in 1912. Kehilath Anshe Mayriv Synagogue, at 4953 S. Drexel Boulevard, was designed in the Classical Revival style by Henry L. Newhouse in 1923-24. Today it houses Operation Push.

The Classical Revival style was also popular for school buildings. Hyde Park High School at 6220 S. Stony Island Avenue and Carter Harrison Technical High School at 2832-2850 W. 24th Boulevard are both stately buildings designed by Arthur F. Hussander in the Classical Revival style.

Colonial Revival/Georgian Revival

The Colonial Revival style became popular after the 1876 Centennial Exposition in Philadelphia and became to many a national style. The interest in Colonial architecture was reinforced by the Classical architecture of the 1893 World's Columbian Exposition. Colonial Revival architecture, with its Classical detailing, order and symmetry offered an alternative to the picturesque Queen Anne style

Returned

Features of Colonial Revival architecture include rectangular form, symmetry, gable or hip roofs (frequently with dormers), double-hung windows with multi-pane glazing, shutters, bay windows, paneled doors topped by transoms, fanlights or pediments and front doors (sometimes) flanked by sidelights.

Georgian Revival architecture is a popular subtype of the Colonial Revival style. Georgian Revival buildings often share classical features with Colonial Revival structures but are typically red brick masonry and almost always have a front portico–either one or two stories. Roofs are usually hipped, and symmetrical; chimneys are often prominent. Georgian Revival buildings tend to be grand and fairly close to their Georgian precedents. The more stately examples have several classical elements including cornices with modillions and dentils. Balustrades, columns, and pilasters are also common and found their way into the style just after the fair.

There are five Colonial Revival and three Georgian Revival buildings in the district. Colonial Revival examples may be found at 1442-1450 E. 59th Street, 1509 W. Garfield Boulevard and 3801 W. Madison Street. One handsome example of a Georgian Revival building may be found 1365-1375 E. 60th Street, along the Midway Plaisance. Built in 1918 by Coolidge & Hodgdon as St. Paul's on the Midway Church, the building now houses the Sonia Shankman Orthogenic School. The red brick Chicago Orphan Asylum at 5114-5120 S. Dr. Martin Luther King, Jr. Drive (now the Chicago Baptist Institute) was designed by Shepley, Rutan & Coolidge in the Georgian Revival style.

Beaux Arts

The Beaux Arts was an elaborate style favored for grand homes and public buildings including train stations, clubs and hotels. Stately Beaux Arts buildings were constructed in prosperous urban centers from the late 19th-century through the 1920s. Although often adapted to large elegant buildings, the style percolated

down to smaller townhouses and flats, and there are some, although not many, examples along the boulevard system.

The Beaux Arts style takes its name from the Ecole des Beaux Arts in Paris, the world's premier architectural school where many of America's earliest important architects studied. Beaux Arts is a style based on Classical precedents, symmetry and order, yet embellished by lavish decorative detailing including swags, escutcheons, decorative brackets, canopies, paired columns, arched openings, pilasters and ornamental panels with floral or foliate carving. These lavish treatments were adopted on smaller buildings to express the significance of the building's architecture and its association with grander examples. Beaux Arts planning principles, based on symmetry and order, found expression in Henry Ives Cobb's quadrangle plans for the University of Chicago.

There are thirteen examples of Beaux Arts housing in the Chicago Park Boulevards Historic District. . Because of their sophisticated designs they tend to be architect-designed. Among the examples is a single-family residence at 4321 S. Dr. Martin Luther King, Jr. Drive, constructed in the 1910s from a design by architect Ernest A. Mayo. Another is a 6-flat located at 622-624 S. Independence Boulevard designed by the architectural team of Marquandt & Brunte in 1900.

Tudor Revival

Returned

The Tudor Revival style was popular in America between approximately 1893 and 1940, although the great surge in popularity occurred in the 1910s and the 1920s, Tudor Revival architecture evoked an image of English country living, a way of life that came to symbolize a homeowner's elevated economic status and implied respectability. Tudor Revival houses of various types were constructed by builders but often designed by experienced architects.

Features of Tudor Revival style buildings include picturesque massing; steeply-pitched, front-facing gable roofs; tall narrow windows, often configured as groups of multi-pane casements; decorative (not structural) half-timbering; and doorways topped with Tudor (flat pointed) arches or flat arches with shoulder ends. Some entrances have a projecting vestibule covered with a gable or a steeply-pitched asymmetrical "catslide" gable roof. Unlike the greystones along the boulevards, Tudor Revival residences have walls of brick, sometimes with stone or stucco trim.

There are 270 buildings in the district designed in the Tudor Revival style. Although some are single-family houses, such as that at 4732 S. Dr. Martin Luther King, Jr. Drive or those designed by Frost & Granger in 1901 at 4801 and 4935 S. Drexel Boulevard, most are multi-family, including courtyard buildings and flats. Examples of Tudor Revival courtyard apartment buildings are found at 1524-34 E. 59th Street on the Midway Plaisance and at 1418 W. Garfield Boulevard. There is a heavy concentration of Tudor Revival courtyard buildings on the south perimeter of Jackson Park. These include an apartment located at 1801-1809 E. 79th Street that was designed by architect Z. Erol Smith in 1924. A Tudor Revival 3-flat can be found at 511 E. Oakwood Boulevard. Additionally, there is a 6-flat designed by Henry L. Newhouse in 1905 located at 4310-4312 S. Dr. Martin Luther King, Jr. Drive and an 8-flat at 4314-4316 S. Dr. Martin Luther King, Jr. Drive by William H. Pruyn Jr. in 1913. There are also industrial buildings, such as the factory located at 2001 W. Pershing Road, that were inspired by Tudor architecture.

Chateauesque

Compared to other examples of revival style architecture, the incidence of buildings influenced by stately French chateaux is comparatively rare. The style became somewhat popular after World War I in the late teens. Americans who had served in World War I came home with first-hand knowledge of the French prototypes and the publication of books and articles on French architecture helped to popularize French architecture.

Principal identifying features of Chateauesque architecture include steeply pitched roofs, prominent cylindrical towers topped by conical roofs and stone facades. The majority of buildings constructed in this style are formal and imposing despite their generally picturesque massing.

There are only three buildings along the boulevards that were clearly influenced by French chateaux, one two-flat and two single family houses. They all date from around the turn of the century, and they are all architect-designed. Examples include the stately house designed in 1891 by Henry Ives Cobb at 4920-48 S. Drexel Boulevard (today multifamily) and flats at 4724-4728 S. Dr. Martin Luther King, Jr. Drive designed by Henry L. Newhouse in 1903. The Chateausque building located at 1306 S. Albany Avenue is a 2-flat designed by W. Schneider in 1897.

Spanish Revival

Returned

The Spanish Revival style became popular after the Panama-California Exposition held in San Diego in 1915, reaching its peak of popularity during the 1920s. With buildings imitating elaborate Spanish prototypes, it received worldwide attention. Spanish architecture is most common in the southwestern states (especially California) and in Florida, areas that were settled by the Spanish and where Spanish Colonial building actually occurred. Yet Hollywood, and the romance of movies, influenced the development of Spanish Colonial architecture and the style was frequently adopted for movie houses and apartment buildings

Features of Spanish Revival architecture include yellow-cream brick wall surfaces, low-pitched red tile roofs, usually with narrow or no eaves, arches and twisted columns Sometimes there is a suggestion of a bell tower.

There are thirteen examples of the Spanish Revival style in the District including several courtyard buildings constructed in the 1920s. One courtyard apartment building located at 214-222 S. Hamlin Boulevard was designed by Dubin & Eisenberg in 1925. There is a multiple unit building at 4619 S. Drexel Boulevard and one at 1934 W. Garfield Boulevard designed by E.J. Males in 1926. The Midwest Athletic Club at 3800 W. Madison Avenue is also Spanish Revival. It stands twelve-stories tall and was designed by Michaelsen & Rognstad in 1926. This building is listed on the National Register of Historic Places.

Italian Renaissance Revival

Italian Renaissance Revival architecture was never as popular as Classical or Tudor Revival styles, but it was attractive to the designers of some stately houses. Beginning in the late 19th-century, many American architects and their clients visited Italy, giving them first-hand familiarity with Italian villas and palazzos. Italian Renaissance Revival structures designed by these architects mimicked their Italian predecessors quite closely. This authenticity distinguishes Italian Renaissance Revival buildings from the Italianate buildings that preceded them. Italianate buildings were based on pattern book drawings by builders who had no first-hand visual experience with Italian buildings.

The typical Italian Renaissance Revival house has a low-pitched hipped or flat roof. The hipped roofs are covered in red or green ceramic tile; the flat-roofed type sometimes has a prominent cornice and roofline balustrade. The houses are often, but not always, symmetrical. Classical detailing, including columns and Palladian windows, is common. Trim is generally of stone. Some examples of Italian Renaissance Revival houses are long and low, others tall and stately. All of them are formal and quite elegant. Very often Italian Renaissance Revival buildings are architect-designed.

There are three examples of Italian Renaissance Revival buildings in The Chicago Park Boulevard System Historic District. These include a 3-flat greystone constructed in 1897 located at 1216 S. Albany Avenue, a 2-flat built in 1903 at 1653 W. Garfield Boulevard, and a 6-flat designed by C. Frank Jobson in 1910 at 5036-5038 S. Drexel Boulevard. There are two architect-designed single-family residences, one designed by Zachary T. Davis in 1901 and located at 726 W. Garfield Boulevard and one at 4805 S. Drexel Boulevard, designed by Horatio R. Wilson in 1910. There is a fine example of a Renaissance Revival multi-use terra cotta building located at 2747-2753 W. North Avenue, opposite the northeast corner of Humboldt Park. This building features a commercial space on the first floor and apartments on the upper floors.

French Renaissance Revival

French Renaissance Revival is a style that is loosely based on French architecture of the 16th and 17th Centuries. It was among the variety of styles that were popular in the first three decades of the Twentieth Century. Americans who had been abroad gained first had familiarity with French architecture. Others acquired knowledge from photographs of French houses that were published in periodicals and journals. Architects who had studied at the Ecole des Beaux Arts had considerable knowledge of the style.

Returned

Many examples of French Renaissance Revival architecture evolved from Gothic architecture and display Gothic arches and elaborated detailing. Roofs are often Mansard or hipped. Towers, through-the-roof dormers and classical elements are also characteristic. There are seven examples of the style in the historic district. Examples of the style are located at 1216 S. Albany Avenue, 3135 W. Douglas Boulevard, 726 W. Garfield Boulevard, and 2747-2753 W. North Avenue.

Moorish Revival

Moorish Revival architecture is derived from the Islamic architecture of North Africa and parts of Spain and Portugal. Although it is associated with exotic, romantic places and frequently adopted for theaters, hotels and garden pavilions, it was also popular for synagogues. This is likely because Medieval Spain, where Moorish architecture was prevalent, enjoyed a tolerant climate and had been a welcoming country during the golden age of Jewish culture. So the Moorish association was attractive for Jews seeking a style for their buildings

There are three Moorish Revival buildings in The Chicago Park Boulevard System Historic District. The Jewish People's Institute at 3500-3516 W. Douglas Boulevard incorporates Moorish arches and the style's colorful mosaics into the design of the building. The JPI was designed by Klaber & Grunsfeld in 1926. Additionally, the style was applied to a synagogue located at 3620-3624 W. Douglas Boulevard designed by J.W. Cohn & Co. in 1926. There is also a Moorish Revival multi-unit apartment building located at 5001-5007 S. Dr. Martin Luther King, Jr. Drive.

Arts and Crafts/Craftsman

The Arts and Crafts or Craftsman style, as it is sometimes called, originated in the United States around 1900. It developed as a reaction against the complicated massing and elaborate detailing of Victorian period styles (Italianate, Gothic Revival, Second Empire and Queen Anne) and as well as the formalism of Classical Revival architecture. The style grew out of the Arts and Crafts movement in England, which originated in the late 19th-century as a reaction to the negative effects of industrialization. It stressed simple designs, natural materials and fine craftsmanship. The style flourished into the 1920s.

Arts and Crafts residences received extensive publicity. Publications such as the *Western Architect*, *The Architect*, *House Beautiful*, *Good Housekeeping*, *Architectural Record*, *Country Life in America* and *Ladies' Home Journal* familiarized the nation with the style. As a result, pattern books offering plans for Arts and Crafts/Craftsman homes flooded the market; some even offering pre-cut packages of lumber and detailing to be assembled by local craftsmen.[37] Craftsman bungalows were very popular as were two- and three-story craftsman flats.

Craftsman style houses were uncomplicated, efficient, and neat, with straightforward profiles and clean lines. They were neither ornate nor cluttered; there was no attempt to express social status or present an ornate display. Using machine technology in the initial construction stages lowered labor costs, but finish work was often done by hand. The Arts and Crafts/Craftsman house or flat building seldom referenced historical styles. It became a distinctly American style that was comparable in its approach, through the use of natural materials and geometric detailing, to the more artistically developed Prairie Style architecture of Frank Lloyd Wright and his followers.

Returned

An important feature of the style relates to the expression of a building's construction. The Arts and Crafts/Craftsman house typically has exposed rafter ends and roof beams or triangular knee braces, set under gables. Almost all of the houses or flats have some type of bay or porch, either open or glazed. In flats, the porches are typically stacked. Windows are usually double-hung, often three over one or four over one. The inherent natural color of the materials used--whether wood, brick, stucco or stone--is respected.

There are 449 Craftsman flats, single-family homes, townhouses and bungalows in The Chicago Park Boulevard System Historic District. The buildings are predominantly red or cream-colored brick with sparsely-applied stone trim for window sills, string courses and lintels. Geometry dominates, both in terms of massing and detailing. Some buildings, like 3055 W. 19th Street, have polygonal bays; some, like 3616-3618 W. Douglas Boulevard, have tiers of rectangular bays.

Arts and Crafts features are typically found on four squares and bungalows. There are high style craftsman bungalows at 1735 W. Garfield Boulevard and 1908 W. Garfield Boulevard and at 5339 S. Racine Avenue. There is a characteristic 2-flat at 2435 S. California Avenue and one at 3550 W. Douglas Boulevard.

Industrial buildings also employed the Craftsman style due to its basic simplicity and cost effectiveness as well as its association with fine workmanship. The Westinghouse factory building at 2211 W. Pershing Road, designed in 1922 by Samuel Scott Joy, is an excellent example of the style.

Sullivanesque

Sullivanesque architecture reflects the influence of architect Louis Sullivan (1856-1924). The style, which became popular in Chicago and other parts of the country between the 1890s and 1920, is characterized

[37] McAlester. p. 454.

by wall surfaces displaying an intricate weaving of stylized foliate and geometric forms executed in terra cotta or plaster. The patterns are typically symmetrical, sometimes set in panels. Sullivan's ornamentation was integral to the building, not applied to it and bears no resemblance to historical precedent. Sullivan typically applied this kind of ornamentation to his designs for steel frame commercial buildings. There are four examples of Sullivanesque architecture, including examples at 20-40 E. Garfield Boulevard and 1146 S. Independence Boulevard.

Prairie School/Prairie Style

The Prairie School of architecture or Prairie Style, as it is sometimes called, developed in the Midwest and is considered a uniquely American style of architecture. Although influenced strongly by the Arts and Crafts movement, the style was developed by Frank Lloyd Wright and was practiced by many of his followers, hence the name "Prairie School. It was popular from 1890 to around 1915, although some practitioners designed Prairie School buildings into the 1930s. The style is primarily residential, although it was also employed in the design of other types of buildings.

Prairie School buildings are simple and express the horizontality of the Midwest's prairie setting. Most Prairie Style residences stand two stories, have low pitched (usually hipped) or flat roofs, wide cornices, and details that emphasize the horizontal. Detailing includes thin Roman brick, horizontal banding, ribbons of windows (usually casements), and projecting wings. There is little, if any, applied ornament, except that windows frequently contain leaded or stained glass in geometric patterns. Geometry, not historicism, governs the design.

Returned

Sometimes Prairie detailing is grafted onto building types like the American four square and the bungalow. While both the Prairie Style house and the Arts and Crafts house are simple and incorporate natural materials, Prairie houses are usually larger, more sophisticated in their designs, and often architect-designed, although builders also adopted the style.

There are only six buildings along the Boulevards that are Prairie Style. Two are flats, a 6-flat at 138-140 S. Hamlin Avenue and a 2-flat at 1643 N. Humboldt Boulevard, one is a single-family house, at 1122-1124 W. Garfield Boulevard and one is a pool house designed in 1914 by William Carbys Zimmerman. It is located at 3041 W. Augusta Boulevard. There is also a Prairie Style apartment building at 755-757 S. Independence Boulevard.. .In addition, the Rath House, at 2703 W. Logan Boulevard, in the *Logan Square Boulevards Historic District,* is included by reference in this nomination.

Art Deco

Art Deco is an elegant style that takes its name from the world's fair held in Paris in 1925, known as Exposition Internationale des Arts Decoratifs et Industriels Modernes. The style was generally popular during the late 1920s and 1930s. The 1925 Paris exposition introduced forms to the world that, when taken collectively, characterized a whole new view of design.

Art Deco, characterized by linear, hard-edged, angular geometric shapes, was often embellished with stylized decoration, generally in low relief. Ornament was sometimes executed in the same material as the building, frequently cut stone, or it was applied in various metals, tile or glazed brick. Often round or polygonal windows were introduced. Metal casements are typical. Geometry dominates, especially in a building's decorative trim. Human figures are sometimes integrated into the designs, especially figures of people working.

The Art Deco style is not particularly prevalent along Chicago's parks and boulevards because most of the building construction occurred before this style became popular. However, there are very distinguished examples of Art Deco design elements found in railroad viaducts, street overpasses and bridge lampposts where S. Western Boulevard crosses the Sanitary & Ship Canal.

There are thirteen commercial, residential and industrial buildings with Art Deco styling in The Chicago Park Boulevard System Historic District. Examples include two courtyard apartment buildings located at 901-909 and 911-923 S. Independence Boulevard, both designed by A.I. Lurya in 1928. There is a multi-use building at 1618 W. Garfield Boulevard and one at 5501 S. Prairie Avenue. The Sprague Warner factory building at 461-505 N. Sacramento Boulevard is a stunning example of the style, one that features a stone tower at the intersection of W. Franklin Boulevard and S. Sacramento Boulevard. The complex was designed by A. Epstein in 1941. The same architect designed an Art Deco factory building in the Central Manufacturing District at 2151-2159 W. Pershing Road in 1936.

Moderne

The Moderne style developed in the late 1930s and is much like the simple, geometric Art Deco architecture that preceded it—with one major difference: it is characterized by streamlining. A fascination with speed influenced all aspects of design. Even static objects, including buildings, adopted smooth rounded forms, parallel horizontal stripes--dynamic elements that expressed the efficiency and speed of automobile, train and airplane travel. Round windows and glass blocks were used.

Returned

Hollywood popularized the Moderne style by showing the public the association between streamlined architecture and luxury liners, glamorous movie theater interiors and fancy hotels. The Moderne style was particularly adaptable to small commercial buildings, shops and factories as well as buildings associated with travel, such as gas stations and bus terminals. Chicago's 1933-34 Century of Progress Exhibition offered designers the opportunity to put new materials, construction techniques and forward-looking designs before the public, and many embraced it. World War II and its resulting devastation subsequently ended the country's romance with speed.

There are nine examples of the style in the District. All were built in the 1930s. Examples can be found at 3001-3017 W. Franklin Boulevard, 4043-47, and 2015 S. Marshall Boulevard. Streamlined Moderne features are integrated into the office section of the Sprague Warner factory building at 461-505 N. Sacramento Boulevard.

Modern/International Style

Modern architecture is characterized by simple form and the use of 20th-century materials such as steel and glass. There are no overt historical references. International Style architecture is a more specific type of Modernism. The International Style is characterized by geometric shapes, flat wall surfaces, broad expanses of glass, lack of applied ornamentation, simple materials, open floor plans and a clarity of expression related to function and structure. This approach to architecture grew out of the teachings of the Bauhaus, an industrial art school that developed in Germany during the years of the Weimar Republic, 1919-1933. Most Modern and International Style buildings were architect-designed, frequently executed by distinguished practitioners.

There are five Contributing Modern buildings and one International Style building in The Chicago Park Boulevard System Historic District. The one example of a pure International Style building. It is the Social Services Building at the University of Chicago, located at 969 E. 60th Street along the Midway Plaisance,

designed by Ludwig Mies van der Rohe in 1964. Eero Saarinen's Laird Bell Law Quadrangle, built in 1959, because of its decorative steel and glass wall surfaces is best defined as Modern.

No Style

When a building has no features that clearly reflect a particular architectural style, it can really only be described as "No Style." There are 58 buildings in the Chicago Park Boulevard System Historic District that are No Style. They date from 1890 through the 1930s. Some of them are architect-designed; most are not. They tend to be very simple. Some No Style buildings conform to the typical size and materials along the parks and boulevards but have had non-historic alterations made. These changes include the removal of identifying ornamental features, the replacement of front porches or the application of siding, which may cover identifying features of a style. If these non-historic additions were removed, perhaps a style could be identified. Because the materials, massing, original openings and roof shapes have been maintained, these No Style buildings are considered Contributing to the significance of the district.

An example of a No Style building may be found at 5231 S. Racine Avenue: a bungalow clad in siding. Another example is a simple stripped down two-flat at 3406 W. Franklin Boulevard. There is a similar simple commercial building at 548 N. Sacramento Boulevard that is also "No Style." The six-story building located at 700 E. Oakwood Boulevard, originally known as the Abraham Lincoln Center, was designed by Frank Lloyd Wright and Dwight H. Perkins and constructed between 1898 and 1903. The building is described as No Style not because of alterations but because it breaks from established architectural precedent, creating a very simple building that cannot be categorized.

Returned

Vernacular Building Types

Vernacular architecture refers to buildings that are not high style and have little to define them stylistically. Instead, they are described by form (upright and wing houses, for example), roof shape (houses with gambrel- or gable-front roofs), placement of rooms, or building materials (like many cottages). Although some vernacular buildings cannot easily be categorized, other building types, including four squares, bungalows and ranch houses (subtypes of single family houses), were built in large numbers and are easily described by common characteristics. These are typically identified with particular time periods. Four squares were popular between 1900 and 1930. Bungalows were built roughly between 1900 and the mid-1920s. Ranch houses were generally built from the 1940s through the 1960s. Duplexes, townhouses, flats, and apartment buildings are categorized by function. Vernacular houses were most often built without the assistance of a trained architect. They may have been put up by a builder or by the homeowner.

After the 1880s mass-produced, standardized building materials became more widely available.[38] By the turn-of-the-century, four squares and bungalows were mass-produced and widely advertised in periodicals and catalogues featuring pre-cut houses. They were more likely to be built by a local contractors or carpenters than by the owner. Some four squares and bungalows were architect-designed and contained ornamental features identified with current architectural styles such as Craftsman or Colonial Revival.[39] The more high style a vernacular building is the more likely it was designed by an architect.

[38] Alice Edwards Novak and Karen Lang Kummer. "The Architectural/Historic Resources of Quincy's Northeast Neighborhood, Survey Report, Phase Two."

[39] A considerable amount of this discussion on defining vernacular architecture is drawn form the draft of "National Register Bulletin: Surveying and Evaluating Vernacular Architecture" prepared by the Midwest Vernacular Architecture Committee, Edited by Barbara Wyatt, Madison, Wisconsin, April 1987.

Brick Chicago bungalows and greystones represent building subtypes believed not to be found elsewhere. There are a relatively small number of Chicago bungalows of the 34 bungalows in the Chicago Park Boulevard System Historic District, but a huge number of greystones of all sizes (466 with an additional 97 in the *Logan Square Boulevards Historic District*). Greystones have an architectural style applied to their façade with the greystone type assigned because of material usage—a smooth or rough-finished Bedford limestone.

Most of the vernacular residential buildings are located near the industrial areas along the boulevards. It is here where bungalows and four squares, as well as gable front and gambrel front houses and small cottages tend to be located. There are 72 vernacular houses along the boulevards. Of these, 58 are gable front, 12 are gambrel front and 2 have hipped roofs. Several of these residences are located at the west end of the north side of Garfield Boulevard, near the industries on S. Western Boulevard. They are located at 2106, 2112, 2122, 2124, 2128, 2134, 2141 and 2142 W. Garfield Boulevard. Of these, both 2134 and 2141 W. Garfield Boulevard are gable front, while the remaining addresses are gambrel front.

Residential Vernacular Building Types

The Cottage

Some of the earliest modest single-family houses in Chicago were cottages, and there are several sprinkled throughout the park and boulevard system. They are sometimes referred to as "workers' cottages." The oldest ones in the District date from the 1870s and are brick, constructed as a reaction to the destruction of the city's frame building stock by the 1871 Fire.

Returned

There are many brick cottages in the Chicago Park Boulevard System Historic District. For survey purposes, those without any characteristic stylistic elements were classified as "cottages" A number of them were built before the city's streets were raised to accommodate sewers; as a consequence they stand two stories tall but have one story beneath ground level. The cottages located at 1241 and at 2419 S. California Boulevard exhibit the gable-front cottage massing and are brick, the typical primary material. There are 41 cottages in the historic district.

The Four Square

Although the four square is a house type, it is frequently associated with a particular academic style of architecture because of its detailing. Four squares may be very simple or they may have elaborate decorative detail associated with Craftsman, Prairie, Classical or Colonial Revival architecture

The standard four square is balanced and symmetrical, stands two stories and has a large attic, sometimes finished. Large dormers that commonly extend from each side of the hipped roof make the attic livable. A porch is an important hallmark of the four square, but it does not resemble a Victorian verandah. It is rectangular, lacks decorative detailing, and extends across the front of the house. Often the porch on a four square has a solid wall rather than a balustrade enclosing its lower half. If there are posts and balusters they tend to be square rather than turned. Sometimes, however, a bay or turret breaks the box, linking the house stylistically to the Queen Anne style. Colonial Revival four squares have Classical detailing, including Palladian windows. Craftsman and Prairie Style four squares are recognizable by their horizontal banding, broad eaves and stucco walls.

Preference for the square shape can also be seen as a matter of economy. (The cube yields the most interior space for the money spent on foundation, framing and roof.) Although the four square was built in rural

areas as well as in cities and suburbs, it was well suited to small lots, prefabricated parts, and the growing housing needs of middle class families. Variants on American four squares appeared in virtually every pattern book, including both the Sears and Radford catalogues, published between 1900 and 1925. Different models offered options in window styles, porch parts, siding, and interior elements.[40]

There are 15 four squares along the park and boulevard system, with a concentration at the west end of Garfield Boulevard. Simple examples of four squares, may be found at 1102 , 1106 , and 2311 W. Garfield Boulevard, as well as 2442 W. 54th Street, all of which feature Craftsman detailing. There is a four square with Classical Revival detailing located at 2315 W. Garfield Boulevard. The four squares at 432 and 434 N. Central Park Boulevard have no decorative detailing and are defined as No Style.

The Bungalow

The bungalow, as we have come to know it, refers to relatively modest one-story houses. The term "bungalow" actually is derived from a kind of travelers' shelter that was popular in 18th-century British-ruled India. Located along India's roads, these "bungalos" or "bangalloas" were low-roofed cottages built of unbaked brick, surrounded by a wide porch or verandah. Carried to England, the word was first used to describe small resort cottages and symbolized a "Bohemian" life style.

Returned

By the first decade of the 20th-century the term bungalow began to replace the word "cottage" to define a small, single-story (or at most 1 ½-story) American dwelling. Because costs of labor, construction, and heating systems were soaring, the middle class homeowner sought to build a house that was economical and efficient. Social historian Gwendolyn Wright notes, "The ideal middle class dwelling underwent a major transformation: from an exuberant, highly personalized display of irregular shapes, picturesque contrasts, and varieties of ornament, supposedly symbolizing the uniqueness of the family, to a restrained and simple dwelling."[41]

The typical bungalow is a 1- or 1 ½-story structure with a low profile and a horizontal orientation and is usually built on a raised basement. It has a broad (frequently tiled) roof with a low pitch, wide projecting eaves that often are supported by exposed brackets, a large front porch or projecting front bay, a prominent chimney, and many windows. Dormers are common. Unlike the four square, which was meant to be contained, the bungalow blended indoor and outdoor spaces as much as possible through the use of natural materials like clapboards, split shakes, or brick. Bungalows often embodied many features associated with the Craftsman style; the differences relate primarily to size. They were particularly popular in the 1910s and 1920s.

There are 34 bungalows in the Chicago Park Boulevard System Historic District: several are on the north side of Garfield Boulevard, some quite large. Examples of bungalows may be found at 1700, 1720 and 1735 W. Garfield Boulevard. There are many more in the 2100 and 2200 blocks of W. Garfield Boulevard. Bungalows can also be found at 5339 S. Racine Avenue, at 2250 W. 37th Street and at 2425 S. California Boulevard.

Indigenous Chicago Residential Building Types

[40] "National Register Bulletin: Surveying and Evaluating Vernacular Architecture" prepared by the Midwest Vernacular Architecture Committee, Edited by Barbara Wyatt, Madison, Wisconsin, April 1987, p. 29.
[41] This background material is largely taken from Jakle, pp. 170-173; he quotes Gwendolyn Wright, *Moralism and the Model Home: Domestic Architecture and Cultural Conflict in Chicago, 1873-1913*, Chicago: The University of Chicago Press, 1980, p. 3.

The Chicago Bungalow

The Chicago bungalow is a local building type commonly found in large numbers in a crescent shaped area between the industrial neighborhoods and Chicago's suburbs.[42] This crescent is commonly referred to as the "bungalow belt." Some were constructed along Chicago's boulevards and parks. Two-flats and three-flats, which resemble tall bungalows, were especially popular.

Typical Chicago bungalows are built of solid brick construction, rest on a lot that is 25' to 37' wide and 125' deep, are surrounded by landscaping and have a garage at the rear of the lot. They are set back 10' to 25' from the street and often use common brick on the side and rear elevations. Chicago bungalows are rectangular and stand 1 ½ stories with dormer windows. The entrance is generally off-center, set under a small open porch. Next to the entrance is a rectangular or polygonal bay filled with windows, an extension of the living room. The windows in the more elaborate examples contain art glass. Other textures and additional color are provided by patterned face brick. Limestone inserts and banding are used for trim. Often there are window boxes and trellises.

The design of Chicago bungalows and the flats resembling tall bungalows were influenced by the simple, clean lines of the Arts and Crafts movement.. This simplicity is also found on the interior, which generally consists of six rooms—a living room, dining room, bath, two bedrooms and a kitchen, with an unfinished basement and an attic. Bungalows could be ordered through periodicals such as the *American Builder* magazine or through organizations like The American Face Brick Association.[43] Often, more elaborate Chicago bungalows can be found on street corners. Chicago bungalows were popular in the 1910s and 1920s.

Returned

There are two large, handsome Chicago bungalows located at 1700 and 1735 W. Garfield Boulevard. Smaller, more typical, examples are located around Gage Park, towards the west end of W. Garfield Boulevard (between the 1700 and the 2200 blocks, near the factories on S. Western Boulevard. Examples of these bungalows include 5339 S. Racine Avenue and 2130 W. Garfield Boulevard.

The Greystone

The greatest number of any one type of building along the boulevard system are the greystones, a type seemingly unique to the city of Chicago. Chicago greystones are buildings sheathed in grey limestone. They are found in a variety of building types and sizes. There are 466 greystones within the Chicago Park Boulevard System Historic District and another 97 within the already listed *Logan Square Boulevards Historic District*. Greystones are found in a variety of residential building types, including single family (one-flats), two- and three-flats, six-flats, eight-flats and large apartment buildings. Sometimes the greystone is free-standing, sometimes it is a party-wall residence. There are often several in a row. Typically limestone was reserved for the front facades only; side and rear elevations were either face brick or common brick.

Greystones were generally constructed between 1890 and 1920 and reflect the styles most popular during the last decade of the 19th-century and the first two decades of the 20th-century. There are many Queen Anne, Romanesque Revival, Renaissance Revival and Classical Revival greystones as well as examples of the type that combine styles. One style generally dominates each building.

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[42] *The Chicago Bungalow*. The Chicago Architecture Foundation. Edited by Dominick A. Pacyga & Charles Shanabruch. Chicago: Arcadia Publishing, 2001, p. 8.
[43] *Ibid*, page 42, 50.

Although greystones are found throughout Chicago, large numbers may be found in the neighborhoods of Logan Square, North Lawndale, West Garfield Park, Lakeview, Englewood and Washington Park. At the time the greystones were built these were middle class neighborhoods. Because limestone was relatively more expensive than brick and probably the most expensive building material of the time, it was one that only middle- upper-middle or upper-class families could afford.[44] Stone was only used on the front to save money and to reflect the owners' stature. It is quite common in Chicago for a building to put its finest front to the street, with lesser grade materials (like common brick) and Spartan detailing relegated to the sides and rear.

The most desirable sections of the various community areas, because of their attractive park-like setting, were along the boulevards. Brent D. Ryan, in his essay on "What is a Chicago Greystone" in Roberta Feldman's book on greystones notes that "Chicago's Greystone Era neighborhoods ring the city in a coherent geographical pattern along the paths of the city's boulevard system….These boulevards can be thought of as the core of Chicago's 'Greystone Belt'."[45] Greystones were built on the most prestigious streets, those with the highest visibility, the most amenities and the easiest accessibility—i.e. the residential boulevards.[46]

Greystones are located throughout the park and boulevard system. There is a particularly dense concentration (110) along S. Dr. Martin Luther King, Jr. Drive. Some are architect-designed. Architects who built greystones include Andrew Sandegren, Charles M. Palmer, Henry L. Newhouse, John Ahlschlager, Edbrooke & Burnham and Wilson, Marbel & Lamsen (Horatio Wilson).

Returned

The most popular style for greystones was Classical Revival. Single family residences in the Classical Revival style can be seen at 4941, 4943, and 4949 S. Dr. Martin Luther King, Jr. Drive, designed by Peabody & Beauley and built in 1901. Peabody & Beauley also designed two Gothic Revival residences in 1901 at 4947 and at 4953 S. Dr. Martin Luther King, Jr. Drive.

The second most popular style for greystones was Richardsonian Romanesque. Examples of this style can be found at 3961, 3963 and 3965 S. Drexel Boulevard. These three-flats were designed by the team of Edbrook & Burnham in 1887. A Queen Anne- inspired two flat is located at 3551 S. Dr. Martin Luther King, Jr. Drive and an Italianate greystone was built at 3551 S. Dr. Martin Luther King, Jr. Drive. There are also historical revival greystone two-flats and three-flats. A Tudor Revival two flat can be found at 3341 W. Douglas Boulevard (1907). There are many fine greystones located in the already-listed *Logan Square Boulevards Historic District*. Examples include those at 2050 N. Humboldt Boulevard, 2228-2230, 2337, and 2410 N. Kedzie Boulevard, and 2801-2803 and 3024 W. Logan Boulevard.

Multifamily Building Types

Flats

There are numerous multiple-family dwellings along the parks and boulevards. They range in size from 2- and 3-flats to 8-flats to buildings taller than three stories. They typically feature replicated floor plans for each story. Sometimes the 2-,3-, 6- and 8-flat buildings were constructed on raised basements to accommodate ground floor apartment units. Main entrances are up a half-story and there is sometimes an entrance under the staircase. Multiple-family buildings along the parks and boulevards were first constructed in the 1890s. These

[44] Roberta M.Feldman and Jim Wheaton, Editors. *The Chicago Greystone in Historic North Lawndale*. Chicago: City Design Center in the College of Architecture and the Arts at the University of Illinois at Chicago, 2006, p. 86.
[45] *Ibid.*
[46] *Ibid.*

buildings have rounded front bays and are a variation on the Queen Anne house, but simplified. Examples include "The Carolyn" and "The Pearl," located at 3830-3832 and 3836-3838 S. Dr. Martin Luther King, Jr. Drive. Some 2-flats have two entrance doors; some are accessed through an interior hall and have a single entrance.

There are many rows of greystone flat buildings lining the park boulevard system. These were constructed from the late 1880s through the 1910s. There are also large concentrations of red brick flat buildings, with stacked, glazed front porches and stone trim. These are mainly Craftsman style buildings, sometimes described as tall bungalows. Many may be found on S. Dr. Martin Luther King, Jr. Drive and along W. Garfield Boulevard. There are also apartment buildings that have unusual detailing and were designed in a variety of styles. The Belmonte Flats, designed by Patton & Fisher in 1893 at 4257-59 S. Dr. Martin Luther King, Jr. Drive resembles many apartment hotels that were constructed for the 1893 World's Columbian Exposition. It is already listed on the National Register.

Numerous examples of multifamily buildings, executed in a variety of styles, may be found in the Chicago Park Boulevard System Historic District.. They include the following: Gothic Revival: 2231 E. 67th Street (designed by Henry K. Holsman, built 1926) and 3652 W. Douglas Boulevard; Craftsman: 1935 W. Garfield Boulevard (built in 1915) and 4313-15 S. Dr. Martin Luther King, Jr. Drive; Classical Revival: 515-517 E. 60th Street and 4700-4712 S. Drexel; Tudor Revival: 2536 S. California Avenue and 1118 W. Garfield Boulevard, and Spanish Revival: 1934-1936 W. Garfield Boulevard (designed by E.J. Males, built in 1926) and 4625-4637 S. Drexel Boulevard.

Returned

Courtyard Buildings

There are 61 brick courtyard buildings lining the boulevards. This is a specific building type that proliferated throughout suburban areas that were incorporated into the City of Chicago in the large annexation. of "suburban" areas that took place in 1889. They are typically "U"-shaped, surrounding a grassy interior courtyard. They are brick, with face brick on the elevations visible from the public way. Trim is either stone or terra cotta. It may be lavish or Spartan and may reference Tudor or Classical styles. Some have Craftsman trim. Entrances are located on the interior court, with each entrance accessing a block of six apartments. The interiors tend to feature homey elements that include fireplaces, hardwood floors and built-in bookcases.

Courtyard apartment buildings were popular during the 1910s and 1920s and sometimes replaced large single-family homes with accompanying coach houses. This is the case in some sections of S. Drexel Boulevard and S. Dr. Martin Luther King, Jr. Drive. Examples of the courtyard type are located at 1801-1809 E. 67th Street (Tudor Revival; designed by Z. Erol Smith and built in 1924), 3600 W. Franklin Boulevard (Gothic Revival), 5611-5625 S. Cottage Grove (Craftsman), 4901 S. Drexel Boulevard (Spanish Revival; built in 1926), 3410-3418 W. Douglas Boulevard (Classical Revival), and 911-923 S. Independence Boulevard (Art Deco).

INTEGRITY OF THE ARCHITECTURAL STREET SCAPE

The integrity of the architectural streetscape of the Chicago Park Boulevard System Historic District as a whole is very good. There are some areas with dense concentrations of buildings. This is true of all the streets lining the parks and squares and the following boulevards: Dr. Martin Luther King, Jr. Drive, the south section of Drexel Boulevard, Oakwood Boulevard, W. 24th Boulevard, Marshall Boulevard, Douglas Boulevard, the south section of Independence Boulevard, S. Hamlin Boulevard and around Franklin Square. It is also the case along the already-listed Logan Boulevard, Kedzie Boulevard and Humboldt Boulevard. The Midway Plaisance, framed by buildings owned by the University of Chicago, displays excellent integrity.

The boundaries of the Chicago Park Boulevard System Historic District were carefully drawn to exclude areas of vacant land and urban decay. These reflect neighborhood deterioration and, in some cases, wholesale demolition that occurred during the 1960s and later. In areas of the District there are broad expanses of open land interspersed with historic flats, townhouses and commercial buildings. This is the case along parts of Independence Boulevard and some sections toward the east end of Garfield Boulevard.

Buildings in the District that are rated Non-contributing (NC) were built after 1942, except for along the south side of the Midway Plaisance, or have severely compromised integrity. There are no Non-contributing buildings on the south side of the Midway.

Returned

The Chicago Park Boulevard System Historic District | Cook County, Illinois
Name of Property | County and State

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.

Returned

Criteria Considerations

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

Property is:

[ ] 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.

The Chicago Park Boulevard System Historic District | Cook County, Illinois
Name of Property | County and State

Areas of Significance
(Enter categories from instructions.)

Architecture

Community Planning and Development

Landscape Architecture

Period of Significance

1869-1942

1906-1964

Significant Dates

N/A

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

N/A

Cultural Affiliation

N/A

Architect/Builder

SEE CONTINUATION SHEETS.

Returned

Period of Significance (justification)

The primary period of significance begins in 1869, which is the year legislation was passed establishing the three segments of Chicago's park and boulevard system. Construction along the system began within two years. This period of significance ends in 1942, when federal funding that had been used to rehabilitate and upgrade Chicago's parks, squares and boulevards ran out; little construction followed. The secondary period of significance, for architecture, begins in 1906, which is when the first building was constructed on the south side of the Midway Plaisance by the expanding University of Chicago. This building is Midway Studios, designed by Pond & Pond. The construction of architect Eero Saarinen's 1959 Laird Bell Law Quadrangle continued the quadrangle pattern established in 1892, when the University of Chicago began construction on the north side of the Midway. The secondary period of significance ends in 1964, when the last significant historic building on the south side of the Midway was constructed by the University of Chicago. This building is Mies van der Rohe's School of Social Service Administration. Post-1942 buildings elsewhere in the District are scattered throughout the system, don't continue a construction pattern that was established earlier and were not designed by architects who are particularly significant as are those who worked on the University of Chicago's later buildings.

Criteria Considerations (explanation, if necessary)

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Narrative Description

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance and applicable criteria.)

SUMMARY OF SIGNIFICANCE

The Chicago Park Boulevard System Historic District is locally significant under Criterion A for listing on National Register of Historic Places for its importance in the planning and development of the city of Chicago. It is nationally significant under Criterion C for its landscape architecture and locally significant for its architecture.

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

CRITERION A

Community Planning and Development

The ambitious 26-mile system making up the Chicago Park Boulevard System Historic District was created in response to the belief that it would not only help create healthful, accessible and livable neighborhoods, but would also spur residential real estate development in what was then the outskirts of the city. As anticipated, the park and boulevard system attracted real estate development and in the process created one of the city's most recognizable and lasting urban features. The system is locally significant because, for the first time in Chicago, urban growth was thoughtfully planned and executed on a city-wide scale. The park and boulevard system not only provided a structure for orderly real estate development, it also provided an amenity that elevated the sophistication of the city by enriching both its visible character and its quality of life.

CRITERION C

Landscape Architecture

The Chicago Park Boulevard System Historic District, enabled by legislation passed in 1869, is nationally significant for being early and influential. The system was designed and executed by some of the nation's greatest luminaries in the field of landscape architecture. Among them were Frederick Law Olmsted, William LeBaron Jenney, Horace William Shaler Cleveland and Jens Jensen. Not only was the Chicago park and boulevard system associated with important early landscape architects, it was the first major comprehensive system in the country. Because of Chicago's prominence, the design of the system was seminal in the creation of park and boulevard systems in cities nation-wide.

Returned

Ted Turak, (author of a biography of William LeBaron Jenney, early designer of Chicago's West Park System), stated that the city's park proponents:

> …intended to give Chicago what no American city yet had—a planned park system integrated into the urban fabric. Even Olmsted's great Central Park in New York remained aesthetically apart. It was inserted into the grid pattern of streets and stands in splendid rectangular isolation to its environment…Chicago's planners, on the other hand, saw parks in series forming a green belt around the city.[47]

Architecture

The architecture along the Chicago Park Boulevard System Historic District is locally significant and represents the distinctive characteristics of the multitude of building types and styles that were popular during the time that Chicago's parks and boulevards were developed. They reflect, in microcosm, the stylistic progression of Chicago's architectural styles from 1869 through 1942. The architecture represents work by some of Chicago's most talented practitioners: some recognized, others proficient but not well-known. These architects and builders all designed structures in the then-fashionable styles. Among Chicago's most noteworthy

[47]Theodore Turak. *William Le Baron Jenney: a Pioneer of Modern Architecture*. Ann Arbor, Michigan: UMI Research Press, 1986. p. 78

architects who designed buildings on the system were Henry Ives Cobb, Shepley, Rutan & Coolidge, Holabird & Roche, Frank Lloyd Wright, Alfred Alschuler and Solon S. Beman. Many of the buildings, whether or not they were designed by significant architects, are of a very high caliber.

The buildings on the south side of the Midway Plaisance continue the stylistic approach and caliber of design characteristic of the earlier University of Chicago buildings on the north side of the Midway. Eero Saarinen's 1959 Laird Bell Law Quadrangle mimics the concept of quadrangles as they were first introduced in the early 1890s by Henry Ives Cobb, but in modern materials. Architecturally the buildings of Cobb and Mies are equal in quality. Mies van der Rohe's 1964 School of Social Service Administration building is an iconic example of this master's architecture. The architects who designed buildings on both sides of the Midway are widely recognized for their importance.

PERIOD OF SIGNIFICANCE

Legislation was passed in 1869 creating three park commissions, each of which independently initiated the work that created the park and boulevard system. The period of significance, therefore, begins in 1869. For most of the district the period of significance ends in 1942, when major spending on the development of the system drew to a close. This ends the nomination's primary period of significance. For the secondary period of significance, which consists of the segment of the district located along the south side of Chicago's Midway Plaisance, the period of significance extends from 1906, when Midway Studios was constructed, to 1964, when Mies van der Rohe's School of Social Service Administration was built.

Returned

INTEGRITY

The integrity of the Chicago Park Boulevard System Historic District is very high. The parks retain their original size and the boulevards their original configurations. Although lighting, signage and landscape treatments in the parks and boulevards have changed and evolved, many alterations have been guided by significant practitioners, sensitive to the designs of the original landscape architects. The Chicago Park District retains a historian on staff and serves as a responsible steward to its holdings, continually undertaking restoration.

The integrity of the architecture along the boulevards is generally high and in some areas, where there are dense concentrations of buildings, excellent. Although there are many buildings that are deteriorated, there are no sections that contain buildings that have undergone significant stylistic changes. The buildings along the parks and boulevards continue to reflect the stylistic development of architecture in Chicago, with stretches of vacant land left out of the historic district.

Developmental history/additional historic context information (if appropriate)

THE NATIONAL SIGNIFICANCE OF THE CHICAGO PARK BOULEVARD SYSTEM HISTORIC DISTRICT

The Chicago Park Boulevard System Historic District, composed of designed parks linked by a series of landscaped boulevards, is nationally significant in the area of landscape architecture. Not only was the Chicago park and boulevard system associated with the country's most important early landscape architects, it was the

first such system designed on a major scale. The design was seminal in the creation of park and boulevard systems nation-wide.[48]

Association with Important Landscape Architects

Several important early landscape architects designed or implemented the Chicago Park and Boulevard System. An authoritative perspective on the national significance of their achievement comes from respected author and educator Charles A. Birnbaum, FASLA, FAAR, founder and president of The Cultural Landscape Foundation (TCLF):

> Designed by America's most talented and influential early landscape architects, Chicago's park and boulevard system set the standard nationally for many subsequent endeavors. Frederick Law Olmsted, Sr., as well as H. W. S. Cleveland, William Le Baron Jenney and Jens Jensen all contributed to the design of this unrivaled system of parks linked by a ribbon of greenways. Boston, Minneapolis and numerous other cities were to follow suit, but Chicago was the progenitor of this type of design and historically it had a wide-reaching and lasting impact.[49]

The most significant of these early practitioners was Frederick Law Olmsted, who defined and dominated the profession of landscape architecture in the second half of the 19th-century. According to Olmsted scholar Victoria Post Ranney:

> Virtually all landscape architects of the nineteenth century were influenced by Olmsted [Sr.]. By 1893 and the opening of the Columbian Exposition, many significant…landscape architects had known or collaborated with him. Some had received their training in his firm; others had read his reports and articles or studied his landscapes firsthand.[50]

Returned

Even before 1870, when Olmsted's firm, Olmsted, Vaux & Co., designed Chicago's South Park System, Frederick Law Olmsted played an important inspirational role in the creation of the city's park and boulevard system. The complex social, economic and aesthetic philosophy Olmsted developed for New York's Central Park gave Chicago boosters such as Paul Cornell and J.Y. Scammon a visionary framework for their city. His interaction during the Civil War years with key movers and shakers, such as Ezra McCagg and William Bross, inspired them to take legislative action to create the Chicago system. The design Olmsted subsequently created with Calvert Vaux for South Park (Today Jackson Park, Washington Park and the Midway Plaisance) and its connecting boulevards was a masterful application of his mature philosophy.

Although historically overshadowed by Olmsted, Vaux too was important. In addition to being Olmsted's co-designer of Central and Prospect parks, he brought to the Chicago project his prior experience as the partner of Andrew Jackson Downing, one of America's earliest landscape theorists and champion of public parks. In fact, because of his field experience under Downing, Vaux "was likely the best-trained landscape designer then in North America" when he collaborated with Olmsted to produce their winning 1857 entry in the

[48] The manuscript for the statement of national significance was reviewed by Charles Birnbaum.
[49] Charles Birnbaum. E-mail to Susan Benjamin, Benjamin Historic Certifications; Andrew Heckenkamp, National Register Coordinator, State of Illinois' Terry Tatum, Coordinating Planner I, Historic Preservation Division, Dept. of Housing and Economic Development, City of Chicago. May 7, 2011.
[50] William Tishler. "Horace Cleveland: The Chicago years". *Midwest Landscape Architecture*. Urbana: University of Illinois Press, 2000. p. 41.

Central Park competition.[51] Chicago's South Park System was the last such project Vaux designed with Olmsted. By mutual consent, they dissolved their partnership a year after submitting their 1871 report and plan for Chicago.

Horace William Shaler Cleveland was a contemporary of Olmsted and a talented pioneer landscape architect in his own right. To his position as landscape architect for the South Park Commission Cleveland brought experience as a surveyor in Illinois, a scientific farmer in New Jersey[52] and a partner with Robert Morris Copeland in their successful Boston landscape architecture firm. He also spent a brief period of time working for Olmsted supervising plantings for Prospect Park. In 1869 Cleveland moved to Chicago where his work included an extension to Chicago's landscaped Graceland Cemetery. Cleveland served as "Landscape Architect of the South Park and connecting Boulevards" until 1874 when, because of the national financial panic of 1873, his salary was stopped. Cleveland was largely responsible for executing Olmsted & Vaux's plan for Washington Park, Drexel Boulevard and Grand Boulevard. He went on to become one of the most well-known Midwestern landscape designers, laying out suburbs, estates and campus plans. His most famous park system work was a "skillfully conceived plan" for the St Paul and Minneapolis regional park system.[53]

William Le Baron Jenney, the initial designer of the West Park System, was influenced by Olmsted as well as by the great parks and boulevards of Paris that were constructed while he was a student at the Ecole Centrale des Arts et Manufactures. Jenney had no previous experience with park design when he was hired to design the West Park System. Even so, he is considered by landscape architecture professor Reuben M. Rainey, PhD to be "one of the more gifted American park designers of the nineteenth century, worth of inclusion in the ranks of Frederick Law Olmsted Sr., Calvert Vaux, Horace Cleveland, William Hammond Hall and Jacob Weidenmann." [54]

Returned

Jens Jensen, the acclaimed dean of the Prairie Style of landscape architecture in America, made his contributions to the design of the West Park System in the early 20th-century. Jensen's knowledge of plant material and his design skills were honed as he worked his way up from West Parks laborer to superintendent of Humboldt Park. Designing private estates for wealthy clients and work on the Special Parks Commission in the early 20th-century also provided Jensen invaluable experience. Jensen scholar Robert E. Grese, in his biography, *Jens Jensen: Maker of Natural Parks and Gardens,* summarizes Jensen's significance by quoting landscape architecture scholar Darrel Morrison: "…scholars are rightfully placing Jensen 'alongside the other landscape greats----Andrew Jackson Downing, Frederick Law Olmsted, H.W.S. Cleveland, John Nolen, and the like.'"[55]

Early and Seminal Park System

Chicago's park and boulevard system and the designers who created it were in the forefront of two closely-related developments in the second half of the 19th- century—the parks movement and the rise of the profession of landscape architecture. Thus, in addition to its masterful designers, the Chicago park and

[51] Pregill, Philip and Nancy Volkman. *Landscapes in History: Design and Planning in the Western Tradition*. New York: Van Nostrand Reinhold, 1993. p.426.
[52] Cleveland became associated with Andrew Jackson Downing and Frederick Law Olmsted during this time through his involvement in the National Pomological Congress. Cleveland was one of the founders of this organization.
[53] Tishler, "Horace Cleveland: The Chicago years," p. 35.
[54] Reuben M. Rainey. "William Le Baron Jenney and Chicago's West Parks: From Prairies to Pleasure-Grounds". *Midwest Landscape Architecture*. Urbana: University of Illinois Press, 2000, p.57.
[55] Robert E. Grese. *Jens Jensen: Maker of Natural Parks and Gardens*. Baltimore: The Johns Hopkins University Press, 1992. p. 187.

boulevard system is nationally significant as an early and seminal development in what would become a national movement to establish urban park systems.

The Parks Movement

The parks movement is well explained by Pregill and Volkman in their *Landscapes in History: Design and Planning in the Western Tradition*:

> Throughout the English-speaking portions of North America, pastoral parks became the civic norm and an expected part of the infrastructure for any progressive city. These parks and park systems also became a mainstay of landscape architectural practice. [56]

The Central Park competition in 1857 inaugurated an era of park building that would begin in earnest after the Civil War. Parks and park systems would continue to be created throughout America until World War II and would endow the nation with some of the most lasting and beneficial of its urban amenities.

Addressing social, environmental, and aesthetic concerns for the livability of cities, the parks movement was dominated by the man whose writings and designs brilliantly articulated it—Frederick Law Olmsted. Through these writings Olmsted built an enormously successful national practice for himself. In doing so he enlarged the scope and influence of the then-limited practice of landscape gardening, which quickly matured to become the profession of landscape architecture. The name "landscape architect" was chosen by Olmsted and his partner Calvert Vaux for their profession.[57] Olmsted's success and his writings created a national demand for the services of professional landscape architects.[58]

Returned

Central Park proved that properly-designed landscapes were not merely civic amenities but critical to both the physical and economic development of cities. Because of the nationally-acclaimed success of Central Park, Olmsted and Vaux were subsequently hired for scenic landscape park projects by rival cities seeking to similarly elevate their status. In these early designs the partners refined and developed the park and park system concept, enriching it with the addition of parkways and boulevards, creating not just a single amenity but one fully integrated into the urban fabric. Elizabeth Barlow Rogers explains:

> Olmsted and Vaux felt that a single park's role as a civilizing influence, ameliorating the noise and hectic pace of the metropolis, was still somewhat limited. They envisioned the carriage drives within parks being extended to become parkways, tree-canopied transportation corridors connected to other parks, the whole forming a new framework superimposed over the grid, a green skeleton guiding the city's expansion.[59]

Based on a review of the characteristics of America's park and boulevard systems, their defining elements appear to be:

- At least one park, often including a large sheltering structure or pavilion and a variety of landscape amenities such as a water feature, winding paths, and meadows providing scenic vistas and places for

[56] Pregill and Volkman, *Landscapes in History: Design and Planning in the Western Tradition*, p. 441.
[57] Elizabeth Barlow Rogers. *Landscape Design: A Cultural and Architectural History*. New York: Harry N. Abrams, 2001, p.344.
[58] Pregill and Volkman. *Landscapes in History*, p. 431.
[59] Rogers. *Landscape Design*, p.346.

relaxation, repose and recreation. If topography and acreage permitted, these parks included separation of pedestrian, horse, and vehicular traffic.

- Boulevards or parkways creating a network of greenways that connected the parks to one another, their surrounding neighborhoods, and often creating a continuous greenway encircling or arcing around the city.

- Squares or circles, sometimes containing monuments or fountains, at the turning points in the boulevard system.

Early Park and Boulevard Systems

The early Olmsted-associated parks that included boulevards were located (in chronological order) in Brooklyn, Chicago, Buffalo and Boston. The Chicago and Buffalo park and boulevard systems were designed at approximately the same time and were the first ones in which several parks are connected by boulevards or parkways. Because of its greater scale and sophistication, however, Chicago can justly be considered the first comprehensive system of parks and inter-linking pleasure drives.

Brooklyn

Returned

Brooklyn, the first city to hire Olmsted and Vaux after their work on Central Park, also gave the partners their first opportunity to advocate for a broader approach to parks, one that included parkways. Although authorization from the state legislature to create Prospect Park was secured in 1859 and land for it obtained in the early 1860s, Olmsted and Vaux were not hired to design the park until 1865, following the Civil War.

In the first report which Olmsted and Vaux submitted to Brooklyn's park commissioners in 1866 they proposed a series of "special roads that would make travel to the park through the city romantic and fun."[60] They suggested a drive leading to the Atlantic Ocean beaches to the south that would be bordered by trees and shrubs. They also suggested a lengthy inter-city eastern pleasure drive that linked Brooklyn's Prospect Park with New York's Central Park and the Hudson River beyond. The portion within Brooklyn was proposed to traverse undeveloped country and take in scenic natural views along waterways. [61]

Olmsted and Vaux elaborated on the value of such landscaped pleasure drives in their second report of 1867, urging the commissioners to consider early adoption of this concept.[62] Emphasizing Brooklyn's destiny as essentially a pleasant residential suburb of New York City, Olmsted and Vaux saw these streets as a method for encouraging middle class housing development that would increase real estate tax revenues to the city of Brooklyn. It would also bring fresh air to the neighborhoods and provide a means of moving traffic through the congested city. Unfortunately, the commissioners were reluctant and Olmsted and Vaux's parkway plans were never fully implemented.

In Olmsted's plan only Brooklyn's 6,600 foot long Eastern Parkway (built 1870-74, stretching east from Prospect Park to Atlantic Avenue) and Ocean Parkway (built 1874-80, stretching south from Prospect Park to

[60] Francis R. Kowsky. *Country Park and City: The Architecture and Life of Calvert Vaux*. New York: Oxford University Press, 1998. p. 180.
[61] Rogers. *Landscape Design*, p.346.
[62] Rogers. *Landscape Design*, p. 181.

Coney Island) were completed. When they were first built, these parkways provided an excellent example of the broad pleasure drive with a landscaped median that Olmsted felt was an essential component of the best city plans. He describes this type of drive in his 1871 proposal for the South Park Commission: "[this drive is] planned more especially with reference to the rapid movement of a great number of persons driving, riding or walking, being planted openly with straight tows of clean trunked trees."[63] Olmsted and Vaux's concept for a third Brooklyn parkway was never carried out; still, the success of Eastern and Ocean Parkways was so great that the city built another 38 miles of parkways over the next 50 years.[64]

Although Olmsted and Vaux's plan for Brooklyn held the germ of the fully-blown park and boulevard systems that Olmsted would create for Chicago and Buffalo, it did not yet have the essential element of large, landscaped neighborhood-based parks linked by a series of boulevards. In Brooklyn, Olmsted and Vaux were only successful in establishing boulevards that connected important geographic points to Prospect Park, rather than connecting the park to other large, landscaped pleasure grounds.

Only a portion of the Brooklyn system is on the National Register: Prospect Park was placed on the National Register in 1980 and Ocean Parkway in 1983.

Returned

Buffalo

Olmsted and Vaux's advice was subsequently sought by many cities (including Newark, New Jersey, Philadelphia, Pennsylvania, Newburgh and Albany, New York) regarding the benefits of acquiring land for future pleasure drives as well a parks. However, in Buffalo, New York, the partners were afforded the opportunity to both plan and carry out a park and boulevard system. Olmsted had been consulted in 1868 by a group of Buffalo citizens who were considering three sites for a park. Instead of choosing one, he advised them to use all three and linked them together with parkways that followed the existing street pattern.

Although built out a decade later, Buffalo's park and boulevard system was conceived at about the same time as the Chicago system. This is the plan that most closely resembles Chicago's. It is much smaller in scope, however. Initially planned with three parks, three parkways, three linking circles (as opposed to Chicago's squares) and one "place," Buffalo's design was exhibited at the Centennial Exhibition in Philadelphia in 1876 and, before that, at the 1868 Paris Exhibition, where it had won an honorable mention for Olmsted.[65] Of the plan's three parks, only one was large and contained the characteristic Olmsted design features, including a large meadow, a lake and a circuit drive. This park was 376-acre Delaware Park, located at the north edge of the city. "The Front," a park located on a bluff overlooking the Niagara River and Lake Erie, encompassed just 32 acres but provided a spectacular setting right in the heart of the city's commercial district. "The Parade" (later Humboldt Park and now Martin Luther King, Jr. Park), at 56 acres, was due west of the downtown in an area of the city that had not yet developed. The size of the parks, compared to those in Chicago, was small.

[63] Olmsted, Vaux & Co. *Report Accompanying Plan for Laying Out the South Park.* Chicago: Evening Journal, 1871, p.28.
[64] Witold Rybczynski. *A Clearing in the Distance*. New York: Scribner, 1999,. p.283.
[65] In their initial plans for the comprehensive systems in Brooklyn and Buffalo, Olmsted and Vaux called these new roadways "parkways". In Chicago, however, Olmsted called them "boulevards," after the Parisian models they were based on.

Buffalo's parkways were to be "broad thoroughfares planted with trees and designed with special reference to recreation as well as for common traffic."[66] Like Olmsted's plan for Chicago's South Park system, Buffalo's parkways primarily followed existing streets. This was the case with Delaware Street, which was widened into a parkway. In Buffalo, Olmsted and Vaux were able to create some new parkways as well; two examples are Humboldt Parkway and Bidwell Parkway. Some of these parkways had the straight, traffic-focused character of Olmsted's Eastern Parkway in Brooklyn and Chicago's Grand Boulevard. Others were more like Chicago's Southgrove Parkway (today's Drexel Boulevard): "designed with a view to more quiet and leisurely movement…its principal feature is a walk or series of walks passing somewhat indirectly through a grove with frequent interludes of shrubbery, fountains and arbors to invite rest and contemplation."[67]

Buffalo's system, like Chicago's, was designed to provide "breathing spaces" for residents of a city where industrial and residential areas were closely knit. It also provided residential areas access to a greater number of parks. In addition, it was expected to provide a structure to the city's outward growth and a spur to orderly real estate development that would increase property values. For Buffalo, Olmsted and Vaux proposed a series of parks and linking parkways rather than "a single large recreation area like New York City's Central Park."[68] The parks were to be connected "in a wide arc…so that one could travel the six-mile distance from The Front to The Parade under a canopy of green."[69] While both the Buffalo and Chicago park and boulevard systems do share the basic concept of an arc-shaped series of parks and linking boulevards, the Buffalo plan was far smaller and less sophisticated than that for Chicago.

Returned

Most of the Buffalo system was placed on the National Register in 1982. A thematic nomination for the entire system was accompanied by nominations for Martin Luther King, Jr. Park, Delaware Park & Front Park, Cazenovia Park and Riverside Park. Parkside East and Parkside West, two related residential developments, were placed on the National Register in 1986. Although the three original parks, the circles and most of the original parkways remain, Humboldt Parkway has been lost.

Chicago

Following the early park developments in the East, Chicago became the first western city to design and implement a city-wide park system; this was done through its three park commissions.[70] Only one other city, Buffalo, had previously initiated a park system and, in comparison, Chicago's was a colossus.

The contiguous, arc-shaped system around Chicago that ultimately resulted from the original 1869 legislation was comprised of five large designed parks (Jackson, Washington, Douglas, Garfield and Humboldt) and six small squares. The entire system was approximately 26 miles in length including boulevards connecting the parks and squares. Although the West and South park systems hired separate designers (William Le Baron Jenney and Olmsted & Vaux, respectively) aesthetic unity was achieved system-wide because of the pervasiveness of Olmsted's park philosophy.

Substantial portions of Chicago's park and boulevard system were laid out in freshly-annexed and almost entirely undeveloped portions of the city. The undeveloped nature of the land meant that the Chicago

[66] Kowsky. "The Parkway System."
[67] Olmsted, Vaux & Co., p.28.
[68] Frank Kowsky. http://preserve.bfn.org/bam/kowsky/kowold, "Olmsted and Vaux's Park Plans."
[69] *Ibid*.
[70] Pregill and Volkman. *Landscapes in History*, p. 441.

park commissioners were able to acquire much of the land soon after the legislation was passed. But the Chicago park and boulevard plan was an ambitious project and was complicated by administration being divided among separate park systems. As a result, construction of the system continued into the early 20th-century.

Boston

In Boston legislation was passed in 1869 authorizing one large or several small parks. Five years of heated public debate ensued, with both Cleveland and Olmsted adding their comments in favor of a park system approach. They were joined by Cleveland's former partner, landscape architecture pioneer Robert Morris Copeland, who also championed the idea of a Boston park system in his 1872 publication "The Most Beautiful City in America: Essay and Plan for the Improvement of the City of Boston."[71]

As in New York and Chicago however, Olmsted, not Cleveland, was chosen as the designer, in 1875. A system approach was adopted and Boston's famed "Emerald Necklace" was strung together by Olmsted in a series of commissions that lasted the rest of his professional life.[72] The necklace was comprised of five major parks--- the "jewels" of the Back Bay Fens, Leverett Park (now Olmsted Park and the Riverway), Jamaica Park, Arnold Arboretum and Franklin Park--that were linked by "the strands" of parkways consisting of Charlesgate, Fenway, the Riverway, Jamaicaway, and the Arborway. The parks and parkways surrounded much of the city's northern and western edges. Unlike Buffalo, the system in Boston also linked to the pre-existing historic public parks--the Boston Common (created 1634) and the Public Garden (created 1837).

Returned

The plan for Boston's park and boulevard system is both similar to and different from Buffalo's and Chicago's. All three systems have a series of parks linked by greenways but the systems in both Buffalo and Boston connected directly to the city's old commercial core. In Boston the system was conceived as linking not only parks but also open spaces with a didactic purpose, including the zoo in Franklin Park, the Arnold Arboretum and historic sites such as Charlestown Heights and Castle Island on Boston Harbor.

Although Olmsted's plan for Boston included a large country park it was his first large park without a substantial lagoon. Designed in 1884 and named Franklin Park it is considered one of Olmsted's masterworks. Although Franklin Park did not have a lagoon, the system included many natural water features, including Boston Harbor, the Back Bay and the many wetlands and rivers throughout the system.

Boston's rugged topography also played a role in defining the system. Boston's system has a much more picturesque quality to it than Olmsted's designs for Chicago and Buffalo. As in Buffalo, Olmsted was largely constrained by the city's existing street system—a system that was an amalgamation of winding Colonial-era roads and various 19th-century grids. He was able to create some new parkways in the more distant areas around Franklin Park, but for the most part his plan enhanced or worked within the pre-existing roadways. The Boston system, as in both Buffalo and Chicago, had numerous simple tree-lined traffic-moving arteries (for example, Commonwealth Avenue and Beacon Street). It also had broad linear parks like the Back Bay Fens and the Jamaicaway.

[71] "Robert Morris Copeland." Cultural Landscape Foundation website http://tclf.org/content/robert-copeland.
[72] Rogers. *Landscape Design*, p. 350.

The Boston system does not appear to have been driven by the impulse for real estate development, as the systems in Brooklyn, Buffalo and Chicago, to a large extent were. In Boston Olmsted and his clients sought "the desired tranquilizing and restorative effect on city dwellers."[73] There was also, from the beginning, a desire to protect both water quality and unusual natural features and to provide educational components (like the Arnold Arboretum and Franklin Park Zoo). The Boston park system reflects the strong moral commitment and reform motive to be found in that city at the end of the 19th-century.

Boston was one of the first cities to build small parks and playgrounds, including active play areas for both adults and children of the working classes.[74] First conceived of in 1887, these small parks were added to the system starting in 1891. Chicago was soon to follow in the small parks and recreation movement. Chicago's neighborhood park concept began with two experimental parks along the boulevard system, McKinley and Gage Parks. After the success of these, the Olmsted Brothers and D.H. Burnham & Co. designed a series of additional neighborhood parks in Chicago, including Sherman Park which connects with the park and boulevard system. These parks provided national models in terms of both design and programming.

The Boston system has been declared eligible for the National Register, but only some of it has been listed. It is interesting that a large number of its boulevards appear on the National Register. The features of the system that are currently listed are: Arnold Arboretum, Boston Common and Public Garden, Charlestown Heights, Chestnut Hill Reservoir Historic District, Neponset Valley Parkway, Old Harbor Reservation Parkways, Stony Brook Reservation Parkways, Truman Parkway, VFW Parkway, Winthrop Parkway and Winthrop Shore Drive.

Returned

Later Park Systems Similar to Chicago's

Chicago's early park and boulevard system inspired many other American cities to plan their own systems. The city was influential in this national movement for several reasons. Olmsted himself went on to design other systems, with the experience of Chicago behind him. He worked on systems in Boston and Rochester, New York in the late 1880s and Louisville, Kentucky in the early 1890s. Chicago's park and boulevard system was early and sophisticated and became well- known because of the city's prominence. Chicago was wealthy and powerful by virtue of key industries located in the city. In addition, Chicago held a strategic location with transportation networks connecting to both coasts. Chicago ranked among America's top cities, particularly in the last quarter of the 19th-century. Termed "Nature's Metropolis" by historian William Cronon, [75] it culturally influenced smaller cities in the vast hinterland of its economic orbit. Examples of Midwest cities whose park systems resembled Chicago's and which are now justifiably well-known are Minneapolis, Milwaukee, Kansas City, and Indianapolis.

Minneapolis

Minneapolis has a park and boulevard system designed by Horace William Shaler Cleveland, the man who initially executed Olmsted's plan for Chicago's South Park. In 1883 Cleveland began work on the Minneapolis Park System, a project that was considered to be "the crowning achievement of his career."[76]

[73] Cynthia Zaitzevsky, *Frederick Law Olmsted and the Boston Park System.* Cambridge: Harvard University Press, 1982, p. 75.
[74] *Ibid*. pp. 96-7.
[75] William Cronon. *Nature's Metropolis: Chicago and the Great West*, New York: W.W. Norton & Company, 1991, pp. 278-295.
[76] Birnbaum. *Pioneers of Landscape Design*, p. 6.3

Inheriting already-existing beautiful water features—lakes connected by Minnehaha Creek, he laid out a system of interconnected lakes, parks and parkways that encircled the city. Although called parkways not boulevards, the plan was conceptually similar to Chicago's system, consisting of parks linked by greenways. Water, because of the city's many lakes and Minnehaha Creek, was an important feature of the Minneapolis system. The parkways mix curvilinear and rectilinear segments, whereas Chicago's boulevards are all straight. The system continued to expand during the 20th-century.

In 1906 Theodore Wirth was hired by the Minneapolis Board of Park Commissioners to build upon Cleveland's master plan. He acquired more land, built additional parks and parkways, and beautified the park land. In addition, he oversaw the design and construction of the city's first golf course. Just before his retirement in 1935 he worked on a plan, in collaboration with the State Department of Highways, to develop a metropolitan park system. Today a park is named in Wirth's honor. The park system of Minneapolis, as established by Cleveland and continued by Wirth, remains one of the most outstanding in the country.

Milwaukee

Frederick Law Olmsted, along with numerous other landscape architects, was involved in the gradual growth of the Milwaukee parks and boulevard system. When first designed in the 1890s, Milwaukee's plan had six parks connected by boulevards. Frederick Law Olmsted & Company was hired to design Lake, West (Washington) and River (Riverside) parks in 1892. Frederick Law Olmsted, Sr.'s son John Charles implemented the parks' design but Warren H. Manning was responsible for the planting designs. The Olmsted firm's plans included Newberry Boulevard, which connected Lake Park to River (Riverside) and West (Washington) parks. A lakefront drive adjacent to Lake Park was also proposed by the firm. It was not developed by the city until 1929, however, and was based on a later plan by architect Alfred C. Clas.[77]

Returned

Today the Milwaukee parks and boulevard system has dozens of parks and 84 miles of boulevards throughout the metropolitan area. Although extensive, the Milwaukee system is fragmentary; the boulevards do not connect continuously to the parks or to one another. It bears the hallmarks of a plan that grew incrementally rather than being conceived as a whole and executed in stages. The system was listed on the National Register in a Multiple Property Documentation Form entitled "Milwaukee County Park System" in 2008.

Kansas City

Kansas City has an extraordinarily intact park and boulevard system designed largely by George Edward Kessler (1862-1923).[78] Kessler arrived in Kansas City in 1887 to work on the picturesque Hyde Park subdivision. Following the formation of a park board in 1892, Kessler designed a comprehensive system with three large parks, three smaller community parks and four boulevards. By 1920, the system would grow to include 67 parks and boulevards. The system effectively ties together the many quadrants of the metropolitan area through a series of loops and parallel boulevards. As in the Chicago plan, Kansas City incorporated some existing streets into its many segments and used the city's grid as its underlying geometry. Also like Chicago, the boulevards were conceived of as pleasure drives and commercial traffic was excluded for many years.

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[77] Long, Christine, Emily Pettis and Christina Slattery. "Milwaukee County Parkway System". National Park Service Multiple Property Documentation Form, 2008.

[78] This and the following information on Kansas City's system comes from Janice Lee et al, eds. *A Legacy of Design: An Historical Survey of the Kansas City, Missouri, Parks and Boulevards System, 1893-1940*. Kansas City Center for Design Education and Research, Kansas City, 1995.

Unlike Chicago, however, Kansas City's boulevards were mostly 100' wide right-of-ways that only allowed for a single broad roadway bordered by deep tree-lined parkways. The boulevards are not as varied in configuration as Chicago's.

Indianapolis

Although many parks were built in Indianapolis in the late 19th- and early 20th-century, it took the 1908-1909 master plan of George Kessler to tie them together with a network of boulevards.

Created during the height of the City Beautiful movement, the Indianapolis plan reflects this movement's impulse for health, beauty and order. Kessler's plan, one of eighteen he designed for American cities, closely follows the tenets laid out by Olmsted in his plan for Chicago's South Park system.[79] It stresses the importance of fresh air, the value of a plan for growth and the need for easy travel between one part of the city and another. It also makes use of the city's natural river features and "beautiful possibilities" to give it a local character.[80] Kessler's special skill was in being able to quell local political disputes and get his plans executed.[81] His Indianapolis plan included a major regional park in every quadrant of the city, each with its own character. Unlike Chicago's, Kessler's plan had meandering parkways to connect the parks rather than the straight and angular parkway system of Chicago.[82] In addition to the character of the parkways themselves, Kessler's plan showed a City Beautiful concern for flood control and protection of water resources. Although its roots are in the 19th-century, the Indianapolis system is a park and boulevard plan for the 20th-century.

Returned

Kessler died in Indianapolis while supervising construction of a new belt road in 1923. He was succeeded by Lawrence Sheridan, a past Park Commissioner and Harvard School of Landscape Architecture-trained professional, who implemented and augmented Kessler's plan over several decades. The legacy of Kessler and Sheridan's work was the establishment of the planning foundation for much of Indianapolis' park system well into the 20th-century.

"Indianapolis Parks & Boulevards" were placed on the National Register of Historic Places in 2002 .It is the largest Multiple Property Nomination in the state. The contribution of George Kessler to the urban park system heritage of Indiana was recognized again in January 2011 with the listing on the National Register of the "Fort Wayne Park and Boulevard System Historic District" as an example of a comprehensive public space and transportation system developed from 1909 to 1955.

Conclusion

To quote Daniel Bluestone, Director, Historic Preservation Program and Professor of Architectural History, School of Architecture, University of Virginia, "What Chicago achieved in its park and boulevard development provided a model and a standard to which other growing cities aspired to but rarely accomplished. The talented designers, who shaped the Chicago system, ranging from Frederick Law Olmsted and Calvert Vaux to Horace William Shaler Cleveland, William Le Baron Jenney and Jens Jensen, were all pioneers in

[79] National Park Service, "Indianapolis Park and Boulevard System," (2002), Section 7, p. 2. John Olmsted had created a limited park plan for Indianapolis in 1895.
[80] *Ibid*. Section 8, p.28.
[81] http://www.nps.gov/nr/travel/indianpolis/kessleressay.htm.
[82] *Ibid*.

landscape architecture. They took the lessons and experience of Chicago and applied them to other urban park systems around the country."[83]

The Chicago Park Boulevard System Historic District is of national stature. It was one of the earliest projects undertaken as part of the nationally-significant parks movement. More importantly, the Chicago Park and Boulevard system was a significant milestone in the development of that movement because of its plan and sophistication as an integrated system of parks and boulevards. Chicago was the first "western" city to conceive and carry out such a system, and because of the city's national status and economic reach, it was a role model for the development of other such systems. Finally, in addition to being an early and innovative park and boulevard system, located in a city that was on center stage nationally, its design quality was outstanding by virtue of the many nationally-acclaimed landscape architects who conceived and implemented it.

Returned

HISTORY AND DEVELOPMENT OF THE CHICAGO PARK BOULEVARD SYSTEM HISTORIC DISTRICT

Summary of the Development of Chicago's Park Boulevard System

The desire to create a continuous arc of parks and boulevards encircling the city came close to reality after the Civil War when, in 1869, the Illinois Legislature created three independent park commissions—the South, West and Lincoln Park. Circumstances resulted in only the West and South systems being contiguous. The catastrophic Chicago fire of 1871and a national financial panic presented hardships for both commissions in the early 1870s, however the South Park system was largely completed by the time the World's Columbian Exposition was hosted there in 1893. The West Chicago Park system continued to labor under many difficulties and was only partially completed in time for the fair. The South and West systems each hired their own designers, initially, who were influenced by landscape trends in Europe and cemetery design in the United States. As time went on other designers had a hand in the design process. The development of the system occurred incrementally. In 1934, all of the then 22 park systems consolidated to form the Chicago Park District. Substantial work was completed by 1942, when Federal funding, which had been used since the mid 1930s to maintain and enhance the system, ended. Due to the Depression, little construction occurred along the parks and boulevards from the late 1920s until World War II, except at the University of Chicago, which continued construction along the south side of the Midway Plaisance.

Chicago's park and boulevard system began with three independent park commissions chartered by the state of Illinois under separate acts of legislation passed in 1869. These three were: the South Park Commission,

[83] Daniel Bluestone. Letter to Susan Benjamin dated May 17, 2011.

the West Chicago Park Commission and the Lincoln Park Commission. The legislation mandated the creation of a park and boulevard system. In 1934 the three individual park districts, along with 19 smaller park districts subsequently created, were consolidated into a single agency, the Chicago Park District. .

The South Park Commission initially created the 1055-acre South Park, now Jackson and Washington Parks, and the Midway Plaisance. Its early boulevards were: Grand Boulevard (S. Dr. Martin Luther King, Jr. Drive), E. Garfield Boulevard, W. Garfield Boulevard, S. Drexel Boulevard, E. Oakwood Boulevard and S. Western Boulevard. Drexel Square connects S. Drexel Boulevard and Washington Park. Gage Park, McKinley Park, and Sherman Park were later added adjacent to the original boulevards.

The West Chicago Park Commission created Humboldt, Central (Garfield) and Douglas Parks. The boulevards that connected the parks were: S. California, S. Marshall, W. 24th, W. 31st, W. Douglas, S. Independence, N. Hamlin, S. Hamlin, N. Central Park, W. Franklin, N. Sacramento, N. Humboldt, N. Kedzie, and W. Logan. Independence Square connected W. Douglas Boulevard and S. Independence Boulevard. Sacramento Square connected N. Sacramento Boulevard and W. Franklin Boulevard. Palmer Square connected N. Kedzie Boulevard and N. Humboldt Boulevard. Logan Square connected N. Kedzie and W. Logan Boulevards.

The original intention of the three park systems was to connect the West Chicago Park System with the Lincoln Park System via Diversey Parkway. Diversey Parkway, which was under the jurisdiction of the Lincoln Park System, was never built out as a boulevard with a landscaped median. Thus only the South and West Park Systems became contiguous.[84]

Returned

Each of the three Commissions hired their own designers to lay out the original parks and boulevards. Although most of the plans were quickly established, implementation occurred more incrementally. After the consolidation of the Chicago Park District in 1934, substantial improvements were funded by the Works Progress Administration (WPA). These federal funds dwindled as America entered World War II. The Chicago Park District benefitted from this New Deal program until December of 1942, which marks the end of this nomination's primary period of significance. Most of the buildings lining Chicago's parks and boulevards fall within this time frame.

The secondary period of significance, for the buildings along the south side of the Midway Plaisance, extends to 1964. The secondary period of significance is important because after 1942 the University of Chicago developed a new series of buildings on the south side of the Midway. In 1959 the Laird Bell Law Quadrangle was designed by Eero Saarinen. Saarinen was an architect of equal stature to Henry Ives Cobb, who in the 19th-century laid out the quadrangles that established the planning concept for the university's subsequent development. In 1964 the School of Social Service Administration, designed by Ludwig Mies van der Rohe, was built. Saarinen and Mies are nationally recognized for their significance as were the earlier architects who designed buildings along the Midway Plaisance.

The Chicago Park District served as the steward for Chicago's Park and Boulevard System from 1934 until the Second Consolidation Act of 1959. Under this agreement the City of Chicago assumed control of the boulevards and transferred a number of municipal parks to the Chicago Park District. At that time a large collection of records and plans relating specifically to the boulevards were transferred from the Chicago Park

[84] The Lincoln Park Commission enhanced Lincoln Park and a stretch of Lake Shore Drive.

District to the City of Chicago. These records, unfortunately, have been lost.[85] The Chicago Park District discovered a cache of plans and drawings relating to the history of the parks, however, in 1987.

After the discovery of the historical plans and drawings, the Park District developed an historic preservation initiative that included generating a Multiple Property Documentation National Register Form entitled "*The Historic Resources of the Chicago Park District*," approved in 1990. This document established a context for all of the historic parks. Subsequent to its adoption, the Chicago Park District created individual National Register historic district nominations that fit within this context. Jackson Park and the Midway Plaisance were listed in 1972. The parks that were listed as part of the Multiple Property nomination include: Sherman Park (1990), Humboldt Park (1992), Garfield Park (1993), Lincoln Park (1994) and Washington Park (2004).

In 1985 the *Logan Square Boulevards Historic District*, comprised of W. Logan Boulevard, N. Kedzie Boulevard, N. Humboldt Boulevard, Logan Square and Palmer Square, was listed on the National Register. The Chicago Park Boulevard System Historic District nomination includes by reference all of the already-listed parks and the *Logan Square Boulevards Historic District*.

Douglas, McKinley and Gage Parks, although covered under the umbrella of the Multiple Property nomination, were not listed on the National Register by the Chicago Park District. The Chicago Park Boulevard System Historic District lists these three parks. It also includes the buildings surrounding all of the parks, including those that have already been listed in the Multiple Property nomination, and all of the boulevards and squares. This nomination goes beyond the story of the parks alone and beyond the narrative of a single segment of Chicago's contiguous park and boulevard system. It completes the story of that system by including all of its essential elements.

Returned

Early Parks Movement: The 1850s

As early as the mid-1850s Chicagoans began pressing for park development as they looked toward the future growth of the city. Although the city, which was incorporated in 1837, was less than twenty years old, with a population in 1850 of just under 30,000, there was already a need for a comprehensive park system. By this time, the city had relatively small parks, some of which had been created by real estate interests to boost property values. Among them were Washington Square (1842), Union Park (1853), Jefferson Park (now Skinner Park, 1850), and Vernon Park (now Arrigo Park, 1857). There were also two lakefront parks owned by the City of Chicago: Dearborn Park (1839) and Lake Park (1836), marking the beginning of what would become Grant Park. The early parks were developed in a piecemeal fashion and the city had no formal policies, nor a plan to create a more cohesive system.

Advocates warned that if provisions weren't soon implemented for the development of parks throughout Chicago there could be serious public health consequences. In 1853 an early citizen wrote several letters to the editor of the *Chicago Daily Tribune*, each entitled "A Plea for Public Parks." The writer presented strong arguments that there was still ample land available for parks to be built throughout the entire city. He suggested "…that there is need of relief to the interior sections of the city from the malaria which in the abundance of vegetation is wafted from the prairie…--from the unhealthy air which necessarily rises from the river with its

[85] Telephone interview June 4, 2010 by Gwen Sommers Yant with Bob Benjamin, former Chief Forester, City of Chicago Bureau of Forestry.

growing commerce—and from the noxious exhalations of the decaying pavement…the city demands as a means of drainage a source of pure air and a preservative of health the establishment of Parks."[86]

Landscape Influences: Parisian Parks and Boulevards and the Rural Cemetery Movement

At the same time as citizens were advocating for parks in Chicago, local newspapers published articles about the parks and boulevards of Paris. The French model served as an inspiration to Chicago's civic leaders. In 1853 Napoleon III appointed George-Eugene Haussmann to develop an innovative new plan for Paris that included the creation of broad tree-lined boulevards radiating through the city and connecting parks and other important locations. Baron von Haussmann dramatically reconfigured Paris to improve efficiency, provide better drainage and public lighting and to make the city more desirable for the burgeoning middle class. Hausmann's new boulevards captured the imagination of the world. Chicago papers reported glowingly of their civilizing influence and overall beauty. A Chicago newspaper of 1859 described the boulevards of Paris as "grand beyond description."[87] In 1867, the *Chicago Daily Tribune* reported that the garden of the Tuileries with the Champs-Elysees was "the finest urban promenade in the world."[88]

Many of Chicago's early park proponents were well-traveled, had visited Paris, and were familiar with European parks and boulevards. William Butler Ogden (1805-1877), a savvy and cultured resident of the north side of Chicago and Chicago's first mayor (1837-38), was a prime example. He was inspired by his travels to Europe in the early 1850s and sent letters to Chicago newspapers urging the creation of major institutions and amenities including public libraries, museums, parks and boulevards.[89] Such amenities, he argued, would not only promote quality of life and elevate real estate values, they would give Chicago a competitive edge over rival cities. Parks and boulevards created elegant natural settings for costly private dwellings in the affluent neighborhoods of European cities. In Chicago, where the geography of its flat plain afforded virtually no natural sites to attract high-end development, parks and boulevards would provide these distinguishing characteristics and be magnetic. Despite Ogden's vision for Chicago, the city did not yet have any formal policies or legislation that would enable the development of a comprehensive park and boulevard system.

Returned

With the deficit of parkland, people in Chicago often visited local cemeteries to commune with nature. There was a trend, particularly in eastern cities, known as the rural cemetery movement, in which burial grounds were designed as beautiful green spaces to provide solace and refuge for the living. Mount Auburn, the first rural cemetery, was begun in 1831 outside Boston.

Chicago's oldest rural cemetery, Oak Woods, was incorporated in 1853 and designed by "arguably the foremost cemetery designer in the United States in the 19th-century," Adolph Strauch (1822-1883).[90] Strauch was the designer of the seminal Spring Grove Cemetery in Cincinnati. His revolutionary "lawn plan" aesthetic, with its emphasis on a unified landscape treatment and well-designed outbuildings, was admired and studied by his contemporary Frederick Law Olmsted as well as by the succeeding generation of landscape masters,

[86] "A Plea for Public Parks," *Chicago Daily Tribune*, April 8, 1853, p. 2
[87] The Boulevards of Paris," *Chicago Times*, May 14, 1859.
[88] *Chicago Tribune,* 1867. Exact date unknown. Clipping Collection, Chicago Park District.
[89] Ogden's letters appear in the *Daily Democratic Press,* 26 January, 20 February, 23 March and 26 June, 1854. Daniel F. Bluestone, *Constructing Chicago.* New Haven: Yale University Press, 1991. p. 22, 212.
[90] Noel Dorsey Vernon. "Adolph Strauch: Cincinnati and the Legacy of Spring Grove Cemetery." Midwestern Landscape Architecture: Edited by William H. Tishler. Chicago: University of Illinois Press in cooperation with Library of American Landscape History/ Amherst, Massachusetts, 2000, p. 5.

including Ossian Simonds.[91] Simonds would recall that "Olmsted used to say that when he needed inspiration he visited Spring Grove."[92] Picturesque landscaped cemeteries were developed on the outskirts of Chicago in the late 1850s and early 1860s by many of the elite gardeners and civic leaders, including Paul Cornell, who would also play major roles in first advocating for, and then carry out, the creation of the parks and boulevard system.[93]

The rural cemetery movement was important to the development of Chicago's park and boulevard system. These cemeteries exposed to the upper and middle classes the new naturalistic style of landscape and predated the parks as a place for pastoral strolls. In addition, the visitors and cemetery developers, including Cornell, would form a constituency for development of parks and boulevards in Chicago. The cemeteries also set a standard for design excellence in public landscapes because of the talent of their designers, who included future west parks designer, William Le Baron Jenney.

Importance of Real Estate Interests

Chicago real estate speculators and developers, such as Paul Cornell on the south side and Isaac Hitt of Hitt, Harden and Hitt on the West side, played a pivotal role in the development of the city's park and boulevard System.[94] Writing in 1884, historian A.T. Andreas underscored the role of these real-estate men, "This class of our citizens, by their energy and foresight have been among the most earnest promoters of the park system, and to their indefatigable perseverance the success of the movement may be largely ascribed…."[95]

Returned

The father of the south park system is generally identified as Paul Cornell, the founder of Hyde Park. In 1853 Cornell had purchased the initial 300 acres for his community seven miles south of the city center. The coming of the railroad to Chicago in the early 1850s spurred the creation of many suburbs radiating from the city. Cornell sought competitive advantage among these for his vision of a cultured, sylvan, industry-free community, accessible to Chicago, for middle and upper class business and professional men and their families. Thus, he adopted as one of his principle development strategies the creation of parks connected to the city by landscaped boulevards. The very name of the community was derived from Hyde Park, London, an urban locale of pleasure grounds and boulevards. [96]

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[91] *Ibid.*
[92] *Ibid*.
[93] The treasurer of Oak Woods Cemetery, located south of the city, was Hyde Park real estate developer Paul Cornell, who would go on to help establish Chicago's south park system. A similarly civic-minded real estate speculator, Thomas Barbour Bryan, purchased 80 acres on the city's north side in 1861 to create a beautiful burial ground so he could properly inter his son. It was named Graceland Cemetery. It evolved over a period of years, benefitting from a host of talented landscape professionals, including future west parks designer William Le Baron Jenney and Ossian Cole Simonds. Known for Contributing to the development of the Prairie Style in landscape architecture, Simonds created an environment at Graceland Cemetery that gave it national significance. He also served as the consulting landscape gardener for Lincoln Park for a series of years between 1903 and 1921.
[94] Everett Chamberlin. *Chicago and its Suburbs*. Chicago: T. A. Hungerford & Co. 1874. pp. 313-336. Chamberlin lists many names of developers along the South and the West park systems.
[95] A. T. Andreas. *History of Chicago from the Earliest Times to the Present in Three Volumes*. Chicago: A. T. Andreas, 1884, p 172.
[96] Jean Block. *Hyde Park Houses* Chicago: University of Chicago Press, 1978, p. 6.

Hitt, a West Chicago Park commissioner, owned many blocks of land in the Humboldt Park and Humboldt Boulevard area. William Ogden owned a substantial amount of land around Sacramento Square. These men, along with Cornell, were among the most earnest early promoters, recognizing the integral relationship between the establishment of beautiful parks and boulevards and the opportunity to make huge profits. This positive relationship between parkland and the desirability of real estate was of utmost importance to the creation of a system of parks and boulevards in a city historically obsessed by speculation and in which real estate underlay the largest fortunes. The creation of New York's Central Park in the 1850s had demonstrated the principle of adjacent real estate appreciation on a grand scale. Boulevards, later referred to as "parks strung out," would improve the scenic value, but they would also spread the financial benefit of living along a park to a greater number of property owners.[97]

Arguing that land should be acquired both in the city and beyond the city limits where it was less expensive, park advocates also created a constituency favoring the creation of a park system by tapping into a new generation of mid-19th-century middle and upper class residents. These residents were hungry for the physical, moral and mental separation of work and home—but within a comfortable distance of city conveniences. Migration away from city centers was already a pattern of the "more fortunate classes" in Paris, London, Vienna, Berlin, New York, Boston and Philadelphia.[98]

Escalation in real estate values along parks and boulevards in Chicago did indeed come to pass. Writing in 1874, historian Everett Chamberlin noted that "...the south and west parks have been for five years the principal stimulus to land speculation and investment and the key to the situation of the Chicago real estate market."[99]

Returned

But, the boulevards offered the public more than just scenic improvements and real estate appreciation. They resulted in comfortable, well-constructed paved roadways for a city used to coping with ruts in the dry season and mud in the wet season. The boulevards also created systematically planted, tree-lined streets that gave a modern, cosmopolitan air of sophistication to the city. If imitation can be equated with financial approbation, it is interesting to note that some of Chicago's large developers, such as Samuel E. Gross and Samuel J. Walker, would ultimately follow the park commissioners' example of coordinated tree plantings along the boulevards by offering the same in their developments along prestigious Michigan and Ashland Avenues.[100]

Social Betterment

Many of Chicago's early civic leaders, like William Ogden, were concerned about the corrosive effects of business pursuits on the social character of the city.. They felt that the antidote was close contact with the natural landscape, the effect of which was to ennoble the individual character and foster a more tranquil and virtuous state of mind.[101] They were also serious gardeners themselves, with landscaped grounds around their homes. An organizer of the Chicago Horticultural Society who would play an important role in the parks movement was Jonathan Y. Scammon (1812-1890): pioneer Chicagoan, wealthy lawyer, connoisseur of art and literature, railroad promoter and friend of Abraham Lincoln. Scammon was also owner of one of the city's most

[97] *Chicago Tribune*, June 16, 1872. Cited in Bluestone, *Constructing Chicago*, p. 54.
[98] Victoria Post Ranney. *Olmsted in Chicago.* Chicago: R. R. Donnelly & Sons, 1972, p 11.
[99] Chamberlin. *Chicago and Its Suburbs*, p.313.
[100] Bluestone, *Constructing Chicago*, p. 52.
[101] *Ibid*. p.9.

renowned private gardens, located to the south of the city in Hyde Park.[102] Naturalistic landscapes like that belonging to Scammon, were removed from the city but located near enough for their owners to enjoy the city's benefits. The park and boulevard system would offer the general public these same attractions.

In addition to cultivating good character, parks and boulevards were hailed as a vehicle for social harmony. They afforded the opportunity for classes to mix in a shared urban space through promenading and other leisure activities. Chicago's lakefront park (today Grant Park) and Michigan Avenue had, by the 1840s, become a small stage on which residents practiced the custom of promenading. In both European and major eastern cities, this custom had been performed since the beginning of the 19th-century in grand urban settings such as Battery Park in New York, Charleston's Battery and Philadelphia's Fairmount Park. In reality, promenading was an upper and middle class pastime of see-and-be-seen. Promenading as a concept, however, with its attendant associations of intermingling and class harmony, gave parks and boulevards broad intellectual and social appeal in Chicago, a fast-growing city of native-born and immigrant newcomers. As the city grew, promenading was to become a favored activity in the new parks and boulevards system.[103]

Concern for Public Health

By 1860 Chicago's population had escalated to over 110,000, more than tripling since 1850. As the pace of population growth and real estate development accelerated in the 1850s, so did awareness of the associated psychological, social and health problems they brought. Population growth also brought an expanded awareness of the idea that parks served as a healthy antidote to these problems.

Returned

Dr. John Henry Rauch (1828-1894), played an important role in spurring the parks movement. Rauch was an articulate spokesman for the positive role parks could play in the health of the city. He linked public health and parks through his study of the public health threats created by the city's lakefront cemetery, which was partially incorporated into what became Lincoln Park. The public health controversy surrounding the creation of Lincoln Park led to broadened awareness of the need for a more systematic approach to the creation of parks in all three divisions of the city.[104]

Creating Legislation for the Park and Boulevard System

The Civil War put direct advancement of the parks issue on the back burner, but it provided an indirect benefit. During the Civil War the national and local organizing efforts of the United States Sanitary Commission, the forerunner of the American Red Cross, brought together a group of capable and civic-minded men who saw the importance of parks to the health of city dwellers.[105] Most notably, the group included Ezra Butler McCagg (1825-1908) whose wife was William Butler Ogden's sister and whose law partner was south side park proponent Jonathan Scammon.[106] Frederick Law Olmsted (1822-1903), the famous landscape

[102] *Ibid.*
[103] Bluestone, *Constructing Chicago*, p.18.
[104] In the 1850s Rauch's detailed studies and activism had aroused not only influential organizations and people, but the general public. Rauch impressed on north side citizens the public health threat caused by decaying bodies in shallow sandy graves on the lakefront, threatening the spread of cholera and small pox through the city's water supply. An unused portion of the lakefront City Cemetery was designated as Lake Park in 1860. In 1865, after the assassination of president Abraham Lincoln, the park was renamed Lincoln Park, with Swedish landscape gardener Swain Nelson creating the original plan for the park.
[105] The Sanitary Commission was formed during the Civil War with the mission of coordinating relief for wounded soldiers.
[106] Victoria Post Ranney, ed. *The Papers of Frederick Law Olmsted* . Baltimore: Johns Hopkins University Press, 1990. pp 427-433

architect who designed Central Park, was chosen to head the national organization.[107] A Chicago branch of the Sanitary Commission was soon formed with McCagg, serving as president. He and Olmsted formed a close friendship and McCagg soon became a leader in the parks movement.[108] Olmsted enjoyed the hospitality of McCagg's north side home, including its handsomely-landscaped grounds and extensive hothouses.

In 1867 Scammon entrusted McCagg to draft the first bill submitted to the Illinois legislature attempting to establish a park south of the city.[109] According to historian Daniel Bluestone, Scammon suggested that the "bill be based on New York's Central Park Statute."[110]

As south side proponents were crafting their first attempt at park legislation, there was a broader awareness of the need for a citywide system of parks and boulevards. In 1866 the *Chicago Times* had published an illustration of a 14-mile system of "Drives and parks for Chicago." The article stated that this project would give Chicago "the finest drives, parks and building sites on the continent." The plan, which is simple and rectilinear, shows building lots lined with a drive and parkland that forms a squared-off arc extending along the north, west and south sides of the city. Roads lead out from the center city and link to the proposed system of lots and parkland. This early vision foreshadows the development of a park and boulevard system that would surround the city.[111]

Although the first park bill was defeated, the park movement was gaining momentum.[112] Immediately after the Civil War the persuasive Frederick Law Olmsted sparked the interest of yet another pivotal Chicagoan during an 1865 meeting in Yosemite Valley: Chicago's William Bross. Bross was the owner of the *Chicago Tribune*, a city council member and Lieutenant Governor (1865-1869) at the time that the parks legislation was finally passed. Bross later described the conversation he had with Olmsted:

> …we discussed nothing so much…as the Central Park of New York. And both Colfax [Speaker of the U.S. House of Representatives] and Olmsted agreed with me that nothing was needed to make Chicago the principal city of the Union but a great public improvement of a similarly gigantic character. My return being hastened by my ardent desire to have the thing attended to, I at once consulted the principal citizens of Chicago.[113]

Returned

By 1868, the south side leaders were revising their bill and citizens on the north and west sides were drafting legislation for new parks in their areas. Concerted efforts to unify the three systems were under way. An article titled "Parks and Boulevards" was published in the *Chicago Tribune*, January 24, 1869, supporting a plan for a connected system. It states: "this grand highway, when planted, will form a handsome connection between the several parks and the several divisions of the city. It will, in fact, so connect all the public grounds as to make them practically but parts of a continuous park extending around the entire limits of Chicago."[114]

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[107] Olmsted was chosen to head the United States Sanitary Commission as general secretary. This was because of the extraordinary skill he demonstrated in the organization of work and personnel involved with the construction of Central Park.
[108] Victoria Post Ranney, ed. *The Papers of Frederick Law Olmsted,* p. 24.
[109] Bluestone. *Constructing Chicago*, p. 26.
[110] *Ibid*. p. 26.
[111] *Ibid*. p. 21.
[112] Voters defeated the 1867 park legislation for several reasons. These included disagreement over the specific location of the park by south side interests and working class resistance to paying higher taxes for a park, especially one far removed from their neighborhoods.
[113] Bluestone, *Constructing Chicago,* p. 26.
[114] "Parks and Boulevards," *Chicago Tribune*, January 24,1869,

For many decades, historians have credited civic booster John S. Wright with the original idea for Chicago's interlinking park and boulevard system. In 1914, the *Chicago City Manual* published a lengthy essay entitled "The Public Parks of Chicago: Their Origin, Former Control, and Present Government," which includes an opening statement under the heading: "The Prophet John S. Wright." This essay suggests that in 1849 a local newspaper printed a letter from Wright in which he presented a grand vision to "surround the city with a magnificent chain of parks and parkways that have not had their equals in the world."[115] Although this quote has been published many times, Julia Sniderman Bachrach, Chicago Park District historian, believes it is doubtful that the ambitious scheme had been proposed by a single individual or at such an early date. And even if Wright did present this visionary scheme, credit for the inception of the city's seminal park and boulevard system clearly goes to a larger group of park advocates including Cornell, Rauch, Scammon and McCagg.[116]

The three separate park bills were passed by the Illinois legislature in 1869, creating the South, West Chicago and Lincoln Park Commissions. The three commissions would act independently, but with the goal of creating a continuous park and boulevard system to encircle the city. Unfortunately this goal was never totally realized. The combined effect of early funding constraints and litigation affecting the Lincoln Park Commission hindered the opportunity to develop Diversey Parkway as a boulevard that would join Lincoln Park and a section of Lake Shore Drive to the West Chicago Park System.[117]

Within six months of the passage of the park legislation, the editor of *The Land Owner*, a local real estate newspaper wrote excitedly, "Our grand system of parks will be the finest in the world before the next quarter of a century…"[118] In March 1871 he wrote:

> When the citizens of Chicago, with a clearness of vision and foresight scarcely ever equaled, voted upon themselves heavy taxes for the purpose of purchasing ground, laying out and improving a system of parks and boulevards, they had in their minds eye a future for the city that events are corroborating even faster than the most sanguine believer in our greatness anticipated.[119]

Returned

THE GROWTH OF CHICAGO AND ITS IMPACT ON THE PARK BOULEVARD SYSTEM HISTORIC DISTRICT: 1869-1893

By 1869 Chicago was already a city of accomplishment. As a major trading port and railroad hub Chicago prospered and had grown tremendously during the Civil War. In the years immediately following the war the city's leaders foresaw that Chicago would continue to play a preeminent role in the nation's commerce. The city's cultural life began to expand as well, with museums, libraries and theaters all beginning to take shape in the 1860s.[120]

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[115] *Chicago City Manual*, 1914, p. 7.
[116] This recent scholarship is attributed to Julia Sniderman Bachrach, historian for the Chicago Park District and author of *The City in a Garden: A Photographic History of Chicago's Parks* (Revised edition). Chicago: Center for American Places at Columbia College, in press,2011.
[117] Lake Shore Drive was listed as part of the Lincoln Park Historic District National Register nomination.
[118] *The Land Owner*, v. I, no. 3 (9/1869), p.60.
[119] *The Land Owner*, v. III, no. 3 (3/1871), p.75.
[120] For example, the Chicago Academy of Sciences was founded in 1857 and chartered in 1865; the Art Institute grew out of the Chicago Academy of Design that was founded in 1866, and theatres had long been a presence in the city, notably the McVickers' Theatre that burned in the fire of 1871.

At the same time as the state legislature created the park systems they also enabled Chicago to annex a vast area of land. This annexation, to the west, was to contain all three of the parks—future Humboldt, Garfield and Douglas—and all the boulevards for the West Park System. While the city was annexing land to accommodate growth, residential development continued to move westward and southward.

On October 8, 1871, Chicago suffered a disastrous fire that destroyed an area 3-1/2 miles square including the city's business district and leveled 18,000 buildings. Following the fire, the city's expansion began to boom, with the city's population jumping from 300,000 in 1870 to 500,000 in 1880. By January of 1872 *The Land Owner*, which hadn't been published since August 1871, was back in print and resumed its promotion of real estate development throughout the city, including news about the parks and boulevards in each monthly issue. In April 1872 the editor predicted a 33% population growth in the coming year and urged the park commissioners to push ahead with the work on the parks so "that the public may have a place to take themselves and families for recreation, out of the turmoil and dust of the city, to breathe a little pure air, and give a pleasant relaxation to overtaxed brains and muscles."[121] It was also hoped that the fresh air would encourage the public to purchase house lots and houses, since real estate promotion was an important part of the park and boulevard scheme from the very beginning. During this time, the West Chicago Park Commission was being formed.

The South Park district, also being formed, was contained within three separate towns, South Chicago, Lake and Hyde Park. These would not be annexed until 1889, when the city incorporated vast land areas on all three sides totaling 125 square miles and adding nearly a quarter of a million residents to Chicago.[122] By 1890, Chicago's population topped 1 million.

Returned

With the topography so flat and empty, the grid made the siting of the parks and boulevards relatively straightforward. By the 1860s Chicago's grid was already in place, with major roadways following the section lines of the Northwest Ordinance Survey. Some of these roads would be widened to become boulevards along the city's park and boulevard system. The only diagonals in this framework were the waterways, the old plank roads of the original settlers (including Ogden Avenue and Milwaukee Avenue) and the radiating spokes of the railroads. From their start in 1848 the railroads had expanded rapidly, with Chicago quickly becoming the hub for all mid-continent freight and passenger operations. By 1869 ten railroad lines ran out of the city and two additional lines ran north and south through the near west side. Several of these lines were already providing commuter rail service to the suburbs.[123] In addition, there were horse-drawn streetcar lines which would continue to expand their range throughout the early years of the park and boulevard development. The parks and boulevards had to fit within this existing and expanding transportation framework as much as possible.

The railroads and streetcars were to have enormous impact on both the character and the pace of development in and around the parks and boulevards. The railroads were used to bring raw materials to the parks to improve the soils, build fences and lay drainage pipes, construct waterways and bridges and build buildings. But the railroads also crossed the west boulevards in nine places and the south boulevards in two, creating hazardous conditions for these planned pleasure drives. The story of the parks and boulevards is one of frequent negotiation with Chicago's railroad operators, streetcar lines and, eventually, elevated railroads. Railroad viaducts are still a defining feature of many boulevards and in almost every instance the last boulevard

[121] *The Land Owner*, v. IV, no. 4 (4/1872), p. 50.
[122] *Encyclopedia of Chicago*. Chicago: University of Chicago Press, 2004, pp. 22-23.
[123] West Chicago Park Commission, *Second Annual Report*, 2/28/1871, p.53.

sections to be developed were ones that either had intractable disagreements over right-of-way with a railroad or that did not have adequate streetcar service to encourage residential development.

In addition to the street grid and the railroads, the other important defining feature for Chicago's parks and boulevards was water. Throughout both the south and west systems the land was flat and swampy and the soil was poor. Drilling wells to provide water for the newly-planted landscapes and trees, draining water from the flat, hard soils, and creating new bodies of water where none had existed were all projects that were part of the earliest planning and development efforts in the park and boulevard system.

THE SOUTH PARK SYSTEM: 1869-1893

Legislation in 1869 created the South Park Commission, which immediately set out acquiring lands legally specified for a large park and connecting boulevards. They hired the nation's leading landscape architectural firm, Olmsted, Vaux and Co., to design the system. Despite early financial challenges, it began to be built out from the most populated areas to the least, with construction on the boulevards taking place first. Horace William Shaler Cleveland was hired in 1872, after some work had begun, to implement the plans for the South Park System. Work progressed on S. Drexel, Grand (now S. Dr. Martin Luther King, Jr. Drive), E. Oakwood, E. and W. Garfield and S. Western Boulevards. A fountain was constructed in Drexel Square. Landscaping, drainage, roadways, sidewalks and utilities were given continued attention. The system was completed in time for the 1893 World's Columbian Exposition, which was held in the then largely undeveloped Jackson Park and Midway Plaisance.

Returned

Legislation Creating the South Park System

The initial acts creating the South Park Commission were approved by the Illinois legislature on February 24 and April 16, 1869. These acts were subsequently approved by a vote of the people of the towns that the Commission would serve—i.e. South Chicago, Hyde Park and Lake, a geographic region spanning from the Chicago River south to 138th Street and from Lake Michigan west to Cicero Avenue.

As chartered by the State of Illinois, the South Park Commission was an independent agency and responsible for the largest of the three park districts created in Chicago in 1869. The lands under its jurisdiction were specified in the legislation. They were comprised of a 1,055-acre park, initially referred to as "South Park" (but subsequently called Jackson Park, Washington Park and the Midway Plaisance), and boulevards that would become Grand, S. Drexel, E. and W. Garfield and S. Western. The boundaries would be amended in 1872 to include Drexel Square and E. Oakwood Boulevard.

The act also provided for a board of five members, the South Park Commission, which was empowered to acquire, administer and maintain the system. The first South Park Commissioners were appointed by the Governor on April 16, 1869. They were Judge John M. Wilson, Leverett B. Sidway, Paul Cornell, Chauncey T. Bowen and George W. Gage. The Commissioners were wary of this method of appointment. They preferred "to secure as far as possible the selection of good men and to keep the administration out of politics." [124] Thus, legislation the next year provided that the appointment of future board members would be made by the judges of the Cook County Circuit Court. The logic was that more than one party was represented and the judges,

[124] South Park Commissioners, *Report of the South Park Commissioners for a Period of Fifteen Months from December 1, 1906 to February 29, 1908, inclusive,* Chicago, 1908, p.66.

"rank[ing] considerably above average men," would ascertain the qualifications of potential appointees. According to Sidway in 1908:

> It would, I imagine, be difficult, even if possible, to find another great city corporation controlling the employment of so many men and expenditure of so much money, which had for about forty consecutive years kept as free from all political influences as had the South Park Commission, or whose administration has met with so little criticism by the people.[125]

The South Park commissioners of this period, and well into the 20th century, were generally civic-minded, capable and dedicated, many serving for long periods of time. A number of them were well known and respected leaders of their day in the areas of banking, law, industry and real estate. The commissioners included: John M. Wilson one of the original members, who, when appointed, was the former Chief Justice of the Superior Court of Chicago (served 1869-1872); Paul Cornell,(served 1869-1883) real estate magnate Potter Palmer (served 1871-1874); the powerful president of the Union Stock Yards, John B. Sherman (served 1877-1902); philanthropist and civic leader Charles Hutchinson (served 1906-1924) and Judge John Barton Payne (served 1910-1924) whose leadership in the National Parks movement led to his serving as Secretary of the Interior in the cabinet of President Woodrow Wilson.

The Designer: Olmsted, Vaux & Co.

Returned

Soon after passage of the parks legislation Dr. John Rauch wrote Frederick Law Olmsted that he was working to have Olmsted make a comprehensive study of all of the Chicago parks, a possibility Olmsted relished. But it was not to be.[126] Instead Olmsted, Vaux & Co., the nation's most experienced and prestigious landscape architecture firm, was hired in 1869 by the South Park commissioners to prepare plans for the parks and boulevards in their system. While the legislation creating the South Park System specified the location of parkland and boulevards, the design was left to the commissioners.

Frederick Law Olmsted and his English partner Calvert Vaux (1824-1895) had received wide-spread acclaim for their design of Central Park. The naturalistic style they developed put them in great demand. Olmsted, like sophisticated early Chicagoans, had traveled to Paris in the 1850s and was enamored with what Baron von Haussmann had achieved there. In articles he sent home documenting his European travels, Olmsted described the city's new boulevards, particularly noting the beautiful new avenue de l'Imperatrice (now avenue Foch). Olmsted carried the idea and the image of Haussmann's boulevards back to America and ultimately to Chicago.

Olmsted first came to Chicago in 1863 to examine the wooded area on the banks of the Des Plaines River ten miles west of the city that was the proposed site for the new suburb of Riverside. His plan of curving picturesque streets around a central park and train station included a proposal to build a parkway connecting the suburb to the city. He hoped to provide a transportation alternative to the train as well as a pleasure drive for those traveling over the bare, flat prairie between Chicago and his garden-like suburb.[127] Although the streets

[125] *Ibid.*
[126] Victoria Post Ranney. *Olmsted in Chicago*, p. 16.
[127] The original Northwest Ordinance Survey Map of Chicago shows the grove of trees at Riverside as the first shady spot west of the Chicago River.

were in place, the boulevard Olmsted envisioned connecting Chicago to his garden suburb was not to be fully realized.

The Plan

Calvert Vaux consulted with the South Park commissioners in October 1869 while he was in Chicago working on the design of Riverside. The South Park commissioners were occupied with acquiring park land and so set the first priority for the landscape firm to be surveys, plans and specifications for the two boulevards that would provide the link between the 1055-acre park and the city to the north. These two boulevards would later be called S. Drexel and Grand boulevards.[128] Six months later, in April 1870, the partners were hired to design South Park. Within the month the firm ceased working on Riverside and focused their attention on the South Park project.

Following a careful topographic survey, Olmsted and Vaux submitted a 53-page report and detailed plan in 1871. The report was compelling not only philosophically, in its well-written advocacy of the need for parks, but also in the quality, complexity and clarity of its planning and design vision. Emphasizing many of the purposes that inspired the creation of Chicago's park and boulevard system, Olmsted and Vaux nurtured a vision of Chicago as one of the future great cities of the world and the south side as the most prosperous section of it. The partners urged the commissioners to seize the opportunity afforded by their blank slate of undeveloped land to design and build a system that would meet the needs of a city that would eventually encompass the entire South Park system. Furthermore, they urged the commissioners to envision their project as one part of a system essential to the improved health, attractiveness and prosperity of the whole city of Chicago. With wisdom born of experience, Olmsted and Vaux advocated honesty and commitment to quality so that the south park system would be commensurate with the future greatness of the city and would not be compromised in the short-term by corruption or public stinginess.

Returned

Throughout the document, Olmsted and Vaux repeatedly state that a well-executed plan would promote economic gain. They cite as examples both New York's and Brooklyn's experience with the "great increase in the value of real estate" once Central Park and Prospect Park were opened. They noted that the "character of the improvements…really advance(d) the rank of the city in the public estimation and suddenly caused a new class of expectations to be formed of its future…"[129] Their report contrasted this result with the experiences of Baltimore and Philadelphia, whose "more superficial and commonplace" improvements produced "no very extraordinary increase of value in neighboring real estate."[130] The South Park commissioners would follow the successful development path of New York's Central Park and Brooklyn's Prospect Park,

The Olmsted & Vaux report further urged the South Park commissioners to recognize and capitalize on new urban trends. They write in the report that the new park, though located outside the city, would ultimately serve as more of an urban park, and explained why with insights from their experience. Olmsted and Vaux had designed Central Park to be at the center of a city of "two millions," but when it was built it seemed remote to most New Yorkers.[131] Citing the new trend of suburban expansion outside the city, Olmsted and Vaux put the

[128] Victoria Post Ranney. *Olmsted in Chicago*, p. 27.
[129] Olmsted, Vaux & Co., Landscape Architects, *Chicago South Park Commission Report Accompanying Plan for Laying Out The South Park*. Chicago: Evening Journal, Book and Job Printing House, 1871. pp. 19-43.
[130] *Ibid*. p. 44.
[131] Charles E. Beverage & Carolyn R. Hoffman, eds. *The Papers of Frederick Law Olmsted: The Years of Olmsted, Vaux & Company, 1865*-1974. Baltimore: Johns Hopkins University Press, 1992. p.551.

development of the South Park system in a broader urban planning context. They explained that people who were to move to lots along the parks and boulevards would expect a more desirable place to live. These expectations included improved healthfulness, larger lots, single-family homes distinctly separate from "commercial quarters," wide streets and public spaces. Parks, by improving drainage and visual quality, would also improve the value of surrounding residential property.

The plan Olmsted and Vaux unveiled for South Park was one that did not preserve nature as they found it. The site was not a promising one. In the words of South Park commissioner Leverett Sidway, it was "flat, sterile and uninteresting."[132] Olmsted, Vaux & Co.'s design, however, brilliantly played off the unpromising site's flat topography with meadows, its shallow water table with lagoons and its lakeside location with amenities that included a pier and promenade. Foremost of all was the concept that "the park of any great city, is [the]…antithesis to its bustling, paved, rectangular, walled-in streets."[133]

Within the park, Olmsted and Vaux provided for the simultaneous but mutually-exclusive pursuits of solitary contemplation of natural scenery and group activities. While the majority of spaces were designed naturalistically, there were a small number of formal settings, including promenade grounds and carriage drives. Olmsted and Vaux advocated against novelty features and urged the commissioners to hold fast to the main concepts of the plan: "simple visual unity and a subordination of detail to general effect."[134] Olmsted and Vaux also stressed that the fundamentals of drainage and turf and foliage health should always remain top priorities. The South Park commissioners would heed this wisdom over the succeeding twenty years as they created both the parks and boulevards.

Returned

The drawing that accompanies the 1871 plan is very detailed for the two parks and the Midway Plaisance but it shows only stubs of the three boulevards emanating from Washington Park. The written report did, however, supply details pertaining to the design of these three boulevards. Two principal approaches from the city led to the north corners of Washington Park.

The western approach, named Southopen Parkway in the report (later Grand Boulevard), "is described as being "planned more especially with reference to the rapid movement of a great number of persons driving, riding or walking, being planted openly with straight rows of clean trunked trees."[135]

The eastern boulevard described in the report was named "Southgrove Parkway" (later S. Drexel Boulevard). It was designed "with a view to more quiet and leisurely movements, and its principal feature is a walk or series of walks passing somewhat indirectly through a grove with frequent interludes of shrubbery, fountains and arbors to invite rest and contemplation."[136] Olmsted & Vaux were dissatisfied, however, with the way that the street was "at present laid down on the maps," turning "abruptly at right angles a few hundred feet away from the Park". They were equally critical of the "wholly inadequate" entrance where the boulevard met the park, concluding that "some considerable improvement will inevitably be required."[137] The report

[132] *Report of the South Park Commissioners*, 1908, p.61.
[133] Olmsted, Vaux and Co., Landscape Architects, *Chicago South Park Commission Report Accompanying Plan for Laying Out The South Park*. p.18.
[134] Olmsted, Vaux and Co., Landscape Architects, *Chicago South Park Commission Report Accompanying Plan for Laying Out The South Park*, p.XXX
[135] *Ibid.* p.28.
[136] *Ibid.*
[137] *Ibid.* pp. 51-52.

recommended this situation be remedied "before any houses are erected in the neighborhood." Citing as a model, the street in London between fashionable Pall Mall and Regent Street, Olmsted & Vaux recommended "an extension of the parkway on a scale commensurate with the importance of its position and having a marked artistic character of its own."[138] Dubbed the "Parkway Quadrant," this extension was a square cut diagonally by a curved road. "[T]he curved line of the approach," opined the firm, will "have a sufficiently bold sweep to be easy and agreeable in connection with the long straight line of Southgrove Parkway, and the main Park entrance to which it leads will be relieved of any appearance of awkwardness."[139] This advice would later be heeded and Drexel Square was created to serve as an elegant transition to Washington Park.

The third "grand approach" was located on the west side of the park (later Washington Park) where congregating spaces—such as a concourse for carriages, a music stand, grandstand and refectory—were planned. This congregating area was called "The Pavilion" in the report. Thus, "the grand approach from the west entering the park in front of the Pavilion was named "Pavilion Parkway" (later Garfield Boulevard) by Olmsted and Vaux.[140]

The report wisely concluded that, because improvements would be carried out over a long period of time, it was "not to be expected that a plan will be made at the outset so complete, that no additions to it or modifications of it in detail will be admissible…." The conclusion emphasized, however, that "it is of the utmost consequence that the essential ends should be clearly seen before the work is organized and that…these great ruling ends should be pursued with absolute consistency."[141] The South Park commissioners would heed this counsel as they proceeded to execute the plan.

Returned

Development and Construction of the Boulevards of the South Park System

The process of acquiring the lands designated in the 1869 legislation began almost immediately after the South Park commissioners were appointed; so too did the difficulties obtaining them. Original commissioner L.B. Sidway reminisced many years later that

> …hard times made the labor and responsibilities of the commissioners so great during the first six or eight years that I doubt if any one of us would have accepted the position if we had anticipated what had to be gone through with for the public good. I certainly would not.[142]

The main problems were insufficient funding, litigation, and financial setbacks associated with catastrophic local and national events.

From the beginning the commissioners were handicapped because of insufficient funding. Speculation caused the land to cost much more than was anticipated and the monies provided for purchase, improvement and maintenance were simply not adequate. In the early years the graduated assessment system (by which

[138] *Ibid.* p.51.
[139] *Ibid*. p.52.
[140] *Ibid*. p.29.
[141] Olmsted, Vaux and Co., Landscape Architects, *Chicago South Park Commission Report Accompanying Plan for Laying Out The South Park*, p.54.
[142] South Park Commissioners, *Report of the South Park Commissioners for a Period of Twelve Months from March 1, 1908 to February, 28, 1909, inclusive.* Chicago: 1909, pp. 58-71.

property contiguous to parkland bore the greatest tax burden) failed to bring in enough revenue because so much land was unimproved.

Just two years into the project came a multi-year stretch of hard times as a result of the Great Chicago Fire of 1871, followed by the national financial panic of 1873. The fire destroyed all the Commission's records, including the tax assessment roles, so no money was available until 1873. Immediately following the fire, operations were suspended for several months and Commissioners Sidway and Bowen used their personal savings and professional banking connections in Chicago and New York to help the commission meet its obligations. [143]

Litigation was also a source of delay, with challenges on a variety of fronts, including the validity of the south park legislation and the Commission's ability to levy taxes and assessments. Litigation over land purchase was also a source of expense and delay. Nonetheless, the Commissioners had acquired the majority of the lands by 1875 and work had actually begun on some sections of the boulevards of the South park System earlier.

Development of the south park system began with construction of boulevards. The major focus of the early Commissioners was on the boulevards, especially the two leading to the north end of Washington Park that would bring people from the city. Olmsted had strongly advised earlier clients of the wisdom of creating a direct approach into the park. Writing in 1867 to the chairman of the Committee on Plans of the Park Commission of Philadelphia, he explained:

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> A Park may…be well considered…and may yet incompletely fulfill its proper function in the general municipal economy of a great City, if…the approaches to it are of an indirect, meager and unattractive character, and liable to be so crowded by common commercial traffic, as to cause general inconvenience or even apprehension to the feeble, the timid or the weary….it is therefore very desirable that in connection with the general scheme in its earlier stages, a clear leading idea should be formed of an ultimate plan to be adopted in regard to the Streets that connect the Park entrances with the heart of the City….[144]

The overall strategy of the South Park Commissioners was "to begin at a point nearest the largest population and make all improvements continuous to the farthest point." Furthermore, "they … made no improvement at any point that could not be reached from the city over park roads."[145]

In order to implement their strategy the South Park commissioners hired Horace William Shaler Cleveland. In 1872, the commission was again functional following the devastation of the October 1871 Chicago Fire. Upon the recommendation of Frederick Law Olmsted, the Commissioners hired Cleveland as "Landscape Architect of the South Park and connecting Boulevards."[146] Olmsted's work and design philosophy were familiar to Cleveland, who had worked for Olmsted on Prospect Park. As reported by Cleveland, he was hired with the understanding

[143] *Ibid*., p. 60.
[144] *The Papers of Frederick Law Olmsted,* p. 232.
[145] *South Park: Acts of the General Assembly Relating to the same, and the collection of Assessments. Decisions of the Supreme Court Relating Thereto. Ordinances Synopsis of Improvements*. Chicago: Beach, Barnard and Co., Legal Printers, 1875, p.82
[146] *Report of the South Park Commissioner to the Board of the County Commissioners of Cook County* (1908), p.68.

> …that the plans furnished by Messrs. Olmsted and Vaux were to be carried out in their general features and that the work of designing and generally directing the details of ornamental arrangements and planting, was entrusted to me. The necessity of rigid economy was strictly enjoined upon me. I was instructed to confine myself exclusively to such works as were immediately and essentially necessary…[147]

By the time of Cleveland's arrival, the west boulevard leading to the park, later named Grand Boulevard,[148], had been created by widening existing Kankakee Avenue 132' to the west in accordance with the South Park act. [149] Then called South Park Boulevard, it extended two miles from 35th Street south to 51st Street. In 1873 its name would be changed again to Grand Boulevard, which it would be called through the first quarter of the 20th-century. Following precedents in Europe and Riverside, and as described by Olmsted in the 1871 report, Grand Boulevard was designed to move people expediently from existing neighborhoods north of the system into Washington Park. The design provided for formal plantings separating foot, equestrian, carriage and commercial traffic. Specifically, the 200'wide boulevard included a central 55'wide pleasure drive for carriages flanked by medians lined with rows of trees. These medians separated the main drive from the narrower side roads, which were intended for commercial traffic and which had adjacent parkways and sidewalks. Grand Boulevard opened to 345'wide where it entered Washington Park at its northwest corner.

Grand Boulevard was the boulevard most frequently traveled by carriages, not only "because of the length and width of the drive," but also "because of the display it afforded for fast driving."[150] Beginning in 1873, the eight mile per hour speed limit was suspended at appointed times to allow for fast driving. In 1874, the east side drive of Grand Boulevard was only open two days a week; by 1877 it was in constant use. In 1882 from 47th to 51st, the distance of one half mile, the east drive was made into a speeding track.

Returned

In 1878 an enormous hexagonal stone drinking fountain was erected at Grand Boulevard and 35th Street, where the boulevard was entered from the city to the north. The fountain was so large that 12 teams of horses could drink from it at once.

The construction of the east boulevard, named Drexel Boulevard by 1873,[151] was also underway by the time of Cleveland's arrival. Land for the thoroughfare's right-of-way had been purchased 100' on each side of a center line of the existing Drexel Avenue from 51st to 43rd Street. It continued northward and then diagonally 200'wide along the existing Elm Street (what is today the diagonal portion at the north end of S. Drexel Boulevard) until terminating at Oakwood Avenue.[152] In his report to the South Park commissioners at the end of the year, Cleveland explained that the original plan for the 1.5 mile-long boulevard envisioned a central, naturalistically ornamented space of 100 feet wide, arranged with paths, grass, trees and shrubbery. A portion of this space had been laid out but poorly graded and seeded. During construction of the flanking driveways it became necessary to take off 5' from each side of the central planting space, which in turn necessitated the , "making such changes of interior arrangement, that… it was deemed necessary to rearrange the whole design

[147] *Report of the South Park Commissioners to the Board of the County Commissioners of Cook County*. Chicago: Jameson & Morse, 1873, p 15.
[148] This west boulevard had been named Southopen Parkway in the Olmsted and Vaux report.
[149] Chamberlin *Chicago and its Suburbs*, p.321.
[150] *Report of the South Park Commissioners to the Board of the County Commissioners of Cook County*. 1882, p.8.
[151] This east boulevard had been named Southgrove Parkway in the Olmsted and Vaux report, Before being called Drexel Boulevard, it was known as Grove Parkway.
[152] *South Park Commissioners: Statutes and Special Ordinances*. Chicago: The Gunthorp-Warren Printing Co. 1908. p. 402.

which was one of the first duties I was called upon to perform."[153] By summer 1873 the entire median had been properly graded and a lush lawn had been developed, along with winding gravel paths and irregularly planted trees and shrubs. Thousands of visitors were drawn to Drexel Boulevard that summer.

The greatest excitement, however, was created by the "tasteful display of brilliant masses of flowers on the sections between 45th and 47th," with Cleveland recommending that such ornamental flower gardens be expanded at various points along this boulevard "as extensively as may be done, consistently with the necessary condition of constant care and supervision." In his year-end report to the Commissioners, Cleveland noted that "the sudden transformation of these grounds from a sandy waste…,was as great a surprise to the public as it must have been gratifying to you."[154] By the following year (1874), historian Everett Chamberlin described the construction of the street as essentially complete, with the 90' median flanking 40' carriage roads bordered by 15' sidewalks.[155] Through most of its history this street would be called Drexel Boulevard, but in the 1870s it was called Grove Parkway.

From 1873 until early in the 20th-century, Drexel Boulevard's extensive floral displays were renowned for their beauty and intricacy. The 1877 *Annual Report* called them the most popular feature of the south park system. By 1883 the *Annual Report* noted that the display had a national reputation—little wonder when, for example "new and unique designs" in the 1885 flower beds included the American flag, a sun dial and a portrait of General Grant. These designs ran contrary to Olmsted's idea of a naturalistic landscape for the boulevard, but the commissioners desired a showpiece and the South Park system's landscape gardener Frederick Kanst produced spectacular displays year after year. According to early Chicago historian Everett Chamberlain, the Avenue l'Imperatrice in Paris, considered the finest street in the world, was the model for Drexel Boulevard. [156] Winding walkways curved around flowers and shrubbery and were occasionally accented with trellises, rustic seats, fountains or vases. The South Park commissioners took care to control the cost and quality of bedding plants as well as of the large trees and shrubs. By 1875 enough greenhouses had been built by the commissioners to supply the plant material needed for the South Park system's walks and drives.[157] Also by this time, a uniform building line of 40' had been established for the entire length of Drexel Boulevard, while on each side of the street property holders had planted large elm trees.[158]

Returned

Olmsted & Vaux's recommendation to improve Drexel Boulevard's entry into the northeast corner of Washington Park was realized in 1872. The segment of existing 51st Street, that originally connected the south end of this boulevard with the park, was widened. First known as the "Drexel Entrance to Washington Park", it was described by Chamberlin as being 450' wide and extending an entire block from its east to its west side. Through most of its history however, the entrance has been known as Drexel Square.

As early as 1873 plans were being made for a large fountain at the south end of Drexel Boulevard in what came to be known as Drexel Square. A spectacular fountain was erected, but not until 1881, when the South Park Commissioners reported that those "public spirited gentlemen of Philadelphia," brothers Francis A. and Anthony J. Drexel, offered

[153] *Report of the South Park Commissioners to the Board of the County Commissioners of Cook County*, 1873, p.17.
[154] *Ibid.*, p. 12.
[155] Chamberlin, *Chicago and Its Suburbs*. p. 321.
[156] Chamberlin. *Chicago and its Suburbs,* p 323.
[157] *South Park: Acts of the General Assembly Relating to the same, and the collection of Assessments. Decisions of the Supreme Court Relating Thereto. Ordinances. Synopsis of Improvements*. Chicago: Beach, Barnard and Co., Legal Printers, 1875, p.82.
[158] Chamberlin. *Chicago and its Suburbs,* p 323.

"…a costly and superb bronze fountain in memory of their father, after whom the beautiful Boulevard is named. The design has been submitted to the commissioners and accepted by them. The location, in accordance with the wish of the donors is to be at the turn of the Boulevard at 51st St. The granite basin will be paced this winter and the fountain itself, now being cast at Berlin, will be in place, probably by mid-Summer."[159]

The year before, the commissioners had renamed Grove Parkway to honor Francis M. Drexel (1792-1863), a Philadelphia banker and early Chicago real estate speculator. Drexel had partnered in the subdivision of land along Drexel Avenue and had donated land for the street to help foster development of nearby property he owned. [160] By 1883 the life-size statue of Francis Drexel, which completed the $40,000 bronze fountain structure, was installed, as were the water connections. The sculptor of the piece was Philadelphia resident Henry Manger (1833-?), a German immigrant about whom relatively little is known. In 1888, the Drexel brothers paid an additional $5,000 for the granite basin of the Drexel Fountain to be enlarged 10' on all sides.

Following the successful examples set by Olmsted and Vaux's Central Park and Prospect Park projects, a small area at the north end of Washington Park, which was the end closest to the city, was also improved at the same time as the construction of the first boulevards. Consequently, by 1873 visitors could enjoy a pleasure drive of four miles along the two substantially-completed boulevards and through the north end of Washington Park. Horace Cleveland reported that Grand and Drexel Boulevards now presented "the appearance of well-kept grounds" so appreciated by the citizenry that they "throng there."[161] On Grand Boulevard an average of 3,000 carriages per hour were counted in 1873: in subsequent years these numbers would continue to rise.[162]

Returned

There was still a "much needed and beautiful connecting pleasure way from Grand Boulevard to Grove Parkway [Drexel Boulevard]."[163] It was to be Oakwood Boulevard, completed in 1877. The existing Oakwood Avenue was widened to 100' in accordance with legislation passed in 1871, two years after the original 1869 act.[164] The boulevard's "fine, smooth and clean driveway" was one-half mile long and 100' wide, with cobblestone gutters and 7.5' parkways on each side that were lined with a "large number" of elm and maple trees.[165] Sidewalks that were 10' wide flanked the parkways. Oakwood Boulevard was further embellished in 1878 when an ornamental cast iron fountain was erected in the wide, grassy, triangular space at its intersection with Drexel Boulevard.[166]

With the completion of Oakwood Boulevard, a circuit could be completed by citizens out to enjoy a continuous pleasure drive down Grand Boulevard, across the north side of Washington Park, up Drexel Boulevard and across Oakwood Boulevard. People could take their own carriages or rent them from the South Park system. A broad range of social classes took part in this outing, frequenting the boulevards and the parks and fulfilling the vision of Olmsted and Chicago's civic leaders. In 1876, responding to the desire of those who

[159] *Report of the South Park Commissioners to the Board of the County Commissioners of Cook County*. 1881, p. 15.
[160] Dan Rottenberg, *The Man Who Made Wall Street: Anthony J. Drexel and the Rise of Modern Finance*, p.47.
[161] *Report of the South Park Commissioners to the Board of the County Commissioners of Cook County*. 1872, p.19.
[162] *Ibid*., p. 15
[163] *Report of the South Park Commissioners*, 1877.
[164] Daniel F. Breen ed. *Historical Register of the Twenty-Two Superseded Park Districts.* Compiled under the supervision of the Division of the Secretary, Chicago Park District, by the Works Progress Administration. Project 30160. 1941, p.405.
[165] A. T. Andreas, *History of Chicago from the Earliest Times to the Present in Three Volumes*. Chicago: A. T. Andreas, 1884, p. 170.
[166] *Report of the South Park Commissioners to the Board of the County Commissioners of Cook County*, 1878, p. 9

did not own a carriage, the South Park commissioners began offering phaeton rides over the boulevard circuit at "a very moderate expense."[167] The response was overwhelming: "in the first 117 days of operation, 24,733 passengers paid ten cents each."[168] The rides became not only self-sustaining, but a source of income for until 1897.

Attention was also focused, in the early 1870s, on the improvement of Garfield Boulevard (55th Street), which was initially named Pavilion Boulevard, as suggested in the original 1871 Olmsted and Vaux report.[169] By the 1870s, most of the land had been acquired.[170] As specified in the original 1869 South Park legislation, 55th Street was widened an additional 134' to the south, making for a 200'wide boulevard, 3.5 miles long, from Washington Park west to Western Avenue. The boulevard was originally planned by the South Park commissioners to combine two different roadway configurations. Along the half-mile from Washington Park to S. State Street, it was to have a configuration like Drexel Boulevard, with a central median 90' wide flanking driveways 40' wide and, at the outer edge of each driveway, a 15' sidewalk. From S. State Street west to Reuben Street (later Ashland Avenue), a distance of 2 miles, the boulevard was planned in a configuration like Grand Boulevard, with a 75' central driveway flanked by 36' medians, a 24' roadway on each side and an outer 15' sidewalk, with enough parkway for rows of trees. The last mile, from Reuben Street west to Western Avenue, was to be improved the same as the first half-mile.[171] By 1874 the entire length of the boulevard had been graded with the 40' roadways as planned and with a 75'center roadway separated from the sideroads by medians. By 1877 it was decided that the 75' central roadway would be reduced to 50'. [172] Through the 1880s and early 1890s the medians and parkways would continue to be graded and planted out, sidewalks would be built and roadways would be surfaced as the buildout proceeded westward.

Returned

Western Avenue dates from the 1850s, when it was a plank road known as Blue Island Avenue. Western Boulevard, 200' wide, was constructed on land specified in the original 1869 South Parks ordinance as adjacent to and east of existing Western Avenue. By 1874 1.25 miles of the 3.1 miles of land selected for the boulevard by the South Park commissioners was left to be acquired. An idea of the relative isolation of its location at this time is obtained from the South Park commissioners' 1878 *Annual Report*. This report records that although "Western Avenue Boulevard's" central planting space was filled with trees almost its entire length, at the request of numerous owners the space was enclosed by a fence to protect the new trees from injury by roving cattle.[173] In 1875 it was part of a 15-mile driving circuit along the south park system boulevards that stretched from Western Avenue, through both Washington and Jackson parks to the lakeshore and along the Midway.[174] It was in keeping with the advice Olmsted had penned just two years before to the chairman of the Committee on Plans of the Park Commission of Philadelphia:

> Experience has also shown that the distance which can be passed over easily in the course of a pleasure drive is much greater than can be furnished in a City Park, …and it becomes desirable therefore, to

[167] *Ibid*., 1877, p 8.
[168] Bluestone, *Constructing Chicago,* p.57.
[169] In 1881 the name was changed to Garfield Boulevard upon petition of a large number of property owners. *Report of the South Park Commissioners,* 1881, p. 15.
[170] Daniel F. Breen, ed. "*Historical Register of the Twenty-Two Superseded Park Districts.*" p. 88.
[171] *Report of the South Park Commissioners to the Board of County Commissioners of Cook County*, 1874, p. 9.
[172] *Ibid.* 1877, p. 30.
[173] *Ibid*. 1878, p. 7.
[174] I*bid*. 1875, p.16.

prepare at the outset for an ultimate extension of the rural drive far beyond the boundaries of the Park itself.[175]

Chicago's South Park system would provide this experience. By 1882, Western's 40' wide east (boulevard) drive was open for travel from the Illinois & Michigan Canal to W. Garfield Boulevard. The boulevard continued to be improved through the remainder of the 1880s and the early 1890s with a crushed stone surface, gutters, catch basins, hydrants and trees.

In their execution of the South Park system's infrastructure, the Commissioners heeded Olmsted and Vaux's advice that proper drainage was as essential to success as well-constructed roadways. Thus from the outset, road beds were not only constructed "in the most substantial and durable manner" they were built with sewers.[176] The drainage system of Drexel Boulevard, for example, was completed by 1873, with a cement sewer pipe carrying off water from the road and planting surfaces and connecting with the Hyde Park sewer system.[177] In their 1874 *Annual Report*, the commissioners ask for the public's understanding of the expense and slow progress of creating "boulevards and drives" from "scarcely broken country roads" by echoing Olmsted and Vaux's conviction that sewers were "a most real, practical benefit to adjacent property owners." [178]

In the mid-1870s cement pipe gave way to improved brick sewers and catch basins. On Oakwood Boulevard this cost was borne jointly by the South Park commissioners and the Village of Hyde Park, with the system being connected to the village drainage system. Drainage in the less affluent Town of Lake was less sophisticated and arrangements for a permanent outlet for the drainage of Garfield Boulevard into the Illinois & Michigan Canal were not made until 1882.

Returned

Excellent road surfaces were as important as drainage. The boulevards were heavily used and over time, the South Park commissioners adopted road construction and surfacing methods to maximize their performance. Experiments with different materials were made prior to constructing Grand Boulevard, the first boulevard. There, they initially graded the surface then added cobble stone and applied a top dressing of screenings (marble chips) or Joliet limestone gravel. Gutters were covered by asphalt, cobblestone or blast furnace slag.[179] Crushed limestone macadam appears to have been the most common surfacing material for the boulevards in the 1880s and early 1890s. The ubiquitous cobblestone gutters of the 1870s and 1880s gave way in the 1890s to combined curbs and gutters made of granite concrete. The carriage-riding public eagerly took advantage of the new, improved roads.

Landscaping of the boulevards was, like drainage and road surfacing, given significant attention. Again heeding Olmsted and Vaux's advice, the South Park commissioners invested much time and effort into establishing new plantings and developing effective growth and management practices for them. In this regard, the employment of landscape professional Horace William Shaler Cleveland was a milestone. When he arrived in 1872 the only planting that had been done was on Grand Boulevard. The need for professional services there at this point was critical, as Cleveland's report that year attested:

[175] Beverage et al, *The Papers of Frederick Law Olmsted*. p.232.
[176] *Ibid.*
[177] *Ibid.*
[178] *Report of the South Park Commissioners to the Board of County Commissioners of Cook County,* 1874, p.7.
[179] Beverage et al, *The Papers of Frederick Law Olmsted.* p.322.

> The central drive-way had been made and a row of elms planted on each side in the center of the spaces reserved for the ornamental borders. The trees had been brought from the forest, and presented the gaunt and ill-proportioned appearance usual with such trees before they have had time to develop new foliage to conceal their spindling trunks and limbs. The borders in which they were planted had not been graded to a rounded surface, but presented the appearance of flat beds rising abruptly several inches above the level of the roadway. The attempt had been made to secure a growth of grass on these beds, but it had proved a failure, and their only covering was a growth of weeds and oat stubble.[180]

By the end of the year Cleveland had remedied the situation on Grand Boulevard, with the ornamental borders on each side of the main drive graded to a "gracefully curved surface" and the whole covered "with a rich sward" of grass.[181] In the early 1870s both Grand and Drexel boulevards were planted with large forest trees—principally elm, maple, ash and linden because they were known to be hardy.

As soon as possible, the South Park commissioners gained control of cost, quantity and quality by establishing their own nursery "in which such young trees and shrubs as were considered desirable for park purposes, were planted."[182] The able Frederick Kanst was hired for the job and by 1875 the commissioners could report: "This nursery has been a complete and perfect success, and now furnishes several thousand first class trees each season…."[183] Established in Washington Park in 1870, the nursery moved to increasingly outlying sites in the south park system. In 1882 it moved from the south end of Washington Park to the Midway Plaisance, and in 1892 it moved to Gage Park.

Returned

Trees were planted in formal "lines" in the parkway between the outer roadbed and the sidewalk and also, in some places, in the medians. Elms were very popular for this purpose and in the 1870s were planted along all the South Park system boulevards. By 1878 Grand Boulevard, the most formal, was finished along its entire length with six lines of elms in the medians on each side of the main roadway, a feat requiring 1,524 trees.[184] Hard maples, linden and ash also continued to be planted in association with the landscaping of the boulevards.

A great deal of energy went into developing effective establishment, growth and management practices for the soil and grasses of the boulevards and parks. Olmsted and Vaux had strongly driven home the point that healthy soil was one of the essential elements that must be achieved if the park system was to be a success. In his report of 1873 Cleveland described the method resulting in attaining a "rich velvet sward, as thick and firm as if the whole ground had been sodded." This required repeatedly plowing the soil, heavy dressings of stable manure, seeding, close cutting and watering from hydrants during drought.[185] For much of the period, manure was supplied to the South Park system from the nearby Union Stock Yards. On Drexel Boulevard lawn sprinklers were set out when necessary to keep new grass, shrubs and flowers fresh. Once established, the lawns of the boulevards were regularly mowed and kept in good condition.

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[180] *Report of the South Park Commissioners to the Board of County Commissioners of Cook County,* 1873, p.13.
[181] *Ibid*.
[182] *South Park: Acts of the General Assembly Relating to the same, and the collection of Assessments. Decisions of the Supreme Court Relating Thereto. Ordinances. Synopsis of Improvements*. Chicago: Beach, Barnard and Co., Legal Printers, 1875, p. 82.
[183] *Ibid*.
[184] *Annual Report of the South Park Commissioners* 1878, p. 9.
[185] *Ibid. 1873,* p.23.

Although Drexel was the boulevard most abundantly planted with flowers, others were as well. By 1875 the South Park commission had enough greenhouses to substantially increase the amount of flowers on the boulevards and in the parks. The following year the central median at the north end of Western Boulevard and Western Avenue, near the Illinois & Michigan Canal, was planted from 35th to 39th streets "in the same manner as on Grove Parkway [Drexel Boulevard], with trees, shrubs and flowers. The walks throughout the planting spaces were finished and graveled.[186]

Sidewalks laid along the boulevards during the period were generally between 8' and 10' wide. Until the 1890s, when concrete-based material began to be used for sidewalks on all the boulevards, S. Drexel and Grand Boulevards' sidewalks were stone, with bluestone and Euclid (Ohio) sandstone being specifically mentioned in the South Park Commissioners' *Annual Report*s. On Oakwood and Garfield Boulevards, clay and lake-shore gravel walks that had been laid in the 1870s were improved with asphalt or stone sidewalks in the 1880s. .[187] Walks winding through plantings on the medians ran the length of Drexel Boulevard, but were only in isolated areas on some of the other boulevards. These walks were generally crushed stone, but on Drexel, which received heavy use, they were improved in the early 1880s with asphalt. Granite crosswalks at intersections became common beginning in the late 1880s.

Utilities were incorporated in initial construction of the boulevards or they were integrated later into existing rights-of-way. Water pipes were being installed along Oakwood Boulevard by the town of Hyde Park in 1874. The South Park Commission was laying its own pipe for sprinklers the same year. In the mid-1870s no water main existed on W. Garfield Boulevard, but water was obtained from hydrants owned by the Town of Lake. Water pipe was still being laid on W. Garfield and Western boulevards in the early 1890s. Pipe was being laid by several gas companies in the mid-1880s in sections of Grand, Drexel, Oakwood and Garfield boulevards, and lamp posts were erected by village and town authorities along these pipelines at intervals from 75' to 100'. The installation of these improvements made living along the boulevards all the more desirable.

Returned

Development of the Parks of the South Park System: Washington Park, Jackson Park and the Midway Plaisance

Washington Park, Jackson Park and the Midway Plaisance were developed as part of the 1869 legislation. They are listed on the National Register although none of the buildings surrounding these parks were included. These parks and the Midway are included in this nomination by reference.

Washington Park

Washington Park was listed on the National Register in 2004 as part of *The Historic Resources of the Chicago Park District,* with significance cited for both history and architecture. It was the Western or Upper Division of the 1055-acre "South Park" that was planned by Olmsted & Vaux in 1871. The South Park commissioners hired the highly-regarded landscape architect Horace William Shaler Cleveland (1872-1874), and by the late-1880s this park had been landscaped substantially as planned.

[186] *Ibid. 1876,* p 8.
[187] These sidewalks also attest to the quality of the boulevards in a city-wide context, given that in 1889 stone sidewalks only accounted for 156 miles of Chicago's 2,000 miles of sidewalk, 1800 miles being of wood and only 27 of concrete. Bessie L Pierce, *A History of Chicago*. New York: Alfred A. Knopf, 1937-1957. Vol. 3, p 313.

Named Washington Park in 1881, the 367-acre site was generally developed from north to south. The pastoral emphasis of the original design was conveyed most strongly by the iconic great meadow of the South Open Green, Two lagoons were also included in this design that succeeded in accomplishing Olmsted's goal of providing urban dwellers a place of refuge and relaxation among nature. As the South Park commission acquired increasing responsibilities around the turn of the century, Washington Park became the headquarters for several of its centralized functions. These functions were housed in buildings respectfully sited, as intended, at the park's perimeter. While Washington Park has adapted over time to changing needs, it retains the genius of its original design, as well as buildings by significant architects including Burnham and Root (stables and roundhouse, 1880), D.H. Burnham and Co. (administration building, 1910) and Perkins, Chatten and Hammond (armory, 1928).

Jackson Park and the Midway Plaisance

Jackson Park and the Midway Plaisance were listed together on the National Register in 1972, with significance cited for history and architecture. They were part of the 1055-acre "South Park," created by legislation in 1869 and designed by Olmsted, Vaux and Co. in 1871. Originally, Jackson Park was known as the "Eastern" or "Lower Division;" the "Midway Plaisance," a mile-long boulevard, connected it to the "Western" or "Upper Division." The Eastern and Western Divisions were respectively named Jackson and Washington Parks in 1881. Jackson Park has the distinction of being designed at three points in time by the firm of famed landscape architect Frederick Law Olmsted: 1871, 1890 and 1895

Returned

Relatively little of the 1871 plan submitted by Olmsted and Vaux had been executed by the time the park was designated in 1890 as the site for the World's Columbian Exposition. Olmsted and his then-partner Henry Codman were chosen to be the landscape designers of the fair's spectacular grounds, whose centerpiece was a formal aquatic basin lined with classically-inspired buildings. After the fair, Olmsted's original 1871 concept, which was characterized by an imaginative interconnected lagoon system, was largely executed by his firm Olmsted, Olmsted and Eliot and, after Olmsted's retirement, by its successor firm, Olmsted Brothers headed by his sons. The only major building remaining from the fair is the Fine Arts Building, originally designed by D. H. Burnham and Company's chief designer, Charles Atwood. It was reopened in the 1930s as the Museum of Science and Industry.

The Midway Plaisance was also part of the World's Columbian Exposition. It served as the area where amusements were concentrated, including the 264-foot-high Ferris wheel. Like Jackson Park, the Midway Plaisance was largely completed after the fair. Although both Olmsted's 1871 and 1895 plans called for a canal through the center of the Midway linking the lagoon systems in Jackson and Washington Parks, this feature continually proved cost prohibitive and was never realized. As built out, however, the Midway's central lawn was depressed and its flanking roadways were formally planted with lines of trees. In the later 20th-century a small number of sculptures were placed on the Midway, while in the early 21st-century new gardens were planted on its north side and a skating rink was constructed on the exact location of the historic Ferris wheel.

The South Park System Readies for the World's Columbian Exposition

When Chicago was selected by the United States Congress in 1890 to host the World's Columbian Exposition,[188] the South Park commissioners agreed to lease the open Midway Plaisance and largely-unfinished Jackson Park as the site for the fair. Although pressured for permission to include Washington Park as part of the fairgrounds, they refused, concerned that the delicate ecosystem so patiently and expensively created there would be ruined.

Management of the fair was quickly decided upon, with Chicago architect and planner Daniel H. Burnham as director of works and George R. Davis as director-general.[189] The country's leading architects competed for the honor of designing one of the fair's many buildings and Frederick Law Olmsted, in a return to Chicago, was engaged to lay out the extensive grounds.

While the fairgrounds were leased to the fair managers, the responsibility for readying the boulevards so that people could access the fairgrounds fell to the South Park commissioners. Portions of Grand, S. Drexel, Garfield and S. Western Boulevards were resurfaced and concrete gutters and curbing were installed. The west end of Garfield's south drive (Ashland to Western), and a portion of Drexel Boulevard (from the Union Stock Yard Railroad to 47th) were reconstructed. New granite concrete walks were built along portions of Grand Boulevard including its medians. Granite crosswalks were laid spanning its drives. Drexel Square was improved with a new 30' wide, macadam-surfaced driveway constructed along the south edge of the square. New granolithic concrete gutters, curbs and a sidewalk were constructed and a line of elm trees was planted.[190] Considerable planting was done on Garfield Boulevard nearest to Washington Park, and stretches were improved farther west with lines of trees, sidewalks and finished or reconstructed roadways. The Western Boulevard roadway was completed all the way south to its end, at W. Garfield Boulevard; walks and gutters were laid, and trees were planted.

Returned

Chicago underwent an electrical revolution between the 1880s and the 1910s, with important consequences for the parks and boulevards. The first electric arc lamp was demonstrated on the north side of the city on the evening of April 25, 1878.[191] Its intensely bright light, "turned the darkness back into day,"[192] and changed the nature of urban streets and street life forever. Just two arc lamps generated more illumination than 650 of the standard gas streetlamps generally in use.[193] Characteristically, the South Park commissioners chose to control this new technology in-house by constructing their own electrical plant, which was to be in continuous operation. Located at 58th Street in Washington Park, it opened in November, 1892. That year, arc lamps powered by the plant were placed on the boulevards nearest the fair site—throughout Grand, Drexel and Oakwood Boulevards, on Garfield Boulevard from Washington Park to State Street and along the sides of the drives in Washington Park. The 261 lamps installed were "supported from ornamental cast-iron post placed on the edge of the drives at intervals averaging about 300'."[194] The upcoming 1893 Columbian Exposition promised to astound visitors by daylight. Its revolutionary and dramatic use of electric lighting, however, would

[188] The fair was eagerly sought by America's cities as a sign of their own status and as a way to stimulate their economies and local real estate values. The choice came down to New York City vs. Chicago, with Chicago emerging the victor.
[189] Pierce, *A History of Chicago,* p.899.
[190] Granolithic is concrete with granite aggregate mixed in.
[191] The demonstration was held at the City's Water Tower, one of the few buildings to survive the great Chicago Fire of 1871. Harold L. Platt. *The Electric City: Energy and the Growth of the Chicago Area, 1880-1930*. Chicago: The University of Chicago Press, 1991, p. 3.
[192] *Ibid.*
[193] *Ibid*. The brightness of the standard gas fixture was twelve to sixteen candlepower, while that of the arc lamp approached 2000 candlepower.
[194] *Report of the South Park Commissioners to the Board of County Commissioners of Cook County*, 1892, p. 11.

astonish and dazzle them by night. The surrounding parks and boulevards would both complement and enhance the fair.

WEST CHICAGO PARK SYSTEM: 1869-1893

The West Chicago Park Commission, created by legislation in 1869, hired William Le Baron Jenney to design the system of three parks and connecting boulevards established under the law. Implementation of Jenney's 1871 plan was hampered during this period by financial challenges and political corruption, as well as by land conditions that included poor soil and drainage. Oscar Dubuis succeeded William Le Baron Jenney as chief engineer and superintendent, beginning in 1874. Garfield and Humboldt Parks were substantially completed by the 1880s and considerable work was finished on Douglas Park. Construction on the boulevards was sporadic and was not completed during this period.

Legislation Creating the West Park System

The act to authorize the West Chicago Park system was passed in February 1869.[195] At the same time as the state legislature created the park commissions, they also allowed Chicago to annex a vast area of land lying between Western Avenue and Crawford Avenue (40th Street, now Pulaski Road) extending from the Illinois & Michigan Canal to North Avenue. This western annexation was to contain all of the West Park System's parks and boulevards. The West System's parks were laid out in areas that in 1869 were largely rural and it was only the rapid population growth of the third quarter of the 19th-century that proved the wisdom and foresight of the original legislative act. As Jens Jensen was to note, "When these improvements were advocated it was stated that they were too large and so remote that they would never be used by Chicago citizens."[196]

Returned

In the West Park System the Governor would be responsible for appointing the commissioners, which he promptly did following approval of the legislation by public vote in March, 1869. As soon as the legislation was passed, the governor appointed a park commission that began its work in May of that year. The Commission had seven members with staggered terms plus a President and a Treasurer.[197] The fact that the commissioners were appointed by the Governor, rather than elected by popular vote, as they were in the Lincoln Park system, or appointed by the Judges of the Cook County Circuit Court, as they were in the South Park system, meant that throughout the history of the West Park System the commissioners would be politically beholden to whoever was in the state house. The South Park commissioners were more savvy and civic-minded professionals; the west siders were real estate developers, property owners and attorneys. They were generally not people with a long-term stake in the neighborhood nor were they men (and later, women) who went on to make other civic contributions.[198] Throughout the history of the West Park System, the challenge for the

[195] The West Chicago Park System boundaries are as follows: From N. Western Avenue at Belmont south to the North Branch of the Chicago River. Running south on the river to the South Branch and along the Illinois & Michigan Canal to S.46th Avenue [which no longer meets the canal]. North on 46th to W. 12th Street [now Roosevelt Rd.] then west on 12th to S. Austin Avenue [now Boulevard]. North on Austin to W. North Avenue then east on North Avenue to N. Kedzie Avenue. North on Kedzie to W. Belmont Avenue, East on Belmont to N. Western Avenue.

[196] City of Chicago, *Report of the Special Park Commission to the City Council of Chicago on the subject of a Metropolitan Park System*. (compiled by Dwight Heald Perkins) Chicago: W.J. Hartman Co., 1905, p. 24.

[197] Daniel F. Breen, ed. *Historical Register of the Twenty-two Superseded Park Districts*, Works Progress Administration Project 30260, 1941, pp.423-424.

[198] Extensive biographical material on West Park commissioners has not been found. Of the initial group, Henry Greenbaum was later incriminated for dealing fraudulently with Park Commission funds. Isaac Hitt moved to Evanston by 1871, but not before making a

commission would be the dearth of civic-minded residents. Unlike Hyde Park, the west side did not have a strong group of professional-class residents who could serve as advisors. With few commissioner choices and a political appointment system, the West Park System would quickly face charges of corruption, financial waste and, eventually, rampant patronage. These problems plagued the West Park System throughout its history.

The West Chicago Park Commission was officially seated on May 5, 1869, and it seems clear from the speed at which they proceeded to get down to business that a great deal of discussion and planning had already taken place while the legislation was making its way through the voting process. By July the commission already had ten plans in place to show to the public. They were exhibited for ten days and the public was invited to donate the land upon which the parks and boulevards were to be built. Not surprisingly, there was little interest in donating land so the Commission pared down the proposals to three and once again submitted them to the public for perusal. During this second round enough land was offered to the commissioners that they felt they could safely choose a plan with which to proceed. Thus, the locations of the three parks and the routes of all but one of the boulevards (originally part of Southwest/now Marshall Boulevard) were determined by November 1869.[199]

The initial hope that land could be acquired through generous donations or simple acquisition proved completely unrealistic. It quickly became clear that land prices were going to be driven up by speculation, rapidly pushing up the cost of acquisition. Once the park bills were confirmed, "The prairie around the site of the proposed parks and boulevards…was covered with people looking over the ground."[200] "Prices immediately advanced to an exorbitant figure on all the lands selected."[201] Land prices in some areas increased tenfold in just a few months.[202] Never-the-less, by the end of 1869 the commissioners had purchased 450 of the 761 acres needed and by the end of 1870 they had in hand most of the acreage they would need to build the parks and boulevards.

Returned

The three commissioners charged with locating the parks "made an effort to locate the parks where they would be accessible from public means of travel, and, at the same time, not so far from business and residence centers as to make them inaccessible to pedestrians and carriages."[203]

According to the terms of the legislation, the northernmost park was to be north of Kinzie Street, a minimum of 200 acres and cost $250,000 to develop. The central park was to be between Kinzie and Harrison streets, a minimum of 100 acres and cost $400,000 to develop. The southernmost park was to be between Harrison Street and the Chicago, Burlington & Quincy tracks (now the Burlington, Northern & Santa Fe), a minimum of 100 acres and cost $250,000 to develop. Originally the legislation specified that the boulevards were not to be developed until the parks were complete, but the commissioners soon realized that the boulevards were too important—as links, both actual and visual—to develop them at a later date. The commissioners hoped to develop a system where each piece would have its own character, but a character that

great deal of money by investing in land around the proposed parks and boulevards. Eben Runyan, a lawyer, was also President of the Board of Education while serving as a park commissioner.

[199] *Ibid*, For the route of Southwest Boulevard see *Chicago Daily Tribune*, 1/9/1881, p.10.

[200] *The Land Owner,* v. I, no. 4 (10/1869), p.86.

[201] Chamberlin. p. 326.

[202] *Ibid.* pp. 332-336.

[203] Chamberlin, p. 326.

was harmonious with the whole.[204] The parks would be naturalistic and the boulevards would be "formal and stately," like "elongated parks."[205]

The Designer: William LeBaron Jenney

William LeBaron Jenney (1832-1907) was the first Chief Engineer for the West Chicago Park System. Hired in 1870, Jenney would create plans for the system of three large parks and connecting boulevards—the system that today encompasses Douglas Park, Garfield Park, Humboldt Park and the west side boulevards. An engineer, architect and planner, trained at Harvard University and in Paris at l'Ecole Centrale des Arts et Manufactures, Jenney is best known for his contributions to the development of the skyscraper. He served at Vicksburg during the Civil War where he met Frederick Law Olmsted. The two became lifelong friends. In 1868, when Olmsted designed the planned community of Riverside, Illinois, with architect Calvert Vaux, they hired Jenney as architect as well as supervisor for the implementation of the landscape.

The Plan

William Le Baron Jenney's plan created an arc of parks and boulevards running through the far west side of the city. The north and south parks lay between California and Kedzie Avenues. The central park was ½ mile further west, between Central Park Avenue and Hamlin Boulevard at W. Madison Street, with a square segment projecting east to Homan Avenue. The system began on the North Branch of the Chicago River with W. Logan Boulevard running west to N. Kedzie Boulevard, then south on N. Kedzie Boulevard to Palmer Square. From Palmer Square N. Humboldt Boulevard was to run south to the northernmost park, Humboldt Park. From the park N. Sacramento Boulevard (originally Central Boulevard) ran south to Sacramento Square, the first of the formal squares that were designed to mark turning points in the system. From Sacramento Square, W. Franklin Boulevard (originally part of Central Boulevard) ran west into Garfield Square (originally Central Square). A short segment of boulevard, now called N. Central Park Avenue, connected Garfield Square to Garfield Park (originally Central Park). Within the park, North Conservatory Drive had park land on the west and private buildings on the east. S. Hamlin Boulevard ran south from Madison Avenue on the western edge of Garfield Park to Gladys Avenue. S. Independence Boulevard (originally Douglas Boulevard) ran south out of Garfield Park from its southwest corner, turning at Independence Square to connect to W. Douglas Boulevard and then into Douglas Park on its northwest edge. S. Hamlin and S. Independence boulevards met at the southwest corner of Garfield Park. From Douglas Park the boulevard system took a series of jogs to reach the Illinois & Michigan Canal. This entire southern section of the system, first laid out in 1881, was originally called Southwest Boulevard but now consists of S. Marshall Boulevard, S. California Boulevard, W. 24th Boulevard, W. 31st Boulevard and a small section of S. Western Boulevard.

Returned

None of Jenney's original plans for the boulevards survive so what little information we have about the form of the boulevards comes from the *Annual Report*s of the West Park Commission. In addition to the lack of plans for the boulevards, there are virtually no known photographs of the west side boulevards in their original form. As a result, our knowledge of the west side boulevards is much less complete than it is for the south side. Finally, money problems that plagued the west side system throughout its history seem to have limited the plantings on the boulevards. Initially, rows of trees predominated. Much later, shrubs would be added. But elaborate floral displays and winding paths never seem to have been part of the execution on the west side

[204] West Chicago Park Commission, *Second Annual Report*, 2/28/1871, p. 53.
[205] *Ibid* p. 53 and p. 71.

boulevards. Without a finished loop of roadway and beautiful mansions and gardens to attract Sunday pleasure drivers, the west side was never as popular a spot as the south side for the weekly "promenade."

The boulevards initially were planned to be 250' wide with varying layouts. Central Boulevard and Humboldt Boulevard were to have a central 50' drive flanked by 51' lawns, 25' service roads and 24'sidewalk and parkway areas. Douglas Boulevard was to have a 100' central lawn flanked by 50' drives and 25' of sidewalk and parkway. The three primary segments of the system, where land acquisition, planning and construction took place during the first round of construction, maintained this 250' width. Later segments were more variable, with the railroad viaduct on W. 31st Boulevard narrowing the roadway to just 70'. The boulevards were "to furnish traffic roads as well as pleasure drives."[206] The central drive or drives were for pleasure and the side drives were for deliveries and other local traffic. It was anticipated that the boulevards would be planted with straight rows of trees along the roadways. The squares were to relieve the monotony of the straight and formal boulevards and be more "in keeping with our style of parks."[207]

Development and Construction of the Boulevards of the West Park System

The West Park commissioners faced numerous challenges early on. Unfortunately, the initial legislation for the parks and boulevards had grossly underestimated the cost of land acquisition and development and overestimated the potential real estate tax increases. Thus work on the parks during the initial decades happened more slowly than anticipated.

Returned

In the West Park System the commissioners attempted to get nearly the entire plan underway at once so people throughout the west side would feel as if progress was being made, but they were unsuccessful. Despite frequent pleas from both commissioners and the public to focus their efforts in order to complete one area, the commissioners were unable to finish any of the boulevards until more than twenty years had passed.[208] Garfield Park and Humboldt Park were both substantially complete by the early 1880s, but Douglas Park remained a work in progress for several more decades. Both commissioners and the press publicly expressed a desire to see one park or one boulevard segment that was complete as planned but the management style, cash flow and neighborhood demands prevented it.

Raising money to develop the park and boulevard system develop was challenging from the beginning and took many years. Since it became clear almost immediately that the proposed funding structure of the original legislation was inadequate, a special bond issue to fund more park and boulevard work was approved in 1879. A second $1 million bond issue was passed in 1891 in order to bring the system to completion in time for the Columbian Exposition. Although not yet fully landscaped, the majority of the system north of Douglas Park was in use by 1893

The West Park Commissioners placed their park and boulevard system on land west of the Chicago River that was open prairie "without appreciable undulation of surface or a single specimen of forest growth worthy of preserving."[209]. The lack of topographical features would be the first challenge that Jenney faced. The soils and the drainage were to be equally, if not more, challenging.

[206] West Chicago Park Commission, *Fifth Annual Report*, 2/28/1874, p. 7.
[207] West Chicago Park Commission, *Thirteenth Annual Report*, 2/28/1882, p. 18.
[208] West Chicago Park Commission, *Second Annual Report*, 2/28/1871, p. 81.
[209] West Chicago Park Commission, *Second Annual Report*, (2/28/1871), p. 53.

The soils were clay and required the addition of enormous quantities of organic material in order to be readied for planting of trees and grass. In dry seasons the soil turned rock hard and in wet seasons it was slippery and heavy. One of the first jobs of the park commissioners was arranging to have trains on their way to the stockyards drop loads of manure at the south end of what was to become Douglas Park. For several decades this compost pile was a major feature of the landscape just north of the Illinois & Michigan Canal. The commissioners also grew corn in the parks in the early years in order to break up the soil and to provide a cash crop.[210] Grading, digging, planting and growing were all activities that were essential, but difficult in the tough prairie soils.

The flatness of the terrain meant that there was little natural drainage. Early photographs of the parks show water sitting in pools. It would be necessary to create adequate drainage for both the parks and the boulevards since there were no city drains in this area for many years. The West Park commissioners were challenged by water problems during the early years. In the first year of its existence the West Park commission had three wells drilled: one in each park and one near present-day Sacramento Square (the lowest point in the system). With the city's own sewage system at capacity, drainage proved to be an enormous headache for the commissioners. It was suggested that the west side would need to build its own sewers (at that point, open ditches) by digging a ditch that would run north and south into the branches of the Chicago River.[211] Eventually, however, with the growing awareness of the health hazards of open ditches, drainage would be placed underground in pipes.[212]

Returned

Finally, the distance of the West Park System lands from the core of the city meant that large areas were still in use by farmers. The commissioners had to purchase and install miles of fencing in order to protect their trees, crops and grass from roaming, grazing cattle. Fencing the border of each of the three parks was the first job that was undertaken by the West Park Commission.[213]

Jenney was responsible for the first park and boulevard plans and it was under his direction that construction got underway. The commissioners themselves were also responsible for much of the day-to-day supervision during these early years.[214]

Construction of the parks and boulevards on the west side seemed to start all at once in the 1870s: wooden curbs were placed, roadways were graded, lawn areas were manured and trees were planted. This work occurred on N. Humboldt, N. Sacramento and W. Douglas Boulevards as well as in Sacramento Square. But none of the boulevards were officially opened in the 1870s. There was still much work to be done, including providing safe crossings for the trains throughout the system.

One of the enduring challenges in the West Park System was the charges of corruption and waste that would plague the commission throughout its 65 year history. In 1877 the Governor would remove and replace the sitting board as a result of both internal and external problems. His actions were challenged in court by some of the commissioners, but the state Supreme Court upheld his authority and the new commission members were confirmed in July of 1878. Only three of the members of the previous commission were reappointed. This

[210] West Chicago Park Commission, *Twelfth Annual Report*, 2/28/1881, p.25.
[211] West Chicago Park Commission, *Second Annual Report*, (2/28/1871), p.53.
[212] West Chicago Park Commission, *Fourth Annual Report*, 2/2/1873, p.52.
[213] West Chicago Park Commission, *Second Annual Report*, 2/28/1871, p.77.
[214] In 1882, the commissioners were asking to hire "a man familiar with surveying, road building and landscape gardening" to relieve them of personal responsibility. West Chicago Park Commission, *Thirteenth Annual Report*, 2/28/1882, p. 8.

would happen six more times over the course of the West Park commission's history, sometimes with dramatic reorganization accompanying it. Inevitably the new commissioners would inherit debt and labor problems and, often, neglected parks and boulevards. In 1878 the new commission inherited $425,000 in debt, leading them to request money from the new bond issue, the first of many such bail outs that the legislature would need to authorize. Given the turmoil in the West Park Commission it's remarkable that work on the system continued to move forward.

Jenney must have envisioned potential problems; he resigned from his job as superintendent in 1874 to go into private practice once more. His place was taken by his employee Oscar F. Dubuis who was able to survive the political turmoil and remained in charge until 1893. During Dubuis' long tenure the parks and boulevards were substantially developed, often with modifications suggested by him.[215] His work is especially evident in Douglas Park and on all the segments of Southwest Boulevard (S. Marshall, W. 24th, S. California, W. 31st and S. Western boulevards).

The 1880s saw a similar pattern to the '70s: a strong start with little work done after 1883. In 1881 the commissioners were able to reach agreement with four railroads about the location of their crossings on N. Humboldt, N. Sacramento, W. Douglas and S. Marshall boulevards. This smoothed the way for work to continue on the latter three segments. On N. Humboldt Boulevard additional trees were planted and preparation work for the side lawns was complete by the time it was opened to the public in 1882. On N. Sacramento Boulevard trees were planted but only 11,000' of drive were complete when the railroad crossing at Taylor Street opened in 1885. Similarly, W. Douglas Boulevard was only partially complete in 1890. On Southwest Boulevard Dubuis created a fresh set of plans in 1886 and work was begun in 1888.[216] By 1886 Sacramento, Franklin and Independence Squares had been planted and cultivated.

Returned

From the beginning the west system seems to have understood that different parts of the boulevards would carry different types of traffic and, therefore, would need different surfacing materials. They expected the main drives on the boulevards to be used primarily by carriages and other horse-drawn passenger vehicles. It was expected that the side drives would receive less traffic but the traffic would include wagons and delivery vehicles. It was understood that providing decent driving surfaces would be key to encouraging real estate development in the area.[217] In 1884 the *Chicago Daily Tribune* complained, "Why the West Park Board has such a hard time finding a dressing for its boulevards, while the South and North side people seem to be so successful, I don't understand."[218]

The commissioners had several choices of materials. Packed earth or cinders was the cheapest and easiest road surface, but it did not hold up well to heavy traffic or to rains. Chicago had long favored wooden block paving, or Nicolson pavers, thanks to the ready availability of lumber.[219] By the time the parks were formed, the blocks were commonly made of cedar to increase their longevity. It is possible that Nicolson pavers were used in numerous places during the West Park System's early years, although the only record we have of them is on the railroad crossing and side drives on Humboldt Boulevard.[220]

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[215] Sniderman (Bachrach), Julia. *The Historic Resources of the Chicago Park District*, National Register of Historic Places Multiple Property Documentation Form, 1990), FII, p.6.
[216] Today's Marshall, W. 24th, S. California and W. 31st Boulevards.
[217] *The Land Owner*, Vol. I, no. 1 (7/1869), p.6.
[218] *Chicago Daily Tribune*, 10/5/1884, p.24.
[219] http://forgottenchicago.com/features/chicago-infrastructure/wood-block-alleys/
[220] West Chicago Park Commission, *Twenty-fifth Annual Report*, p.80.

As early as 1873, macadam was being used for the central drive on N. Humboldt Boulevard.[221] Macadam was an 18th-century invention of Scotsman John Loudon McAdam. Its hard surface was created by laying broken stones in "symmetrical, tight patterns" and covering them with smaller stones.[222] It would remain the greatest advancement in road building well into the 19th century. Macadam was to be the surface most used on the boulevards until the advent of asphalt in the 1890s. In fact, macadam is still in recorded use in the West Park System as late as 1907.[223] In 1879 the West Park commissioners used a cinder bed with a 7" layer of "rolled cement gravel" surface on Central Boulevard.[224]

In 1891, the legislature approved the second bond issue. There would then be $1 million. raised, in order to accelerate construction and prepare the park and boulevard system for the Columbian Exposition.[225] Every park and boulevard saw work under this bond issue. Electric lights were added to N. Humboldt, N. Sacramento and W. Douglas Boulevards and roads were improved. It was during this period that the West Park Commission first experimented with cement for roads and sidewalks. As traffic increased earlier surface materials were not holding up well and smoother and sturdier surfaces were needed.

As part of the 1891 bond issue a complete landscaping plan for W. Douglas and S. Independence Boulevards was prepared by P.S. Peterson & Son, one of the earliest local landscaping firms.[226] These plans were Victorian in character, with each segment of the boulevard parkway having a unique design. The designs alternated between single paths and double paths, geometric and curvilinear. All of the designs included vast numbers of trees and shrubs and, on a few blocks, large flower beds. Allees of maples, lindens and elms alternated with large beds of flowering shrubs. These are the only segments of boulevard in the West Park System that are known to have received this extensive landscaping treatment.

Returned

During the feverish activity of the 1890s both macadam and the newer asphalt were used.[227] Asphalt blocks were first used in Paris in 1824, but the modern asphalt road—gravel mixed with hot tar to bind it—did not appear in the United States until 1868.[228] Much experimentation with various formulations ensued. In 1876 President Ulysses S. Grant urged its use on Pennsylvania Avenue in Washington, D.C., thereby proving its longevity under heavy traffic conditions. By 1910 asphalt was in widespread use throughout the United States. The West Park commission, with heavy road use throughout its system by the 1890s, was quick to adopt this new, durable road surface.[229]

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[221] *Chicago Daily Tribune*, 5/4/1873, p.2.
[222] http://inventors.about.com/library/inventors/blasphalt.htm?p=1
[223] West Chicago Park Commission, *1907 Annual Report*, p.24.
[224] West Chicago Park Commission, *Tenth Annual Report*, 1880, p.8.
[225] West Chicago Park Commission, *Twenty-Third Annual Report*, 1892, p.7.
[226] P. S. Peterson & Son, Nurserymen, Douglas Boulevard. N.d. This is a set of six sheets in the archives of the Chicago Park District. They are all labeled Douglas Boulevard, but half of them are for Independence Boulevard. Pehr Peterson came to Chiago from Sweden in 1850 and was so successful in his landscaping business that he was eventually knighted by the Kind of Sweden. His sons carried on the business into the 1920s after his death in 1903. The preceding information was provided by Julia Sniderman Bachrach, Chicago Park District Historian.
[227] West Chicago Park Commission, *Twenty-fifth Annual Report*, p.79.
[228] http://web.archive.org/web/20010124023700/http://rockbinders.com/asphalt.html
[229] Concrete was never adopted by the West Park Commission for road surfaces, although it began to appear in the 1890s as sidewalk material throughout the system.

In 1910 the West Park commissioners purchased the equipment needed to do its own asphalt paving.[230] This was such a momentous event that for several years photos of the paving crews with this new equipment were featured in the *Annual Report*s.

In 1925 several commissioners went to Kentucky to look at a new type of asphalt that was being used there. With the exponential increase in automobile traffic over the preceding decade, they were in search of a more durable surface. That year they experimented with rock asphalt over the existing macadam surfaces.[231] The nature of this surface is not known, nor do we know whether the commissioners authorized its further use. However, there was a great deal of resurfacing done to the boulevards in 1927 and 1928 and it certainly was some type of asphalt.

Development of the Parks of the West Park System: Douglas Park, Garfield Park, Humboldt Park

Although Douglas Park was one of the three parks originally envisioned in the 1869 legislation that established the West Park System, it was not listed on the National Register of Historic Places as part of the multiple property nomination form "*The Historic Resources of the Chicago Park District*." It is included in this nomination. Garfield Park and Humboldt Park are being included by reference.

Douglas Park

Returned

Early Conception: The Role of William LeBaron Jenney

The chief engineers and superintendents of the West Park System—William Le Baron Jenney, Oscar F. Dubuis, and Jens Jensen—all made major contributions to Douglas Park's development between the 1870s and 1910s. Douglas Park was conceived as the southernmost of the three original parks of the West Park System. The commissioners named Douglas Park in honor of Stephen A. Douglas (1813-1861), a United States senator who served from 1847 to 1861 and helped bring the Illinois Central Railroad to Chicago. He is well remembered for his pre-Civil War presidential defeat by Abraham Lincoln, despite his superb oratorical skills during the famous Lincoln/ Douglas debates

Jenney drew inspiration from the work of Frederick Law Olmsted Sr. and from the French parks and boulevards of Jean-Charles Adolphe Alphand and Baron von Haussmann that were under construction when Jenney was a student in Paris in the 1850s. Although Jenney's original 1871 plan for Douglas Park was only minimally implemented, it clearly conveyed his sources of inspiration. Jenney referenced French design in his use of monumental entrances, formal esplanades and elliptical drives marked with sculptures or fountains, and grand terraces and plazas. Olmsted's influence was conveyed through a large natural-looking lagoon with a Picnic Island, small grassy meadows, and trees and shrubs used to shape scenic views.

As on the boulevards, Jenney believed that transforming the three natural sites into usable parkland would be challenging. "The unimproved west park sites were flat, swampy, and dreary."[232] They had poor soil conditions, few trees worth saving, and the most pressing issue—poor drainage. Relying on his engineering expertise, Jenney created artificial lakes "in each park with banks sufficiently raised above the water level to form a reservoir and receive the natural drainage. The earth removed for the formation of these lakes furnished

[230] West Chicago Park Commission, *1910 Annual Report*, p. 20.
[231] West Chicago Park Commission, *Fifth-Sixth Annual Report*, 2/28/1925, p. 17.
[193] Julia S. Bachrach and Jo Ann Nathan, *Inspired by Nature: The Garfield Park Conservatory and Chicago's West Side*, 2008, p.8.

a portion of the material needed to secure graceful undulations of surface."[233] In Douglas Park, Jenney focused on the northern area, excavating a large portion of the lake and adding wagonloads of sand and manure along its edges. Approximately 66 acres of finished parkland opened to the public in 1879 with formal ceremonies a few years later.

The Role of Oscar F. Dubuis

Oscar F. Dubuis, a Swiss-born engineer who took over from Jenney in 1874, carried on Jenney's West Park work. Although little is known about Dubuis, some of his work indicates that he considered the natural attributes of the Midwest landscape in his designs. In writing about improving Garfield Park, he asserted: "We must bear in mind that it is obviously impossible to produce in the vicinity of Chicago such scenery as will affect the mind as it is affected by mountain scenery."[234] He suggested less dramatic topography, and planted masses of wild shrubbery along the edges of the lagoon in Garfield Park.

Dubuis began the next major stage of development for Douglas Park in the mid-1880s. His plan of March 1, 1885, indicates the improvements that had been completed by this date. In this plan Ogden Avenue—which had already existed as a wide, angled thoroughfare outside of the park—now cuts through the park. Running diagonally, the wide road, accommodating a street car line, replaced an earlier winding drive. North of Ogden Avenue, Dubuis' lake occupied a smaller area than had been shown on Jenney's earlier plan. The revised water feature had an undulating shape, with a small bird island and a narrow stream adjacent to a peninsula with winding paths. During this period, improvements to the park also included a barn, greenhouses, a fountain, and a casino building.

Returned

By the late 1880s, Dubuis began improving the area south of Ogden Avenue. At this time a portion of the lake represented in his 1885 plan was constructed. In 1888, a formal garden and conservatory were added just to the west of the lake area. Jenney had designed a winter garden/conservatory structure which, unlike the earlier propagating greenhouses, included public display houses.

Activities in the Park

In 1895, members of several German turners' clubs petitioned for an outdoor gymnasium in Douglas Park. This resulted in the construction of one of Chicago's first public facilities with an outdoor gymnasium, swimming pool, and natatorium. It was located on the southwest side of Douglas Park. Rectangular in form, a building designed by architect Frank Randak, surrounded the outdoor swimming pool area. The building (which is no longer extant) provided locker and dressing rooms as well as bathrooms for men and women. The water was heated, and the pool was drained each night to provide fresh water every day. Bathing suits and towels were furnished to the public for free. The adjacent open air gym included an oval cinder running track. Built at the cost of $46,700.00, this facility was dedication on August 22, 1896 with ceremonies that attracted a crowd of 15,000.

In addition to gymnastics and swimming, there were a number of other popular activities in Douglas Park in the 1890s. The lagoon was used for boating in the summer and ice skating during wintertime. To cross

[233] A.T. Andreas, *History of Chicago From the Earliest Period to the Present Time*, v. III, p. 179, 1886.
[234] *Fourth Annual Report of the West Chicago Park Commissioners*, (1883) p.16.

various portions of the lagoon north of Ogden Avenue, three handsome bridges were constructed. In 1892, a stone and iron carriage drive bridge was constructed as part of the drive that crosses the lagoon. Two footbridges were built later in the decade. One is a granite boulder arched bridge, completed in 1897. The other is a cut stone bridge dating from the same period. A *Chicago Daily Tribune* article stated that "…Douglas Park is rapidly coming to the front as one of the most attractive and popular amusement places in the city."[235]

The Role of Jens Jensen

Unfortunately, by the turn of the century, the West Park Commission was riddled with political graft, and the three parks had become dilapidated. Although this derailed progress for a few years, it spurred the next major period of development in Douglas Park, directed by Jens Jensen (1860 – 1951) who eventually became known as "dean of American landscape architecture."[236]

A Danish immigrant, Jensen had settled in Chicago in the mid-1880s and found employment as a laborer for the West Park Commission. This low level job proved to be the beginning of an illustrious career. In 1888, observing that exotic flowers did not thrive in Chicago's climate, Jensen took a team and wagon into the countryside, carting in wildflowers, and transplanting them in Union Park, then headquarters of the West Park System. Although native plants were generally considered weeds, his innovative "American Garden" became quite popular.

Returned

Because Jensen adamantly refused to take part in the political corruption of the period he was fired in 1900. To support his growing family, he began designing estates for a few influential clients. Five years later a reform-minded governor, Charles S. Deneen, swept the West Park System clean by appointing an honest and progressive board. The new board selected Jensen as general superintendent and chief landscape architect of the entire West Park System, approved a $2 million bond issue to fund improvements. Thus began a major period of improvements.

Douglas Park needed a great deal of planting when Jensen took over. Jensen later explained that part of the reason the Douglas Park's landscape needed so much attention was that it suffered from smoke damage caused by factories in the area.[237] In his report of 1918 Jens Jensen noted that it was difficult for him to take photographs to accompany the report since on many days the "heavy clouds of smoke" were "like a dense fog."[238]

Jensen asserted that the need to replant gave him the "opportunity of trying out on a large scale this idea of employing indigenous stock, and all the new shrubbery and trees that we planted were native, and wherever replacements were needed in the older areas these were largely made with indigenous material."[239]

In addition to replanting the landscape, Jensen made a major improvement to the deteriorated southern end of the park. He filled in the existing lake and demolished the conservatory, which had fallen into disrepair.

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[235] "Music in the Parks," *Chicago Daily Tribune*, June 6, 1897, p. 41.
[236] Jens Jensen. *Siftings*. Chicago: Ralph Fletcher Seymour Publisher, 1939. Baltimore: The Johns Hopkins University Press, 1990. Forward by Charles E. Little, p. xi.
[237] Ragna Bergliot Eskil, ed. "Natural Parks and Gardens, by Jens Jensen, as Told to Ragna B. Eskil." *The Saturday Evening Post.* Vol. 202, March 8, 1930.
[238] West Chicago Park Commission, "Special Report," in *1918 Annual Report*, p. 13.
[239] West Chicago Park Commission, "Special Report," in *1918 Annual Report*, p. 13.

This site, with its busy intersection of Ogden Avenue and Sacramento Drive presented a design challenge. Here, in 1907, he placed a long seven-acre formal garden, providing a buffer between the street and a new naturalistic meadow to the south. A concrete Prairie-style pavilion with a grand archway, Flower Hall, marked the entrance to the garden. Although, the designer of this structure is unknown, it was likely Schmidt, Garden and Martin, a firm that designed a number of other Prairie style features in the West Parks during Jensen's tenure. Jensen and Hugh Garden were friends and known to work closely together.

In addition to Flower Hall, the formal garden had a number of elements composed of concrete such as custom-designed benches and lanterns. Jensen believed that concrete was an excellent material for this garden. In a paper that he presented to a convention of park superintendents he said:

> "May we not call this the beginning of the concrete age, and say who can determine the possibilities of the future in this wonderful composition? No other building material has such a broad scope as usefulness as concrete. Its usefulness is almost unlimited…"[240]

Jensen's paper was published in a magazine article that included photographs of Douglas Park's new benches and Flower Hall pavilion.

One building that was dilapidated beyond repair when Jensen took over was the old Casino. This structure had included a party room and boat house. In 1907, Jensen replaced the building with a Refectory Building, Boat Landing, and Pavilion designed by William Carbys Zimmerman who then served as the Illinois State Architect. "Generally known for his eclectic Revival-style mansions, under Jens Jensen's influence" he created several buildings "in the Prairie style" for the West Park System.[241] Similar to a new Zimmerman-designed building in Garfield Park, the Douglas Park structure had strong horizontal lines with a low hipped roof and arched openings along the edge of the water from which the boats were launched. An adjacent music court was bordered by pergolas and small octagonal pavilions.

Returned

Jensen's work during this period included a new S. Marshall Boulevard entrance into the park. This "distinctive entrance" had an "ornamental gateway, constructed in semi-circular pergola style, with a water basin in front of the pergolas and with heavy concrete posts."[242] A more utilitarian structure built at this time was a brick barn and service yard tucked into the southeast corner of the park. This red brick stables building had an interior area with stalls for horses, with a hay loft above.

Douglas Park after 1910

By the 1910s the neighborhood surrounding Douglas Park was largely composed of Eastern European immigrants. A group of Bohemian Americans formed a committee and raised money for a *Karel Havlicek Monument*, to honor the revered Czech poet, journalist and political martyr. One of three original castings of a memorial by Josef Strachovsky (1850 – 1913), a sculptor from Prague, the *Havlicek Monument* was dedicated just west of the formal garden in 1911.

Douglas Park supported an increasing number and variety of recreational activities. Boating and skating continued to be popular and the lagoon was stocked for fishing as well. The natatorium was a hub for

[240] Jens Jensen, "Beauty and Fitness in Park Concrete Work," *Park and Cemetery Magazine,* vol. XVIII, Nov. 1908, no. 9, page 435.
[241] Julia S. Bachrach and Jo Ann Nathan, *Inspired by Nature: The Garfield Park Conservatory and Chicago's West Side,* 2008, p. 21.
[242] *Forth-Fourth Annual Report of West Chicago Park Commissioners for the Year Ending December 31, 1912*, p. 38.

swimming, gymnastics, track and field, and the meadow south of the formal garden had fields for baseball and football.

By 1920 the political winds had shifted once again and Governor Lowden removed all seven members of the West Park Board of Commissioners from office. Aware that he would soon be ousted, Jensen severed his ties with the West Park System for the final time. Over the next few years, only minor updates were made to Douglas Park and by the mid-1920s a new West Park Commission Board believed it necessary to undertake a system-wide program of improvements. They passed a $10 million bond issue in 1928 and hired Michaelsen & Rognstad, local architects of Norwegian descent, to design twelve buildings throughout the west parks. For Douglas Park, the commissioners allocated just under a half million dollars for a new field house. The architects designed an eclectic Georgian Revival style red brick building with fanciful details. This structure was similar to the new Humboldt Park field house that Michaelsen & Rognstad were designing at the same time. Although the two buildings were not exactly alike, the architects created one set of identical floor plans for both field houses.

By the early 1930s the West Park Commission was one of twenty-two separate park districts operating simultaneously in Chicago. Along with the problems caused by such an unwieldy number of agencies, there were compelling financial reasons for consolidation. The Great Depression had rendered most, if not all, of these independent districts insolvent. In 1934, all of these agencies were legally consolidated into the Chicago Park District. "Between 1935 and 1941, the Chicago Park District received more than $82 million in federal funding through Projects Works Administration (PWA) and the Works Projects Administration (WPA). State and City funds increased this total to more than $100 million. Using these funds, the park district made numerous improvements throughout the system."[243] In Douglas Park, improvements included planting thousands of new trees and shrubs, laying new sidewalks, regrading the ball fields, rebuilding the running track, and constructing a new Colonial style brick comfort station on the southeast side of the park.

Returned

Few alterations or improvements were made to Douglas Park during the WWII period, however; the park was subjected to new pressures in the Post War era. The surrounding neighborhood had a growing population of children as a result of the "baby boom" and other demographic changes. In response to the need for additional and improved recreational facilities, new tennis courts and playgrounds were constructed and the old outdoor swimming pool in the natatorium was replaced with a new modern pool adjacent to the field house. Due to overcrowding in the area schools, community groups lobbied for a new high school, and because there were few large vacant properties available for such a structure, they advocated for its construction in Douglas Park. After years of public conflict for and against this proposal, the Illinois Supreme Court made the final decision approving the use of parkland for the new school in 1970.[244] Occupying a two-acre site, just west of the field house, Collins High School was built in 1973 as a project of the Chicago Building Commission.

In addition to the visual impact of the large high school complex, the Chicago Park District made a few small changes in the 1960s and 1970s that somewhat detracted from the park's historic integrity. These include removing the Havlicek Monument; constructing a utilitarian landscape shed near the formal garden, building a modern comfort station of the west side of the park, and converting a portion of the lagoon into a swimming lake. The purpose of that project was to accommodate west side residents who often had little access to Lake Michigan beaches.

[243] Julia S. Bachrach and Jo Ann Nathan, *Inspired by Nature the Garfield Park Conservatory and Chicago's West Side*, 2008, p. 32.
[244] "The Park Lands Fall," *Chicago Tribune*, Oct. 3, 1970, p. 8.

Since the mid-1990s, the Chicago Park District has made several improvements to the park including the restoration of Flower Hall, along with its lighting fixtures and benches; the recreation of historic street lights; new playgrounds; establishment of a junior golf facility adjacent to a "natural no-mow" landscape area; and a new pergola designed in the spirit of the original. In spite of the intrusion of the school building and some loss of historic fabric, Douglas Park remains an extremely important historic resource. It is a rich tapestry representing the work of Jenney, Dubuis, Jensen and other designers as well as reflecting the needs and desires of generations that have used the park over the decades. Douglas Park provides Chicagoans with a link to the past and continues to enrich the lives of neighborhood residents.

Garfield Park

Although Garfield Park was listed on the National Register in 1993 with significance given to both its architecture and its history, it is included by reference in this nomination. Garfield Park is one of the three original parks called for in the 1869 legislation authorizing creation of the West Chicago Park System. The first plans for it were drawn up by architect and engineer William LeBaron Jenney. Jenney was greatly influenced by 19th-century ideas of naturalistic landscaping and the work of his friend, pioneering landscape designer Frederick Law Olmsted. Although Jenney left soon after his original plans were drawn up, they were ably executed, with some later modifications, by his successor, Oscar F. Dubuis. In 1905 Jens Jensen took over as superintendent of the West Park System. Jensen used Garfield Park and Humboldt Park as places to experiment with his ideas of incorporating native plants and stylistically-sympathetic structures into the landscape. Today Jensen is well-known as the father of the Prairie style of landscape architecture. In 1908 Jensen replaced the three West Park System conservatories with a single, large conservatory in Garfield Park. Although Garfield Park, like Douglas Park, was impacted greatly by increased traffic and new roads to accommodate the increased number of cars, it continues to be a major urban oasis.

Returned

Humboldt Park

Architecturally and historically significant, Humboldt Park was listed on the National Register in 1992. It is, like Garfield Park, included by reference in this nomination. Humboldt Park was the first park in the West Park System to be completed. Originally designed by Jenney in 1871, it opened to the public in 1877. Like all three of the original landscaped "pleasure grounds" included in Jenney's plans, Humboldt was meant to be a place of refuge from the city, providing passive recreation among picturesque trees and meandering lagoons. Oscar F. Dubuis, Jenney's successor as park superintendent, continued Jenney's work and made several important modifications during the late 1870s and early 1890s. From 1905-1920 Jens Jensen, the creator of the Prairie style of landscape architecture, undertook significant modifications to the park, including a native garden and the addition of Prairie style buildings by Schmidt, Garden & Martin and William Carbys Zimmerman. Jensen also added a formal rose garden on the site of a demolished conservatory. Like all of the parks in Jenney's original plan, Humboldt Park was able to adapt over time to its changing neighborhood, new, more active recreational uses and new styles of landscape architecture.

THE SOUTH PARK SYSTEM: 1893-1934

The South Park system's Jackson Park was redesigned as the site of the 1893 World's Columbian Exposition and the Midway Plaisance was developed as the fair's amusement area. Following the fair, both areas were redesigned and completed in the spirit of Olmsted and Vaux's original 1871 plan. The boulevards were

maintained and upgraded with concrete curbs, gutters and sidewalks. Overall, the boulevards changed relatively little, except for Garfield Boulevard. Garfield was reconstructed as a single roadway type within its original boundaries. Railroad crossings were elevated on both S. Western and E. and W. Garfield boulevards. Grand Boulevard was beautified at each end with sculpture. The new concept of small parks was realized along the system with the development of McKinley, Gage and Sherman Parks. Substantial effort was invested in adapting the South Park system to the automobile and electricity.

The World's Columbian Exposition

The World's Columbian Exposition of 1893 was to prove a watershed moment for both Chicago and the nation. The design for the fair was momentous. Its impact was widespread.

The site chosen for the fair was the unfinished location of the South Chicago Park Commission's Jackson Park and Midway Plaisance. On the large area nearest the lake arose what became known as "the white city" or Court of Honor. It was a formal arrangement of the major exhibition buildings, most of which were designed in the Classical style, around a large lagoon that was surrounded by broad terraces and magnificent sculptures. On the Midway the fair's organizers created a series of ethnic displays and amusements, including an enormous Ferris wheel. These were intended both to entertain and to educate visitors. In the six months that the fair was open, 20 million people from around the world walked through the gates and took away with them a vision of both the "ideal" world of the Court of Honor as well as the "real" world of the Midway Plaisance.[245]

Returned

The success of the fair was a phenomenon, particularly in light of the worldwide financial depression that struck in 1893. The Columbian Exposition was to set the standard for the numerous worlds' fairs that were to follow. The Beaux Arts plan of the Court of Honor was also to provide the impetus for cities to undertake more professional, formal plans for their civic centers during the early years of the 20th-century.[246] The neoclassicism of the Court of Honor would lead architects away from the eclecticism of the Victorian era. The fair's electric lights were an inspiration, showing both homeowners and cities just what the possibilities were for this new, "clean" light. Automobiles, which were to have lasting impacts on the boulevards in Chicago, were first shown as novelties at the fair and it was here that Henry Ford saw the internal combustion engine demonstrated. Lectures, postcards, newspaper coverage and the exhibits themselves were all to spread the influence of the Columbian Exposition far and wide. The fair catapulted Chicago into the top tier of America's cities, not just because of its burgeoning population or its railroads or its trading volume, but now for its cultural aspirations.

As Daniel Burnham, the Fair's Director of Works, and his crews worked feverishly to prepare the fair for its opening on May 1, 1893, the city was experiencing an equally explosive drive to ready itself for this world-class event. Particularly noticeable was the push to improve the city's streetcar and commuter rail system. Horse cars and omnibuses had been in place in Chicago since 1852, with lines running west from the city center as well as north and south on major arteries like S. State, S. Halsted, S. Ashland and S. Western Avenues.[247] On the south side the Chicago City Railway by the 1880s was running the nation's most extensive

[245] There are dozens of sources for information on the Columbian Exposition, but an excellent summary can be found in *The Encyclopedia of Chicago*, pp.898-902.
[246] Rogers, *Landscape Design*, p.368-9.
[247] Grossman et al. *Encyclopedia of Chicago*, p.791.

cable car system.[248] Traffic congestion on the city's streets and the cost and sanitation issues of employing horses for streetcar locomotion pushed several entrepreneurs to try to obtain right-of-way and the technology for elevated ("el") steam-powered railroads. The first passenger el, the "Alley El", was built in 1888 from downtown Chicago to the south side,[249] with electrification following soon after in 1894. Burnham's plan for the fair included a large rail terminal at the southwest corner of the Court of Honor as well as the two existing stops on the Illinois Central line that ran through the eastern end of the Midway.

The years following the World's Columbian Exposition saw Chicago continue its upward trajectory: more trade, continued expansion of its rail connections throughout the nation, expansion of its streetcar and el lines, more industry and of course more people to fuel all this economic activity. There was also frenetic real estate activity in the city. From worker housing to mansions, boarding houses to hotels, warehouses to skyscrapers, Chicago's building stock grew exponentially throughout the 1890s. This growth would continue right up until World War II to accommodate the many new residents who continued to stream into the city. The population would increase by 500,000 to 600,000 every decade between 1880 and 1930. This would be the period of the most significant building activity along the boulevards and around the parks.

Continued Development of the South Park System:

In the decades between the 1893 World's Columbian Exposition and the consolidation of the park districts in 1934, the original boulevards, including the Midway Plaisance, which is already listed on the National Register, retained their basic configuration established in the 19th-century. The exception was Garfield Boulevard. Modifications were made on a few boulevards, including Grand Boulevard, generally in conjunction with the incorporation of sculpture or traffic control. Some of these modifications involved beautification.

Returned

Attention in the first decade of the 20th-century focused on the south end of Grand Boulevard where it widened into the area previously called the "Entrance to Washington Park." The ideals of the City Beautiful Movement which grew out of the 1893 fair inspired civic beautification nation-wide at this time. The experience of the fair for creating an idealized city, one that was more beautiful, functional, orderly and efficient, could be applied to cities throughout the country. In Chicago this urge for beautification and public monuments provided the impetus for numerous sculptures to be placed on the boulevards and in the formal squares that marked the turning points for the boulevard system.

In 1902 a group of public-spirited citizens interested in the beautification of the south park system, organized by civic leader Charles Hutchinson, agreed to fund a significant portion of the cost of erecting an equestrian statue of George Washington. The donors were some of Chicago's wealthiest art patrons and powerful civic leaders.[250] Designed by nationally renowned sculptor Daniel Chester French, the bronze statue of Washington was a duplicate of one recently erected in Paris. Hutchinson had seen the original in French's Paris

[248] Bruce G. Moffatt. *The "L": The Development of Chicago's Rapid Transit System, 188-1932*. Chicago: Bulletin 131 of the Central Electric Railfans' Association, 1995, pp. 21-26.
[249] Known as the Alley L, the line carried its first passenger in May of 1892. It was joined by the line to Logan Square on the northwest side (1890), the Lake Street line to the west (1892), and the Humboldt Park, Garfield Park and Douglas Park lines (1895). Although they struggled to make money throughout their existence, the els continued to extend their lines to reach new residential development into the 1910s.
[250] The donors included Clarence Buckingham, E.B.Butler, R.T. Crane, B.F. Ferguson, Daniel C. French, William A. Fuller, H.N. Higinbotham, C.L.Hutchinson, Thos. Murdock, Byron L. Smith and Otto Young. .Annual Report of the South Park Commission for the Fiscal Year 1904, Chicago: 1905.

studio and decided the same would be appropriate to herald the main entry to Chicago's Washington Park.[251] The South Park commissioners committed to funding the remaining cost of the statue and providing the necessary base and site.

Before the statue was erected, however, the South Park commissioners prepared immediate surroundings for it that were suitably "formal, dignified and imposing."

> A plan… [was] adopted which provides for a large formal plaza surrounded with close plantation and stone seats with ornamental lamps, and posts at the driveway and walk entrances. The monument will stand in the center of the plaza, on axis of the central driveway of Grand Boulevard, and a new straight driveway leading from the plaza to the park, a distance of 600 feet there connecting with the present park drives. This new drive will be 60'wide with planting spaces and walks 15' wide on either side. Lines of large elm trees will be placed in the planting spaces, and dense plantations will be made back of the walks. These improvements will add greatly to the appearance of this, the main driveway entrance to the park, as well as provide more room for carriages, which was badly need.[252]

The monument and its new environs, renamed Washington Monument Square, were quietly completed in 1904. Uncharacteristic of the times, the donors requested that no dedicatory or unveiling exercises be held.

In the beginning of the second decade of the 20th-century, at 35th Street, the north end of Grand Boulevard, the oversized fountain installed in the late 1870s was removed. Work began on replacing it with an ornamental fountain that sent a spray of water 20' into the air. This fountain was enclosed by a 4.5' low concrete wall measuring 60' x 80' that was landscaped with trees and shrubs.[253]

Returned

Grand Boulevard's name was changed to South Park Way in 1925, in order to make it uniform with the names of the streets that continued north and south of it [254] That same year the area of the boulevard immediately south of the fountain was widened to relieve traffic congestion.

By this time, Grand Boulevard near 35th Street had become home to the elite of the African-American middle class. The growing African-American community lived in the surrounding area. In 1925, their representatives began requesting a site just south of 35th Street on the boulevard to locate a monument commemorating the "Negro" soldiers of the 370th Infantry who had lost their lives in World War I. The monument had been approved by the Illinois General Assembly. Racial tension underlay a controversy over locating the proposed monument on this site. The measure finally passed in September 1926 and the monument was erected in 1927. The sculptor was French-born Leonard Crunelle, and the supervising architect was John A. Nyden, then State Architect.

Considerable work took place on Garfield Boulevard. Between 1893 and 1901; the double roadway at the west end of Garfield, from Ashland Avenue to S. Western Boulevard, was being finished with catch basins, a crushed limestone surface, granite concrete sidewalks and curbs. The median was also being completed.

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[251] Bach and Gray. *A Guide to Chicago's Public Sculpture*. Chicago: The University of Chicago Press, 1983, p. 284.
[252] *Report of the South Park Commissioners to the Board of County Commissioners of Cook County*, 1903. p. 26.
[253] South Park Commissioners Report for a Period of Twelve Months, from March 1, 1909 to February 28, 1910, inclusive. Chicago, 1910 , pp. 16-17.
[254] South Park Commissioners Report for a Period of Twelve Months, from March 1, 1924 to February 28, 1925, inclusive. Chicago, 1925 , p. 269.

In 1896 the railroad tracks crossing Garfield Boulevard were elevated. At the same time, the central portion of the boulevard, between State Street and Princeton Avenue, was reconfigured. The center drive was taken out; the two side drives were widened from 25' to 40', and a median of 90' was established.[255] Originally it had a center drive with parallel service roads from State Street west to Ashland Avenue. It was rebuilt to be the same type as both end segments, which had divided drives with a center median. The center median was slightly wider (120') on the reconstructed segment from Halsted Street to Ashland.[256] The process of achieving a unified roadway was completed in 1905. As the reconstruction progressed, existing utilities were relocated as necessary and electricity was installed.

By the mid-1920's extensive building construction south of Garfield—much of it attracting workers in industries located north of the boulevard—combined with construction of the long, uninterrupted medians in the western portion of Garfield Boulevard, prompted requests for the cutting of street crossings across the median. Only one, for Hoyne Avenue, was granted. That crossing took place in 1925. One median crossing had been approved in 1909 to access the entrance to Sherman Park, located on the north side of W. Garfield Boulevard, at Racine Avenue. Another had been granted further east, in 1904, for Prairie Avenue.

By this same time, the intersection of W. Garfield Boulevard and Western Avenue had become sufficiently hazardous that the city Alderman ordered the installation of a cautionary traffic signal. After some consideration by the South Park Commission, the intersection was reconfigured in the late 1920s.[257] The central median of S. Western Boulevard was opened to allow direct access for both Garfield Boulevard's roadways to Western Avenue and S. Western Boulevard. W. Garfield Boulevard was extended west into Gage Park and slightly west of Western Avenue. Its south drive was widened. At the same time, Western Avenue was widened through Gage Park.

Returned

Most of Garfield Boulevard was in very poor condition by the beginning of the Depression. After this was brought to the Commissioners' attention by County Commissioner Emmet Whalen, the board approved a comprehensive improvement of the south drive of Garfield, from S. Princeton Avenue west to S. Damen Avenue in 1930.[258]

Landscape, Hardscape and Utilities

Much of the landscape work along the original boulevards in the years between the Columbian Exposition and the Great Depression was related to maintenance. Dead trees "in the lines" along the boulevards were continually being replaced. The South Park Commission's *Annual Report*s between 1893 and 1909 reveal that elms, poplars, ash and linden remained popular choices.

The South Park Commission continued to operate its own nursery. In addition to replacement trees, the nursery supplied most of the new trees and shrubs for the medians and parkways along Western and Garfield boulevards as they were completed. Sod for planting spaces on the boulevards where grass seed could not be established was acquired from farms located outside the city.

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[255] *Report of the South Park Commissioners to the Board of County Commissioner of Cook County*, 1895, pp. 12-13.
[256] *Ibid*. 1901 pp. 10-11.
[257] *South Park Commission Official Proceedings* Vol. 34, Sept 16, 1925 to August 5, 1926, p. 39.
[258] *Ibid.*, Vol. 38, July 16, 1930, p. 276.

Plans detailing the plantings on the original boulevards of the South Park system are virtually nonexistent. A rare exception is a 1909 set of Engineering Department drawings of the boulevards which includes a general depiction of their landscape. Grand, S. Drexel and E. Oakwood boulevards are shown consistent with their earliest character—formal lines of trees in the parkways along Grand and Oakwood boulevards, and winding paths through informally-placed plantings on S. Drexel Boulevard. The center median of Garfield Boulevard is shown as having both formal and informal segments. Winding paths, like those through the Drexel Boulevard median, are shown on the Garfield Boulevard median from Princeton to Normal avenues. These were laid down in 1898 when this section of the boulevard was reconfigured.[259]

The 1909 annual report noted that floral decoration continued on S. Drexel Boulevard.[260] Flowers were planted on S. Western Boulevard/Western Avenue as well. The northern one-third of its median (approximately from McKinley Park to the Illinois & Michigan Canal) was landscaped informally incorporating winding paths. The *Annual Report* of 1909 commented that" This little park, well supplied with benches and the flowers, is enjoyed by a large number of laboring people from the stock yards and nearby railroad yards."[261] By the 1920's, however, most of the outdoor floral display was concentrated on S. Drexel Boulevard.

As a result of labor shortages during World War I and funding shortages in the early 1920s the maintenance of landscaping suffered. Pollution only exacerbated the situation. The *Annual Report* of 1922 noted that:

> Maintaining trees, shrubs and flowers is becoming more difficult every year, owing to the atmospheric conditions of Chicago. The number of varieties that do well is getting smaller every year. Some of the most attractive shrubs, the Berberi Thunbergii, Spiraea van Houttei, Indian Currant, etc., will not thrive. Trees such as the Norway Maple, Sugar Maple, Horse Chestnut Birches in variety, cannot be grown successfully any more.[262]

Returned

In 1923 the economic picture for the South Park system improved enough to plant 24,107 shrubs and 749 trees along almost the entire length of Grand Boulevard.[263]

In the years following the Fair the use of concrete for the construction of sidewalks and combined curb and gutter systems was continued and expanded. Cobblestone gutters and stone sidewalks were gradually replaced with the new material. In the 1890s crosswalks of granite concrete were laid across the boulevard medians at the intersections of the various streets. During the financial austerity necessitated during and after World War I, stone sidewalks were maintained by leveling sunken flagstones. By the early 1920s maintenance shifted back to replacing stone sidewalks with concrete

As roadways were constructed or reconstructed in the period between the Columbian Exposition and the 1929 Great Depression, utilities such as water and sewer were added or improved. Sixty-five lawn hydrants were added along Grand Boulevard, for example, in 1893.[264] Aging segments of these systems were an ongoing

[259] *Report of the South Park Commissioners to the Board of County Commissioners of Cook County*, 1898, pp. 8-9.
[260] *South Park Commissioners Report for a Period of Twelve Months, from March 1, 1908 to February 18, 1909, inclusive*. Chicago: 1909, p.59. In 1909, planted beds on this boulevard totaled 45,000 square feet.
[261] *Ibid.*
[262] *South Park Commissioners Report for a Period of Twelve Months, March 1, 1921 to February 28, 1922*, p.61.
[263] *South Park Commissioners Report for a Period of Twenty-four Month, March 1, 1922 to February 28, 1924*, p. 115.
[264] *Report of the South Park Commissioners to the Board of County Commissioners of Cook County*, 1893, pp.9-10.

issue. In 1910, for instance, 4,000' of cast iron pipe was laid on Garfield Boulevard to replace the old wrought iron pipe and in 1922 "driveway catch basins that had become defective through age" were replaced.[265] As new types of utilities, including electricity and telephones, became available during the period, these too were incorporated along or across the boulevards.

Adaptation to New Technology: Electricity, the Automobile

The Columbian Exposition created hope in the promise of technology for comfort and prosperity in the coming century. Between 1893 and 1934, the South Park System would meet the challenge. Much of its activity on the original boulevards would move past construction to adapting to various aspects of the 20th-century's expanding technologies, including electricity and especially the automobile.

This period of time witnessed the transition in the lighting of the parks and along the boulevards to electricity. In 1893 a new electric plant that had opened just the year before was upgraded and a lighting policy was defined. Lamps were to be lit in the parks and on the Midway Plaisance when there was no moon and only until 11 p.m., while the lamps on the boulevards burned from dusk to daylight.[266] By 1895 387 lights powered from the Washington Park plant were in continual use on Grand, S. Drexel, E. Oakwood and the easternmost quarter of E. Garfield Boulevard as well as along the Midway. Three years later electric lighting service was extended the remaining three-quarters of E. and W. Garfield Boulevard, but the power for this area was purchased from the Commonwealth Edison Company, whose powerhouse was located at W. Garfield Boulevard and Wallace Street.

Returned

In the first dozen years of the 20th-century the Washington Park power plant continued to be updated and enlarged, permitting the South Park system to extend electric lighting to McKinley Park and along most of the length of Western Avenue. A new powerhouse opened in Washington Park in 1906. In an effort to decide the best type of lighting for permanent use, a variety of lighting methods and materials were temporarily tried out, and gas-filled tungsten lamps were chosen in 1915 to replace all the arc lamps in the system. [267] In 1913, the South Park Commission began to buy all its electrical power from the Sanitary District of Chicago.

By the mid-1920s the South Park commissioners began undertaking an extensive rehabilitation of the lighting system in most of the "old parks and boulevards," which involved both retrofitting existing light fixtures and installing new fixtures. Repair work is described in this excerpt from the Commission's 1924 *Annual Report.*

> In the old parks and boulevards where the gooseneck type of post is used there is now used an old arc lamp housing… on which a 12" Alba globe is used. We have designed a pendant type fixture to replace these which will be more efficient and with which there will be less possibility of electrical trouble.[268]

[265] *South Park Commissioners Report for a Period of Twelve Months, March 1, 1921 to February 28, 1922*, p. 29.
[266] *Report of the South Park Commissioners to the Board of County Commissioners of Cook County*, 1893, p. 13.
[267] *South Park Commissioners Report for a Period of Twelve Months, March 1, 1914 to February 28, 1915*, p. 55.This experiment took place on a short stretch of Michigan Avenue. Flaming arc lamps, tungsten lamps, gas lamps, wooden posts, iron posts, placement at different intervals, and different watts, as well as different globes were tried out before the tungsten lamps were selected and installed throughout the system.
[268] *Report of the South Park Commissioners for a Period of Twenty-four Month, from March 1, 1922 to February 28, 1924*, p. 262.

The pendant fixtures replacing the old arc light hangers were placed on the existing iron lamp posts of the old World's Fair and Brush type.[269] Electric fixtures were continually being upgraded.

Existing iron lamp posts and heads were not uniform along the system. Several different types were in use. However, an effort was made for a consistent look along an individual boulevard. Concrete posts, for both street lighting fixtures and traffic safety island were becoming widespread in the 1920s although both spacing and type were selected in response to site needs. Wherever possible, fixtures that were removed from one location were reused in another location.

With the 1914 start-up of Henry Ford's production line for automobiles, car ownership was within reach of a much broader group of Americans and sales took off. Adapting the boulevards to the ever-increasing number of automobiles would be a major issue facing the South Park commissioners during this period. By the middle of the first decade of the 20th-century it was abundantly clear to the staff of the South Park System that the rapidly increasing number of motorized vehicles required a very different road surface than horse-drawn vehicles.

> Heretofore the macadam road has been a satisfactory substitute for the ideal good weather pleasure drive, a dirt road. The automobile is so destructive of macadam roads that it is impossible to maintain the surface of such driveways in good condition on any thoroughfare where motor vehicles are extensively used.[270]

Returned

The South Park commissioners undertook a study of surfacing techniques in numerous American cities. After having also conducted tests of a variety of surfaces on different boulevards, by 1907 the South Park commissioners had chosen "bitulithic pavement" which "consist[ed] of crushed stone cemented together with a bituminous concrete largely consisting of tar and covered with a thin coating of fine crushed granite."[271]

In 1908 the commission's investigation took General Superintendent, J. Frank Foster to Paris for the first International Meeting on Roads. For this event, the government of France invited the leading road builders of the world. Not only was Foster afforded the opportunity to exchange information and ideas with the world's leading government officials and engineers, he was charged by the commissioners with visiting and studying the most important cities of Europe. Accompanied by Daniel Burnham in London and Paris and Frederick Law Olmsted, Jr., in England, Germany, Austria and France, Foster carried out his assignment to study road construction and maintenance as well as "allied subjects" relevant to the improvement of the South Park system. These included the "construction and usefulness of parks and playgrounds, lighting systems, buildings and various forms of equipment and items of cost." [272]

Upon Foster's return, experimentation with various kinds of road surfacing continued on the boulevards in an effort to identify a substance that was both long-lasting and affordable. The decision was made in 1910 to choose a 2" surface of asphaltic concrete, the "latest improvement in the development of auto-proof pavement" which

[269] *Ibid.*
[270] *Report of the South Park Commissioners for a Period of Fifteen Months from December 1, 1906 to February 29, 1907,* p.37.
[271] *Report of the South Park Commissioners for a Period of Fifteen Months from December 1, 1906 to February 29, 1907.*, p.16.
[272] *Report of the South Park Commissioners for a Period of Twelve Months from March 1, 1908 to February 28, 1909*, p. 9.

> …consist[ed] of crushed limestone and torpedo gravel, mixed and heated in a revolving cylinder and, while hot, combined with liquid asphalt. When thoroughly mixed it is spread over the driveway, rolled and surfaced with a thin topping of asphalt, over which is spread fine crushed granite. Only enough asphalt is used to cement the particles of stone together. The result is a pavement having the appearance of macadam, yet one that so far has been proof against disintegration by the friction and suction of auto tires.[273]

Thereafter, the South Park commissioners carried out a policy of surfacing as much of the main drives each year as the budget permitted. The new asphaltic concrete surface was made in the South Park system's own mixing plant and placed on the original macadam foundation, with all work initially being done by the Commission's work force.[274] Because of financial and labor shortages after World War I, however, by the early 1920s the majority of this work was being contracted out. By the mid-1920s some sections of the original boulevards were being reconstructed with 2" of asphaltic concrete on a new concrete base.

The proliferation of the automobile and the improvement of road surfaces that enabled higher speeds necessitated the development of specialized traffic controls. In the first decade of the 20th-century "safety islands" were constructed in the center of boulevard roadways at intersections "for the purpose of compelling vehicles to keep on the right side of the driveway when turning these corners, and requiring them to lessen their speed."[275] The islands consisted of concrete platforms equipped with "electric lights in red globes on 10' posts." The original boulevards were some of the first streets where they were installed. The early cast iron posts were generally replaced with concrete posts in the 1920s.

Returned

The need for traffic signs, in addition to safety islands, can be understood in light of this 1914 vignette:

> The remarkable increase in the number of automobiles using the park and boulevard driveways had not only congested the traffic greatly, but has added very considerably to the danger to those having to pass over the drives either on foot or in vehicles. The policing of the drives requires many more officers than herertofore and despite their best efforts many car drivers are constantly violating the law as to speed, noise and smoke, making the drives dangerous, almost intolerably noisy and exceedingly malodorous to users as well as the residents[276]

By the early 1920s stop signs were being installed, as were automatic "stop and go" signals. The South Park commissioners investigated two different types of "stop and go" lights, and chose the more visible but expensive "lens" type that displayed red and green lights, over the "shield type" that displayed the words "stop" and "go." A few manufacturers erected demonstration models of the lens type. General Superintendent Foster counseled the desirability of uniformity in the signals throughout the boulevards, so a single style was chosen for the system. Other signs installed during this decade included "one way," illuminated directional signs and other traffic-related signs with special wording. Signs unrelated to traffic generally were not permitted. Railroads, for instance, were not allowed to advertise their line on the elevated track bridges. The South Park Commission cooperated with the Illinois Division of Highways, placing signs locating the routes of the fledging state highways where they traversed boulevards, but these were kept to a minimum.

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[273] *Ibid.* 1915, p. 55
[274] *Ibid.* 1911, pp. 18-19.
[275] *Annual Report of the South Park Commission for the Fiscal Year* 1906, p. 27.
[276] *Report o f the South Park Commissioners for a Period of Twelve Months from March 1, 1913 to February 28, 1914*, p.50.

Rail Crossing Safety and Grade Separation

From the mid-1890s until the mid-1920s, the elevation of railroad crossings constituted major projects along the original boulevards of the South Park system. Most of this work was executed between 1896 and 1913. The issue of railroad crossings as a traffic bottleneck and especially as a cause of pedestrian and motor vehicle accidents was a major source of city-wide concern during the period[277]

The majority of railroad crossings in the South Park District were located on W. Garfield and S. Western boulevards. On W. Garfield Boulevard, there were five crossings for seven railroads. On S. Western Boulevard/S. Western Avenue there were three crossings for six railroads. One railroad line also crossed both Grand and S. Drexel boulevards. The earliest elevations, in 1896 and 1898, were executed in conjunction with the reconfiguration of Garfield Boulevard from a center drive to parallel drives. These elevations involved three railroads located on the eastern end of Garfield.[278] Multiple tracks, necessary to accommodate the factories being constructed along S. Western Boulevard and in the Central Manufacturing District south of 39th Street, made for especially problematic intersections. Reporting in 1904 on the near-completion of the elevation of multiple adjacent sets of tracks across S. Western Boulevard/Avenue near 39th Street, the South Park commissioners noted that "This will be a very great improvement, as the crossing was one of the most dangerous in the South Park System."[279] The elevation of the single rail line (Chicago Junction Railroad) across Grand and S. Drexel boulevards was completed in 1907. These changes were enormously complex, involving negotiations with several railroads. The solution was construction of multiple viaducts.

Returned

The railroad bridges constructed between the 1893 Columbian Exposition and World War I were completed during a decade-and-a-half of concentrated activity. Their physical appearance is similar to the requirements of the ordinance passed by the South Park commissioners in 1902 pertaining to the elevation of the Panhandle Railroad across Western Avenue. The ordinance provided for

> …the erection of ornamental steel or iron structures with spans of sufficient length to permit the park driveway to pass beneath the structures without obstructing supports therein. All supports for the structures within the boulevard are to be iron or steel columns, thus providing for the maximum of light and air beneath the bridges at all points. The floors are to be water-tight and as nearly noiseless as possible. The structure is to be similar to the Pittsburg, Ft Wayne and Chicago RR Co structure at its crossing of Garfield Blvd. [280]

Additional Parks in the South Park System: Gage Park and McKinley Park, Sherman Park

Although the South Park System created by the 1869 legislation was conceived to include only South Park (renamed Washington Park, Jackson Park and the Midway Plaisance) and its adjoining boulevards, within a short period of time efforts were underway to create additional parks. Both Gage Park, which dates to the mid-1870s, and McKinley Park, begun in 1901, resulted from these efforts. Gage and McKinley parks are significant historic properties created by Chicago's South Park System, however, they were not listed on the National Register of Historic Places as part of the multiple property nomination form *The Historic Resources of the*

[277] This fact was underscored by its being addressed in Daniel Burnham's 1909 Plan of Chicago.
[278] The paired track were the Chicago, Rock Island and Pacific Railroad and the Lake Shore and Michigan Southern Railroad, & the Pittsburgh, Ft. Wayne and Chicago tracks near Stewart Avenue.
[279] *Report of the South Park Commission to the Board of County Commissioners of Cook County*, 1904, p. 32.
[280] *Report of the South Park Commissioners to the Board of County Commissioners of Cook County*, 1902, p. 6.

Chicago Park District. Sherman Park, which dates from 1904, was listed as part of the multiple property nomination.

Gage Park

Gage Park began in the 1870s as a small green square at the intersection of S. Western Avenue and Garfield Boulevard. It sat precisely at that turning-point of the southwesterly end of the South Park Commission's portion of Chicago's boulevard system. In 1873, the commissioners decided to acquire land adjacent to this intersection to create a 20-acre park. Two years later, as land acquisition was underway, one of the board members, George W. Gage died in office, and the remaining commissioners adopted a resolution naming the unfinished 20-acre park in his honor.[281]

Born in Massachusetts, George W. Gage (1812- 1875) came to Chicago with his brother David in 1853. They became the proprietors of the Tremont House, making it one of the area's most successful hotels, and George W. Gage went on to own a second hotel. A public-spirited citizen, Gage served as a member of the South Park Board of Commissioners from its inception in 1869 to his death in 1875. Described as "an energetic, thorough, and intelligent member of the commission," he served as board's auditor for three years during this period.[282]

Although the commissioners had acquired the 20-acre site by the time of Gage's death, it remained largely unimproved for the following two decades. Frustrated by the park's unfinished condition, surrounding residents made repeated requests for improvements. In 1899, the commissioners agreed to devote $14,000 to Gage Park. When construction hadn't materialized by the following year, a large group attended a meeting of the commissioners "to protest against the delay of the South Park board in making promised improvements."[283]

Returned

As a result of the community's complaints, the commissioners adopted an improvement plan for the Gage Park in early 1901. Because the relatively small site was "bisected on the north and south by Western Avenue," the commissioners believed it "impossible to create a park with much, if any, landscape effect."[284] South Park Commission in-house designers produced the improvement plan. Although modest in its scope, the design included a sunken garden with a formal reflecting pool and colonnade, as well as several features that were innovative for the time—"suitable playground" areas for baseball and lawn tennis, a wading pool and a sand court.[285]

McKinley Park and the Small Parks Movement

During this period, the South Park Commissioners were concerned that the existing parkland could no longer satisfy the needs of all of the people they served. The city had experienced tremendous industrial growth and the population was surging. In 1869, when Chicago's original three park commissions were formed, the

[281] *Report of the South Park Commissioners from December 1, 1874 to December 1, 1875*, p. 6.
[282] "George W. Gage," *Chicago Daily Tribune,* Sept. 26, 1875, p. 12.
[283] "Criticize A Park Board," *Chicago Daily Tribune*, Oct. 15, 1900, p. 1.
[284] *Report of the South Park Commissioners from December 1, 1900 to December 1, 1901*, p. 10.
[285] *Ibid*.

city's population was 300,000. By 1900, that figure had increased to 1.7 million, and at that time nearly 750,000 people lived a mile away or farther from any park.[286]

Aware of the deplorable living and working conditions and lack of open spaces in the tenement districts within its jurisdiction, the South Park Commission drafted a bill that would empower it to build new parks for the first time in 30 years. The act, approved by the State Legislature in 1899, allowed for the creation of new parks if they were contiguous to an existing park or boulevard. Before the commissioners could develop a whole series of new parks, they wanted to experiment with some of the playground features that they had been considering. In January of 1901, the South Park Commission acquired a 34-acre site adjacent to a boulevard—S. Western Avenue—north of Gage Park. Known as Brighton Park, the property had previously been the site of the old Brighton Race Track. In October of 1901, the South Park Commission officially named it in honor of President William McKinley (1843 -1901), shortly after his assassination. South Park Commissioner Daniel F. Crilly said "As McKinley was a man of the people, so will McKinley Park be a park for the people."[287]

Located in an overcrowded immigrant neighborhood near the Union Stock Yards, McKinley Park was meant to serve as an experiment for the new neighborhood park concept. Created by South Park Commission designers, McKinley Park's plan included a 15-acre ball field, 5-acre lawn tennis meadow, and swimming and wading lagoons with locker and changing rooms. Though smaller in scale, Gage Park's playground features were also experimental in nature. J. Frank Foster, General Superintendent of the South Park System, strongly believed that playground components would be highly beneficial to the rapidly growing areas near the boulevards. In the spring of 1903 as the improvements to both Gage and McKinley Parks were underway Foster said "McKinley Park, which will be completed shortly, and Gage Park will be as nearly ideal as the South Park Commissioners can make them. The establishment of playgrounds is the best investment a municipality can make."[288]

Returned

That June, the South Park Commission dedicated McKinley Park with a celebration attended by 10,000 people. Henry G. Foreman, President of the South Park Board of Commissioners gave the address, stating:

> We are not simply dedicating a new park; we are doing much more than that… We are celebrating the start of a new era of park building in this city. McKinley Park, which heralds the new era, has been created almost by magic. Two years ago this site was a cabbage patch. Today…McKinley Park is adapted to the needs of the people of this district. More that is of actual use to the local population is provided here than in any other park in Chicago.[289]

The success of McKinley Park prompted the commissioners to move quickly in its effort to create a whole system of neighborhood parks that would provide beautiful landscapes, recreational programs and social services to the densely populated neighborhoods on the city's south side.

The South Park Commission had secured enabling legislation in 1901 that allowed it to issue bonds to acquire and improve new parks. This law stipulated that the proposed parks had to be contiguous to an existing

[286] Dwight Heald Perkins. *Report of the Special Park Commission to the City Council of Chicago on the Subject of a Metropolitan Park System*. Chicago: 1904, 39.
[287] "Name Park for M'Kinley," *Chicago Daily Tribune*, Oct. 10, 1901, p. 4.
[288] "Play Lots A Crime Cure," *Chicago Daily Tribune,* April 19, 1903, p. 12.
[289] Address of Henry G. Foreman, President of the South Park Commissioners, on the Occasion of the Dedication of McKinley Park, June 13, 1903 (in holdings of the Chicago Park District Special Collections).

boulevard and could not be more than ten acres in size. In 1902, the commissioners brought the proposal before public referendum, receiving strong public support. The following year, the South Park Commission went to the State Legislature to amend the 1901 act. The 1903 amendment, known as the Lundberg Act, removed the size limitation, allowed the park commissioners to locate the new parks anywhere in their district and authorized the issuance of bonds. With the legal authority and funding in place, the commissioners could now move ahead on plans to build 14 pioneering neighborhood parks throughout the district.

As explained in the multiple property form, J. Frank Foster was largely responsible for conceiving the neighborhood park concept[290] Foster believed that the new parks could function as neighborhood centers and uplift and improve the lives of the residents of the overcrowded tenement districts. He suggested that in addition to the ball fields, swimming and wading pools, and tennis lawns that had been tested in McKinley and Gage parks, the new parks should also offer a variety of other features. These included separate outdoor gymnasiums for men and women, running tracks, children's sand courts, and a new type of building, the field house. Based on the precedent of Chicago's settlement houses, these innovative parks buildings "would provide athletic, educational, recreational programs and social services throughout an entire year."[291] This was particularly useful because Chicago's cold climate had traditionally limited the use of the parks between the late fall and early spring.

In 1905, as efforts were underway to create a system of 14 new neighborhood parks, the South Park Commissioners dedicated a monument to President William McKinley in McKinley Park. Commissioner Crilly had organized a committee of 35 prominent Chicagoans including department store magnate Marshall Field and Charles Dawes, a banker who went on to become a United States Vice President. As part of the fund-raising effort, the South Park Commissioners agreed to melt down an old, universally disliked bronze statue of Christopher Columbus in Grant Park, reducing the cost of the new sculpture by $2,500. Sculptor Charles J. Mulligan (1866-1916) depicted McKinley with one hand on a desk and the other holding the pages of a speech advocating the famous Tariff Act which he presented to congress in 1890. Mulligan's bronze figure stands on an elegant exedra designed by architects Hunt & Hunt. More than 5,000 people attended the dedication for the statue on July 4, 1905.[292]

Returned

The South Park Commission had hired the Olmsted Brothers landscape architects and architects D.H. Burnham and Company to create plans for the entire system of new neighborhood parks. Frederick Law Olmsted, Sr. had retired in 1898 because of declining health and his practice was carried on by his two sons, Frederick Law Olmsted, Jr. and his half-brother, John Charles Olmsted, who formed the Olmsted Brothers firm that year. By the end of 1905, the first ten of these parks had opened to the public. Although some of them were located in close proximity to McKinley Park, it was still heavily used by nearby residents. In fact, during the summer of 1905, more than 92,500 people used the swimming and wading pools.[293]

[290] Sniderman Bachrach, Julia and Will Tippens. Chicago: *The Historic Resources of the Chicago Park District*. National Park Service Multiple Property Documentation Form, 1990. Section FIII, p. 11.
[291] Julia Sniderman Bachrach, *The City in a Garden: A Photographic History of Chicago's Parks*, Center for American Places, Harrisonburg, VA: 2001, 12.
[292] Julia Bachrach, Web-Based Guide to Chicago's Fountains, Sculptures and Monuments, 2010. Available at http://www.cpdit01.com/resources/planning-and-development.fountains-monuments-and-sculptures/McKinley%20Park/William%20McKinley%20Monument.pdf
[293] *Annual Report of the South Park Commissioners for the Fiscal Year 1905*, p. 61.

McKinley Park was so intensely used that in 1906 the commissioners undertook a major expansion to the park. They acquired an adjacent 40-acres east of the original site, more than doubling its size. In-house designers created the expansion plan and construction began in October of 1906. The plan incorporated the existing lawn tennis area, ball field, swimming lagoon and locker facility of the original park. It also retained the earlier irregularly-shaped wading pool, but significantly expanded the waterway by connecting in to a large meandering lagoon intended for boating in the summer and ice skating in the winter. The lagoon had a number of small wooded islands. Along the southwest side of the lagoon extension, the designers created a formal walkway with urns and ample space for a band stand. This connected to winding paths that encircled the lagoon and an adjacent meadow and led to a tree-lined drive.

While this plan also incorporated a children's playground and open air gymnasiums for men and women, it did so within a naturalistic landscape. J. Frank Foster emphasized the importance of providing the new recreational features without forfeiting the kind of beautiful scenery that could be found in Jackson and Washington Parks. He suggested that if properly designed, parks could provide "the enjoyment of all outdoor sports without interfering with the natural beauties or lessening the enjoyment of those who come to the park for the purpose of reaching, as nearly as it is possible for them to reach, the country."[294]

Constructed between 1906 and 1909, McKinley Park's expansion included the installation of more than 18,000 trees and shrubs.[295] Following the 1906 plan, the work included the installation of gymnastic apparatus in the open air gymnasium spaces located in the older section, on the southwest side of the park. The children's area, adjacent to the wading pool, was equipped "with all the apparatus to be found in the other park playgrounds."[296]

Returned

In the next several years McKinley Park was well-used by the surrounding community. Considering the numerous field houses located in nearby neighborhood parks, area residents became increasingly aware of their need for a similar facility. Although D.H. Burnham & Company had prepared sketches of a recreational building for McKinley Park years earlier, the commissioners had never pursued it.[297] In January of 1916, the South Park Commission received a petition from the Fifth Ward Civic League requesting the construction of a field house in McKinley Park. Stating that "the fifth ward is the only cosmopolitan ward in the city without a field house," the petitioners explained that "since the park is centrally located it offers an excellent location for a field house."[298]

A month later, after several prominent citizens appeared before the board to make a similar request, the commissioners adopted a resolution to build a gymnasium facility in McKinley Park. That March, Henry E. Legler of the Chicago Public Library wrote asking the commissioners to include "suitable library quarters" in the new building.[299] They agreed to this request and instructed the staff to prepare detailed plans for a field house with a budget of approximately $160,000. The plans were developed under the supervision of Chief Engineer Linn White (1864 – 1949).

[294] J. Frank Foster, "An Article on Small Parks," presented to the Chicago Society for School Extension, April 18, 1903.
[295] *Annual Report of the South Park Commissioners* for a Period of Twelve Months from March 1, 1908 to February 28, 1909, p. 93.
[296] *Report of the South Park Commissioners* for a Period of Fifteen Months from December 1, 1906 to February 29, 1908, p. 35.
[297] *South Park Commissioners Proposed Buildings for Recreative Centre, McKinley Park*, Chicago, D.H. Burnham & Co. n.d.
[298] Minutes of the South Park Commissioners, v. 23, January 19, 1916, p. 68
[299] *Ibid*, March 6, 1916, p. 149.

Linn White began working in the South Park Commission's engineering department in 1904, and was promoted to the position of chief engineer by 1909. He remained in this position until the consolidation of the Chicago Park District in 1934. He spent the following several years as consulting engineer to the Chicago Park District and retired in 1940. In a *New York Times* obituary, White was described as a "leading figure in the negotiations with railroads that resulted in the 1919 ordinance for Chicago's downtown and South Side lake shore improvements."[300] Linn White had work closely with D.H. Burnham and Company on the design and construction of the earlier field houses and he was also quite knowledgeable about the use of exposed aggregate concrete, the material from which they were built. In fact, White published an article entitled "The Treatment of Concrete Surfaces" in 1907.[301]

White was clearly influenced by the D.H. Burnham & Company buildings of a decade earlier for his design of the McKinley Park field house of 1916. Like the earlier field houses, the building was rendered in the neo-classical style, which Burnham so favored. Mirroring many of the original field houses, it included a spacious lobby, two gymnasiums, locker and bathroom facilities, club rooms, an assembly hall, and a library. The McKinley Park field house was composed of exposed aggregate concrete, sometimes called "marblecrete" or "popcorn concrete." Considered an innovative building material at the time, the concrete structures could be constructed quickly, relatively inexpensively, and ornamentation could be molded directly into facades. The project also included the construction of a boiler house building, expressing a utilitarian design similar those designed by the Burnham for the neighborhood parks.

Returned

Gage Park and the Small Parks Movement

While the McKinley Park community members had been requesting a field house, residents near Gage Park felt that they needed additional green space for their park. A delegation of seventy people including Ex-Governor Charles Deneen and a member of the Chicago Board of Education attended a South Park Commission board meeting in 1916 to request an expansion to the park. The group stated that Gage Park "in its present state is entirely too small for the neighborhood." They explained, "all the lawn space is taken up by tennis courts, baseball grounds, and a children's wading pond, the rest is closely planted with shrubbery and trees," and that "there is not any space for picnics or for people seeking a restful enjoyments and recreation so necessary in the strenuous city life."[302]

The commissioners complied with this request and acquired an additional 9.75 acres of property on the southwest side of Gage Park in 1916. The extension involved razing a row of houses on S. Artesian Avenue. Local groups suggested that the commissioners should retain the house at 5536 S. Artesian, described as a "good building" with heating and gas lighting for use as a club house.[303] The commissioners agreed in 1917, and although local community members expected that it would soon be replaced with a real field house, the club house continued to be used for more than eight years.

By 1920, area residents were becoming increasingly frustrated with the lack of new facilities in Gage Park. In response J. Frank Foster presented a plan for the park to the Board of Commissioners that included a swimming pool with dressing booths, outdoor gymnasiums for men and women, a children's playground and a

[300] *New York Times*, January 14, 1949.
[301] *The American Architect and Building News*, May 4, 1907
[302] Minutes of the South Park Commissioners, v. 24, Oct. 18, 1916, p. 1.
[303] *Ibid,* v. 25, November 21, 1917, p.3.

field house. The commissioners approved the plan on August 20, 1920, with the exception of the field house.[304] The project involved filling the irregularly shaped wading pool and constructing a rectangular swimming pool with a classically inspired dressing room building.

The need for a field house remained strong, and the community continued pressing for the construction of such a facility. In 1924, the South Park Commissioners received petitions signed by more than 2,500 individuals including many teachers and children from nearby Gage Park School.[305] Over the next year, many additional community members and groups continued making field house requests. The commissioners finally agreed, and Linn White had his staff prepare plans and specifications for a field house in Gage Park, approved by the board in 1926.

Like the McKinley Park field house which was designed a decade earlier, the Gage Park field house was rendered in a neo-classical style and was also built of exposed aggregate concrete. Although also one story in height, it is somewhat larger and more monumental in scale than McKinley Park's field house. The Gage Park's building had a construction budget of $335,000, which was substantially higher than that for McKinley Park. The large field house had an assembly hall, indoor gymnasiums, locker and shower rooms, welfare rooms, club rooms, and a library. The project also included the construction of a boiler house on the southwestern side of the park. Both buildings were completed in 1928.

Three years later, the South Park Commissioners hired artist Tom Lea to paint a mural that would adorn the interior of the field house auditorium. More than two decades earlier, a member of the South Park Board, Judge John Barton Payne, had established an art fund to beautify the interior of field houses in the district. Although Payne was no longer a member of the board, the fund was still in effect, and Lea was paid several hundred dollars for the Gage Park Mural.

Returned

Born and raised in Texas, Tom Lea (1907 – 2001) came to Chicago to study at the School of the Art Institute under the renowned muralist John Warner Norton. A couple years later, Lea became Norton's apprentice and went on to establish himself as a mural painter and commercial artist in Chicago, eventually moving to Santa Fe, New Mexico. For the Gage Park project, Lea portrayed "French explorers, fur traders, and missionaries René-Robert Cavelier de La Salle, Jacques Marquette and others who first traveled to the Chicago area, and the pioneering families who later came by covered wagon and settled there" with a heavenly figure in the clouds pointing westward.[306]

Gage Park and McKinley Park: Post 1930

By the early 1930s there were 22 separate park districts operating simultaneously in Chicago, including the South Park Commission. The Great Depression rendered all of these independent agencies financially insolvent. To gain access to federal funding through President Franklin Delano Roosevelt's New Deal, voters approved the Park Consolidation Act of 1934, through which the South Park Commission was unified into the Chicago Park District, along with the 21 other independent park districts.

Between 1935 and 1941 the combination of federal, state, and city funds spent on Chicago's parks totaled more than $100 million. As "park facilities and landscapes were in various states of completion and

[304] Minutes of the South Park Commissioners, v. 27, August 20, 1920, p. 178.
[305] Minutes of the South Park Commissioners, v. 32, December 17, 1924, p. 362.
[306] Mary Lackritz Gray, *A Guide to Chicago's Murals*, Chicago: University of Chicago Press, 2001, p. 174.

disrepair, a significant portion of WPA funds allowed a flurry of construction and improvement projects."[307] Chicago Park District staff members did nearly all of the planning, engineering, design, and construction work for these projects. Work in both McKinley and Gage parks included conditioning lawn and the ball fields, planting thousands of new shrubs and flowers, laying sidewalks, building additional tennis courts, and installing lighting. In McKinley Park, work also included constructing a new parking lot and remodeling the locker and changing room building next to the swimming lagoon.

During the late 1930s McKinley and Gage Parks offered a large menu of programs and activities to their surrounding communities. They both had broad and varied sports programs including swimming, tennis, softball, football, ice skating, and archery. Drama and social dancing were offered at both parks, and McKinley had folk dancing as well. In addition, McKinley Park offered several music programs such as chorus and orchestra. The Chicago Park District provided an extensive array of arts and crafts classes at both parks including pottery, model yacht and airplane making, woodworking, kite making, leather craft, weaving, sewing, and quilting. Gage Park also had its own Drawing and Painting Club that met several times a week and exhibited in its own club room in the basement of the field house.[308] This club may have been responsible for creating a mural which was painted directly on the wall of the first floor library room (now an office). It depicts an Eastern European family and their folk traditions.

Alterations or improvements to McKinley and Gage Parks slowed during the WWII period, however; during the Post War era, the Chicago Park District began focusing on modernizing the parks often to accommodate recreational programs. Unfortunately, some of these changes had a negative impact on the historic fabric of the parks. In 1950, the park district filled in the old naturalistic swimming pool in McKinley Park and built a new rectangular pool south of the field house. At that time, the historic changing room building was partially demolished and the remaining portion was converted into a trades facility.

Returned

In the late l950s, the Chicago Department of Transportation sliced through the southeast side of McKinley Park's landscape to make way for a ramp providing an express route from S. Damen Avenue to W. Pershing Road. Not only did this truncate the park's landscape, but it also required the filling of the southeastern side of the lagoon. In Gage Park, the Chicago Park District built a handball court in the men's open air gymnasium in 1950. A decade later, the sunken lily pool was filled in, and made into a lawn area.

In recent years, some additional facilities have been added to the parks with less impact on the parks' historic character. In the mid-1990s, the park district built an ice skating rink and an interactive water playground in McKinley Park. At the same time, the lagoon underwent a major renovation project featuring improved access to fishermen. In 2008, the park district installed an artificial turf soccer field in the old children's playground area, with support from the Parkways Foundation.

Over the years, McKinley and Gage Parks have continuously provided a variety of athletic, recreational, social, and educational programs and services to the community. Although they have adapted to current times, the parks retains a good deal of historic fabric. McKinley and Gage Parks offer many of the same kinds of programs as were historically provided such as archery, basketball, football, swimming, gymnastics, and arts and crafts. They also respond to special needs by including therapeutic recreation programs— both parks offer Special Olympics gymnastics programs and Gage has a number of classes for people with disabilities. Today,

[307] Julia Sniderman Bachrach, *The City in a Garden: A Photographic History of Chicago's Parks,* Center for American Places, 2001, p. 24.
[308] "Tribunes Color Photos Feature Gage Park Show," *Chicago Daily Tribune*, October 3, 1937, p. SW 4.

McKinley and Gage Parks provide Chicagoans with valuable links to the past and continue to enrich the lives of neighborhood residents

Sherman Park

Collaboratively designed in 1904 by landscape architects the Olmsted Brothers and D.H. Burnham & Company architects, Sherman Park is one of the seminal and best preserved of the South Park Commission's neighborhood parks. This type of park reflected a significant change, after 1900, when small parks were created in crowded areas to serve the recreational, social and educational needs of residents living far from the original large 1869 parks. Sherman Park was listed on the National Register in 1990 as part of the *Historic Resources of the Chicago Park District*. Sherman Park's relatively large 60-acre site and high water table initially inspired a formal design with an extensive water system as its central element. In an effort to reduce costs and increase space for ball fields, this design was revised to be more naturalistic, with a meandering lagoon surrounding a large central island; a formal complex of buildings, including a field house, was only provided at the north end of the park. The interior of the field house was decorated with murals executed by Chicago Art Institute students paid for from a fund established by South Park Commissioner Judge John Barton Payne. Sherman Park was named in honor of John B. Sherman, founder of the nearby Union Stock Yards, a South Park Commissioner for twenty-five years, and father-in-law of the park's famous co-designer Daniel Burnham.

Returned

Most of this rectangular park is located within a ring road that contains a meandering lagoon with a large central island. This area, like its gently rolling perimeter, is naturalistically planted. In contrast, the north edge of the park is more formal, with classically-detailed buildings symmetrically arranged around a central swimming pool.

THE WEST CHICAGO PARK SYSTEM: 1893-1934

During this period the streets and final route of the West Chicago park and boulevard system were completed. Electricity, new concrete sidewalks and additional landscaping were introduced. Corruption, as well as financial and legal challenges continued to be a problem, with resulting neglect system-wide. Conditions changed considerably in the first two decades of the Twentieth Century under the direction of Jens Jensen, who was made superintendent in 1905. Jensen's signature prairie features were added and sculpture was placed in parks and squares. Railroad crossings were elevated, many on viaducts with attractive ornamental treatments. Considerable effort was invested in adaptation to the automobile, including improved road surfaces, modification of road and square configurations and the addition of traffic signals.

Continued Development of the West Park System

Following the World's Columbian Exposition, extensive residential development would finally reach the parks in the West Park System, filling the many empty lots that still existed on the far west side in the early 1890s. This new burst of development would make completion of the entire parks and boulevard system absolutely essential. Unlike the South Park system, the West Park System was not completely laid out by 1893, with much work to be done well into the third decade of the 20th-century. In the *Logan Square Boulevards Historic District* significant improvements began in the 1890s. This is true for the rest of the West Park System.

Because so much work had been done to prepare the parks and boulevards for the 1893 Columbian Exposition one would expect the latter half of the 1890s to be a period of relative quiet in the West Park System. On the contrary, the commissioners were busy improving the existing system and making plans for the few sections that were not yet complete. They introduced electric lights to the boulevard system. They also oversaw the planting of thousands of shrubs on the boulevards that had broad central lawns. The commissioners were active, but their financial and political problems persisted.

Although corruption, finances and legal challenges had been problems within the West Park System from its very inception, by 1899 the situation was becoming untenable and the resulting neglect of the park system as a whole was obvious to everyone.[309] Irrigation pipes were laid but were not hooked up. Trees, shrubs and flowers were planted but not well maintained. Lawns looked tired, where they existed at all. The conversion from gas to electric lights was moving slowly. Some of the roadways were still paved with the old cedar blocks. Enforcement of traffic laws on the boulevards was lax, making them increasingly dangerous as the first automobiles began to appear in the city.

Despite all this, however, the West Park commissioners were able to complete considerable work during the final decade of the 19th-century. In the 1890s on Humboldt Boulevard 4000 shrubs were planted in the center lawns, new concrete cross walks were laid, a new railroad viaduct was built and the existing gas lamps were refurbished while the commissioners wondered how they would pay to introduce electricity.

Returned

On N. Sacramento Boulevard major changes were needed to accommodate increased traffic and new plans were drawn up in 1896. By the end of the 19th century Sacramento had become a major north-south artery through the west side. South of Humboldt Park drivers encountered a series of closely-spaced traffic obstacles: a railroad viaduct, the square, a sharp right turn, another square, and a sharp left to go through Garfield Park. Once inside the park, there was no convenient through street: drivers had to jog west to pick up S. Hamlin Boulevard. If one tried to proceed on a more direct route through Sacramento Square one immediately encountered another major railroad crossing south of the square. In order to solve this traffic problem, the West Park Commission decided to acquire all of Sacramento Avenue from the city in order to create a true north-south boulevard that would bypass Garfield Park and lead directly from Humboldt Park to Douglas Park. Land acquisition was begun in 1903 and completed in 1913. Although Sacramento never became a boulevard with side drives and landscaped medians, it was widened and planted with trees and renamed Sacramento Boulevard.

The south part of the West Park System, as usual, was lagging behind the north. W. Douglas Boulevard was just having its lawns prepared for seeding in 1898, with the *Annual Report* predicting that the surrounding area was "destined to become a first class residence district."[310] S. Marshall Boulevard and the connection across the Illinois & Michigan Canal were still being reconfigured in response to the massive Sanitary & Ship Canal building project alongside the old Illinois & Michigan Canal.[311] An agreement was reached with the

[309] West Chicago Park Commission, *Thirty-First Annual Report, 1899*, p.9.
[310] West Chicago Park Commission *Annual Report 1897*.
[311] Along with air pollution, Chicago had serious sanitary issues relative to its drinking water. The state had passed a Sanitary District Enabling Act in 1889 that provided for construction of a new Sanitary and Ship Canal.[311] The canal was to collect the city's sewage, dilute it with lake water and send it to the Mississippi River via the Des Plaines River. The key to this project was reversing the flow of the Chicago River in order to prevent waste from flowing into Lake Michigan, which was the city's main drinking water supply. After lengthy debate and considerable planning, work on the new canal began in 1894. The canal, like the Illinois and Michigan Canal and the railroads that paralleled it, would pass directly through the juncture of the South and West Park Systems on S. Western Boulevard, forcing the commissioners to adjust their plans for this part of their systems.

Sanitary Commission in 1897 and work began slowly at the end of the 1890s to bring in the fill necessary to create the many short boulevard segments at the south end of the system. Compounding the problem of laying out this section of the boulevards, south of Douglas Park a railroad viaduct still crossed the planned roadway just 10' above grade. Completion of this section would not be possible until an agreement was reached with the railroad in 1914.

The first decade of the 20th-century was an important time of change for the West Park System. In July 1905 Governor Deneen removed the existing corrupt commissioners and replaced them with a group of honest men. Of the 619 men and women on the payroll, 299 were fired immediately and the unwieldy team of multiple superintendents was reduced to one, the scrupulously honest Jens Jensen. The new Commission began the process of rebuilding using two pools of money: the $1 million small parks bond and another $2 million bond, both passed in late 1905. Jensen prepared a report outlining what was needed, noting that "the parks and boulevards cannot benefit the public to the fullest extent if they are not kept in the best possible condition."[312]

On Humboldt Boulevard, work continued on the shrub plantings, new sidewalks and roadway resurfacing that had begun in the 1890s. Conduits for the new electric lights were laid and nearly 100 trees were replaced.

On N. Sacramento Boulevard work was begun to fix the route of the boulevard through Sacramento Square. By 1908 a new railroad viaduct and electric lights had been completed. The park commissioners had always insisted that the railroad viaducts that crossed the boulevards be more than utilitarian in their design,. The viaducts that were constructed early in the 20th century indeed began using ornamental concrete facings over the iron substructure. These new designs gave the viaducts a more substantial and beautiful presence along the boulevards, with the cast concrete enabling the designers to provide more architectural detail than had been possible with the structural ironwork. The 1912 *Annual Report* noted with pride that "The ornamental concrete facia adopted for the portals…is the most pretentious effort made for ornamentation of any of the subways constructed in the city."[313] Examples of these portals can still be seen on the railroad crossings over Humboldt Boulevard at Bloomingdale Road. They are in the mode of contemporary Collegiate Gothic architecture with inset paneling and Gothic arches.

Returned

Thirty-five years after it was first laid out as part of the system, plans were finally made for W. Franklin Boulevard, in 1903. Public hearings to review the plans were held, one of the few times such an event was noted in the *Annual Report*s.[314] The delay in the planning and construction of this segment seems surprising, given its importance as the northern approach to the heavily used Garfield Park. Perhaps the industrial character of the neighborhood to the east, including extensive train yards and repair facilities, was the cause of this delay. The area along the eastern edge of Sacramento Square to this day has the most industrial character of any boulevard segment between Garfield and Humboldt Parks. Although drainage, trees and shrubs were completed by 1909, it would be another two years before this short segment of the boulevard system was complete.[315]

On W. Douglas Boulevard work continued on planting trees and shrubs according to the plans. The curbs, gutter, pavement and sidewalks were all redone.

[312] West Chicago Park Commission *1906Annual Report*, p. 36.
[313] West Chicago Park Commission, *1912 Annual Report*, p.112.
[314] West Chicago Park Commission, *1909 Annual Report*, p.16.
[315] West Chicago Park Commission, *Forty-third Annual Report*, 12/31/1911, p.22.

In 1907 an agreement with the railroad was finally reached to raise the viaduct over S. Marshall Boulevard. Work was completed in 1908, making this one of the fastest construction projects in West Park history. Installation of electric lights, trees and lawns were completed shortly afterwards.

In 1919, the 50th anniversary of the original park legislation, the city's population had grown nearly tenfold to 2.9 million. The parks and the boulevards were in greater demand than ever as residential, institutional and industrial development continued to fill in the city's western neighborhoods.

During the 1910s the West Park Commission was focused on developing, at last, a series of small neighborhood parks. This was a decade of maintenance for most of the boulevard system while Jensen worked on his plans for Columbus Park, a new large park at the far western edge of the city, as well as a comprehensive plan for a metropolitan park system.[316] In 1915 the first attempt was made to consolidate all of the city's park districts under one administration. The bill was defeated, with the West Park commissioners claiming under-representation on the proposed new board for their populous neighborhoods.[317]

Trees and shrubs continued to be planted throughout the system in the 1910s and several new railroad viaducts with ornamental concrete were built to replace earlier ones. These new viaducts were opened in 1911 on N. Sacramento Boulevard, in 1913 on N. Humboldt Boulevard and in 1914 on S. Marshall Boulevard. The 1920s saw more of the same, with some resurfacing on the boulevards in the southern part of the system. Much of the focus in the 1920s was on traffic hazard relief.

Returned

In 1909, the City of Chicago rationalized its street numbering and naming system, forcing the West Park commissioners to make final decisions about the names of the various boulevard segments. Douglas Boulevard became S. Independence Boulevard (Jackson Boulevard to Independence Square) and W. Douglas Boulevard (Independence Square to Douglas Park). Central Boulevard became N. Central Park Boulevard (Garfield Park to Franklin Boulevard), Franklin Boulevard (N. Central Park Boulevard to Sacramento Square), and Humboldt Boulevard (Sacramento Square to Humboldt Park). An extended N. Sacramento Boulevard ran due south from Sacramento Square to connect Humboldt Park directly to Douglas Park.

The inclusion of sculpture in squares began to take place at the beginning of the Twentieth Century. The idea, however, was an important reverberation from the 1893 World's Fair. In 1896 the west commissioners expressed a desire to receive donations of sculpture and fountains that could be placed in the three boulevard squares.[318] With their request for these artworks, the commissioners hoped to make the squares more ornamental so that they would become beautiful turning points and landmarks within the overall system.

The squares had originally been envisioned as 400' square mini-parks that would break up the formality of the boulevards and their straight ranks of trees. By 1886 all three squares had been graded, filled and planted with over 3000 trees.[319] As development and traffic moved to the west side and the boulevards became predominantly traffic routes rather than pleasure drives, it was inevitable that the squares, with their relatively small size and turning-point locations, would suffer. Sacramento Square would undergo a major reconfiguration in the 1910s to accommodate the increasing traffic and industrial activity in this part of the city.[320] With most

[316] West Chicago Park Commission, *1917-1918 Annual Repor,*.
[317] West Chicago Park Commission, *1915 Annual Report*.
[318] West Chicago Park Commission, *1896 Annual Report*, p. 20.
[319] West Chicago Park Commission, *Seventeenth Annual Report*, 2/28/1886, p. 20.
[320] The 1896 Sanborn Atlas already shows factories along Franklin and Sacramento Boulevards in this area.

drivers choosing the more direct route of N. Sacramento Boulevard, Garfield Square would fade into the background. Independence Square, the only one to receive a fountain, was redone in 1901 and its northern quadrant is now shorn away by the turn of the boulevard. Garfield Square, became 300' x 325', considerably smaller than the standard 400' x 400';it was redone at the time of W. Franklin Boulevard's design and construction in 1911.

Although the commissioners had expressed an interest in receiving donations of fountains and/or sculptures in 1896, it was not until 1900 that preparations began for a large fountain in Independence Square entitled "*American Youth and Independence Day*."[321] The design of the fountain, children celebrating the 4th of July, was suggested by Commissioner Charles Lichtenberger, Jr. and executed by well-known sculptor Charles J. Mulligan. Mulligan, a student of Lorado Taft, had been the foreman of the sculpture shop at the Columbian Exposition and had recently created two sculptures for the Chicago Autumn Festival of 1899. For "American Youth and Independence Day" he executed a design that is both joyous and monumental. Set on a granite base, the circular shape of the fountain visually turns the corner, just as the boulevard traverses the northeast corner of the square. Cast bronze panels, now missing, surrounded the base and it is surmounted by a circular pedestal on which dance two boys and two girls with flags, drums and a small cannon at their feet. Although no longer in operation, the water once sprayed above the children's heads. The children are also cast in bronze and Mulligan wonderfully portrays both their motion and their excitement. Although we have no drawing of the design of the square when the fountain was installed, apparently it was planted with some type of willow tree. Not happy with this choice, one of Jensen's first projects after he became Superintendent was to redesign the landscaping of the square.[322]

Returned

A second sculpture was placed on the boulevards in 1926 at the turning point between S. Marshall Boulevard and W. 24th Boulevard. The *Jacques Marquette Monument* was designed by Hermon Atkins MacNeil and paid for by the B.F. Ferguson Fund.[323] This fund was a bequest of Benjamin F. Ferguson to the Art Institute at the time of his death in 1905. Ferguson, a lumber magnate, bequeathed $1 million to be used for sculptures "commemorating worthy men or women of America or important events of American history."[324] The first sculpture to be paid for by the fund was the 1913 Fountain of the Great Lakes at the Art Institute, followed by a series of important works through the 1920s.[325] The Marquette Monument was part of this group. The bronze sculpture depicts Marquette holding his cross with Louis Joliet on his left and an Algonquin Native American on his right.[326] It is set on a rectangular granite base with a series of low steps leading up to it on all four sides. The front panel on the base depicts a canoe being portaged and bears an inscription dedicating the monument to Marquette. The monument is set at an angle to be highly visible to cars passing along the curve between S. California Boulevard and W. 31st Boulevard.

Adaptation to New Technology: the Automobile and Electric Lighting

[321] West Chicago Park Commission, *Thirty-second Annual Report*, 1900, p. 34, http://www.askart.com/AskART/artists/biography.aspx?artist=108991. a thorough biographical sketch of Charles J. Mulligan.
[322] West Chicago Park Commission, *1906 Annual Report*, p.50.
[323] McNeil was the sculptor for the relief panels at the 1895 Marquette Building by Holabird & Roche, 140 S. Dearborn. Alice Sinkevitch, ed. *AIA Guide to Chicago* (San Diego: Harcourt Brace, 1993), p. 66.
[324] http://chicago-outdoor-sculptures.blogsport.com/2010/05/bfferguson-monument-fund_10.htm.
[325] The Ferguson Fund continues to fund important sculpture in Chicago.
[326] http://www.waymarking.com/waymarks/WM7JW7_Jacques_Marquette_Monument_Chicago_IL. This website also notes that the monument was erected after the Ferguson Fund "received a petition signed by 15,000 schoolchildren asking that a monument be created." The monument is seen every day by the elementary school children of the John Spry Public School immediately behind it on Boulevard Way and the high school students at Carter Harrison High School on the opposite side of West 24th Boulevard.

As in the South Parks, the West Parks started the 20th-century by adapting to electricity and the increasing demands of motor vehicles throughout the system. Cars were to be an especially stubborn and expensive problem. The boulevards and the side streets that crossed them felt an immediate impact from the expansion of automobile and truck traffic. By 1921, 99% of the traffic on the boulevards was motor vehicles.[327] The number of accidents was alarming. In 1921 the West Park System installed the city's first stop signs and its first automated traffic signals.[328] By 1925, like much of the rest of the city, the West Park System had completely phased out the use of horses, switching to trucks and tractors for all maintenance work.[329]

Although traffic had been an issue on the boulevards since the completion of the first long segments in the 1890s, it grew into an exponentially more complicated problem as real estate development finally took hold on the west side and streetcars extended their lines west across the boulevards.[330] Wagons were prohibited from the boulevard main drives but they were common on the side drives and the cross streets. Carriages and horses, strolling pedestrians and streetcars also created hazards. By 1900, automobiles were to heighten the danger considerably as their speed and noise alarmed the many horses that were still in use.

In the central business district uniformed police officers directed traffic at busy intersections, but there were no city officers, stop signs or traffic signals on the west side. The West Park System had its own extensive police force, but they were ever more challenged to enforce traffic laws throughout the system, particularly given the new, speedier automobiles that were beginning to appear.[331] Horses, wagons, carriages, cars and streetcars were all using the boulevards at the turn of the century. Boulevard crossings, especially where streetcars were involved, had become serious safety hazards.[332] In 1909 the city passed an ordinance requiring that all streetcar crossings be rebuilt to new safety standards that included rounded turns.[333]

Returned

Like the city, the West Park commissioners knew they needed to respond to these growing dangers. Considerable time was spent in the 1910s evaluating traffic problems on the boulevards and experimenting with various solutions. The West Park System took its first one-day traffic count in 1911 and a second one in 1914 at the corner of Jackson and N. Sacramento Boulevards. In this three year span horse-drawn wagon traffic dropped from 260 to 97 and motor-driven trucks doubled from 406 to 812. Automobile traffic exploded from 765 to 3551 in a single day. In response to this increasing traffic volume, the commissioners placed an experimental "pilot post" or "dummy policeman" with an electric light on it at Carroll Avenue on N. Sacramento Boulevard in 1912. In order to address the growing problem of accidents where side streets crossed the busy boulevards, in 1919 the commissioners placed over 600 specially-designed boulevard stop signs at every intersection in the system, the first use of fixed stop signs in the city.[334]

In 1921 the West Park commissioners decided to take action to try and control traffic hazards throughout the system through a series of important steps, some of which were the first of their kind in the city:

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[327] West Chicago Park Commission, *Forty-Sixth Annual Report* (1914), p. 18 and *Annual Report* (1921), p.46.
[328] West Chicago Park Commission, *1921-1922 Annual Report*, p.16.
[329] West Chicago Park Commission, *1925 Annual Report*, p. 10.
[330] West Chicago Park Commission *1894 Annual Report*, first mention of racing on the boulevards.
[331] For example, the *1905 Annual Report* notes the "attitude of many of the automobiles on the boulevards…in exceeding the speed limit…" p.16.
[332] For an example of a West Park System Police Report from this period see West Chicago Park Commission, *1912 Annual Report*, p. 212.
[333] West Chicago Park Commission, *1909 Annual Report*, p.51.
[334] West Chicago Park Commission *1919Annual Report.*

They widened the drives on N. Sacramento Boulevard, now a major north-south artery through the west side

They created rounded corners on the boulevards in order to ease turning

At the rounded corners they installed "mushroom lights," electric lights set into the pavement with a shallow domed iron cage above them. They served to light the intersection and could be driven over safely by most vehicles[335]

They instituted directional signs throughout the system, a method that had not yet been tried elsewhere in the city

They erected a series of automated signal towers, the precursors to our modern-day stop lights. The city was still using people to direct traffic at hazardous intersections, but the West Park commissioners were convinced that these automated signals would be more economical in the long run and they had the added advantage of being there twenty-four hours a day, seven days a week.

The installation of all these safety devices was completed by 1926. Bond issues in 1905, 1915, 1923 and 1927 all helped to increase park lands, carry out improvements, build park buildings and provide maintenance to existing parks. The West Park System had been able to capitalize on the prosperity of the 1920s by passing a $10 million bond issue in 1927. With this money the West Park commissioners built twelve new buildings, including the massive new field houses in Humboldt, Garfield and Douglas parks. Even the boulevards, which often were the last areas to receive any benefit from bond issues, had $1 million spent on their rehabilitation and widening.[336] As a result of reduced tax revenues and their own decades-long mismanagement, the healthy financial conditions of the late 1920s, however, would come to a screeching halt once the last of the bonds were spent in 1928. When the Depression started in late 1929 the parks were once again facing a backlog of deferred maintenance. Shortly after the onset of the Depression it became necessary for the Illinois Emergency Relief Commission to provide labor for park and boulevard maintenance.[337] By 1933 the West Park Commission was $20,000,000 in debt.[338]

Returned

THE CHICAGO PARK DISTRICT: CONSOLIDATION, 1934-1942

Following the onset of the Depression of the early 1930s, the parks, boulevards and squares were in a state of severe disrepair. The Depression also resulted in all of Chicago's park districts being consolidated into the single Chicago Park District. Federal money was acquired under the WPA and the PWA programs, enabling large scale rehabilitation and additional services. This funding ceased at the beginning of World War II.

Factors Leading to Consolidation of the Park Systems

The 1920s were years of great contrasts, especially in the Midwest. On the one hand, business was booming. Real estate, in particular, was experiencing tremendous growth. New skyscrapers, department stores and movie palaces were filling up both Chicago's Loop and its neighborhood commercial areas. Bungalows,

[335] West Chicago Park Commission *1921Annual Report.*
[336] West Chicago Park Commission, *1927-1928 Annual Report*, p.13.
[337] Chicago Park District, *First Annual Report*, 5/1/1934 to 12/31/1935, p. 17.
[338] Sniderman, *The Historic Resources of the Chicago Park District*, Section E, p.14.

courtyards and other types of apartment buildings were finally bringing many city neighborhoods to full development. The parks and boulevards, including those mentioned in the already-listed parks in *The Historic Resources of the Chicago Park District* and the *Logan Square Boulevards Historic District*, were in the heart of much of this new growth

Although city life seemed to be a never-ending upward spiral of prosperity in the early 1920s, there were early signs of trouble. Throughout the decade farmers struggled with increasing costs and low returns on their crops. With farm crops providing many resources for both commerce and industry in Chicago, it was inevitable that the farm depression would have an early impact on the city. A small recession in 1924, followed by the bankruptcy of the largest streetcar line in 1926, was the first sign of trouble.[339] In 1928 there was a city-wide property reassessment that delayed tax collections that year. The reassessment was followed by six years of tax strikes, further reducing income to all public functions.[340] The final crushing blow came in October 1929 with the stock market crash.

The Great Depression was particularly hard on Chicago since much of the city's prosperity was based on industry, one of the sectors hardest-hit by the economic collapse.[341] Between 1927 and 1931 50% of the city's manufacturing laborers lost their jobs. In the African-American community, which had long suffered from job discrimination and which did not have the protection of labor unions, unemployment rapidly reached 50%. The atmosphere in Chicago was volatile with both strikes and tense racial confrontations.

Returned

Consolidation: The Chicago Park District

When the three original park systems were formed in 1869, there was a geographic logic to their boundaries. Lincoln Park and the city's primary population and commercial centers were east of the river. On the south side, the towns of Hyde Park, South Chicago and Lake were not yet incorporated into the city. The west side, newly incorporated, would need large infusions of cash in order to create an entirely new system. Despite the logic of this separation, as early as 1873 there was discussion about consolidating the three systems to achieve greater efficiency.[342] Although considered four more times in the ensuing decades, it would take the financial crisis of the 1930s to bring about the necessary change.

By the early 1930s, 18 of the city's 22 park districts were in default and/or arrears. The debt of the West Park System was the most staggering of them all. It was desirable to receive federal aid, but in order to be eligible it would be necessary to streamline operations and bring the many systems together to operate as one unit.

The consolidation vote of 1933 brought together the three original districts as well as nineteen newer districts that had been created since the park legislation of 1895. The public approved the consolidation by referendum on April 10, 1934, thereby creating the Chicago Park District. Unlike some of the large boards that had been appointed by the Governor for the last 64 years, the new board was to have just 5 commissioners who were to be appointed by the Mayor with the approval of the City Council.

[339] Grossman et al, *Encyclopedia of Chicago*, p.6.
[340] Instigated by the Association of Real Estate Taxpayers. *Encyclopedia of Chicago*, p. 809.
[341] *Ibid.,* pp.360-361.
[342] Sniderman Bachrach, *The Historic Resources of the Chicago Park System*, Section E, p.14.

Although Mayor Edward J. Kelly (previous President of the South Park Commission) had appointed the Chicago Park District Board of Commissioners by May 1, 1934, a series of lawsuits, delayed the merger of the independent park commissions into the Chicago Park District until October 11, 1934. At that time, new centralized agency began its operations. The Chicago Park District inherited more than 130 parks. Many were more than 60 years old, and in dire need of improvements and repairs.

As the new board noted in its *Annual Report*, the citizens of Chicago were faced with the decision about whether to maintain the city's extraordinary system of parks and boulevards even in the face of extreme economic hardship.[343] Their vote was a resounding yes.

As the *Annual Report* of 1935 noted, Chicago was "renowned" for its boulevards so it was important that they be properly maintained and policed. They were not considered secondary to the parks as they might have been in other cities. Indeed, the parks and boulevards together were so widely dispersed throughout the city that the Chicago Park District was "almost a city in itself, woven through the warp and woof of the metropolis."[344] The Chicago Park District regulated 65% of the city's traffic on its 122 miles of boulevard roads and it was responsible for policing these roadways and 5500 acres of parkland. It also had to maintain 28 miles of lake shore.[345] The commitment and dedication of Chicago's residents to this vast system during these difficult times was extraordinary.

The Works Progress Administration (WPA) and Public Works Administration (PWA)

Returned

At the onset of the Depression the situation in Chicago was so severe that President Franklin Delano Roosevelt made a special effort to direct relief money to the city in order to create jobs and ease the tensions. The newly consolidated Chicago Park District would be the recipient of significant federal relief money.

In 1935 the public approved a $6 million bond to match anticipated federal funds. The anticipated funds were from the Public Works Administration and the Works Progress Administration. As evidenced in the Chicago Park District's first *Annual Report*, they were very much needed.[346]

The Public Works Administration was created by the National Industrial Recovery Act in 1933 to fund large scale public projects. It channeled money to Chicago until 1939, when the program effectively came to an end. Its importance to the Chicago Park and Boulevard System was its contribution to the rebuilding of the massive Western Boulevard bridge across the Sanitary and Ship Canal.

The Works Progress Administration was created by the federal government in 1935. It provided money to states and municipalities for local projects that would afford much needed employment, principally for residents on relief. The first *Annual Report* of the Chicago Park District explained the process for obtaining them:

> At the invitation of WPA authorities, the Park District prepared and submitted a long list of worthy projects affecting practically every park and boulevard under its jurisdiction and sufficient in the

[343] *Ibid*, *First Annual Report, 1935*, p. 18.
[344] Chicago Park District, *First Annual Report,* 1935, p.35.
[345] Chicago Park District, *Annual Report* 1937, p. 15.
[346] *Ibid., First Annual Report*, 1935, p. 22.

> aggregate to place all physical properties in excellent condition besides providing a large number of added facilities for recreation and park service….On August 3, 1935, the first important WPA project was approved and operations commenced. [347]

Money from the WPA funded a huge number of work projects and enabled rehabilitation of parks and boulevards throughout the city during the Depression years before World War II.

All of the work done to rehabilitate and upgrade Chicago's parks and boulevards during this period was designed and executed by Chicago Park District employees. Relief funds enabled the newly formed Chicago Park District to hire a number of extremely talented architects and landscape architects. Among them were architect Emanuel V. Buchsbaum and landscape architect Alfred Caldwell.

Over the next six years the Chicago Park District spent nearly $10 million on maintenance, rehabilitation and new construction throughout the city. The last of this work was carried out in 1942 just as the national economy began to grow again in response to the industrial demands of World War II.

Federally Funded Work Projects

Road Surfaces and Traffic

Returned

Federal aid was to provide crucial work on the boulevards in the 1930s. With automobile and truck usage now the norm throughout the city, the narrow lanes and hard corners on the boulevards continued to provide serious safety challenges to drivers. With its bond money the Chicago Park District began a huge program of resurfacing and widening boulevards throughout the system. Ultimately, 94% of the boulevards were resurfaced as part of this program.[348]

The newly-created Chicago Park District worked hard to integrate its operations with those of the city, coordinating traffic lights, improving its accident-reporting system and employing a traffic engineer to create flow diagrams and analyze troublesome intersections. It also worked hard to standardize traffic control devices on the amalgamated boulevard system it had inherited. As the 1935 *Annual Report* explained, "Hitherto, the traffic regulatory and directional signals of the South and West Park Districts varied in design, size and appearance, which was a cause of confusion."[349]

These all were responses to a larger transportation issue. Although planning for a new comprehensive system of superhighways for Chicago had begun, and the Chicago Park District was part of the process, the challenge of this period was to enable the boulevard system to, in large measure, shoulder the traffic burden in the interim. This was explained in the 1939 *Annual Report*:

> Our big problem today,…is to…analyze the use (now and in the future) of the boulevard system, due to the new super-highway program. It must be borne in mind what a large economic value the boulevard system possesses in addition to its aesthetic and recreational value, in view of the fact that the only super-highways that exist in Chicago today and the facilities that are now used in lieu of them are a part of the Park System. Interior boulevards now serve the purpose that the future super-highways will be

[347] *Ibid*.
[348] Chicago Park District, *Second Annual Report* (1936), p.33.
[349] *Ibid. First Annual Report*, p.24.

called upon to carry, and their present popularity is due to the low accident rate per vehicle mile, scenic beauty, reduced running time, and general efficiency that prevails on those arteries.[350]

Infrastructure

Crucial infrastructure maintenance was included in the pre-war work undertaken by the Chicago Park District on the original boulevards. It included the installation of man holes, drainage tiles and catch basins, as well as updating the electrical system to power improved traffic signs and signals.[351] In 1938, for example, such work included the laying of 90 lineal feet of new drainage on Marshall Boulevard in the former West Park System and the construction of 3,200 square feet of retaining walls on Garfield Boulevard in the former South Park system.[352] Substantial replacement of curbs and sidewalks was also made possible. WPA funding in 1936 alone enabled the replacement of 30,782 lineal feet of concrete curbing and 203, 308 square feet of concrete walks.[353]

In addition to these larger improvements, the Chicago Park District placed 4000 pre-cast concrete benches, new lamp posts and numerous drinking fountains throughout the park and boulevard system at this time.[354] The necessity to minimize cost drove standardization of many auxiliary components such as these. "Each year a large number of concrete bench supports, electrical light posts and unit members for retaining walls were…[being] manufactured and kept at hand ready for installation in the field." [355]

Returned

Landscape

Depression-induced funding shortages in the five years prior to consolidation had resulted in serious deferred landscape maintenance along the boulevards. WPA monies enabled tree, shrub and lawn replacement to be pursued with vigor on nearly all the boulevards. Plants chosen were described in the 1937 *Annual Report* as "ones that tolerate monoxide gas from heavy moving traffic and whose roots stand the confinement of pavement above and electrical wires, water and sewer pipe below."[356] Garfield Boulevard had declined to very poor condition by the beginning of the Depression. Remedial landscaping in 1939 removed 146 dead and diseased trees and 41,789 shrubs, and 2,600 new shrubs were planted.[357] These numbers illustrate an approach to landscape maintenance initiated during this period which would whittle away the lushness of the boulevards. This approach was articulated in the 1940 *Annual Report*, which stated "…all landscape design in late years is planned with careful attention to the expense of maintenance and with every effort to avoid conditions that materially increase maintenance and operating cost."[358]

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[350] Chicago Park District, *Fifth Annual Report* (1939), , p.118.
[351] *Ibid. Third Annual Report* (1937), p.89.
[352] *Ibid, Fourth Annual Report* (1938), pp.87-89.
[353] *Ibid. Second Annual Report* (1936), p.38.
[354] *Ibid.* p.108.
[355] *Ibid. Sixth Annual Report* (1940), p.22.
[356] Chicago Park District, *Third Annual Report* (1937), p.131.
[357] *Ibid. Fifth Annual Report* (1939), p.93.
[358] Chicago Park District. *Sixth Annual Report,* 1940, p.21.

Floral decoration, however, was revived on the boulevards. In 1938, for example, "Outdoor Floral Display Areas" on the original boulevards of the former South Parks system included 1,013 square feet on South Park Way (Grand Boulevard) at 35th Street, 92 perennial borders on S. Western Boulevard, 39 annual beds totaling 15,368 square feet on S. Drexel Boulevard, and 23 annual beds totaling 10,624 square feet and 3 perennial borders totaling 780 square feet on W. Garfield Boulevard.[359]

Development up to World War II

Although financial shortfalls continued to trouble the Chicago Park District, it was able to undertake one major piece of work at the far south end of the old West Park System. In 1936, the intersection of California Boulevard, 31st Boulevard, their adjacent streets and the bridge over the waterways and railroads on Western Avenue was redesigned and rebuilt.[360] This was a complicated interchange and had long been one of the most troublesome traffic spots in this part of the city. A beautiful cast concrete bridge and Art Deco lamp posts, 335 new trees and 2160 new shrubs made a substantial improvement to this vital connection between the west and the south sides of the city.

In 1937 the Chicago Park District appointed a Citizens Committee to Investigate the Operations and Expenditures of the Chicago Park District.[361] The Committee got a lot of publicity for their work but ultimately concluded that, although the operating costs of the Chicago Park District were high, this was to be expected given the intense use of the parks and boulevards throughout the city.

Returned

The final expenditure of money for this project by the Public Works Administration occurred in 1940, when improvements on S. Western Avenue replaced an aging swing bridge that crossed the Illinois & Michigan Canal, the Sanitary and Ship Canal and the railroad tracks.

World War II: The End of WPA Funding

World War II brought not only a shift in focus of the Chicago Park District to the home front war effort, but a shortage of materials and manpower that effectively suspended construction activity on the original Park and boulevard system. Chief Engineer Ralph Burke had seen it coming,

> …recognize[ing] more and more clearly that the National Defense program and eventually actual war efforts would soon interfere with, if not actually prevent execution of improvement projects of ordinary character. Therefore, every effort was made during the year [1941] to bring to completion all projects that could not be postponed. [362]

All Works Projects Administration projects were suspended in 1942.The largest single component affecting the original boulevards, the paving program, was halted in July, 1942 and thereafter resumed only "as necessary to the successful prosecution of the war."[363]

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[359] *Ibid. Fourth Annual Report,* 1938, p.134.

[360] Chicago Park District *Fourth Annual Report* (1938). p.128. Also see http://forgottenchicago.com/features/chicago-infrastructure/south-western-aveneu-improvement/

[361] *Ibid. Third Annual Report*,1937, p.18.

[362] Chicago Park District, *Seventh Annual Report* 1941, p.20.

[363] Chicago Park District*., Eighth Annual Report* (1942), p.151.

The contribution of the WPA program to the health and vitality of the Chicago Park District was enormous. The *Annual Report* of 1942 records that the contribution of the Park District to projects jointly sponsored with the WPA totaled $20,565,304.18 for the period from July, 1935 to December 31, 1942, while the contribution of the WPA in labor and materials approximated $80,000,000.00 for the same period.[364] As the president of the Chicago Park District would muse on its impact the following year, in 1935 the newly consolidated park district was "forced at the outset to bend most of its efforts to save fast deteriorating properties," but "[t]hanks to federal aid through the Works Projects Administration during the period 1935 to 1940 inclusive, the Park District was enabled to proceed with a city-wide rehabilitation program…" [365]

ARCHITECTURE LINING THE PARKS AND BOULEVARDS

The architecture in the Chicago Park Boulevard System Historic District reflects the variety of building types and styles popular in Chicago during the two periods of significance--from 1869 until 1942 along most of the system and from 1906 to 1964 along the south side of the Midway Plaisance. The architecture of the 1893 World's Columbian Exposition was particularly influential . Most buildings in the District tend to be high quality and designed by talented architects, many recognized for their contributions to architectural history. Realtors who developed property and businessmen who established companies along the parks and boulevards were attracted by financial gain. Those who lived, worked, studied and worshipped in the buildings along the system were attracted by views of nature, a prestigious address and accessibility to recreation. The architecture of each segment of the system was impacted by Chicago's rapid population growth, nearby transportation routes and the city's vast and diverse ethnic settlement patterns. The integrity of the buildings in the District generally tends to be very good.

Returned

Types, Styles and Architects

The buildings along the park and boulevard system reflect, in microcosm the architectural development of the city of Chicago. A vast variety of building types and styles may be found framing Chicago's parks and boulevards in the Chicago Park Boulevard System Historic District. There are single-family homes, row houses, flats of various sizes, large apartment buildings, commercial and institutional buildings and factories. Chicago's choice building sites were located along the parks and boulevards, so that regardless of function, the architectural quality tended to be high. Buildings by talented architects dot the entire system.

When analyzed individually, many buildings provide textbook examples of the styles that were popular in the Chicago area from the early 1870s up through 1942, with elegant, more recent International Style buildings constructed up to 1964 for the south side of the Midway Plaisance at the University of Chicago, some by world-class architects. The breadth of building styles is as great as of building types. Throughout the system, there are Italianate cottages, simple but handsome Queen Anne row houses and excellent examples of historical revival buildings of all types, from single-family houses to apartment complexes and factory buildings. Whether Gothic, Tudor, Romanesque, Classical or Moorish, many of these buildings are beautifully detailed. Factories with elegant Craftsman detailing and large Chicago Bungalows also face the parks and boulevards that arc around Chicago. Art Deco and Moderne buildings are represented. Greystones, a building type seemingly unique to Chicago, dominate many segments of the system; their styles vary from Romanesque to Classical Revival, sometimes displaying a unique combination of various stylistic influences.

[364] *Ibid. p. 105.*
[365] *Ibid, Ninth Annual Report* (1943), p.13.

Many of Chicago's most prominent architects designed structures along the parks and boulevards. Some, including Alfred Alschuler, A. Epstein, Burnham & Root and Holabird & Roche, are recognized for their large commercial buildings located in Chicago's business district. It is less well known that Alschuler and Epstein designed factories along Pershing Road facing McKinley Park in the Central Manufacturing District, or that Burnham & Root and Holabird & Roche designed buildings along the system. Henry Ives Cobb's Gothic Revival buildings dominate stretches along the north side of the Midway Plaisance, buildings that established the character of the prestigious University of Chicago. Frost & Granger designed mansions along Drexel Boulevard. Great movie palaces were created by the firm of Rapp & Rapp, but the firm also designed the Windermere East, a large residential hotel that faces Jackson Park.. Other architectural offices with recognizable names include Schmidt, Garden & Martin and Shepley, Rutan & Coolidge. Frank Lloyd Wright's Abraham Lincoln Center on E. Oakwood Boulevard is among the relatively small number of non-residential buildings he designed. Both Eero Saarinen and Mies van der Rohe designed University of Chicago buildings on the south side of the Midway Plaisance.

The vast majority of buildings along the park and boulevard system, despite the number by prominent architects, were designed by architects who never gained prominence or were built by contractors, carpenters or homeowners. They are nevertheless handsome buildings that are an important part of the system's architectural fabric.

Returned

The Attraction of the Parks and Boulevards

Real estate development was a driving force for construction along the parks and boulevards, which were perceived as visually enticing amenities. Purchasing a home facing a park or boulevard guaranteed an extended front yard. With their continuous planting programs parks and boulevards provided exposure to a lovely view as well as fresh air and a delightful place to promenade

Proximity to a park meant nearby access to passive and active recreation for those who lived, worked, studied, and worshiped across from them. Douglas, McKinley, Gage and the other parks had gymnasiums, pools, boat houses, bandstands and field houses where a variety of social and cultural activities took place.

The park and boulevard system was convenient. Those who worked downtown could reach their jobs by the nearby transportation systems that crossed the boulevards or ran along the alleys and commercial streets paralleling the boulevards. As the city's population grew and transportation systems expanded, commuter trains, cable cars and the el made getting back and forth easy.

Generally speaking, the boulevards and parks attracted middle, upper middle and upper class residents. Large single-family homes with coach houses, on spacious lots, lined S. Drexel and Grand Boulevards. Although there are smaller, simpler homes near the factory areas along S. Western Boulevard, Pershing Road and Sacramento Square, most of the most basic vernacular workers' housing was located on the side streets. The two-family wood tenements, built by developers as worker housing, were constructed closer to the stockyards and factories, somewhat distant from the boulevards. Moving to a home on the boulevards symbolized upward mobility.

Development Along the Boulevards

There are some sections of the boulevards where construction took place very early. This is the case on E. Oakwood Boulevard and S. Drexel Boulevard. E. Oakwood has several houses dating from the 1870s. Development took place more rapidly where there was convenient transportation back and forth to the business district—as along S. Drexel and Grand Boulevards. Victoria Post Ranney, author of *Olmsted in Chicago*, notes that by 1875 Grand, Drexel, Pavilion (Garfield) and Oakwood Boulevard were in place.[366] Along these boulevard great houses sprung up and a drive to the upper division of South Park (Washington Park) became a fashionable outing for the wealthy. Those who lacked private carriages could ride in the horse-drawn phaeton which regularly left the corner of S. Drexel and E. Oakwood Boulevard for a thirty-cent tour of the parks

Planning for the World's Columbian Exposition of 1893 served as a huge impetus for building development along the boulevards and parks. In 1888, transportation to the south side greatly improved, with construction of the first elevated railroad. With gas lamps followed by electric lamps and ever-improving road surfaces, living on the boulevards became increasingly attractive. Large hotels and apartments were built in anticipation of the fair. The Belmonte Flats on Grand Boulevard, (today S. Dr. Martin Luther King, Jr. Drive) is a remnant of that construction type. Beginning in the late 1880s, row houses began to line Grand Boulevard, south toward the fair's location. Those built before the fair tended to reflect the Romanesque Revival buildings popular in the late 1880s; those built after it reflect the fair's Classical legacy.

With its formal Beaux Arts plan and Classical Court of Honor, the World's Columbian Exposition had a lasting influence. For decades, it impacted the design of monumental public spaces and the country's architecture, with classicism embraced by major institutions and, on a smaller scale, by homeowners. The influence of the fair's dignified Classical architecture is seen in the design of synagogues along S. Independence and W. Douglas Boulevards, but also in the detailing of the numerous greystones scattered from Grand Boulevard on the east to W. Douglas Boulevard on the west and to N. Logan Boulevard on the north. Almost immediately after the fair ended and the Midway, with its Ferris wheel and carnival atmosphere, was removed, planning of the school's quadrangles and construction of the first imposing Collegiate Gothic buildings at the University of Chicago began on the north side of the Midway Plaisance--the system's broadest and grandest boulevard.

Returned

The impact of Chicago's growth, from a city of 300,000 in 1870 to 2.7 million in 1920 was enormous. The city's immigrant populations grew and shifted, greatly influencing the location and types of buildings constructed along the parks and boulevards. German, Irish, British, Scandinavian, Jewish, Eastern European, African American, Hispanic and increasing numbers of American-born families moved to homes on the city's boulevards and parks as they became successful. Places of worship, hospitals and businesses were built nearby on the system to meet their needs. Soon, the single-family homes on large lots that initially characterized construction in The Chicago Park Boulevard Historic District, began to be replaced by flats and large apartment buildings. After the major land annexations of 1889, numerous multi-family dwellings began to appear. The variety of Chicago's building fabric, designed in the currently fashionable styles from the Chicago Fire of 1871 until just before World War II, expresses the city's architectural and ethnic evolution.

Architecture Along the Parks and Boulevards: the South Park System

[366] Victoria Post Ranney. *Olmsted in Chicago*.(Chicago: Open Land Project, 1972, p.33. This information was noted in Sniderman Bachrach, *The Historic Resources of the Chicago Park District.* Section FIII, p. 6. By 1875, the landscape design for Washington Park had also been implemented.

Although when the South Park system was laid out in 1869 the area was a sparsely settled prairie with rough country roads, the precedent for high-end development in the area had been set over fifteen years before, in 1852. Less than half a mile east of the north end of Grand Boulevard, Illinois' powerful senator Stephen A. Douglas purchased a seventy-acre tract along Lake Michigan. There Douglas built a home for himself, donated land to successfully attract the first University of Chicago and developed two high-end subdivisions, Groveland Park and Woodland Park. These attracted prestigious residents such as Joy Morton, the founder of Morton Salt. Subsequent high-end development was to take place along the nearby park and boulevard system.

S. Drexel Boulevard

The sections of the boulevard system that were completed first were those at the east end of the South Park system. These areas attracted development and acquired immediate cachet. S. Drexel Boulevard was a showcase, both for its stretches of voluptuous gardens and for its mansions. Large homes on spacious lots dotted this segment of the boulevard system from the very beginning. Its homes and the boulevard's beautiful greenways provided an enticing vista for the promenading that had become one of the city's favorite pastimes.

The character and quality of houses constructed along this segment of the system stem from the vision of Paul Cornell, the important initiator of the South Park system and one of Chicago's earliest and most important real estate developers. Cornell, who had come to Chicago in 1847 with the idea of creating a new town, purchased his land in 1853, founded "Hyde Park" and set about creating an elegant suburb. First on his agenda was the consideration of transportation and he immediately secured an agreement with the Illinois Central (IC) Railroad to begin commuter service. This was accomplished by 1856, and a station was built at 53rd Street in 1857. The new transportation lines from Chicago's downtown made the near south side a magnet for upper middle class development.

Returned

Hyde Park, which was incorporated in 1861, included an area extending from 39th Street to 53rd Street. By 1871 it had a population of 3000 residents. Unlike typical developments, where subdivisions were created and relatively inexpensive houses were sold, Hyde Park was planned to attract successful Chicagoans to buy land and build their own houses. Cornell started by persuading his affluent family members and business associates. He then went after buyers based on the reputation of those who already lived there, advertising Hyde Park in the Chicago newspapers as the perfect setting for successful businessmen and professionals to build their country estates.[367]

Kenwood, which had become a part of the town of Hyde Park in 1861, was established by Dr. John A. Kennicott, a physician who had an estate on the lakefront at 43rd Street.[368] He, too, envisioned an elite suburb of large homes on substantial lots and within twenty years he saw his dream become reality. In 1859, the IC had opened the Kenwood station at 47th Street and by 1861 several of the railroad's executives had built homes there. The Kenwood section of what became Hyde Park, north of 51st Street, remains home to some of the area's most substantial mansions. The south entrance of Drexel Boulevard was established at 51st Street, where several of these houses continue to be located. The creation of S. Drexel Boulevard, which was improved with lawn, trees, walkways and sumptuous floral displays, spurred this development.

[367] Miles Berger. *They Built Chicago: Entrepreneurs Who Shaped a Great City's Architecture.* Chicago: Bonus Books, Inc., 1992. p. 19.
[368] Today Kenwood is considered a separate community area.

The section of Drexel Boulevard north of Kenwood was located in an area called "Oakland." First opened as a subdivision in 1858 by pioneer Chicago entrepreneur and real estate developer Charles Cleaver, it was one of the city's premier residential neighborhoods in the 1870s and 1880s. Cleaver, like Cornell, moved quickly to obtain a connection to the central business district by securing an agreement with the IC for a stop. Oakland, too was an elegant enclave, characterized by row houses and single-family residences designed in the most fashionable styles of the times and inhabited by a number of Chicago's social elite.

The location of Hyde Park, which was annexed to the City of Chicago in 1889, was a logical place to establish an exclusive enclave. The south side of Chicago, untouched by the great Chicago Fire of October 8, 1871, became the wealthiest part of the city. Following the fire's devastation Prairie Avenue, stretching south from 16th Street, was the city's premier avenue. South Michigan Avenue, known as "Millionaire's Row," was a close second. Hyde Park also began to attract the wealthy. Annexation did not slow the attraction of Hyde Park as a preferred place to live, in part because commuter transportation was convenient, via the IC and surface lines. By 1887 cable cars were running along Cottage Grove, one block west of S. Drexel Boulevard, from Chicago's central business district south to 63rd Street.

Cornell understood that S. Drexel Boulevard was an important draw in his plan to create an elite suburb. He recognized that neighborhoods surrounding the parks and lining the boulevards were the most attractive areas in which to build houses. It was Cornell who, in the 1860s, headed up the group of civic-minded Chicagoans wanting to create a park and boulevard system. When legislation was passed in 1869 establishing the South Park system, Cornell was appointed to its first board of commissioners.[369] As the park and boulevard system was being established, he clearly saw the connection between civic and business interests. He wasn't alone in recognizing the investment potential for development along S. Drexel Boulevard. The Drexel family, Philadelphia bankers who understood the development potential of real estate on the south side, was an early subdivider in the area and continued to own property in Kenwood immediately south of Drexel Square at the time the legislation was passed. Most of Drexel Boulevard, in fact, followed, but widened, the existing Drexel Avenue. The land for Drexel Avenue had been donated at least twenty years earlier by the Drexel banking interests to spur development along the street.

Returned

Several beautiful single-family homes were built by important architects along S. Drexel Boulevard. A relatively small number remain, but those that do are distinguished. Among the most significant houses was that designed in 1887 by Treat & Foltz for lumber magnate and art collector Martin A. Ryerson. This large Richardsonian Romanesque mansion, with its rear coach house, was characteristic of the style popularized by Henry Hobson Richardson and John Wellborn Root.[370] Another mansion facing S. Drexel Boulevard belonged to Dr. John A. McGill. This 40,000 sq. ft. house was designed 1890-1891 in the Chateauesque style.[371] It has since been converted into apartments although its exterior reflects the home's stately historic presence.[372] The architect was Henry Ives Cobb, better known for his Collegiate Gothic buildings at the University of Chicago. Burnham & Root designed a Richardsonian Romanesque house at 4545 S. Drexel Boulevard in 1885-1886 for William E. Hale. Frost & Granger designed a home at 4801 for insurance executive Moses Born, a prominent

[369] Potter Palmer, who developed State Street as the spine of Chicago's business district, was also a member of the board.
[370] Richardsonian Romanesque was also a style that dominated the housing that was built along N. Lake Shore Drive, where many of the city's wealthy residents were moving in the late 1880s.
[371] Chateauesque never gained popularity presumably because it can only be logically used for very large homes.
[372] A similar style house was built on S. Drexel Boulevard in 1895 for John G. Shedd, president of Marshall Field & Co. That house has been demolished. Another mansion located on Drexel Boulevard, one rivaling the scale and size of houses in posh Lake Forest, was designed by Howard Van Doren Shaw for meat packer Edward Morris. It too has been demolished.

Jewish businessman who had Howard Van Doren Shaw design summer places for members of his family in Glencoe. The architecture of Horatio Wilson is also represented. He designed Gothic Revival houses at 4512 and 4518 S. Drexel in 1895 and an Italian Renaissance Revival mansion for Armour & Co. executive G. B. Robbins in 1910. Wilson, who designed many distinguished houses in the Hyde Park-Kenwood neighborhoods, gained prominence for hiring architect Benjamin Marshall and taking him into partnership.[373]

A less well-known architect, Charles M. Palmer, designed a Richardsonian Romanesque house in 1896 at 831 Drexel Square. C. M. Palmer was responsible for a number of houses commissioned by Chicago real estate entrepreneur Potter Palmer on land west of Palmer's mansion on fashionable North Lake Shore Drive. In 1872, C. M. Palmer designed the Loop building that today houses Chicago's famous Berghoff Restaurant.

At the north end of Drexel Boulevard there are rows of Richardsonian Romanesque greystones. There is a group of three flats at 3961-65 S. Drexel (1887), a second grouping located between 4119 and 4137 S. Drexel (1890s) and a third grouping located between 4200 and 4244 S. Drexel (1890s). All are handsome buildings, comparable in design quality to the larger single-family homes along S. Drexel Boulevard.

South on Drexel there are several large multi-family buildings. For example, there is a handsome Tudor Revival apartment building constructed in the 1910s at 4400-4404 S. Drexel Boulevard. The Sanborn Insurance Co. map dating from 1896 and amended in 1923 shows that a large dwelling with an auto barn in back previously occupied the site.[374] This subsequent building is architecturally distinguished. The pattern of mansions being replaced by large apartment buildings is characteristic of the development that took place during the 1920s on S. Drexel Boulevard. During this period flats and larger apartment buildings were constructed in historical revival styles, typically dominated by Classical or Tudor detailing. In 1910, the Kenwood Branch of the el opened along 42nd Street, enabling the area north of 47th Street to develop more intensively with apartment buildings during the 1910s and 1920s.[375] The elevated line already had a stop at 47th Street between Calumet and Prairie Avenues.

Returned

Two significant religious institutions were built along S. Drexel Boulevard. Kehilath Anshe Ma'ariv (K.A.M.) synagogue was constructed at 4949 S. Drexel to accommodate German Jewish families like Moses Born and Julius Rosenwald[376], This synagogue, designed by architect Henry Newhouse in 1923 in the Classical Revival style favored for synagogues, was built when the congregation moved from its old synagogue at 33rd and Indiana. In 1971, it became the home of Operation PUSH, an organization founded that year by Jesse Jackson to promote social justice for African Americans. The second significant religious building on Drexel was the 1st Church of Christ Science, designed in 1897 by Solon S. Beman. This Classical Revival building set the architectural standard for all Christian Science churches.[377]

Grand Boulevard (S. Dr. Martin Luther King, Jr, Drive)

[373] Benjamin Marshall was a prolific Chicago architect who went on to design the South Shore Country Club, the Drake Hotel and numerous distinguished Chicago apartment buildings.
[374] Sanborn Map Co. Ltd. Perris: Chicago: 160 LaSalle Street, Vol. 14, 1895, Updated to 1923.
[375] *Chicago Historic Resources Survey: An Inventory of Architecturally and Historically Significant Structures.* Chicago: Commission on Chicago Landmarks and the Chicago Department of Planning and Development, 1996, III, 298
[376] Rosenwald built his house in 1923 at 4901 S. Ellis, a block east of Drexel Boulevard.
[377] A third, earlier religious institution, George Edbrook's South Congregationalist Church, built in 1886 at 3986 S. Drexel Boulevard, has been demolished.

By 1874 Grand Boulevard was substantially complete. There are some townhouses located at 3525, 3547 and 3551 Dr. Martin Luther King, Jr. Drive dating from the 1870s. It was an area that appealed to weekend carriage riders and to some prosperous Chicagoans who moved there and built large elegant homes. An early stereopticon view dating from 1894 described the image of the carriages as being along "the Grand Boulevard." It was considered a most desirable location for single-family houses, whether located on broad lots or next to similarly-handsome townhouses. Several large houses with stables/auto houses at the back were constructed along Grand Boulevard between 35th Street and Washington Park. One handsome remnant may be found at 3656 King Drive, a substantial Queen Anne residence that was designed by William W. Clay and constructed in 1885.

Numerous examples of attached single-family houses line Grand Boulevard. Some are greystones and some are red brick with corner towers. Others are more disciplined, with Classical references. The row of flats at 3525-29 S. Dr. Martin Luther King, Jr. Drive is Italianate. A number of the attached houses at the north end of the boulevard, whether single-family homes or flats, are Richardsonian Romanesque. Those to the south, closer to the location of the 1893 fair, are Classical Revival.

Many of the increasingly-prosperous families who lived on Grand Boulevard were the sons and daughters of immigrant entrepreneurs, who had lived farther to the west. As they became wealthier, they built elegant single-family homes along the boulevards, while middle class families built simpler places along the side streets.

Returned

Between 1890 and 1920 thousands of native born Protestants, German Jews and Irish Catholics lived in the area bounded by 39th Street, S. Cottage Grove Avenue, 63rd Street and S. Wentworth Avenue. The wealthier German-speaking Jews had left Chicago's downtown to live on the south side, moving in large numbers following the Chicago Fire. After the first move south along Indiana, Wabash and Michigan, they moved south into the Grand Boulevard and Washington Park communities. In 1912, Chicago Sinai Congregation, with a wealthy community of members that then included Julius Rosenwald (President, Sears, Roebuck & Co.) and Joseph Schaffner (partner in clothing firm of Hart, Schaffner & Marx), moved into a new Classical Revival building at 46th Street and Grand Boulevard designed by Alfred Alschuler. Founded in 1861, Chicago Sinai was Chicago's first reform congregation. It relocated to Hyde Park in 1950. Today the building serves as home to Mt. Pisgah Missionary Baptist Church, a large African-American congregation.

In the 1890's large numbers of second-generation Irish Catholics, like their Jewish counterparts, were eager to build in this neighborhood. Many of their families had formerly lived in frame cottages located to the west. In 1901 Corpus Christi parish was formed to serve the Catholic families who lived east of nearby Indiana Avenue. In 1915-16 Joseph McCarthy designed a beautiful twin-towered Classical Revival church at 4910-20 Grand Boulevard for the congregation.

Grand Boulevard, like S. Drexel Boulevard, primarily attracted members of Chicago's upper middle class, men who were executives and professionals. In 1893, Rand, McNally & Co. published birds' eye views and a guide to the city. This book contains not only drawings of Chicago's preferred streets to live on but also lists of residents. Some residents of Grand Boulevard were heads of companies (D. B. Robinson, president San Antonio & Arkansas Passenger Railroad). Others held officer positions with important companies (Thomas H. Wickes, Second Vice President, Pullman Palace Car Company). There were also a number of dentists, merchants, contractors, physicians, commission merchants and those described as "capitalists." The German

Jewish families who lived on Grand Boulevard listed in the publication included Henry L. Rosenthal (Rosenthal and Lehman, livestock commission) and Adolph Loeb (Adolph Loeb, Son & Co., insurance agents). Another prominent resident was Dr. Emil Hirsch, Rabbi of Sinai Congregation, which was then on Indiana Avenue and 21st Street, but was to move to Grand Boulevard. [378]

Grand Boulevard experienced more intensive development after the construction of the south side el, which was the first elevated rapid transit line in Chicago. The earliest stretch, which opened June 6, 1892, ran from downtown to 39th Street. It was gradually extended, reaching Jackson Park on May 12, 1893, to accommodate visitors to the World's Columbian Exposition. The South Side elevated ran north/south between Indiana and Grand Boulevard and, because of its location, was known as the "Alley EL."

The building boom that took place in the 1890s through the 1910s included construction of numerous two-, three- and 6-flats as well as larger apartment buildings designed in styles including Queen Anne, Classical Revival, Craftsman and Tudor Revival. The residents of Grand Boulevard, because of the excellent transportation system, could easily access workplaces in the downtown. They could also visit the theaters and ballrooms along 47th Street, the elite Washington Park Race Track at 61st Street (open on and off between 1884 and 1905) and the White City Amusement Park, located at 63rd Street, and open between 1905 and 1950.

Grand Boulevard's location made it extremely desirable for houses, apartments, religious institutions and social service agencies. Shepley, Rutan & Coolidge designed a handsome red brick Classical Revival building with Georgian detailing at 5120 South Grand Boulevard across from Washington Park for the Chicago Orphan Asylum.[379]

Returned

By 1930, the Grand Boulevard and Washington Park area formed the heart of Chicago's middle class African-American community. The first large-scale settlement of African-Americans in Chicago occurred between 1916 and 1920 in the vicinity of South State Street, with 35th and State as its commercial hub. The city's African-American population had actually begun growing much earlier. From 1890 to 1915, it expanded from 15,000 to 50,000. The Great Migration (as it came to be called) of the next decades brought another 50,000. These migrants came from the south to find work in Chicago's factories, steel mills and the Chicago Stockyards. World War I had cut off immigration from Europe so that Chicago factory owners, once unwilling to hire them, began employing African-Americans.[380] Much of this population was poor and the housing substandard.

The more successful middle class African-Americans sought better housing and looked south and east of 35th and State along Grand Boulevard. This area—which by 1920 was largely built up with greystones, Craftsman houses, flats and larger apartment buildings—began to be populated by successful African-Americans. During the 1920s developers began constructing large apartment houses consisting of taller buildings as well as courtyards. The number of renters increased. By 1930 fully two-thirds of Chicago's African-American population (which had increased from 44,000 in 1910 to nearly 250,000 by 1930) lived in the Grand Boulevard/Washington Park area.[381]

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[378] *Rand, McNally & Co.'s Bird's Eye Views and Guide to Chicago, Indispensible to Every Visitor.* Chicago: Rand, McNally & Company, 1893. Reprinted Charleston, S. C., Bibliolife, c. 2009, pp. 235-270.
[379] In 1950 the Chicago Baptist Institute, founded in 1935, moved into the building.
[380] The "Great Migration refers to the long term movement of African Americans from the south to the urban north. Chicago was a significant destination, especially after World War I. *Encyclopedia of Chicago*, pp. 363-4.
[381] Pacyga. p. 385.

Chicago's middle class African-American population was attracted to living along beautiful and prestigious Grand Boulevard. The boulevard was conveniently located just east of the center of the African-American population's thriving business and entertainment district. It was, however, suitably distant from the State Street area, which allowed gambling establishments and was populated by poorer African-Americans. Living along the boulevard represented upward mobility, just as it did for other ethnic groups. These Chicago residents worked hard for their success and sought homes that reflected achievement and respectability.

Important civil rights leaders lived on Grand Boulevard. The house of Ida B. Wells, a handsome Richardsonian Romanesque greystone, is located at 3624 South Dr. Martin Luther King, Jr. Drive. Wells, an African-American journalist, and her husband Ferdinand L. Barnett, attorney and editor of the *Chicago Conservator*, the city's first African-American newspaper, were early leaders in the Civil Rights movement. She moved to Chicago following a trip to the city to boycott the World's Columbian Exposition. An activist in the women suffrage movement as well as African-American causes, she founded the National Afro-American Council, which later became the National Association for the Advancement of Colored People (NAACP). The Ida B. Wells House was designated a National Historic Landmark in 1974 and a Chicago Landmark in 1995.

Robert S. Abbott, the founder of the influential, African-American-owned *Chicago Defender*, which had its office at 3435 S. Indiana from 1920 to 1960, lived in a Queen Anne house at 4742 S. Dr. Martin Luther King, Jr. Drive from 1926 until his death in 1940.

Returned

African-American businessmen lived and worked along Grand Boulevard. Jesse Binga, an African-American banker and real estate broker, who established a bank to lend money to African-Americans at a time when they were unable to get loans, lived at 5922 South Parkway (as this section of King Drive was then known). Liberty Life, which was established in 1919 and later became the Supreme Life Insurance Company, one of the first African-American life insurance companies, was located in the building at 3501-3511 S. Dr. Martin Luther King, Jr. Drive.

E. Oakwood Boulevard

The area around E. Oakwood Boulevard (39th Street) was part of the prosperous Oakland neighborhood in the 1870s and 1880s. Accessible transportation made it particularly desirable. The east end of the boulevard was just a block away from the Illinois Central station, constructed in 1881. The station was located near lively commercial activity at 39th and S. Cottage Grove, an area called "Five Crossings". Like both S. Drexel and Grand Boulevards, E. Oakwood was also convenient to the el, which was located one block to the south, with a station between E. Oakwood and 40th Street on Vincennes Avenue.

Oakwood Boulevard was completed in 1875, thus closing the eleven mile circuit made up of S. Drexel Boulevard, Grand Boulevard, Bayard Avenue in Washington Park and E. Oakwood Boulevard. This half-mile link, the latest of the South Park system allowed the complete circle to be made by thousands of people attracted to pleasure drives along the boulevards and through the new park. Oakwood furnished a much-needed connector between Grand Boulevard and S. Drexel Boulevard.

E. Oakwood Boulevard contains many fine older homes and institutions. There are more Italianate houses than along any other stretch of the system. There are also several examples of rowhouses built in the Second Empire, Richardsonian Romanesque and Queen Anne styles. The Queen Anne house at 442 E. Oakwood was designed in 1889 for Isaac N. W. Sherman by the prominent architectural firm of Burnham & Root. Although this short link has no central median, its plantings were carefully laid out and the homes and churches lining the boulevard reflect the early time period when Oakwood was complete. E. Oakwood Boulevard was an existing street named Oakwood Avenue before it was widened into a boulevard. This may account for the relatively large number of 1870s houses on the street.

The vibrancy of the Oakwood area is clearly indicated on the 1896 Sanborn map, amended in 1923. It shows an auto livery, hotel, bank and taxi office nearby.[382] There are two churches along E. Oakwood Boulevard, one at 729 E. Oakwood, designed in 1899 in the Richardsonian Romanesque style by Patton, Fisher & Miller. The Abraham Lincoln Center, designed by Frank Lloyd Wright and Dwight Perkins, is located at 700 E. Oakwood. This important community center was constructed in 1905 for Wright's uncle, the Reverend Jenkin Lloyd Jones, as a place to foster interaction among people of various races, religions, and nationalities. The surrounding neighborhood was at its most diverse in the 1930s when African Americans, Jews, English, Irish, Canadian and Japanese resided there. By the late 1940s the neighborhood had become predominantly African-American.[383] In the 1970s the Abraham Lincoln Center was renovated to accommodate Northeastern Illinois University's Center for Inner City Studies.

Returned

Washington Park Area. S. Cottage Grove Avenue, E. 60th Street, S. Dr. Martin Luther King, Jr. Drive, E. 51st Street

The area immediately surrounding Washington Park developed relatively late. In the 1870s two-story frame workers' cottages were located south and west of the park. Then, in the 1880s, larger residences were built in the neighborhood. The prestigious Washington Park Race Track, just south of the park, was a particular draw, attracting high-end real estate development. Following its construction in 1884, the track was the place to see and be seen. By the 1890s, however, scandals compromised its reputation, and the track closed in 1905. It attracted huge crowds, however, between 1884 and 1905, which brought development to the south end of the park.

As transportation improved and the city's population grew exponentially, developers began constructing flats and large apartment buildings around the park. By 1887 cable cars ran down S. Cottage Grove and, after 1892, the Alley EL increased the convenience of living in the area. Commercial buildings were built along S. Cottage Grove, the area's main north-south transportation route. After the World's Columbian Exposition and the economic downturn that followed, developers built many 6-flats, courtyard buildings and large apartment houses within a comfortable walk of the EL. Larger buildings and ever-improving transportation paralleled a change in the ethnic make-up of the neighborhood, as it did farther north on Grand Boulevard. Here this change happened more quickly as the African-American population grew. So many apartments were built here that it changed the neighborhood from one of owners to one of renters. Throughout the boulevard system, including here, construction practically stopped during the 1930s and 40s, with the Great Depression and the start of World War II.

[382] Sanborn Map, 1896.
[383] *Encyclopedia of Chicago*. p. 585-85.

Midway Plaisance and the University of Chicago E. 59th Street, E. 60th Street

Paul Cornell dreamed of a prestigious university to anchor his exclusive Hyde Park development. Indeed, the University of Chicago established its presence along the Midway Plaisance on October 1, 1892, but the following year the grounds of the Midway, occupied by a Ferris wheel and side shows, provided the entertainment venue for the World's Columbian Exposition. When the fair was over the Midway again became a broad greenway and the school grew. The University of Chicago was to become a prestigious university characterized by stellar architecture. Prominent businessmen built the school; prominent scholars perpetuated a fine reputation and prominent architects designed its buildings.

The school was founded by the American Baptist Education Society and industrialist John D. Rockefeller. The earliest buildings of the campus were designed by the noted architect Henry Ives Cobb who, along with two university trustees, lumber magnate Martin Ryerson[384] and businessman and philanthropist Charles L. Hutchinson, devised the campus plan for the school.[385]

The North Side of the Midway

The first university buildings, constructed in 1893, were known as the "main quadrangles" and are located in an area bounded by E. 57th Street, S. University Avenue, S. Ellis Avenue and E. 59th Street (the north boundary of the Midway Plaisance). These landscaped quadrangles, with no automobile access, formed the heart of the school and were modeled after Oxford University, with buildings inspired by English Gothic architecture. The buildings are built of grey limestone, feature peaked roofs and corner towers and are adorned with a vast variety of Gothic detailing that includes lancet windows, corbelling, crockets and gargoyles. University of Chicago professor Neil Harris points out in his essay on the University of Chicago Campus in the *AIA Guide to Chicago* that there is an underlying order to the "picturesquely assertive" buildings, that they "define a symmetrical plan whose scale and clarity recall the Beaux Arts vision of the Columbian Exposition."[386] The overwhelming impression when viewing the north side of the campus from the Midway Plaisance, however, is one of a large, dignified composition of Gothic buildings. The Midway forms the university's front yard.

Returned

Cobb designed two buildings directly facing the Midway: Foster Hall, a women's dormitory built in 1893, at 1130 E. 59th Street and the President's House, built in 1895, at 1146 E. 59th Street. Located prominently at the corner of the Midway and S. University Avenue, Foster Hall features a turret embellished with a profusion of Gothic detailing including crockets and gargoyles. Although the President's house, located at 1144-46 E. 59th Street, has peaked tile roofs and dormers like other University buildings, it is built of Roman brick not limestone.

Just after the turn of the 20th-century the architectural firm of Shepley, Rutan & Coolidge were appointed campus architects and designed over fifteen buildings at the university. The other Chicago buildings they had designed in the 1890s, the Chicago Public Library, (today the Chicago Cultural Center), 78 E. Washington Street (1897) and the Art Institute of Chicago, 111 S. Michigan Avenue (1893) were built in the

[384] It was Ryerson who lived in the house at 4851 S. Drexel designed in 1887 by Treat and Foltz.
[385] Hutchinson served as president of the Art Institute of Chicago from 1882 to 1924.
[386] Sinkevitch, ed. *AIA Guide to Chicago*. p. 424.

Classical Revival style; the buildings designed by the firm at the University followed the precedent set by Cobb and continued in the Collegiate Gothic idiom.

Three building quadrangle components by Shepley, Rutan & Coolidge face the Midway. The two located in the main quadrangles are the Hiram Kelly Memorial Classics Building, built in 1915 at 1010 E. 59th Street, and the William Rainey Harper Memorial Library, built in 1912 at 1116 E. 59th Street. The library building occupies a prominent site befitting its status. Its main facade consists of a row of tall windows flanked by two tall square towers; the library is located in the center of the university's original quadrangle and oriented toward the Midway. Its location resulted from the comprehensive campus plan, completed in 1902, which recommended that the humanities and social sciences buildings be concentrated in the southern part of the quadrangles and that this area be focused on academic not residential use. The Classics Building, completed in 1912, was inspired by Gothic architecture but, unlike earlier designs, the ornamentation was not strictly Gothic. Rather, attention was paid to the building's use and the architectural treatments were symbolic of the studies carried on inside the building. The Classics Building was ornamented with the heads of Homer, Cicero, Socrates and Plato as well as characters from Aesop's Fables and depictions of the labors of Hercules. The third building designed by Shepley, Rutan & Coolidge was Ida Noyes Hall at 1212 E. 59th Street. Built as a women's social center in 1916, it is richly decorated with Tudor detailing. Unlike the firm's other buildings, it is not part of a quadrangle.

The third major firm involved with the early design of University of Chicago buildings located along the Midway, following Cobb and Shepley, Rutan & Coolidge, was Coolidge & Hodgdon. Their designs were all built in the Collegiate Gothic style between 1925 and 1930. The firm's work included Wieboldt Hall and the Social Science Research buildings in the original quadrangle. Wieboldt Hall is similar to the Classics Building to the west in that it employs symbolism. This 1928 building, located at 1050 E. 59th Street, incorporates references to authors important in the study of modern languages: Goethe, Schiller, Ibsen, Dante, Moliere, Hugo, Cervantes, Shakespeare, Milton and Emerson. The Social Sciences Building, located at 1126 E. 59th Street, completes the quadrangle facing the Midway. Designed to integrate the study of history, sociology, economics and political science in the study of society, the building's imagery is drawn from the building's use, incorporating calculators and calipers into its detailing. Coolidge & Hodgdon also designed the contiguous buildings located at 920, 950 and 970 E. 59th Street, all in the Collegiate Gothic idiom.

Returned

Other architects who designed prominent University of Chicago Gothic-inspired buildings on the north side of the Midway included James Gamble Rogers. He designed 1362 E. 59th Street in 1903. Following his work in Chicago, Rogers built several Collegiate Gothic buildings at Yale University. Bertram Grosvenor Goodhue, who was a major interpreter of Gothic architecture, designed Rockefeller Chapel in 1925. This stately example of Gothic Revival architecture is regarded among the finest buildings at the University of Chicago. In 1932 Holabird & Root designed the International House at 1414 E. 59th Street. It stands alone in the block between South Dorchester Avenue and South Blackstone Avenue. After this building was completed, for fifteen years there was no further campus construction.

Practically all of the buildings lining the north side of the Midway are Gothic Revival and almost all belong to the University of Chicago. Three exceptions lie to the east, where there are large apartment buildings. The Georgian Revival courtyard building located at 1442-48 E. 59th Street is particularly noteworthy. It was designed in 1916 by Schmidt, Garden & Martin for the Eleanor Club, which was meant to offer affordable housing for employed single women. Today it is owned by the University of Chicago.

The South Side of the Midway

There are several significant buildings on E. 60th Street facing the Midway. The earliest is Midway Studios, located at 923-37 E. 60th Street. It dates from 1906 and was designed by Pond & Pond. Sculptor Lorado Taft and several other artists lived and worked there. While occupying the studio, Taft created the "Fountain of Time" sculpture, located at the west end of the Midway. The original Midway Studios structure was a carriage house that expanded over time. It was altered in 1929 by Otis F. Johnson and in 1965 by Loebl, Schlossman, Bennett & Dart. The studios serve as gallery space for the University's art program. The building was listed as a National Historic Landmark in 1965 and a Chicago Landmark in 1993.

There is a beautiful and unusual Georgian Revival church building located at 1365-75 E. 60th Street on the Midway. It is today part of the Sonia Shankman Orthogenic School, a residential treatment center for emotionally disturbed children. Designed in 1918 by Coolidge & Hodgdon, the building is noteworthy for its symmetry and Classical detailing. It was originally constructed as "St. Paul's on the Midway." In 1963, the school received an addition designed by I. W. Colburn.

There are two university buildings that take their design cue from those across the Midway on E. 59th Street. Both are Collegiate Gothic. One, built in the 1920s, is located at 1313 E. 60th Street; the other is at 1005-35 E. 60th Street. The latter is a courtyard building designed in 1931 by the architectural firm of Zanzinger, Borie & Medary. Medary is best known for having designed Bok Tower in Lake Wales, Florida. The firm also collaborated with Paul Cret on the 1922 design for the Detroit Institute of Arts. Between 1922 and 1926 Zanzinger, Borie & Medary designed the Collegiate Gothic Revival buildings for Philadelphia's Episcopal Divinity School.

Returned

The South Side of the Midway: Buildings designed 1959-1964

The University of Chicago is the largest land owner along the boulevard system. As the institution has grown, high caliber architects have continued to be chosen to design its buildings. The newer structures are located in the same premier location as the university's earliest buildings—facing the Midway Plaisance. They are, however, on the south side of the Midway, located along E. 60th Street. The period of significance for this section of the Chicago Park Boulevards Historic District extends up to 1964 when Ludwig Mies van der Rohe designed the Social Services Building. Because Eero Saarinen continued Cobb's precedent for designing quadrangles for the University in his law quadrangle buildings here and because he and Mies are so important in the history of Modern architecture, the period of significance for the south side of the Midway ends in 1964 not 1942.

These two recent additions to the south side of the Midway are particularly significant. In 1959 Eero Saarinen & Associates designed the Laird Bell Law Quadrangle at 1111 E. 60th Street. This Modern complex resulted from a master plan Saarinen created for the campus in the 1950s. His design follows the tradition established in 1893, when the first quadrangles were constructed. He clustered buildings housing a variety of uses—Constitution Hall, a classroom building, the law library and the administration building—around a central court. The courtyard contains a reflecting pool, a fountain and a bronze sculpture, "Construction in Space in the 3rd and 4th Dimension," designed by the Russian-born sculptor Antoine Pevsner. Saarinen was quoted in the November 1960 *Architectural Record*, giving his thoughts on the new complex in relation to other university buildings: "By stressing a small, broken scale, a lively silhouette, and especially verticality in the

library design, we intended to make it a good neighbor with the neo-Gothic dormitories."[387] Its serrated glass façade translates the University's Gothicism into modern materials.

The other particularly significant Modern university building located on the south side of the Midway is Mies van der Rohe's School of Social Service Administration, located at 969 E. 60th Street. It is an iconic International Style one-story black steel and glass box enclosing a large open space, similar in concept to his design for Crown Hall at the Illinois Institute of Technology (1956) and for the Loop Station of the United States Post Office (1974) in the Chicago Federal Center (1960-1974).

There is a third building located along E. 60th Street that has never received the recognition afforded the buildings by Saarinen and Mies. In 1963, Edward Durell Stone designed a graduate residence hall at 1307 E. 60th Street. Stone is best known for his 1930s collaboration with Philip Goodwin on New York's Modern icon, the Museum of Modern Art. This later building, however, with its historicist references and decorative finishes, reflect his later, more personalized interest in classical architecture.

The section of the Park and Boulevard System, on the south side of the Midway Plaisance, has a period of significance extending up to 1964 to include the handsome buildings designed by Saarinen and by Mies van der Rohe. Saarinen's buildings continued the quadrangle tradition of construction that was established for the University of Chicago by Henry Ives Cobb. The prominent architects engaged by the University of Chicago to design buildings are comparable in stature to those hired to school's earlier buildings. Buildings designed after 1942 in other areas of the Chicago Park Boulevard System Historic District are scattered and not concentrated in a particular area. In addition, they are not a continuation of a previous historic construction pattern; nor are any the work of architects as significant as Eero Saarinen or Mies van der Rohe.

Returned

Jackson Park Area, Lake Michigan, E. 67th Street, S. Stoney Island Avenue, E. 56th Street

Jackson Park, bounded by 56th Street on the north, Stony Island Avenue on the west, 67th Street on the south and Lake Michigan on the east, was the site selected for the World's Columbian Exposition, which opened May 1, 1893 and closed six months later. Although the White City (as the fair was frequently referred to), dominated by Classicism, influenced the design of architecture for decades, all of the fair buildings were consumed by fire or demolished except the Fine Arts Building. This building was transformed in the 1930s to become the Museum of Science and Industry, located at 57th Street and Lake Shore Drive. It serves as a visible remnant of the fair's Classical architecture.

Classicism influenced the design of many of Chicago's major cultural, financial and educational institutions as well as residences. The city's major cultural institutions built in the Loop include the Chicago Public Library Building (now the Chicago Cultural Center), the Art Institute of Chicago and the Field Museum, 1400 S. Lake Shore Drive (1909-1920). The city's Federal Reserve Bank Building, 230 S. LaSalle St. (1922) and the Continental Illinois National Bank and Trust Company Building, 231 S. LaSalle St. (1924), both built in Chicago's financial district, are but two of the city's numerous bank buildings designed in the Classical Revival style

Of the many Classical Revival institutional, residential, and commercial buildings constructed along the park and boulevard system, two built facing Jackson Park were designed by prominent architects. Hyde Park

[387] Sinkevitch. p. 437.

High School, designed by Arthur F. Hussander in 1911 at 6200-6220 S. Stony Island Avenue, is monumental in scale and symmetrical, with a front facade resembling a Greek temple. The Windermere East, 1642 E. 56th Street, is an elegant apartment hotel building designed in 1922 by the noteworthy theater architects Rapp & Rapp. Classical Revival is not the only style represented. There are many Tudor Revival courtyard apartment buildings lining 67th Street, fronting on the Park. The courtyard building designed in 1924 by Erol Z. Smith exemplifies those competent buildings along the system designed by lesser known architects.

All of the buildings along 67th Street are various types of apartment buildings: six are courtyard buildings, a type popular in the 1910s and 20s that offered numerous amenities found in a single-family home, including a broad front yard. Many courtyard apartments, with deep lawns, were built in areas that were incorporated in 1889 into the city of Chicago but that had a "suburban" character. The area immediately south of E. 67th Street, known as South Shore, is almost entirely made up of single-family residences.

E. and W. Garfield Boulevard

Garfield Boulevard is the lengthiest boulevard of the South Park system. Building development along this roadway developed over a long period of time and began rather late. The 1891 Rauscher Atlas indicates that there were isolated single-family homes. For example, there was one large house on the northeast corner of S. Laflin Street and Garfield Boulevard but nothing else on the north side of the street east to S. Loomis Street. There were a few 2-story houses between S. Morgan Street and S. Peoria Street. Some blocks showed no development. Nearby, an entire block was occupied by the F. Gaylord Vegetable Garden, a huge complex with hot beds and greenhouses. Toward the east end of Garfield Boulevard, just west of what is today Interstate 94/ Dan Ryan Expressway, there are some Queen Anne and Richardsonian Romanesque 2-flats dating from the 1890s and a small number of single-family homes in the 500 block dating from the 1880s. There is a single-family Queen Anne house at 718 W. Garfield Boulevard just east of Halsted Street and two Queen Anne houses, one built in 1896 at 1642 W. Garfield Boulevard and one built in 1898 at 1643, located 1-1/2 blocks west of Ashland. A substantial number of residences, however, appear not to have been constructed until the 1900s when 2- and 3-flats, many of them greystones, began to proliferate. Few of the greystones, however, are as elaborate or elegant as those along S. Drexel and Grand Boulevards.

Returned

The Alley EL, which connected the south side to the Loop, had a stop on S. Garfield Boulevard. The station, which is still standing, is a Chicago Landmark. It is located one block west of Washington Park and just east of S. Prairie Avenue. Areas where there were cross streets with surface transportation routes, like Wentworth, Halsted, and Ashland, offered particular convenience for those living along Garfield Boulevard.

The area to the north of Garfield Boulevard was historically working class beginning in the 1860s, with the creation of the Stockyards and the associated large meat packing plants. Industrial development continued over the next several decades when, following completion of the Sanitary & Ship Canal in 1900, large factories were built along S. Western Boulevard and farther north in the Central Manufacturing District.

Housing immediately surrounding the stockyards and the factories consisted of small, gable front tenements, basic 1 ½-story wood frame cottages on raised basements with 4-6 rooms. They typically housed two families. As the laborers who were employed in the neighboring factories worked their way up, they moved to W. Garfield Boulevard, where upper middle class housing was being built. One such resident was James

O'Leary, who had operated a saloon across from the Stockyards.[388] His success enabled O'Leary to move to 726 W. Garfield Boulevard, a three story French Renaissance Revival stone mansion designed by Zachary T. Davis in 1901.[389] There are also a handful of other handsome historical revival houses. For example, there is a large Tudor Revival house, built in 1916 at 1722 W. Garfield Boulevard.

Bicycling was a popular recreation in Chicago, one enjoyed over a hundred years ago on the boulevards just as it is today. [390] Before the advent of cars, Chicago had several bicycling clubs. In 1893, there were twenty-nine clubs scattered throughout the city and suburbs: the Columbia was at 4168 Drexel Boulevard. The Chicago Bicycle Club was located in a Queen Anne house at 718 W. Garfield Boulevard, built in 1898.

As Garfield Boulevard continued to be built to the west in the 1910s and 1920s, many large, beautiful bungalows were built. Several may be found in the section of Garfield Boulevard extending from the 1700 block to the 2200 block. Examples include bungalows at 1735 W. Garfield Boulevard built in 1926 and 1906 W. Garfield Boulevard built in 1925. They are brick, stand 1 ½ or 2 stories and occupy corner lots. They are more elaborate examples of the type than they are typical, slightly grander, as befitting the status of living on the boulevard. West on Garfield Boulevard there are many Craftsman 2- to 6-flats, mostly built in the 1920s The houses closer to Western Boulevard, which is lined on the east side by factories, are simpler, vernacular, with little or no ornamentation. There is a group of gambrel front cottages between 2106 and 2142 W. Garfield Boulevard as well as four squares at 2311 and 2315 W. Garfield Boulevard.

Returned

Handsome commercial buildings ornamented with terra cotta may be found where the transportation lines crossed Garfield Boulevard. There are two examples on E. Garfield Boulevard. One, sheathed in cream-colored terra cotta with blue terra cotta trim, is located at 305 E. Garfield Boulevard. Another, which is red brick with white terra cotta trim, may be found at 317 E. Garfield Boulevard.

The most prominent religious institution on the street is Visitation Parish, built at 843 W. Garfield Boulevard to serve those who worked in the nearby meatpacking and steel plants. Visitation Parish was established in 1886, and the Gothic Revival church was built in 1899. There is a Celtic cross at the top of the steeple to reflect the Irish origins of the parish. With a school and community center as well as church, Visitation was one of the largest and most prominent Catholic parishes in the city.

Although most of Chicago's industry along the boulevards was centered along Western Avenue, Pershing Road and north near Sacramento Square, there were some major business buildings on Garfield Boulevard. Both the Wanzer Milk Company and the Schulze Baking Company Building, designed in 1914 by John Ahlschlager, were located on Garfield Boulevard. The Wanzer building is no longer extant. The baking company building, 40 E. Garfield Boulevard, was listed on the National Register in November, 1982.

Sherman Park Area. S. Loomis Boulevard, W. 52nd Street, S. Racine Avenue, W. Garfield Boulevard.

Sherman Park is located immediately north of W. Garfield Boulevard between S. Loomis Boulevard and S. Racine Avenue. Its northern boundary is W. 52nd Street. Almost all of the housing surrounding the park

[388] James O'Leary was the son of the woman notorious for having a cow that started Chicago's 1871 fire. Sinkevitch, p, 393.
[389] The very prosperous meat packing company owners moved farther east. Gustavus Swift, for instance moved to a house on Ellis, one block east of Drexel Boulevard, in Hyde Park.
[390] On November 29, 2010, Chicago's public television station featured "Biking the Boulevards" narrated by Geoffrey Baer.

consists of 2-flats built from the 1900s to the 1920s. The buildings are simple. Some are vernacular; the majority are Queen Anne, Tudor Revival or Craftsman. The most distinguished building surrounding the park was St. John of God Roman Catholic Church. This stately Classical Revival church, designed in 1920 by Henry J. Schlacks, was taken down in 2011.

Gage Park Area, S. Claremont Avenue, W. 56th Street, S. (Maplewood Avenue), W. 55th Street, S. Artesian Avenue, W. 54th Street

Gage Park, at the west end of Garfield Boulevard where it intersects with Western Boulevard, developed on land that was originally marshy. Although land was purchased for the park in 1874, it remained undeveloped until the early 1900s. At that point Gage Park was laid out by the South Park Commission to include tennis courts, ball fields, a wading pool and gardens accommodating the recreational needs of the nearby residents. More land was added in 1919 and a field house, which provided classes and other recreational activities, was built in 1928. The earliest housing facing the park consists of gable front vernacular houses. Later housing is made up of bungalows and craftsman flats. These are smaller, simpler homes that provided housing for the largely Irish Catholic and Eastern Europeans who worked in nearby industries, many of which were located along Western Boulevard.

S. Western Avenue Boulevard.

Returned

Like all the boulevards in the original South Park System, Western Boulevard was created in the 1869 legislation by widening an existing road. It was unusual, however, in its breadth and, consequently the name of its roadways. Because existing Western Avenue was widened to the east with an adjacent broad median and wide new roadway, the driving lanes west of the median bear the name “Western Avenue”, while those to the east are named “Western Boulevard”.

In 1881, S. Western Boulevard was opened from W. Garfield Boulevard to the Illinois & Michigan Canal. As the boulevard was built up, the east side of Western was primarily flats, houses and small scale commercial buildings. Within a short period of time a number of large industrial buildings were established here. This was logical, as a few blocks east of Western Boulevard, the Wabash, St. Louis and Pacific Railroad had a line running parallel to Western running north and south. At the north end of Western Boulevard near the waterway that became the Sanitary and Ship Canal in 1900, this line joined with other railroad lines running from the stockyards to the east, thus creating a shipping nexus. Goods could easily be transported by water or rail. Transportation availability, in fact, drove the construction of factories where they are found along the boulevard system, just as the accessibility of commuter service via train, streetcar or elevated encouraged residential development along sections of the system.

The east side of S. Western Boulevard, which became more heavily industrial than the west side, continued to have some flats and houses adjacent to factories Farther east, across the tracks and closer to the stock yards, land use was heavily residential. The Union Stock Yard and Transit Company, which was established in 1865 by a consortium of nine railroad companies, employed 25,000 people by 1900. At that time, the city had no zoning policies so industrial structures and housing could be built next to each other. On S. Western Boulevard there are still some flats and single-family houses located next door to factories. One greystone four-flat dating from 1902 is still located at 5147 S. Western Boulevard. There are several single-family houses in the 4700 block next to a factory at 4711 S. Western Boulevard.

The most architecturally interesting non-industrial building on the east side of Western Boulevard is the Western Avenue Pumping Station at 4919-4943 S. Western Boulevard. Befitting its status as a large water purification facility, it is a monumental Beaux Arts style building faced in stone, featuring grand two-story arched openings.

There are several simple factory/warehouse buildings along S. Western Boulevard. As a building type, factories and warehouses were clearly defined in an article by Russell Sturgis, "The Warehouse and the Factory in Architecture" in the January 1904 issue of the *Architectural Record*. He states that:

> Anything is either a warehouse or a factory which is devoted to the rougher kind of business enterprise, that is to say, not primarily offices where professional men sit quietly or clerks pursuing their daily task, but one where the goods are piled up, where the unloading and loading, the receiving and the shipping of such good goes on continually, where the floors are to a great extent left open….

Manufacturing takes place as does storing and shipping. Sturgis adds the general character is "the reverse of elegant," noting that there are not elaborate exterior decorative treatments such as turrets or porches or sculpture. The structures are square edged, plain and very utilitarian.[391]

The factories along S. Western Boulevard and in other areas of the boulevard system match Sturgis' description of factories and warehouses. They are generally brick buildings standing two to four stories high. Windows are large, spaced at regular intervals and their shapes are repeated. Trim is either cut stone or terra cotta. It tends to be simple and geometric. Decorative treatments are minimal and used to accent piers, window sills or lintels. More elaborate detailing tends to be restricted to the area around building entrances.

Returned

There are several factory buildings along S. Western Boulevard that are particularly handsome examples of the factory and warehouse building type. One is the O'Cedar Corporation Building, designed in 1919 by Davidson & Weiss. It is a red brick Craftsman style building with cut limestone trim that stands four stories. The ornamental treatments are simple and geometric, with "O'Cedar Corp'n" carved in stone under an arch that caps the entrance. It also has Sullivanesque ornamental panels. Located at 4501 S. Western, the building occupies an entire block. The Bell & Thorne Company Building, which housed a metal stamping and tool and die works, is located at 4259 S. Western Boulevard. This large structure stands two stories, is red brick with stone trim and was built in the 1920s. Whitney and Ford plumbing supplies occupied a smaller two-story red brick factory building at 4311 S. Western Boulevard. At the northwest corner there is a section that projects above the roofline suggesting there was once a tower. The factory at 4401-4411 is a long two-story red brick building with slightly more elaborate stone trim and decorative brick work. It has a tower in the northwest corner of the building. The building's interesting architectural treatment is not surprising since it was designed by S. Scott Joy, chief designer for the massive industrial complex to the north, the Central Manufacturing District. It was built in 1914 and housed the Coffee Corporation of America. Other companies that had factories along S. Western Boulevard include the Albrecht Nell Company, manufacturers of packing house machinery (5300 block); the International Roof Manufacturing Company (5300 block), Inland Steel (4301) and John Wood Manufacturing Company, manufacturer of steel products (4435). Heavy industry dominated factory use on S. Western Boulevard because of the easy access to rail lines.

[391] Russell Sturgis. "The Warehouse and the Factory in Architecture." *Architectural Record*, January, 1904, pp. 13-14.

The west side of S. Western Boulevard, known as S. Western Avenue, has flats and residences, churches, some factories and several small commercial buildings. The neighborhoods bordering the west side of Western Avenue were ones of second settlement, where successive ethnic groups moved after having first lived in the Stockyards district east of Western. That explains the relatively large number of eastern European ethnic churches immediately west of Western Avenue. St. Peter and Paul Parish church, the church that features an onion dome, is located at 2410-14 W. 53rd Street. Today it houses the Body of Christ Missionary Baptist Church.

Many businesses that would cater to factory workers, from car shops to bars, were located along the west side of S. Western Avenue. There was a Union Hall located at E. 35th Street and S. Western Avenue. There was a motor freight station at E. 36th Street. The 1919 Sanborn Map, amended in 1956, shows auto repair shops, a large private garage, an auto parts dealership, a filling station, and an auto brake factory—all concerns related to automobile care and maintenance. There were many stores, including a drug store, which is still located at the corner of E. 46th Place and Western Avenue, A handful of industrial buildings, including the Cities Service Oil Company Distribution Plant at E. 36th Street, were located close to the Illinois & Michigan Canal. The Parisian Novelty Building is a large, two-story brick factory building with stone trim. It is located at 3510-3524 S. Western Avenue and extends back to S. Artesian Avenue.[392]

One of the most interesting buildings, one likely to be found in a factory neighborhood, is the tavern at 3456 S. Western Avenue. It is a Schlitz Tavern building, designed by Kley & Lang in 1899 and located at the northwest corner of E. 35th and Western Avenue. The building has a corner tower and its original Schlitz globe logo.

Returned

McKinley Park Area: The Central Manufacturing District, S. Damen Avenue, W. Pershing Road (39th Street), S. Western Avenue, W. 37th Street)

The most significant industrial buildings along the boulevard system are those in the Central Manufacturing District (CMD). This large industrial park is often credited with being the first planned manufacturing district in the United States.[393] The section of the CMD along the boulevard system consists of the part of Pershing Road that faces McKinley Park.

The Central Manufacturing District was initially a 265-acre industrial park established in 1905, consisting of many handsome large brick industrial buildings. It was the brainchild of Frederick Henry Prince, a Bostonian born in 1859. Prince had purchased the Union Stock Yard and Transit Company and had acquired the Chicago Junction Railroad as a switching line that would transport goods from the stock yards to the major trunk lines. He saw the CMD (which originally consisted of land bounded by 35th Street on the north, Morgan Street on the east, Pershing Road on the south, and Ashland on the west) as a way of increasing railroad revenues and expanding his business. His endeavor was hugely successful: by 1915 200 thriving firms were using the CMD, many renting with an option to buy the building they were occupying. These factories, when combined with the Union Stock Yards, provided work for over 40,000 people. In 1917 construction began on a second 90-acre complex consisting of several large buildings along the south side of Pershing Road between Ashland Avenue and S. Western Boulevard. The buildings, constructed from 1917 into the 1930s, backed up to

[392] Sanborn Map Co. Ltd. Perris: Chicago: 160 LaSalle Street, 1919, updated to 1926.
[393] *Encyclopedia of Chicago.*, p. 124.

the Chicago Junction Railroad's classification yards, as well as the Sanitary and Ship Canal and Indiana Freight Yards. These industrial areas gave manufacturers easy access to Chicago's waterways and the city's extensive rail system.[394]

The Central Manufacturing District tower and several of the buildings continue to frame the south edge of McKinley Park along Pershing Road. There are two noteworthy architects associated with the Central Manufacturing District: Samuel Scott Joy and Abraham Epstein. Joy designed the 12-story clock tower, located at the corner of Pershing Road and S. Damen Avenue, built to house a water tank. The large ornamental clock surrounds a logo reading "Central Mfg District." Joy also designed the Craftsman style Westinghouse Electric Building, 2165-2211 W. Pershing Road, in 1922. Standing six stories, the 9-bay wide building is red brick with terra cotta trim, including the 'W' Westinghouse logo. "Westinghouse Electric" is written in large letters in a panel over the front entrance door. Both structures designed by Joy have excellent integrity, retaining many of their steel windows.

Abraham Epstein's engineering firm, A. Epstein & Sons, designed two buildings along Pershing Road. One was for Standard Brands and is located at 2139 W. Pershing. It was built in 1927. It is a red brick building with terra cotta trim, stands six stories tall and is five bays wide.. The entrance is distinctly Gothic Revival with a pointed arch springing from slender colonettes surrounding the door. "Standard Brands, Incorporated" is written in a panel over the door. The company manufactured Chase & Sanborn Coffee, with this plant engaged in roasting and grinding processes. Epstein's firm also designed the building at 2159 W. Pershing Road. It was built in 1936 for the Albert Pick Company. Hotel and restaurant equipment were manufactured here. The building features stylized low-relief Classical ornamentation around the doorway. The rest of this five story building has very little decorative treatment.

Returned

There are two other CMD buildings facing Pershing Road. One is located at 2225 W. Pershing Road and formerly housed the Sherman Paper Products Company. This six story building has a shadow of lettering over the doorway indicating that the L. Fish Furniture Company was once located here. It is six bays wide, has a raised terra cotta parapet at the corners, suggesting towers and low relief terra cotta ornament around the doorways. The Tudor Revival building was designed by the distinguished architect Alfred Alschuler in 1923.

McKinley Park, located just north of the CMD, opened in 1902 as a neighborhood park that would provide social services as well as recreational open space. It was designed to meet the needs and alleviate the hardships of the thousands of factory workers, representing a variety of immigrant groups, who lived in the area. The area around McKinley Park was one of the earliest settled areas in Chicago thanks to its proximity to the Illinois & Michigan Canal (begun in 1836and completed in 1848).The McKinley Park neighborhood has been industrial since the coming of the Chicago & Alton Railroad in 1857. In the 1870s and 1880s Irish, German, English, Welsh, Swedish and native-born Americans inhabited the neighborhood, with Poles and Eastern Europeans arriving in large numbers at the time of the park's construction.

Almost as soon as the park was complete, housing was built along its eastern and northern edges. The two city blocks on Damen, between Pershing Road and 37th Street, are filled with Craftsman style red brick 2-flats, largely built in the 1910's. Some have gable roofs, some flat roofs. They have open porches and broad windows facing the park. Clearly living here was a step up from the tenements located further east, near the stockyards. There are only two houses that appear to have been here when McKinley Park was being

[394] *Encyclopedia of Chicago,* p. 124.

constructed. The oldest is an Italianate house, built in the 1880s, located at 3759 S. Damen and the other is a vernacular brick gable-front cottage dating from the 1890s.

The majority of buildings along 37th Street date from the 1910s or 1920s. They are mostly bungalows facing the side streets and garages facing the alleys. There is one significant building, located at 2240 W. 37th Street. It is the Chicago Telephone Company-McKinley Exchange Building. It was designed by Holabird & Roche in 1916-17 and expanded from three stories and three bays to five stories and five bays in 1938. The design of the building, with its cut stone base and arched openings, is reminiscent of an Italian Renaissance palazzo.[395] Holabird & Roche received many commissions in the 1910s for Chicago phone company buildings. Robert Bruegmann's three-volume catalogue on the complete works of Holabird & Roche and Holabird & Root illustrates photos of the Austin Office Building, the Calumet Office Building and the Humboldt Office Building. They are elegant and, like this one, were prominent buildings in their neighborhoods.[396]

The area south of 31st Street to McKinley Park, along S. Western Boulevard is filled with craftsman and greystone 2-flats, interspersed with single-family houses, largely built in the 1900s and 1910s. Few buildings on this section of the boulevards were built earlier than 1900.

Architecture Along the Parks and Boulevards: The West Park System

W. 31st Boulevard

Returned

The stretch of the boulevard system, running east-west, north of the Sanitary and Ship Canal and known as 31st Boulevard, serves as a link between S. Western Boulevard and S. California Boulevard. Between Western and California and between 26th Street and the canal is a large area criss crossed by railroad tracks and containing only a handful of short segments of streets. Historically this part of Chicago was occupied by the International Harvester Company of the A. M. McCormick Division, commonly known as the McCormick Reaper Company. When the plants were demolished and the land became vacant, it was taken over for Cook County Corrections facilities. These buildings, constructed within the last several decades, currently occupy a large expanse of land at the northeast corner of California and 31st Boulevard.

S. California Boulevard, Avenue

Like S. Western, this street has two names: S. California Boulevard on the east side and California Avenue on the west, between W. 24th and W. 31st Boulevards.

A number of jail buildings occupy the west side of the street, which is called California Avenue. The original Cook County Jail building is still standing and part of the complex, but has no presence on California Avenue.

[395] Robert Bruegmann. *Holabird & Roche, Holabird & Root: An Illustrated Catalogue of Works, Vol. II, 1911-1917*. New York: Garland Publishing, Inc in cooperation with the Chicago Historical Society: 1991, p. 96-97.
[396] *Ibid*, p. 76-77.

There are two important buildings located on the west side of California Avenue. In 1914, architect Charles W. Kallal designed the Municipal Contagious Disease Hospital. It is a large brick three-story Classical Revival building located at 3026 S. California Avenue. There is vacant land to the north of the building. The second important building is the Cook County Criminal Court House and Jail. It is a monumental seven-story Classical Revival building designed in 1927 by Hall, Lawrence and Ratcliffe. Symmetrical, featuring three-story columns, the building retains a strong presence at 2600 S. California Avenue. It is particularly known for its sculptural program, most of which was executed by Peter Toneman of Joseph Dux Studios in conjunction with the Indiana Limestone Company. Above each of the giant columns there is an allegorical figure representing Law, Justice, Liberty, Truth, Might, Love, Justice, Liberty, Truth, Might, Love, Wisdom and Peace. S.P.Q.C. is inscribed under the adjacent eagle panels; the letters are a Chicago variation on S.P.Q.R., standing for *Senatus Populusque Romanus*, the Senate and People of Rome.[397]

To the north of the Criminal Court House, the west side of California is lined with flats and commercial buildings; the east side is lined with flats and single-family residences. Many were built in the 1910s and have Craftsman detailing. There is a raised two-story brick cottage at 2446 S. California Avenue, set back several feet from the street. This structure was likely built in the 1880s.

W. 24th Boulevard

There are many Craftsman, Tudor and Classical Revival two- and 3-flats, built in the 1910s, lining the south side of 24th Boulevard. The most significant building on this short boulevard segment is the Carter H. Harrison Technical High School Building located at 2850 W. 24th Boulevard. This Classical Revival building with a temple front, was designed by Arthur F. Hussander in 1912. It occupies an entire block. There is also a small noteworthy Craftsman style religious building with a bell tower, the St. Maximilian Kolbe Catholic School, designed in 1914 and located at 2817 W. 24th Boulevard.

Returned

S. Marshall Boulevard

Marshall Boulevard has a configuration unique to the system, with a central road flanked by deep broad parkways. The housing along this stretch of the park and boulevard system is middle class, predominantly made up of a dense concentration of 2- and 3-flats with a small number of single-family houses: all have gracious front yards due to the width of the parkways.

There are many greystones of various sizes along S. Marshall Boulevard. The most unusual is a greystone "one flat", a single story greystone with Tudor detailing and a flat roof, located at 2322 S. Marshall Boulevard. It was designed in 1908 by James Dibelka. This is a handsome house designed by a little-known architect. There are many such examples throughout the system. Although typically the architects of these many greystones are not well known, each of the flat buildings and single-family homes is well done, reflecting the variety of styles built during the decades surrounding the turn of the 20th-century.

Work on Marshall Boulevard wasn't even begun until 1887 and not finished until 1907, with most residential construction taking place in the 1910s after its completion. Situated between Sacramento Avenue and California Avenue, two major north-south streets with transportation lines, Marshall Boulevard was a logical site for residential construction. As befitting a residential neighborhood, there is a handsome elementary

[397] Sinkevitch. p. 345.

school building, the John Spry Public School at 2400 S. Marshall Boulevard. It was designed in 1899 by Normand S. Patton and received an addition designed by Arthur F. Hussander in 1919. At the north end of Marshall Boulevard, where train lines cross the road, there are two commercial buildings. One, an eight-story red brick building, 2100 S. Marshall Boulevard, is Classical Revival, built in the 1910s, with large window openings placed at regular intervals within a simple grid pattern. The second is a single-story Moderne office building located at 2015 S. Marshall Boulevard, built in the 1930s

Douglas Park Area: W. 19th Street, S. California Avenue, S. Albany Avenue, S. W. Roosevelt Road

The north end of Marshall Boulevard terminates at Douglas Park, the southern-most park in what was once the West Chicago Park system, Douglas Park is surrounded by 19th Street on the south, S. California Avenue on the east, S. Albany Avenue on the west and Roosevelt Road on the north. Residences surrounding the park represent a variety of middle class housing types, with two- and three- flats located along California and Albany Avenue. Many are greystones. Of particular interest is a series of small red brick Queen Anne houses on 19th Street. These stand-alone homes that function as 2-flats and single-family houses, were all built in 1891. There are a few brick cottages that very likely date from after the area became parkland in the 1870s but before increased recreational development of the park began in the 1890s. One is an Italianate cottage located at 1629 W. California Avenue; the other is a gable front vernacular cottage located at 1641 W. California Avenue. They closely resemble the housing types on streets to the east of the park.

Returned

The development of accessible transportation made living along the park convenient. Ogden Avenue, which runs diagonally through it, predates the park by thirty years.[398] Starting in 1892, the area had electric streetcars running along the major streets, replacing other modes of transportation. The Douglas Park elevated train, running diagonally between W. 19th Street and W. 21st Street south of the park, opened in 1896, spurring the construction of housing.[399]

The ethnic development of the surrounding neighborhood is reflected in two of the area's non-residential buildings. St. Anthony's Hospital, located at 2875 W. 19th Street, was established in 1897 as a faith-based hospital operated by Franciscan sisters to meet the health needs of the southwest side ethnic population, many of whom worked in the nearby factories and the stockyards. Located at the intersection of W. 19th Street and S. California Avenue, facing the park, it is an imposing seven-story red brick building with stone trim, featuring Flemish gables. Maimonides Hospital (today Mt. Sinai Hospital), at 1501-1525 S. California Avenue, opened in 1912. It was built to serve the poor Jewish immigrants fleeing from Eastern Europe as well as provide medical training for Eastern European Jewish physicians. It was Chicago's second Jewish hospital.[400] Many of the Jews who had settled in the neighborhood of Douglas Park, wanted a facility with a Kosher kitchen and were uncomfortable at Michael Reese Hospital, which had been founded earlier by the more assimilated and increasingly wealthy German Jewish population in the south lakefront area, a tonier section of Chicago.[401] The

[398] Ogden Avenue follows the route of the Southwestern Plank Road that opened in 1848 over the swampy terrain between Chicago and Naperville.
[399] Today this same line is the Cermak Branch of the Chicago Transit Authority's Blue Line.
[400] Irving Cutler. *The Jews of Chicago: From Shtetl to Suburb.* Chicago: The University of Illinois Press, 1996.. pp. 158-160.
[401] These affluent German Jews included Joseph Schaffner (clothing), Robert Mandel (retail), Albert Pick (hotels) and Julius Rosenwald (retailing). The German Jewish community had arrived in Chicago well before the eastern European Jews, became successful and held prominent positions in Chicago's business community. Increasingly drawn to Reform Judaism, it was they who financed several Jewish social institutions, including Michael Reese Hospital.

first section of the Maimonides Hospital Building was an imposing example of the Beaux Arts style facing Douglas Park. Over the years, it has grown substantially, with many mid and late 20th-century additions.

Jewish settlement of the area around Douglas Park, known as North Lawndale, didn't occur until after 1910. It had been populated, prior to the 1871 Chicago fire, by a small number of Dutch and English farmers, and later by Irish and Bohemians. Subsequently, Chicago's west side, including the area around Douglas Park, Roosevelt Road, and S, Independence and S. Douglas Boulevards, became home to thousands of Jews. Between 1910 and 1960, 110,000 Jews lived on the west side.[402]

The Jews who settled North Lawndale were escaping from poverty, restrictions in their homeland and the Russian pogroms.[403] There were three major waves of Jewish settlement: 1881-1884, following the assassination of Alexander II; 1903-1906, following the announcement of the October Manifesto and 1919-21, during the Russian Civil War. Over 2 million Jews migrated from Russia to America between 1881 and 1924. In Chicago the Jewish port of entry, Maxwell Street, was an area of crowded streets, sweatshops and wood housing that would best be described as "firetraps." Once the Jewish population gained success and could afford better living conditions, they skipped over the area laced with railroads and devoted to industry, and moved three miles west, attracted to the beautiful residential streets of North Lawndale.

North Lawndale was an area composed of quiet streets, a spacious park and convenient transportation. Houses were brick or stone. The most beautiful place to live was along the parks and boulevards, which featured numerous sturdy greystone flats. There was opportunity to buy and rent out the second apartment or to rent in buildings of various sizes. Most of the residential properties in North Lawndale were two- or 3-flats, many with attractive architectural detailing. Unlike Maxwell Street, there were no flimsy wood buildings. The houses featured broad front porches, light and airy rooms and for those facing the parks and boulevards, front lawns visually extending beyond their own property lines. Although the edges of North Lawndale were encircled by industry, there was none here. Most of the Jewish residents of North Lawndale tended not to work in the nearby industrial areas where International Harvester and Western Electric were located. Some residents, however, were employed at Sears, Roebuck & Company, which was run by German Jewish entrepreneur and philanthropist Hyde Park resident Julius Rosenwald.[404] The Sears complex occupied 41 acres at 925 S. Homan, between Douglas and Garfield parks.

Returned

The areas fronting Douglas Park and W. Douglas and S. Independence boulevards served as home to the area's most important Jewish institutions—synagogues, schools, social organizations and recreational facilities. Roosevelt Road was the major shopping street, lined with Jewish-owned cafes and delicatessens, theaters, grocery stores and shops. Although much of Roosevelt Road was decimated following Dr. Martin Luther King, Jr.'s assassination in 1968 and the ensuing riots on Chicago's west side, the section facing Douglas Park is fairly intact. It is made up of several multi-use commercial buildings and two greystone 3-flats built in the 1890s.

Besides Maimonides/Mt. Sinai Hospital, there were several Jewish institutions facing Douglas Park. Three were located on Albany Avenue, on the west side of the park: the Jewish Day and Night Nursery, the Jewish People's Convalescent Home and the Marks Nathan Jewish Orphan Home. Located at 1550 S. Albany,

[402] Cutler. *Jews of Chicago*. p. 210.
[403] Pogroms were government-condoned organized massacres of the Jewish people. "Pogroms" *Encyclopedia of Russian History*, 2004. http://www.encyclopedia.com/topic/Pogroms.aspx
[404] Cutler. *Jews of Chicago*. p. 212.

this orphanage was built to ensure that 300 boys and girls were well-housed, well-dressed and fed Kosher meals. The building was constructed in 1912. Adjacent to the home is a synagogue building, located at 1564 S. Albany. Both are Classical Revival buildings. Today the Marks Nathan orphanage houses the Sacred Heart Home. There is also a Classical Revival school building at 1832-58 S. Albany Avenue, designed by Arthur F. Hussander in 1918.

W. Douglas and S. Independence Boulevards

W. Douglas Boulevard extends west from Douglas Park to Independence Square: it then becomes S. Independence Boulevard and turns north to Garfield Park. The original Irish Catholic and Bohemian residents of this neighborhood were supplanted by Jews after 1910. These boulevards were at the heart of Jewish residential development and, like the area around Douglas Park home to many Jewish institutions, including several synagogues.. However, the Richardsonian Romanesque building constructed for St. Agatha Roman Catholic Parish at 3147 W. Douglas Boulevard in 1904 by William F. Gubbins and its adjoining rectory or parish hall, at 3143 W. Douglas Boulevard, 1920, serve as visual reminders of the area's earlier heritage. Today it is the largest black Catholic Parish on the west side, serving the needs of an economically poor congregation.

W. Douglas and S. Independence Boulevards, like so many other areas in the Chicago Park Boulevards Historic District, are lined with two-, three-and 4-flats, featuring Richardsonian Romanesque, Queen Anne and Classical Revival detailing; they were built from the 1890s to the 1910s. The Tudor Revival, Craftsman and Beaux Arts styles are also represented. Over half are greystones. Building permits reveal that most of the architects who designed these buildings were not well known. For instance, William C. Miller, whose name turns up several times, seems not to be recorded in the widely-read Chicago architectural histories. Although not of the first rank, these architects proved very capable, judging by the high artistic quality of their designs. As today, these second-tier architects were often the work horses of the profession, designing most of the buildings that were a part of peoples' daily lives.

Returned

Many prominent Jewish Chicagoans, including writer Leo Rosten, 'King of Swing' Benny Goodman, former Israeli Premier Golda Meier, Judge Abraham Lincoln Marovitz, comic Shelley Berman and restaurateur Eli Shulman lived on the west side. Influential Chicago alderman Jacob Arvey lived at 1323 Independence Boulevard. Today it is a four- flat

Major Jewish synagogues lined W. Douglas and S. Independence boulevards. There were a dozen synagogues (of the approximately 60 Jewish congregations in North Lawndale), most with imposing Classical facades. All but one was Orthodox. Many of them are still standing, now home to Christian denominations. The one building that housed a Reform congregation, Temple Judea, is located at 1227 S. Independence Boulevard. Today it is home to the Lawndale Missionary Baptist Church. The synagogues were generally large, imposing buildings. Anshe Kenesseth Israel, the Russische Shul, built in 1913 by Aroner & Sommers, is located at 3411-3419 S. Douglas Boulevard. The congregation moved from Maxwell Street, where it was founded by early Jewish immigrants. The building, which seats 3500, currently stands vacant, but with a sign on the building reading "Shepherd's Temple Baptist Church." Shaari Shomayim (Gates of Heaven), the First Romanian congregation, was founded by Romanian Jewish immigrants. Located at 3622 Douglas Boulevard, it is currently home to the Stone Temple Missionary Baptist Church. The building housing Anshe Sholom Congregation, at 754 S. Independence Boulevard, with its Classical temple front, retains many of its Jewish symbols and brilliant stained glass windows. It is now home to a Seventh Day Adventist Church. When these buildings functioned as synagogues the boulevards were crowded with people, especially on the High Holidays of Yom Kippur and

Rosh Hashanah. Family members, dressed in their finest, crowded around their synagogue or strolled from one synagogue to another to chat with parents, grandparents and friends.

Other Jewish institutions, besides places of worship, lined W. Douglas and S. Independence boulevards. The most social was the Jewish People's Institute (JPI), located at 3500 W. Douglas Boulevard. People still conjure up warm reminiscences of the lively social life that took place there. Jewish people of every age participated in cultural events, recreational activities and educational functions. With a library, gym, pool, Jewish museum, theater group, roof garden that featured Sunday night dances and a popular restaurant called the "Blintzes Inn," the JPI was the focal point of Jewish Activity on the west side. Today the JPI serves as home to the Lawndale Community Academy. This Moorish Revival building, with Jewish symbolic detailing, was designed by Klaber & Grunsfeld, prominent Jewish architects, in 1926.[405] The JPI is listed on the National Register.

Theodore Herzl Junior College, another important Jewish institution, was located at 3711 W. Douglas Boulevard at the intersection of Douglas and Independence boulevards. The architect was Arthur F. Hussander, who designed so many other Classical Revival school buildings throughout the city. This example of his work is particularly noteworthy for its brick detailing. The building opened in 1914 as an elementary school named after the famous Jewish Zionist and was attended by many Jewish students, including future Supreme Court justice and U.S. Ambassador to the United Nations Arthur Goldberg. Although in 1935 the building became a junior college it once again serves as a secondary school.

Returned

In the 1950s the neighborhood demographics changed, as Jewish residents moved away and African-Americans settled North Lawndale. During the post-World War II economic boom many Jews living on S. Independence and W. Douglas boulevards could afford single-family homes. They moved to the Chicago neighborhoods of West Rogers Park, Hyde Park, South Shore or the suburbs. With the mobility of car ownership and the availability of low-cost government loans, the Jewish population left the boulevard system and its adjoining neighborhoods in large numbers. Unfortunately during the 1960s and later, much of the building stock deteriorated and many of the once-beautiful flat buildings were demolished. Today greystones and Craftsman multifamily buildings and a small number of single-family homes remain, but the bustling neighborhood is quiet.

Garfield Park Area: W. Fifth Avenue, N. and S. Hamlin Boulevard, W. Lake Street, S, Homan Avenue, W. Madison Street, N. Central Park Boulevard), It is also bounded on the south by Congress Parkway and on the north by a train embankment.

The site of Garfield Park was annexed to the City of Chicago in 1869 but little residential development took place during the 1870s. Despite a flurry of real estate dealing, buildings and infrastructure were not built. Transportation service was generally unreliable. Corruption was rampant and little work on Garfield Park's landscaping took place until 1905, when Jens Jensen became supervisor of the West Park System. Development did, however, begin to accelerate between 1880 and 1915, largely due to the Lake Street EL and streetcar electrification.

[405] Ernest Grunsfeld is best known as the designer of Chicago's Adler Planetarium, completed in 1930.

S. Independence Boulevard flows into S. Hamlin Boulevard south of Garfield Park, forming the western border of Garfield Park. The southern section of S. Hamlin Boulevard, which has a green median, is bordered by some large apartment buildings constructed between the 1890s and 1910s. They include a grouping of Classical Revival 6-flats built in the 1900s at 146-156 S. Hamlin Boulevard, a number of Tudor Revival 6-flats and larger apartment buildings constructed in the 1910s and 1920s between 100 and 126 N. Hamlin Boulevard. There is a handsome Spanish Revival courtyard building located at 214-222 S. Hamlin Boulevard. All of these buildings have a beautiful view of Garfield Park.

Hamlin is crossed by W. Madison Street, once a thriving commercial thoroughfare with department stores, movie palaces, restaurants and hotels. After the riots and fires following Dr. Martin Luther King, Jr.'s assassination in 1968, the street never recovered its vitality. It now has only a handful of commercial establishments. The Midwest Athletic Club, 3800 W. Madison Street, designed in 1918 by Michaelsen & Rognsted, served as a social center for the neighborhood.[406] It was listed on the National Register in 1984. Most of the rest of Garfield Park is lined by Craftsman apartments and flats, built from 1900 through the 1920s. Compared to many of the flat buildings along S. Independence and W. Douglas Boulevards, they tend to be simpler and less high style.

As in other areas of the boulevard system, prominent institutions can be found facing the park—especially churches and schools. There are two school buildings on N. Central Park Boulevard facing Garfield Park. One is Providence-St. Mel's, a parochial school for grades K-12. Known for its educational excellence, the school, located at 119 N. Central Park Boulevard, was designed in 1929 by Morrison & Wallas. It is an imposing five-story Tudor Revival building which, like so many educational institutions, features Medieval detailing. In this case the school has crenellated parapet walls, polygonal towers, and slit openings. The second prominent institution on N. Central Park Boulevard is the Lucy Flower Technical High School, located at 3545 W. Fulton Boulevard. Somewhat subdued stylistically, it is nonetheless associated with the Collegiate Gothic style that was especially popular for school design. The architect for this massive 1927 building was John C. Christiansen.

Returned

W. Franklin Boulevard & N. Sacramento Boulevard

Although land from Garfield Park to Sacramento Square was acquired in the early 1870s, the Franklin and Sacramento segments of the boulevard system generally developed after 1900. Plans were drawn for N. Sacramento Boulevard in 1896 and for W. Franklin Boulevard in 1903. Franklin Boulevard was not completed until 1911, however. Nevertheless, there are a few 19th-century buildings along both boulevards. Examples include buildings at 3052, 3100 and 3136 W. Franklin Boulevard and at 1025, 1029, 1137 and 1139 N. Sacramento Boulevard.

The boulevard system north of Garfield Park, to Humboldt Park, is transitional. It is made up of short segments that become increasingly industrial. Garfield Square, where N. Central Park Boulevard turns east and W. Franklin Boulevard begins, is lined with modest flats, apartment buildings and some courtyard buildings. The same may be said of the west end of Franklin Boulevard, with its two- and 3-flats and larger buildings at some corner locations. One particularly handsome Spanish Revival style courtyard building, "The Franklin," is located at 3122 W. Franklin Boulevard.

[406] Michaelson & Rognsted built the field houses in Garfield Park and Douglas Park.

The character of the boulevards in this area changes completely at Homan Avenue, where the north side of W. Franklin Boulevard, except for the simple brick 4-story Sacred Heart Hospital at 3240 W. Franklin Boulevard, becomes industrial. At 501 N. Homan Avenue, there is a handsome one-story brick Art Moderne commercial building. Simple and rectilinear, its corner entrance is topped by a streamlined projecting canopy edged in metal. To the east, at 500 N. Spaulding Avenue, is a two-story brick and concrete frame factory/warehouse building that occupies almost the entire block. Its Classical Revival entrance faces Spaulding. The building originally housed De Luxe Line Loose Leaf Devices and Supplies. Its logo, a polychrome terra cotta map of the world set in concrete, remains prominently displayed, projecting above the roofline in several locations.

The development of this industrial section of the boulevard system, like that to the south along S. Western Boulevard and Pershing Road, was driven by a huge transportation network, with intersecting rail lines that allowed manufactured goods to be shipped throughout the United States. This section of the boulevard system is embedded within a network of rail lines: there is a rail line on an embankment to the south of W. Franklin Boulevard and a large train yard to the east of N. Sacramento Boulevard. However, there is no evidence that spurs ran to any of the factories in the area along the north side of W. Franklin Boulevard. There are a small number of modest greystone 2-flats on the south side of W. Franklin Boulevard. These and several brick vernacular cottages lining the side streets north of Franklin and west of Sacramento are modest dwellings that very likely served as home to workers in the nearby factories. There is a relatively small warehouse/factory building located at 500 N. Sacramento, sited at the prominent northwest intersection of N. Sacramento and W. Franklin boulevards on Sacramento Square. It is a two-story brick Craftsman building with a corner clock tower that originally served as home to the GAW-O'Hara Envelope Company, founded in 1913.

Returned

N. Sacramento Boulevard is lined with factories from Sacramento Square north to Humboldt Park. Beyond the GAW-O'Hara Building, there is a large factory building at 700 N. Sacramento Boulevard belonging to the Cribben Sexton Company, which manufactured gas stoves. Their logo shows they made Universal Stoves and Ranges. The four-story red brick building with a Classical Revival entrance door occupies the better part of a block and is adjacent to a railroad line that extends northwest from the extensive switching yards located east of Sacramento Square. During the early years of the 20th-century, there was a roundhouse in this switching yard. Today, there are remnants of railroad lines but only some are active.

The largest factory building and the one with the most architectural interest was built by the Sprague Warner Company in 1941 at 501-625 N. Sacramento Boulevard. A. Epstein, who designed several buildings in the Central Manufacturing District, was the architect. With a stately Art Deco tower, sheathed in stone, at the northeast corner of W. Franklin and N. Sacramento boulevards, marking Sacramento Square, the building occupied the entire block west of the rail yards between W. Franklin Boulevard and W. Chicago Avenue. The office entrance was located in a one story streamlined Art Moderne section of the complex, at the north end of the company building. This small structure, given stature by its high style design and its stone facade is connected to the corner tower by a single-story red brick structure capped in stone banding.[407] Today part of the complex serves as home to the Chicago Center for Green Technology.

[407] The Sprague Warner Company descended from a Chicago grocery store on State Street, founded during the Civil War. By 1910 it had grown into one of the country's largest wholesale grocery concerns, famous for such house brands as "Richelieu" and "Batavia." In the 1940s Sprague Warner was acquired by Consolidated Foods, which in 1895 changed its name to Sara Lee Corporation.. Eventually its headquarters moved to Deerfield.

N. Sacramento Boulevard continues north past the rail yards, crossing Chicago Avenue. There is a three-story Tudor Revival brick factory with stone trim located on the northeast corner of N. Sacramento Boulevard and W. Chicago Avenue at 2950 W. Chicago Avenue. It is believed to have been constructed in the 1920s. There is also a Craftsman style building constructed at 3028-3030 W. Chicago Avenue, located just north of the railroad viaduct that crosses N. Sacramento Boulevard. It is the last factory/warehouse building on this largely industrial segment of N. Sacramento Boulevard except for a one-story red brick building with a Classical Revival stone entrance at 3037-53 W. Grand Avenue, now housing Stone City. The buildings north of this commercial/industrial area are all residential. Free-standing Craftsman 2-flats with broad front porches line the east side of N. Sacramento Boulevard north of the factory building. Free-standing greystones line the west side.

Humboldt Park Area: W. Augusta Boulevard, W. Division Street, N. California Avenue, W. North Avenue, N. Kedzie Boulevard, N. Sacramento Boulevard

Just north of W. Augusta Boulevard is the Classical Revival Norwegian American Hospital building, with an address at 1044 N. Francisco Avenue. The hospital buildings face the section of Humboldt Park that extends south from Division Street to Augusta Boulevard. Norwegians, who began settling in Chicago in the mid-1830s, moved westward from the lakefront and by the late 1870s began establishing themselves around Humboldt Park and Logan Square. Norwegian American Hospital was one of the many hospitals founded by religious denominations to serve particular ethnic groups. This hospital was built by the Lutheran church in 1894.[408]

Returned

At Augusta Boulevard, N. Sacramento Boulevard becomes N. Humboldt Boulevard as it winds through Humboldt Park. The south boundary of the park is W. Augusta Boulevard; the north is W. North Avenue. A small section of the park, between N. Sacramento Boulevard on the east and S. Kedzie Avenue on the west, extends south from W. Division Street. North of Division the park widens four blocks, with California Avenue forming the eastern boundary. Although there are some older late-19th-century buildings lining the park, poor transportation delayed significant development around Humboldt Park until the 1890s, when the Humboldt Park and Logan Square branches of the el were constructed.

There are many beautiful greystones north of Augusta Boulevard, the southern boundary of Humboldt Park. They become somewhat more high style in this area. The eastern boundary of the southern extension of Humboldt Park is N. Sacramento Avenue. The most significant greystone on this segment, which is located at 1141 N. Sacramento Avenue, was once the home of landscape architect Jens Jensen. It was his second home facing Humboldt Park.[409] The house on N. Sacramento, more elaborate than his first, was directly across from Jensen's office, which was located in the Humboldt Park Receptory and Stable Building. Jensen moved to the neighborhood when he was made Chief Landscape Architect and General Superintendent of the West Park System.

Several of the most architecturally significant buildings lining Humboldt Park are found on N. California Avenue. At 1257 N. California is a salmon-color vernacular cottage, dating from the 1900s, with a truncated gable front and unusual detailing. Just north of it, at 1301, is a greystone built in 1907 with a Classical Revival porch and a crenellated cylindrical tower. Unlike many greystones, which tend to have side walls of

[408] www.nahosp.org

[409] Jensen's first house was at 3105 W. Augusta Boulevard. It was a simple greystone in which he lived when he was first appointed Superintendent in 1905. He was living on Sacramento by 1910. Not known for many years, this information was uncovered by Julia Bachrach, historian for the Chicago Park District.

common brick, this house, because it is on a corner, has a side façade finished in face brick. The architect was William Schulze, another example of an unknown but skillful designer who built along the park and boulevard system. Immediately to the north, at 1301 N. California Avenue, is another brick vernacular cottage. It has a gable front, like so many, but is graced by a Palladian window. To the north of these small houses there is a large Classical Revival institutional building at 1335 N. California Avenue that currently houses Casa Central, a social service agency serving the predominantly Hispanic surrounding neighborhood. It was originally built as the Dr. Herzl Community House and was used for meetings, classes and dances by the Jewish Population that lived in the Humboldt Park neighborhood.

The area around Humboldt Park, unlike that near Douglas Park, was not solidly Jewish. There was also a substantial population of Poles, Germans, Italians, Ukrainians, Russians and Scandinavians.[410] There was, however, a synagogue building constructed in 1911 at 1357 N. California Avenue. This synagogue was known as the Austrian Galician Shul. It was Orthodox and the congregants adhered strictly to ritual. It didn't have a choir but Metropolitan Opera star Richard Tucker served as High Holiday Cantor at one time. The synagogue closed in 1957 and today the building houses the Iglesia de Dios Pentecostal Aposento Alto.

One of the most interesting and unusual buildings on the park and boulevard system is a four-story red brick apartment building with stone trim, located at 1401 N. California Avenue. The building is predominantly Tudor Revival. Its corner entrance has a high-relief sculpture of three figures: a gowned woman with her arms touching the heads of two children. The building was constructed in 1922 and the woman's hairstyle and children's dress reflect that time period. There are very few buildings in Chicago that incorporate figural sculpture as part of their architecture. It is, however, common in Eastern Europe and many buildings of the early 20th-century in Budapest, Prague and Vienna feature sculptures of human figures. Since the Jews living around Humboldt Park were of Eastern European descent, incorporating a figural motif such as this is not surprising. It originally served as the Daughters of Zion Jewish Day Nursery and Infant Home. This use explains the iconography of the sculpture. The architects for the building were Dubin & Eisenberg. Henry Dubin was a prominent Jewish architect of the period, who designed several buildings in the vicinity of Halsted and Maxwell Streets. Among the several handsome residential buildings face Humboldt Park, this one is the most unusual.

Returned

To the north of the synagogue at 1357 N. California are two more distinguished early brick buildings. One that dates from the 1890s, is a 2 ½ - story flat building at 1433 N. California Avenue. The other building dates from the 1880s and is an Italianate gable-front cottage located at 1445 N. California Avenue. .

At the corner of Le Moyne Avenue and N. California Avenue is a handsome red brick church building connected to a parish hall that faces Le Moyne Avenue. Its most distinctive feature is its copper sheathed tower and onion dome. It originally was the Humboldt Park Swedish Mission Church. The Swedish had arrived in the city beginning in the 1840s but did not migrate here in large numbers until the 1880s, when their homeland was faced with devastation in the agricultural sector and crises in the lumber and iron industries, Having initially settled mainly on the near north side, a smaller group of Swedes had moved east of Humboldt Park during the 1880s, settling into areas also occupied by the Germans and Norwegians. By the 1920s, the Swedish population of the area moved farther to the northwest and north, then scattered throughout the city.[411]

[410] Jews never made up more than 25% of the neighborhood population. Many of the Jewish settlers in this area came from Hungary, the Ukraine and Galicia (the south part of Poland) Cutler, *Jews of Chicago*, p. 234.
[411] Anita R. Olson, "A Community Created: Chicago Swedes, 1880-1950" in Melvin Holli and Peter d'A. Jones. *Ethnic Chicago: A Multicultural Portrait*, Grand Rapids, MI: William P. Eerdmans Publishing Company, 1995, p111-120.

There are two handsome terra cotta-sheathed commercial buildings at the north end of Humboldt Park. Both have stores on the ground floor and apartments above. The Renaissance Revival "Humboldt Building" at 1551 N. California Avenue built in the 1920s at the southeast corner of N. California Avenue and W. North Avenue is sheathed in polychrome terra cotta and has characteristic Renaissance detailing, including low relief designs and twisted columns, on the upper two stories. There is another multi-use building of this type at 2747-53 W. North Avenue, at the southwest corner of W. North Avenue and N. Kedzie Boulevard. It is also a three story building, but Gothic Revival in design, and brick with blue and cream colored terra cotta trim. It too was built in the 1920s. These buildings are located along transportation nodes, at busy intersections.

Although none are quite as quite as prominent as the corner commercial buildings, there are several multi-use buildings along W. North Avenue. Just in from the vacant northwest corner lot at W. North Avenue and N. California Avenue, at 2906 W. North Avenue, is a three-story greystone with a shop on the first floor and apartments above. Immediately behind it is a two-story frame cottage, sheathed in clapboards, that probably dates from the 1880s. This is one of few examples along the park and boulevard system where a more substantial building was constructed in front of an older cottage. It was once a common practice for owners of investment properties to maximize the use of their land by placing newer buildings in front and renting out the building at the rear of the lot. Other commercial buildings that have residences in the upper floors line North Avenue. There are also greystones and small apartment buildings located here. They form a continuous street wall along most of W. North Avenue between W. California Avenue and N. Kedzie Boulevard. One greystone apartment building is appropriately named "The Parkview."

Returned

N. Kedzie Avenue, which forms the western boundary of Humboldt Park, is characterized by a continuous line of large apartment buildings, greystone two- and 3-flats and Craftsman flat buildings. There is a handsome Beaux Arts two-flat, with elaborate copper trim at 1354 N. Kedzie and a Craftsman two-flat with a wide front porch at 1340 N. Kedzie. Almost all were built in the 1900s and 1910s. These are clearly meant to be homes for middle and upper middle class families. A line of greystones also graces Augusta Boulevard. The overall impression in this area is of attractive residences facing a beautiful park.

North of Humboldt Park: N. Humboldt Boulevard, Palmer Square, Logan Square,. N. Kedzie Boulevard, W. Logan Boulevard

The boulevards and squares north of Humboldt Park (N**.** Humboldt Boulevard, Palmer Square, Logan Square,. N. Kedzie Boulevard, and W. Logan Boulevard) have already been listed on the National Register in the *Logan Square Boulevards Historic District*. This 2.5mile section of the system was listed in 1985. The boulevards, squares and buildings surrounding them are included by reference in this nomination. The boulevards and squares included in the Logan Square listing are N. Humboldt, N. Kedzie and W. Logan boulevards, Logan and Palmer Squares. The greenways and squares follow the same form as those laid out for the rest of the system. They were a place to promenade, for public enjoyment. The segments of the system north of North Avenue contain a dense concentration of buildings, with almost no urban blight or infill housing

The *Logan Square Boulevards Historic District* is almost entirely residential. Like the rest of the system, the buildings to the north along these boulevard and squares represent a variety of late 19th-and early 20th-century building styles. There are many flats as well as single-family homes, including a number of greystones.

Styles range from Romanesque and Queen Anne to Classical Revival and Prairie. Interspersed are churches, clubs, a synagogue building and low-rise apartments. Although most of the buildings were not designed by well-known architects, like those along the rest of the system, some architects who practiced at the north end of the boulevard system have gained recognition. They include George Maher, John Ahlschlager, Huehl & Schmid, Horatio Wilson, Lowe & Bollenbacher and Egan & Prindeville. George Maher designed a house for John Rath in 1907. Horatio Wilson, who designed many townhouses and flats along S. Dr. Martin Luther King, Jr. Drive and S. Drexel Boulevard, designed residences on N. Kedzie Boulevard. John Ahlschlager, who designed the Schulze Baking Company Building at 40 E. Garfield Boulevard, designed a two-flat at 3024 W. Logan Boulevard. A great many of the architects who designed buildings along these segments of Chicago's park and boulevard system are not written about in the textbook histories of Chicago architecture. This section of the system, however, attracted fine residential development as was the case throughout the Chicago Park Boulevard System Historic District. Logan Square contains a noteworthy monument, the Illinois Centennial Column, designed in 1918 by Henry Bacon, the architect of Washington's Lincoln Memorial.

THE MAJOR PRACTITIONERS

The country's most distinguished Landscape architects played an important role in the development of the Chicago Park Boulevard System Historic District.

The Landscape Architects

Returned

Frederick Law Olmsted (1822-1903)
Calvert Vaux (1804-1895)
Olmsted, Vaux & Company, Designers of the South Park System (1869-1871)

Frederick Law Olmsted

Hartford, Connecticut native Frederick Law Olmsted is considered by many to be the father of American landscape architecture. Prior to devoting himself to this profession, however, he engaged in a variety of other jobs, from which he drew valuable experience for the future. He worked in farming, as a mining superintendent and had a significant career as a journalist. Collaborating with architect Calvert Vaux in 1857 and winning the competition the following year to design New York's Central Park launched his career as a landscape architect. They established a firm, Olmsted, Vaux & Co. in 1865, and would execute seminal designs for important clients before the partnership dissolved in 1872. These designs included parks and parkways in Brooklyn, the park and boulevard system in Buffalo, the planned residential suburb of Riverside, Illinois, as well as Chicago's South Park System. Olmsted & Vaux's plan for Riverside—curving, picturesque streets around a central park and train station--included a proposal to build a parkway connecting the suburb to the city. He hoped to provide a transportation alternative to the train as well as a pleasure drive for those traveling over the bare, flat prairie between Chicago and his garden-like suburb. Although the streets were in place, the boulevard connecting Riverside to the city was never fully realized.

Thereafter, Olmsted became a sought-after designer, working first in New York City and then Boston. Olmsted partnered with his stepson in 1884 in the firm of F.L. & J.C Olmsted. The addition of Charles Eliot nearly a decade later resulted in the firm Olmsted, Olmsted & Eliot. The body of work produced in Olmsted's years of active practice spanned the United States and included many of the nation's premier parks, boulevards,

campuses, residential communities and estates, as well as the grounds of the highly influential 1893 World's Columbian Exposition in Chicago. The progression of dementia made it necessary for Olmsted to retire in 1895.

Calvert Vaux

English-born architect Calvert Vaux journeyed to America in 1850, persuaded by America's foremost horticulturalist, Andrew Jackson Downing, to cooperate with him in developing a new residential style. He moved to New York City in 1852 and, in collaboration with Frederick Law Olmsted, won the competition to design the city's Central Park. This project would occupy him for the next thirty-eight years. Olmsted and Vaux formed a partnership in 1865 that lasted until 1872, during which time the men led the nascent parks movement with their seminal designs.

Vaux would go on to pursue a distinguished architectural career that included residential commissions, important institutions, such as the original portion of the Metropolitan Museum of Art and early model housing for the poor.

Horace William Shaler Cleveland (1814-1900)
Landscape Architect of South Park and the connecting Boulevard (1872-1874)

Returned

An Easterner by birth and respected pioneer of American landscape architecture, Horace W.S. Cleveland also had one of the first such practices in the Midwest. Like his contemporary and friend, Frederick Law Olmsted, he was an author and speaker and benefitted from a variety of early experiences that led to his eventual career as a landscape architect. He worked in surveying, scientific farming and the study of civil engineering. In 1854, he partnered with Robert Morris Copeland and established a successful landscape architecture practice in Boston. The partnership, which served clients in the Northeast and Canada, disbanded during the Civil War. In 1868 Cleveland joined Olmsted's firm for one season, during which time he supervised the planting of Prospect Park in Brooklyn, New York.

In 1869 Cleveland moved to Chicago, where he would remain until 1886. Previously, as a young man in the 1830s, Cleveland had spent several years traversing Illinois in the service of potential investors. Upon his return, Cleveland became involved with designing an addition to Graceland, the city's premier picturesque rural cemetery. During his Chicago years, Cleveland was first affiliated with surveyor Samuel Greely. In 1870, he entered into partnership with engineer William M.R. French, who would eventually become the first director of Chicago's Art Institute. In addition to his work for the South Park Commissioners between 1872 and 1886, his projects included landscapes for several estates and the plan for the grounds of the first University of Chicago, which was located on property donated by Senator Stephen Douglas at 33rd and Cottage Grove Ave.

Cleveland and French designed the picturesque suburb of Highland Park north of Chicago in 1869 and worked for clients in other Midwestern states. Cleveland moved to Minneapolis in 1886, where he went on to design "his boldest and most skillfully conceived plan: the vast Twin Cities regional park system." [412]

William LeBaron Jenney (1832-1907)
Chief Engineer, West Park System (1869-1874)

[412] William Tishler. "Horace Cleveland: The Chicago years*". Midwest Landscape Architecture*. Urbana: University of Illinois Press, 2000, p.35.

Born in Massachusetts, William LeBaron Jenney was the son of a prosperous ship owner. He attended several private schools in New Hampshire and Massachusetts, then traveled to California during the 1849 gold rush. He spent some time in the Pacific islands and returned to New York City in 1851, determined to study engineering. He briefly attended Lawrence Scientific School but was not satisfied with what was offered. In 1853 he went to Paris to study for three years at the Ecole Centrale des Arts et Manufactures. As a student in France's formal and successful engineering program Jenney learned about "the craft of building", including information on bridges, fireproofing, planning, aesthetics and materials.[413]

After his graduation from the Ecole Centrale, Jenney continued to travel the world for work. He built railroads in Mexico and then bakeries in France. He returned to Paris in time to witness the completion of Haussmann's redesign of the city for Napoleon III, including the development of its system of parks and boulevards.[414]

He returned to the United States in 1861 and enlisted in the Army Corps of Engineers. While at Vicksburg he met Frederick Law Olmsted, whom he contacted immediately after the war, in 1865, about employment. In 1867, following his marriage, he settled in Chicago and went into partnership with Sanford E. Loring (1867-1869).[415]

In 1869 Jenney was hired as the Chief Engineer for the West Park System. He created the plans that underlay the boulevard and park system that we know today, including the three large parks, the squares and the many boulevard segments connecting the West Park System to the Lincoln Park and South Park systems.

Returned

Following the Chicago Fire of 1871, Jenney decided to go into private practice, once more, to take advantage of the building activity throughout the city. Although Jenney resigned his position at the West Chicago Park System in 1874, he continued to contribute to the development of the parks, including designing the Union Park West Chicago Park System offices and a conservatory, in 1888.[416]

Jenney, admitted to the American Institute of Architects in 1872, would become one of Chicago's most famous architects, designing the city's first steel-framed skyscraper, the Home Insurance Building, in 1884-5 and the enormous Horticultural Building at the 1893 Columbian Exposition. Interestingly, the *Inland Architect* review of the Horticultural Building particularly noted Jenney's work as a landscape architect: "Mr. Jenney, who next to Mr. Olmsted is best known in the line of landscape architecture in this country…."[417] Clearly the West Park System had given Jenney a tremendous opportunity to exercise his many skills—landscaping, engineering and architectural design—early in life and in a very public way. It was an important launching pad for his highly successful and honored career.

Jenney was a lifelong Francophile and a popular teacher, writer and speaker. Some of the leading architects and landscape designers of the next generation would be his students: Daniel Burnham (who was a draftsman in Jenney's office while the West Chicago Park System designs were being prepared), William

[413] Theodore Turak. *William LeBaron Jenney: A Pioneer of Modern Architecture.* Ann Arbor: UMI Research Press, 1986, p. 35-48.
[414] Turak, p. 61.
[415] *Ibid.*p. 76.
[416] Turak, p. 230.
[417] *Ibid*, p. 315.

Holabird, John Wellborn Root, Louis Sullivan and O.C. Simonds were all to take inspiration from their time in Jenney's office.[418]

Oscar F. Dubuis (1849-1906)
Chief Engineer, West Park System 1874-1893

Oscar F. Dubuis was born in Switzerland. His father was a natural science teacher and his mother came from a family of farmers. After two years at the Swiss polytechnic, he was apprenticed to an architect for four years.[419]

He came to the United States in 1870, at the age of 21, and took a job as a draftsman with William LeBaron Jenney, who had just started work on Chicago's west parks. Upon Jenney's departure in 1874, Dubuis succeeded him and was to survive the many upheavals on the park board and in the park's finances to serve as Chief Engineer until 1893.[420] Like Jenney, Dubuis seems to have been a man of many talents, "an artist, an architect, an engineer, a landscape gardener and a botanist."[421] The same year that Dubuis took over Jenney's job, he married native Californian Fanny Girard in Chicago in 1874 and they had six children.

In 1893, Dubuis was removed from the West Chicago Park System "for political reasons" and took a job as Engineer for the Lincoln Park District. In 1895, Dubuis was hired by the city of Peoria to become Engineer and Superintendent of Parks. As was noted in the eulogy given at his funeral, Dubuis "was not only a civil engineer and a landscape gardener, par excellence, but he had a poetic sense of the beautiful." For Peoria he designed Laura Bradley Park, Glen Oak Park, Madison Park, South Park and the 2.5 mile Grand View Drive along the Illinois River bluff. The latter was listed on the National Register in 1996. At the time of his death in 1906, Dubuis was one of Peoria's most honored residents.

Returned

Jens Jensen (1860-1951)
Laborer, eventually rising to Superintendent, Humboldt Park, West Park System (1886-1900)
Chief Landscape Architect & General Superintendent, West Park System (1905-1910)
Consulting Landscape Architect, West Park System (1910-1920)

Born in Denmark, Jens Jensen emigrated to the United States in 1884, eventually settling in Chicago, where he began work as a laborer for the West Chicago Park System.. In 1888, frustrated with the survival rates and necessary maintenance for the exotic plants then being used in the parks system's planting beds, he planted an American Garden in Union Park with native wildflowers and plants. This was his first attempt to create a more natural landscape, using native plant materials. Jensen quickly proved his worth as a laborer and was promoted to foreman and then superintendent of Humboldt Park in 1895. Jensen refused to be part of the

[418] *Ibid.* p. 331.
[419] Biographical information on Dubuis can be found at http://www.peoriacountyillinois.info/bios/1902bios_html and in his obituary at http://genforum.genealogy.com/dubuis/messages/4.html
[420] Some sources say 1892. The West Chicago Park System *Annual Report*s do not mention a specific date for his removal.
[421] http://genforum.genealogy.com/dubuis/messages/4.html

political graft which was rife throughout the West Chicago Park System at this time, and he was fired in 1900.[422]

By the time he left the system, Jensen's work had become well enough known that he was able to start his own practice, designing landscapes for large estates on Chicago's North Shore and in Lake Geneva, Wisconsin. Shortly after leaving the West Chicago Park System, Jensen began working with his friend architect Dwight Perkins on the Special Park Commission, which had been appointed to "create playgrounds in the city's most densely populated neighborhoods." Jensen had a deep admiration for the prairie landscapes, river valleys and wetlands surrounding the city of Chicago and was deeply concerned that these areas would be wiped out by the city's future development. He felt that the ability to retreat into natural areas was essential to the health and well-being of people living in the city. The report that he and Perkins created for the South Park Commission made recommendations on small parks as well on as the establishment of "a belt of natural lands at the perimeter of Chicago". These recommendations would ultimately lead to the establishment of the Forest Preserve system in metropolitan Chicago.[423]

In 1905, when Governor Charles S. Deneen removed the West Chicago Park Commissioners as part of a massive overhaul of the district's corrupt system, Jensen was invited to return as Chief Landscape Architect and General Superintendent of the West Chicago Park System. By the time of Jensen's return, the west side parks and boulevards were in poor condition, a situation that enabled him to redesign and redevelop areas throughout the system, including the construction of a large new conservatory with naturalistic stone ledges and water features in Garfield Park in 1908.[424] In addition, he was given the task of designing the first and last new large park for the system, Columbus Park on the far western edge of the city.[425]

Returned

Jensen continued his association with the West Chicago Park System until 1920, at which point he went into private practice once again. He spent the next decade designing many influential landscapes and continuing his work of protecting important natural areas in and around the city. He retired to his place, "The Clearing", in Door County, Wisconsin in 1934 where he opened a school focused on "hands-on work and environmentalism."[426]

Today Jensen is credited with being the dean of the Prairie Style of landscape architecture. It was a style strongly influenced by the Midwest's native landscape, one that also embraced reformist tenets about the value of nature to health, morality, spirituality and happiness. Today's vast forest preserve system, Jensen's own beautiful designs as well as those of landscapers inspired by him, continue to have wide-ranging influence on the character of metropolitan Chicago's landscapes.

***Alfred Caldwell (1903 – 1998*)**

[422] There is a lengthy and most useful biography of Jensen by Julia Sniderman Bachrach that was originally published in *Chicago Wilderness* magazine and is now available on their website. "Jens Jensen—Friend of the Native Landscape." http://chicagowildernessmag.org/issues/spring2001/jensjensen.html.
[423] The Forest Preserve District of Cook County was established in 1915.
[424] Prior to this time, each large park had its own conservatory. Jensen demolished all three and replaced them with a single new conservatory in Garfield Park.
[425] The land for Columbus Park was acquired in 1912 and design work began soon after.
[426] Bachrach. "Jens Jensen—Friend of the Native Landscape."

Alfred Caldwell worked as a landscape designer for the Chicago Park District from 1936 through 1939. Although he did not have a college degree, he was clearly one of the most skilled designers on staff. Caldwell had been Jens Jensen's superintendent of construction and right hand man from 1925 to 1931. He then began his own private practice which included consulting work for the South Park Commission. In 1936, Caldwell was hired as the superintendent of the Dubuque Iowa parks where designed and guided the construction of Eagle Point Park. During his three years working for the Chicago Park District, Caldwell created planting plans for numerous projects including large areas of landfill in Lincoln and Burnham Parks. He also designed the lily pool in Lincoln Park which has been designated as a National Historic Landmark. Caldwell had a tremendous influence on other members of the Chicago Park District's design staff, and his Prairie style philosophies had an impact on landscape improvements throughout the park and boulevard system.

The Architects

The collection of American architecture represented on the streets that line Chicago's parks and boulevard system showcases the work of many talented architects. Throughout the system there are some architects that are not well-known; others are among Chicago's most prominent practitioners, distinguished architects who built residential, industrial, commercial, institutional and religious structures in the Chicago Park and Boulevard System Historic District.

Returned

Chicago architects who designed buildings along the park and boulevard system that have a national reputation include Solon S. Beman, Daniel Burnham, Henry Ives Cobb, Charles Frost and Alfred Granger of the firm of Frost & Granger, William Holabird, Martin Roche, James Gamble Rogers, John Wellborn Root, Ludwig Mies van der Rohe and Frank Lloyd Wright. Several noted architects from outside Chicago also designed buildings along the system. Bertram Grosvenor Goodhue, George F. Shepley, Charles Rutan and Charles Coolidge of Shepley, Rutan & Coolidge., Eero Saarinen and Edward Durrell Stone are among them.

There are several architects along the system who specialized in designing a particular building type. Abraham Epstein, S. Scott Joy and Alfred Alschuler specialized in commercial and industrial buildings. Solon S. Beman designed numerous buildings for the Christian Science Church throughout the country. James J. Egan and Charles H. Prindeville of the firm of Egan & Prindeville, Joseph McCarthy and Henry J. Schlacks all designed many buildings for the Catholic Church. James Gamble Rogers, who designed Collegiate Gothic buildings on Yale University's campus, is known for his collegiate architecture. Arthur Hussander, a local architect, designed numerous city of Chicago school buildings.

Alfred Alschuler (1876-1940)

Alfred Alschuler, a graduate of the Armour Institute of Technology (later IIT), began his architectural career in the office of Dankmar Adler in 1899. After Adler's death in 1900, he joined architect Samuel Treat, forming the firm of Treat & Alschuler. In 1907, he formed his own firm, where he conducted an extensive practice, often for Jewish clientele.

Alschuler's work included numerous commercial and industrial buildings. These included the John Sexton & Company Building at 500 N. Orleans Street and the building that once housed the L. Fish Furniture Company at 2225 W. Pershing Road in the Central Manufacturing District, designed in 1923. He is also known for his synagogues, including a temple building for Sinai Congregation at 4600-4622 S. Dr. Martin Luther King, Jr. Drive.

John S. Ahlschlager, (?)

John Ahlschlager designed two handsome buildings along the Chicago boulevards, both already listed on the National Register of Historic Places: the Schulze Baking Company Building at 40 E. Garfield Boulevard, a tall terra cotta building with extensive foliate ornamentation, designed in 1913-14, and a Queen Anne greystone at 3024 W. Logan Boulevard.

Albert Annis (1889-1964)

Albert Annis was an architect best known for the Art Deco hotels and synagogues he designed in Miami Beach. In 1921 he designed the Liberty Supreme Life Insurance Building at 3501-11 S. Dr. Martin Luther King, Jr. Drive in the Craftsman style. This African-American-owned company provided insurance to African-Americans during a time when they were discriminated against and unable to acquire policies.

Solon S. Beman (1853-1914)

Architect Solon S. Beman was born in Brooklyn, New York and trained in the office of the New York architect Richard Upjohn. He came to Chicago in 1879. Beman is well-known for having designed the famous industrial town of Pullman, on the far south side of Chicago, between 1879 and 1892. His commissions included the Mines and Mining Building at the 1893 World's Columbian Exposition, the W. W. Kimball Mansion at 1801 S. Prairie Avenue and the Fine Arts Building at 410 S. Michigan Avenue. .

Returned

Beman defined the style of architecture applied to all Christian Science churches in Chicago. In 1897 he won a competition that included submittals from eleven other architects to design the First Church of Christ Science, 4021 S. Drexel Boulevard. Abandoning the then-popular Gothic or Romanesque Revival style, Beman embraced Classicism. His churches were simple, impressive and dignified, featuring tall colonnades. Beman designed five more Christ Science churches on the north and west sides of Chicago and others throughout the country, all in the Classical Revival style.

Emanuel V. Buchsbaum (?-1999)

A graduate of the Armour Institute (later the Illinois Institute of Technology), Buchsbaum had worked for several architectural firms before he became an architectural draftsman for the South Park Commission in 1930. These included the renowned firm of Tallmadge and Watson, and a four year period of working for Harold Zook, a local architect who was responsible for several notable Art Deco style buildings .After consolidation of the separate park commissions, Buchsbaum became a Chicago Park District architectural designer and was responsible for numerous park buildings during the late 1930s

Burnham & Root
Daniel Burnham (1846-1912)
John Wellborn Root, (1850-1891)

Burnham & Root, one of Chicago's most distinguished architectural firms, designed three houses along the boulevards, between 1885 and 1889. The houses at 4545 and 4941 S. Drexel are Richardsonian Romanesque, stylistically similar to their famed Rookery Building, 209 S. LaSalle Street. Although best known for their commercial buildings, their prolific office designed over165 private residences including a home for prominent clients including John B. Sherman, co-founder of the Union Stock Yard & Transom Company.

The men joined forces in 1872, having met in the architectural office of Carter, Drake & White. Daniel Burnham received world-wide recognition as a city planner. His 1909 plan for Chicago laid the groundwork for many years of planning that followed and is credited for the city's industry-free lakefront. He served as chief designer for the 1893 World's Columbian Exposition. During their years together, until Root's untimely death in 1891, John Wellborn Root served as principal designer at Burnham & Root.

Henry Ives Cobb (1859-1931)

Born in Brookline, Massachusetts, Henry Ives Cobb studied architecture at the Massachusetts Institute of Technology before moving to Chicago in 1882, having won a competition to design a new clubhouse for Chicago's Union Club. He soon began to receive commissions for major public buildings, large residences and commercial buildings—plus the Fisheries Building, one of the principal buildings at the 1893 World's Columbian Exposition. In 1892, at the height of his career in Chicago, Cobb's firm employed 130 people, the largest in the city at that time.

Returned

In 1890 Cobb received his largest commission for the newly-created University of Chicago. This work lasted until 1901, when he completed 18 buildings. Among them are two located on the Midway Plaisance, one at 1130 E. 59th Street (Nancy Foster Hall) and one at 1146 E. 59th Street (the University President's House). Like many other buildings by Cobb, they were designed in the Gothic Revival style on the model of Oxford University. This style became popular for school buildings and college campuses throughout the country. Cobb also designed an impressive Chateauesque mansion, clad in limestone, in 1891 for Dr. John A. McGill, near the campus, at 4920-4948 S. Drexel Boulevard. In 1902 he moved to New York City, establishing a practice there. Although he lived in Manhattan longer than Chicago, his New York commissions were not as prestigious.

Coolidge & Hodgdon
Charles Coolidge (1915-1925)
Charles Hodgdon (1866-1953)

The firm of Coolidge & Hodgdon was established in 1915 by Charles Coolidge and Charles Hodgdon. It is noteworthy for having designed numerous educational/institutional buildings, including several at the University of Chicago. Many of their buildings line the Midway Plaisance on 59th Street and all were designed between 1925 and 1930 in the Gothic Revival style. Their University of Chicago buildings along E. 59th Street include Billings Hospital, Nancy Adele McElwee Memorial Hall/Gertrude Dunn Hicks Memorial Hall, Joseph Bond Chapel/William Wieboldt Hall and the Social Science Research building. In 1927 the firm designed the Sonia Shankman Orthogenic School Building, at 1365 E. 60th Street in the Georgian Revival style.

The lineage of Coolidge & Hodgdon stretches back to the Boston firm of Henry Hobson Richardson. When Richardson died in 1886 at age 47 George Shepley, Charles Rutan and Charles Coolidge all worked for him. They formed the firm of Shepley, Rutan and Coolidge, completed his commissions and proceeded to become one of the nation's most successful architectural offices. Following the turn of the century, they became the official architects of the University of Chicago, having previously designed the Chicago Art Institute and the Chicago Public Library Building. Upon the death of Shepley in 1903 and Rutan in 1914, Coolidge took in Charles Hodgdon from their Chicago office and, in 1915, formed the firm of Coolidge & Hodgdon. Subsequently, they completed many stunning Gothic Revival buildings at the University of Chicago, following the architectural tradition set there by Henry Ives Cobb.

Zachary T. Davis (1872-1946)

Zachary T. Davis opened his practice in 1900, one year before he designed a French Renaissance Revival house at 726 W. Garfield Boulevard for James J. O'Leary, the gambling king whose mother is said to have owned the infamous cow responsible for starting Chicago's great fire of 1871.[427]Although Davis' early work consisted of two- and 3-flats, he became widely known as the designer of baseball parks in Chicago, Los Angeles and other American cities. In Chicago, he designed Wrigley Field, the home of the Chicago Cubs, in 1914.

Dubin & Eisenberg
Henry Dubin (1892-1963)
David Saul Eisenberg (?)

Returned

Henry Dubin was born in Chicago, studied architecture at the University of Illinois and became a partner in the firm of Dubin & Eisenberg. In 1922, the firm designed a building on the park and boulevard system in the Classical Revival style. It served as the Daughters of Zion Jewish Day Nursery and Infant's Home, with room for 500 children, and was located at 1401 N. California Avenue across from Humboldt Park. Dubin & Eisenberg also designed a Spanish Revival courtyard building in 1925 at 214-222 S. Hamlin Boulevard. The firm had a large Jewish clientele.

Edbrook & Burnham
Willoughby J. Edbrook (1843-1896)
Franklin Burnham (1853-1909)

Edbrook & Burnham designed three contiguous greystones at 3961, 3963 and 3965 S. Drexel Boulevard in 1887, with Willoughby J. Edbrook living at 3965. Edbrook is particularly noteworthy for serving as a former Supervising Architect of the U. S. Treasury Department in Washington, D. C. After migrating from his native England to Chicago, he established an architectural practice in 1867, designing a number of Midwest buildings. Between 1879 and 1892 he was in partnership with Franklin Burnham. Burnham is best remembered for having served as chief architect for the Kenilworth Company, developing the village of Kenilworth, Illinois, in the early 1890s. .

[427] Sinkevitch, ed. *AIA Guide to Chicago*. , p. 393.

Egan & Prindeville
James J. Egan (1839-1914)
Charles H. Prindeville (1868-1947)

James J. Egan was a noteworthy Chicago architect who designed many ecclesiastical buildings for the Catholic Church. In 1914, he and his younger partner, Charles H. Prindeville designed the Visitation Catholic School at 900-912 W. Garfield Boulevard. Born in Ireland and educated in England, Egan came to New York and apprenticed to several architects who specialized in Church design, notably Richard Upjohn, the designer of New York's Trinity Church. In 1871, after the Chicago Fire, he moved to Chicago. In 1897 he asked Prindeville to become his partner. Prindeville was to serve as president of the Chicago Chapter of the American Institute of Architects.

A Epstein & Sons
Abraham Epstein (?)

Abraham Epstein's engineering firm, A. Epstein & Sons, was responsible for the design of three industrial buildings along the boulevards. The building at 501 N. Sacramento Boulevard was built in 1941 for Sprague Warner & Company and is distinctly Art Deco, with a stone corner pavilion. There were two along Pershing Road: Standard Brands, at 2139 W. Pershing Road, designed in 1927, with Gothic Revival detailing and the Albert Pick Co. Building at 2159 W. Pershing Road, designed in 1936 with Art Deco detailing. They are part of the Central Manufacturing District (CMD).

Returned

Born in Kiev, Russia, Abraham Epstein immigrated to the United States and entered the Engineering School at the University of Illinois in 1907. Following graduation in 1911, he went to work for Western Electric, then for S. Scott Joy who was "the favored architect" for the Central Manufacturing District. [428] When Joy left Chicago in 1926 Epstein became the favored architect of the CMD. His firm was an engineering operation and they hired out the architectural/design work. Epstein's focus was on finishing the buildings on time and on budget. The CMD launched Epstein's successful career. His son Sidney noted in his oral history for the Art Institute that the CMD set the model for other industrial parks around the country and was often referred to as the first industrial park in the United States.[429]

Bertram Grosvenor Goodhue (1869-1924)

Between 1925 and 1929 Bertram Grosvenor Goodhue Assocs. designed one of the University of Chicago's most impressive buildings, Rockefeller Memorial Chapel, at 1156-1180 E. 59th Street, A stunning Gothic Revival church with buttresses and pointed arches, this building is one of the finest Gothic structures lining Chicago's Midway Plaisance**.** Goodhue is noteworthy for his Spanish Revival architecture at the1915 Panama-California Exposition in San Diego and his Art Deco design for the State Capitol at Lincoln, Nebraska.

Frost & Granger
Charles Sumner Frost (1856-1931)
Alfred Granger (1867-1939)

[428] "Sidney Epstein", Interview by Betty Blum, Chicago Architects Oral History Project. Chicago: Art Institute of Chicago, 1994. Updated 2006. p. 11.
[429] *Ibid*. p 13.

The nationally significant firm of Frost & Granger designed two houses on S. Drexel Boulevard, one at 4801 for Moses Born and one at 4935. Both of these houses were designed in 1901 in the Tudor Revival style.

Charles Sumner Frost was born in Maine, attended Massachusetts Institute of Technology (MIT) and worked in Boston for the prestigious architectural firm of Peabody & Stearns. He moved to Chicago in 1881 and practiced with Henry Ives Cobb as Cobb & Frost until 1898. That year he joined in partnership with Alfred Granger. Although they built several large houses in Chicago and on the North Shore, the firm is best known for their railroad station designs for the Chicago & North Western Railway.[430]

Alfred Granger was born in Zanesville, Ohio and, like Frost, graduated from MIT. He also studied at the Ecole des Beaux Arts in Paris. After working for Shepley, Rutan & Coolidge, the successor firm to H. H. Richardson, in the late 1890s (while the firm was designing the Chicago Public Library and the Art Institute of Chicago), he went into partnership with Frost. Although that firm dissolved in 1910 when Granger moved to Philadelphia, he returned to Chicago in 1924 and established the firm of Granger, Lowe & Bollenbacher. He was active in the Chicago architectural community and elected a Fellow of the American Institute of Architects in 1926.

Eric Hall (1883-1942)

Returned

Eric Hall was born in Sweden and studied architecture and engineering there. In 1913 he immigrated to Chicago and ran a firm with various partners until 1924, when he organized his firm as Hall, Lawrence & Radcliff. In 1914 Hall was appointed architect of Cook County, Illinois, a position he held until his death in 1942. He is best known for having designed the Cook County Criminal Court and Jail buildings in 1927 at 2600 S. California Boulevard, in the Classical Revival style.

Holabird &Roche
Holabird & Root
William Holabird (1854-1923)
Martin Roche (1855-1927)
John Auger Holabird (1886-1945)
John Wellborn Root, Jr. (1887-1963)

The distinguished firms of Holabird & Roche and Holabird & Root designed three buildings along the boulevards. They are very different from one another and are representative of the variety of building types and building styles these two related firms produced. The John Tait House at 3416 S. Dr. Martin Luther King, Jr. Drive is an imposing brownstone Queen Anne residence designed in 1888 for Martin Roche's brother-in-law, a stone contractor. Martin Roche also lived in the house. The second building, a Classical Revival structure, was

[430] Both Frost and Granger married daughters of Marvin Hughitt, who was president of the Chicago & North Western Railway.

designed by Holabird & Roche for the Chicago Telephone Company: the McKinley Exchange Building at 2240 W. 37th Street in 1917 and added to in 1938. It was one of many structures designed by the firm for Chicago's utility companies. The third and largest structure was the University of Chicago International House, 1414 E. 59th Street, designed in 1932 by the successor firm to Holabird & Roche, Holabird & Root, in the Art Deco style.

The firm of Holabird & Roche was established by William Holabird and Martin Roche in 1881. They met in the office of architect William LeBaron Jenney. Holabird, who had attended West Point, was a trained engineer. Martin Roche was the firm's design architect. Their commission for Fort Sheridan, north of Chicago, in the late 1880s launched their career. Subsequently the firm designed many prominent Chicago office buildings The practice grew to over 100 employees by 1910. Holabird & Root was founded by the sons of Holabird & Roche, John Auger Holabird and John Wellborn Root, in 1927, the year that Martin Roche died. Holabird & Root is known for their Art Deco skyscrapers, which include the Chicago Board of Trade Building and the Palmolive Building. The practice is still in operation as Holabird & Root.

Arthur F. Hussander (?)

Swedish architect Arthur F. Hussander is noteworthy for having designed many Classical Revival school buildings in Chicago. Four of them are located along the city's park and boulevard system: Hyde Park High School at 6220 S. Stony Island Avenue (1911); Carter H. Harrison Technical High School at 2832 W. 24th Boulevard (1912); Nathaniel Pope Public School at 2852-58 W. Albany Avenue (1918) and Theodore Herzl Public School at 3701-25 S. Douglas Boulevard (1915).

Returned

Hussander succeeded Prairie School designer Dwight H. Perkins as architect for the Chicago Board of Education in 1910. The Carter H. Harrison Technical High School Building, named for Chicago's mayors (father and son), is distinguished by its symmetry and emphatic temple front. Pope, for whom another of Hussander's schools is named, had served as a member of Congress and a Federal Judge. Herzl, a Hungarian Zionist born in 1860, was the first president of the World Zionist Association, established in the 1890s. The Herzl School was built in the predominantly Jewish area along S. Independence and W. Douglas Boulevards.

Samuel Scott Joy (? -1942)

S. Scott Joy was an architect and engineer who gained prominence as the in-house architect for the Central Manufacturing District (CMD), the large complex of manufacturing buildings, established along Pershing Road in 1915.

Raised in Birmingham, Alabama, where he had a residential practice, Joy moved to Chicago when employed by the CMD. In his position for them he designed at least fifteen buildings between 1915 and 1922. He was responsible for two buildings along the boulevards, the handsomely ornamented clock tower, built in 1917, located at the intersection of S. Damen Avenue and Pershing Road and the building with Craftsman detailing at 2211 W. Pershing Road, built in 1922 for Westinghouse. He also designed the towered factory building at 4401-4411 S. Western Boulevard in the Craftsman style in 1914. Joy was the author of an article,

"The Central Manufacturing District, Chicago, Illinois", published in the April and May, 1921, issues of *Architectural Forum*.

Charles W. Kallal (1873-1926)

Charles W. Kallal designed two handsome Classical Revival buildings along Chicago's boulevard system: the Municipal Contagious Diseases Hospital at 3026 S. California Boulevard (1914) and the Western Avenue Pumping Station at 4919-4943 S. Western Boulevard (1927). During the time that Kallal designed the pumping station he served as Chicago City Architect. Built of stone and featuring a grand central arch, it is one of the largest of the city's pumping stations.

Klaber & Grunsfeld
Eugene H. Klaber (1914-1970)
Ernest A Grunsfeld Jr. (1897-1970)

Eugene H. Klaber and Ernest A. Grunsfeld, Jr. worked together from 1924-1929, when Grunsfeld went out on his own. Klaber & Grunsfeld designed the Moorish Revival Jewish People's Institute (JPI) at 3500 W. Douglas Boulevard, one of the most significant buildings to Jewish history in Chicago. Adorned with religious symbolism, glazed polychrome terra-cotta tile, abstract medallions and ornamental brickwork, its design recalls the Sephardic Jewish tradition. It served as the center of the Lawndale area's Jewish cultural, recreational and social life and featured a pool, museum, library, theater, gymnasium and restaurant. The JPI is listed on the National Register.

Returned

John T. Long (?)

John T. Long designed the Romanesque Revival 41st Street Presbyterian Church Building at 4100 S. Dr. Martin Luther King, Jr. Drive. Built in 1881, it continues to serve as a church. It is noteworthy for its rusticated stonework, arched openings and bell tower.

Joseph W. McCarthy (1884-1965)

Joseph W. McCarthy is best known for his work on buildings for the Roman Catholic Church in Chicago. In 1916 he designed Corpus Christi Roman Catholic Church at 4910-4920 S. Dr. Martin Luther King, Jr. Drive. This handsome Classical Revival style church, which features an interior cloister, was built by affluent Irish Roman Catholics just prior to the time when African-Americans settled the area. It was the first major commission McCarthy received as George William Cardinal Mundelein's favored architect. McCarthy went on to design 28 buildings for the church, mostly in the 1930s.

A native of New Jersey, Joseph W. McCarthy moved to Chicago while in the 8th grade. His early training was in the office of Daniel Burnham, where he remained for eight years. He then worked for Chicago architect J.E.O. Pridmore until opening his own office in 1911. In addition to his many church buildings, McCarthy designed an Art Deco skyscraper for Mundelein College and the Campus Church at St. Mary's of the Lake, Mundelein, Illinois, in 1926 to house the International Eucharistic Congress.

Michaelsen & Rognstad
Christian S. Michaelsen (?)

Sigurd A. Rognstad (?)

The firm of Michaelsen & Rognstad designed many handsome Chicago buildings including the field house in Douglas Park in 1928 and the gold-domed field house in Garfield Park. Partners were the Chicago-born Scandinavian architects Christian S. Michaelsen and Sigurd A. Rognstad. Along the park and boulevard system the firm designed the Midwest Athletic Club Building, facing Garfield Park, at 3800 W. Madison Street, in 1926. Like the Garfield Park Field House, it was inspired by Spanish architecture and features rich terra cotta ornamental trim. The club building (now an apartment building) is already listed on the National Register.

Ludwig Mies van der Rohe (1886-1969)

Mies van der Rohe, along with Walter Gropius and Le Corbusier, is universally considered one of the master architects of the 20th-century. Born in Germany, where he apprenticed to Peter Behrens and, later, served as Director of the Bauhaus, he immigrated to the United States in 1937. Mies settled in Chicago, where he served as head of the school of architecture at the Illinois Institute of Technology (IIT). His iconic buildings include 860-880 Lake Shore Drive (Chicago, 1949-1951), the Seagram Building (New York, 1954-58) and the Farnsworth House (Plano, Illinois, 1951)

Mies van der Rohe's simple, elegant, supremely-disciplined steel and glass structures, with open interior spaces, are the finest of Chicago's International Style buildings.

Returned

The single-story School of Social Service Administration Building he designed in 1964 for the University of Chicago campus at 969 E. 60th Street, along the Midway Plaisance, is a simple, rectangular, steel and glass building with a single universal interior space—one of Mies' signature design features.

Henry L. Newhouse (1874-1929)

Henry L. Newhouse was a prolific, if very not well-known, Chicago architect. He was born in Chicago, received his B.S. in architecture from the Massachusetts Institute of Technology and opened his practice in Chicago in 1896. Newhouse designed five buildings along the boulevards: the Melissa Ann Elam House at 4724-4728 S. Dr. Martin Luther King, Jr. Drive in 1903, a Tudor Revival six-flat in at 4310-4312 S. Dr. Martin Luther King, Jr. Drive in 1905, the Sutherland Hotel at 4657-4659 S. Drexel Boulevard in 1917, K.A.M. Synagogue (where he also served as a Trustee) at 4953 S. Drexel Boulevard in 1923 and Congregation Anshe Sholom at 754 S. Independence Boulevard in 1926. The Elam House is particularly significant in the African-American community. Although built for the wealthy owner of a wholesale custom tailoring company, it was operated by Ms. Elam as an elegant boarding house for single African-American women. The synagogues were designed in the Classical Revival style. In the 1920s, Newhouse had his office at 4623 S. Drexel Boulevard.

Patton, Fisher & Miller
Normand Patton (?)

Two buildings along the boulevards were designed by the firm of Patton, Fisher & Miller. One was the Romanesque Revival Memorial Baptist Church building at 721 E. Oakwood Boulevard, constructed in 1899; the other was the Belmonte Flats at 4257-4259 S. Dr. Martin Luther King, Jr. Drive, constructed in 1893. This apartment building was listed on the National Register in 1998.

There is one building designed by Normand Patton, the John Spry Public School at 2400 S. Marshall Boulevard. Normand S. Patton was born in Connecticut and trained in architecture at the Massachusetts Institute of Technology. Following graduation in 1874, he set up an office in Chicago. He and his partners designed several distinguished buildings in the Chicago area, including buildings at the Armour Institute of Technology (Today the Illinois Institute of Technology). Patton became a Fellow of the American Institute of Architects.

Dwight Perkins (1867-1941)

Dwight Perkins was born in Memphis, Tennessee, but moved to Chicago with his family at age four. Initially he worked in the architectural offices of Wheelock & Clay and for Frederick Schock. He then attended the Massachusetts Institute of Technology, afterwards entering the office of Burnham & Root. In 1894 he opened his own office. In 1905, he was appointed Chief Architect for the Chicago Board of Education, a post he held until 1911, when he returned to private practice. In 1911, he formed the firm of Perkins, Fellows & Hamilton. Between 1929 and 1933 he was a partner in the firm of Perkins, Chatten & Hammond. Perkins completed the Abraham Lincoln Center, at 700 E. Oakwood, begun by Frank Lloyd Wright

Pond &Pond
Irving K. Pond (1857-1939)
Allen B. Pond (1858-1929)

Returned

Architects Irving K. Pond and Allen B. Pond designed many fashionable Chicago residences from the time that they established their partnership in 1886. The firm also designed churches, schools and buildings for many Midwestern universities, including the University of Michigan. The Ponds were acclaimed for the ten buildings they designed over an 18-year period at Hull House, Chicago's most well-known settlement house. Along the boulevards they designed the Midway Studio at 923-937 E. 60th Street on the Midway Plaisance for noted sculptor Lorado Taft.

Rapp and Rapp (1878-1941)
C. W. Rapp (? -1926)
George Rapp (?)

George L. Rapp and his brother C. W. Rapp are best known for designing large, elaborate movie palaces, including the Chicago Theater and Oriental Theater (today the Ford Center for the Performing Arts) in Chicago. With an entrance pavilion as exuberant as a movie marquis, the Windermere East, a large residential hotel building was designed by the firm in 1924. It is located at 1642 E. 56nd Street, facing Jackson Park.

James Gamble Rogers (1867-1947)

James Gamble Rogers designed one building on the boulevard system, the School of Education, University of Chicago, at 1362 E. 59th Street along the Midway Plaisance. It was built in 1904, early in his career, in the Gothic Revival style.

Rogers was born in Kentucky and educated at Yale University, where he received his B. A. in architecture in 1889. Following graduation, he moved to Chicago to work for William Le Baron Jenney. After then spending five years at Paris' Ecole des Beaux Arts he returned to Chicago in 1897 and remained in the city

for seven years. It was during this period that he designed the School of Education. He subsequently designed a large number of Gothic Revival university buildings for Yale and Northwestern Universities.

Eero Saarinen & Associates (1910-1961)

Eero Saarinen the Finnish-American architect and industrial designer, is arguably one of the most innovative and significant architects of the 20th-century. In the mid-1950s, Eero Saarinen was hired by the University of Chicago to establish a new master plan for the campus. He designed two clusters of buildings. One was Woodward Court (demolished); the other was the Laird Bell Law Quadrangle at 1111 E. 60th Street, along the Midway Plaisance. Following the tradition long-established on the campus, he designed a group of four buildings around a central court facing the Midway: Constitution Hall, a classroom building, the law library and the administration building. Although Modern in its use of materials, the faceted façade that opens onto the Midway complements the scale and picturesque profile of the Gothic Revival buildings at the university.

Schmid & Huehl
Richard Schmid (1863-1937)
Harris H. Huehl (? -1937)

Returned

Richard Schmid and Harris H. Huehl designed the Peter M. Zuncker house at 2312 N. Kedzie Boulevard. The firm is best known for their design of Masonic Temple buildings. Schmid, who attended the Massachusetts Institute of Technology, designed the Moorish Revival Medina Temple Building at 600 N. Wabash, in 1912. That same year the firm designed the Kremien & Kuhnert paint and wallpaper company building at 57 W. Grand Avenue.
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Schmidt, Garden & Martin
Martin Richard Schmidt (1865-1958)
Hugh Garden (1873-1961)
Edgar Martin (1875-1951)

Richard Schmidt, Hugh Garden and Edgar Martin established their architectural office in 1906. Their highly-regarded firm designed many residences and commercial buildings, including the Montgomery Ward & Co. Catalog House at 600 W. Chicago Ave., and more than 300 hospitals.

Richard Schmidt was born in Bavaria but his family moved to Chicago after the Civil War. He attended architecture school at the Massachusetts Institute of Technology, graduated and worked for several architects, including Charles Sumner Frost. In 1887 he opened his own office, inviting Hugh Garden to join him in 1895 as chief of design. Garden had moved to Chicago from Toronto in the late 1880s and worked with several firms, including Henry Ives Cobb and Shepley, Rutan & Coolidge. Edgar D. Martin, a structural engineer, joined the firm in 1906.

One building was designed by Schmidt, Garden & Martin along the park and boulevard system. It was inspired by Classical architecture: the Eleanor Club Building at 1442-1450 E. 59th Street along the Midway Plaisance.

Shepley, Rutan & Coolidge

George F. Shepley (1860-1903)
Charles H. Rutan (1851-1919)
Charles A. Coolidge (1858-1936)

Shepley, Rutan & Coolidge, was the successor firm to that of Boston architect Henry Hobson Richardson, who died at age 47 in 1886. Before entering Richardson's office, Shepley attended Washington University and studied architecture at the Massachusetts Institute of Technology. Coolidge attended Harvard and the Massachusetts Institute of Technology.

Between 1901 and 1915, Shepley, Rutan & Coolidge drew up the master plan and designed over fifteen buildings at the University of Chicago. Those located on Chicago's park and boulevard system, along the Midway Plaisance, include the Hiram Kelly Memorial at 1010 E. 59th Street (1915), the William Rainey Harper Memorial Library at 1116 E. 59th Street (1912) and Ida Noyes Hall at 1212 E. 59th Street (1916). After 1915, when both Shepley and Rutan had died, Coolidge took in Charles Hodgdon from their Chicago office and the firm became Coolidge & Hodgdon.

Edward Durell Stone (1902-1978)

Edward Durell Stone was born in Fayetteville, Arkansas. He studied art at the University of Arkansas, then architecture at the Boston Architectural Club while working in the office of Henry R. Shepley. He entered architecture school at Harvard University in 1926 then transferred to the Massachusetts Institute of Technology. Settling in New York, he formed his own firm in 1936. He designed the Museum of Modern Art there, in 1939, with Philip L. Goodwin. In later years, he abandoned Modernism to adapt a more formalist approach to architecture with classical influences. His most prominent commissions include the Kennedy Center for the Performing Arts in Washington, D. C., executed in the 1970s. In 1972, he designed the Standard Oil Building (today the Aon Center).The Graduate Residence Center at the University of Chicago, completed in 1963, is Stone's only other building in Chicago.

Returned

Treat & Foltz
Samuel Atwater Treat (1839-1910)
Fritz Foltz (1843-1916)

Treat & Foltz was one of Chicago's oldest and most successful architectural firms.[431] Along the park and boulevard system the firm designed a handsome Richardsonian Romanesque mansion for lumber magnate Martin Ryerson at 4851 S. Drexel Boulevard in 1887.

[431] Jean F. Block. *Hyde Park Houses*. Chicago: The University of Chicago Press, 1978, p.106.

Samuel Atwater Treat was born in New Haven, Connecticut, studied at the Collegiate and Commercial Institute there, then entered an architectural office. Shortly after the Civil War he moved to Chicago. Following the 1871 fire, like all architects in the city, Treat was very busy and entered into partnership with Fritz Foltz, who had emigrated from Germany. Their partnership lasted over two decades, from 1872 to 1896. While the practice was general in character, the firm made a name for designing large industrial plants, apartment buildings and single-family homes. Treat was a Fellow of the American Institute of Architects and served as one time president of the Chicago Chapter.

Wilson, Marble & Lamson
Horatio R. Wilson (1857-1917)
Oliver W. Marble (?)

Horatio R. Wilson was a Fellow of the American Institute of Architects. Born in Jamestown, New York, he moved to Chicago and, in 1889, formed a partnership with Oliver W. Marble and Lamson. From 1893 to 1894 the well-known architect Benjamin Marshall worked in their office. In 1895 the firm became Wilson & Marshall. From 1900 to 1910 Wilson had a solo practice. After 1910 he was associated with John A. Armstrong in the firm of H. H. Wilson & Company.

Wilson, Marble & Lamson designed two 2-flats on the boulevards: 3558-3560 S. Dr. Martin Luther King, Jr. Drive (1889) and 3262-3264 S. Dr. Martin Luther King, Jr. Drive (1888). Wilson also designed four buildings on S. Drexel Boulevard: the Herman Stern House at 4512 (1895), the Maximillian Morganthau / Adolph Krause House at 4518 (1895), both Gothic Revival; the Classical Revival Edward Iverson House at 4628-4630 (1893) and the Italian Renaissance Revival [illegible] Robbins House at 4805 (1910).

Returned

Frank Lloyd Wright (1867-1959)

In 1888, Frank Lloyd Wright began designing the Abraham Lincoln Center at 700 E. Oakwood Boulevard for his uncle, the Reverend Jenkin Lloyd Jones. It was to contain an auditorium, meeting rooms, offices, a kitchen, living quarters and first floor shops. When Wright produced designs and models for his uncle they quarreled over the design and, in 1902, Wright turned over the project to architect Dwight Perkins. The Center opened in 1905. Wright's fame as the father of Prairie School architecture is legendary.

William Carbys Zimmerman (1859-1932)

William Carbys Zimmerman distinguished himself in a number of architectural styles, although many of his structures adapted Prairie Style characteristics. The 1914 recreational building, located at 3041 W. Augusta Boulevard, is Prairie in its horizontality. It has a pergola supported by Classical columns. Zimmerman, who served as State Architect during part of his career, designed a number of field houses and natatoriums in Chicago's parks. Born in Wisconsin and educated at the Massachusetts Institute of Technology, he opened an office in Chicago in the 1880s and continued to practice until the 1920s. He was a Fellow of the American Institute of Architects.

The Sculptors

The following sculptors created sculptures in the Chicago Park Boulevard System Historic District:

Daniel Chester French (1850-1931)

Best known as a sculptor, Daniel Chester French was born in Exeter, New Hampshire and attended the Massachusetts Institute of Technology for a year. His first important commission—the Minute Man in Concord, Massachusetts--was awarded at age 25. This sculpture, which later became a classic patriotic symbol used on items such as stamps and war bonds, established French's reputation. French generally chose to depict American subjects rather than classical or mythological heroes. He went on to become one of the nation's leading sculptors of public monuments, with a style characterized by grandeur, dignity, clarity of conception and fine craftsmanship. French collaborated with animal sculptor Edward Potter on several stately equestrian statues, including one of General Grant in located in Philadelphia and one of George Washington located in Paris. The latter was copied and placed at the entrance to Chicago's Washington Park in 1904. Daniel Chester French may be best known for his seated statue of Abraham Lincoln, dedicated in 1922, for the Lincoln Memorial in Washington, D.C.

Leonard Crunelle (1872-1944)

Sculptor Leonard Crunelle was born in France and immigrated to the United States in 1882. He worked as a coal miner in Illinois before his talent was recognized by nationally-renowned sculptor Lorado Taft, who encouraged him to study at Chicago's Art Institute. Crunelle became a student and apprentice to Taft and grew to become a respected artist in his own right. His many commissions include Lincoln memorials in Dixon and Freeport, Illinois as well as at Lincoln's Springfield tomb. Other works include the Oglesby Memorial in Lincoln Park, Chicago, the Victory Monument at 35th Street and S. Dr. Martin Luther King, Jr., Drive in Chicago, and Sacajawea in the United States Capitol's Statuary Hall.

Returned

Charles J. Mulligan (1866-1916)

Charles J. Mulligan was born in Ireland and during his short lifetime became one of Chicago's most beloved sculptors. In 1872, he arrived in Chicago, where his father went to work for George Pullman. As a teenager Mulligan was a marble cutter and "studied art in night school" under sculptor Lorado Taft.[432] His clay figures caught Taft's attention and he was invited to study under Taft at the Art Institute of Chicago when it was first opened. Mulligan later went to Paris where he studied at the Ecole des Beaux Arts under Alexander Faleuiere.

Mulligan became a United States citizen in 1888 and was married the following year. He was named foreman of Taft's sculpture shop at the World's Columbian Exposition. Eventually Mulligan succeeded Taft as head of the sculpture department at the Art Institute of Chicago.

Mulligan was well-liked by his fellow artists and was part of the founding group of The Eagle's Nest artists' colony in Oregon, Illinois and of the Palette and Chisel Club. He belonged to many other important early arts organizations and received the Chicago Society of Artists' Silver Medal of Honor in 1908.

[432] http://www.askart.com/AskART/artists/bioraphy.aspx?artist=108991

The West Park commissioners hired Mulligan to create "Miner and His Child" for Humboldt Park (1901), "Fourth of July Fountain" for Independence Square (1902), "Lincoln, the Rail Splitter" for Garfield Park (1911) and "John F. Finnerty Monument" for Garfield Park (1916). Mulligan also designed the William McKinley Monument for the South Park commissioners in 1905. He was responsible for a long list of other important commissions, including the Illinois monument at the Civil War battleground of Vicksburg, Mississippi (1906) and the sculptures of "Justice" and "Law" that flank the entrance to the Illinois Supreme Court building in Springfield (1909). He left many sculptures unfinished upon his untimely death from cancer in 1916.

CONCLUSION

The Chicago Park Boulevard System Historic District, with its grand parks linked by greenways, was designed by the country's foremost early landscape architects. It was early and influential. Providing oases of green that arc the city, the parks and boulevards continue to reflect the early vision of men who shaped Chicago. Significant real estate developers, landscape designers, architects and artists played a pivotal role. All types of buildings lining the parks and boulevards of the District express the stylistic development of Chicago architecture, many of them more high style than the buildings outside the system. The integrity of these buildings is generally very good, only compromised by deterioration or simple remodels, rarely affected by the intense stylistic changes that have impacted other areas of the city. The Chicago Park Boulevard System Historic District is a rare example of parks linked by ribbons of green, a system that has enjoyed a significant national impact. To quote Daniel Bluestone, Director Historic Preservation Program and Professor of Architectural History, the University of Virginia School of Architecture, "The recognition of this nationally significant urban and landscape resource is long overdue."[433]

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Chicago Park District. Proposed Grading Plan for Old Swimming Pool Area, Jan. 21, 1950.

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Chicago Park District. Swimming Pool Area, McKinley Park Planting Plan. March 22, 1951.

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Chicago Park District. Location of Fixed Bleachers, Jan. 26, 1961.
Chicago Park District. Repair of Tennis Courts. March 22, 1972.

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Chicago Park District. McKinley Park Landscape Improvement, Jan. 26, 1990.

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Returned

Internet Resources

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(Buffalo, New York) Kowsky, Francis R.. "Municipal Parks and City Planning: Frederick Law Olmsted's Buffalo Park and Parkway System," http://preserve.bfn.org/bam/kowsky/kowold/

(Christian Science) http://artyouknow.com/2010/06/1-temple-for-christ-scientists/

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(Coolidge & Hodgdon) http://historicbuildings.unl.edu/people.php?peopleID=8&cid=10

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(Marquette Monument) http://www.waymarking.com/waymarks/WM7JW7_Jacques_Marquette_Monument_Chicago_IL

(Minneapolis Parks and Parkways) www.minneapolispark.org/default.asp?PageID=1077

(Norwegian American Hospital) http://www.nahospital.org

(Oakland) http;//webapps.cityofchicago.org/landmarks

(Charles Mulligan) http://www.askart.com/AskART/artists/biography.aspx?artist=108991

(Playgrounds) Anderson, Linnea M. " …the playground of today is the republic of tomorrow:" social reform and organized recreation in the usa, 1890-1930s," http://www.infed.org/playwork/organized_recreation_and_playwork_1890_1930s.htm

(Pogroms) http://www.encyclopedia.com/topic/Pogroms.aspx

(John Wellborn Root) http://www.answers.com/topic/john-wellborn-root

Returned

(Eero Saarinen) http://www.greatbuildings.com/architects/Eero_Saarinen.html

(Henry J. Schlacks) http://academics.triton.edu/faculty/fheitzman/tour.html

(Schmidt, Garden & Martin) http://www.essential-architecture.com/ARCHITECT/ARCH-Schmidt.htm

(Edward Durrell Stone) http://www,answers.com/topic/stone-edward-durell

(Samuel Treat) http://www.eng.architnform.net/arch/73608.htm

(Western Avenue bridge) http://forgottenchicago.com/features/chicago-infrastructure/south-western-avenue-improvement/

Previous documentation on file (NPS):

___ preliminary determination of individual listing (36 CFR 67 has been requested)
_X_ previously listed in the National Register
___ previously determined eligible by the National Register
_X_ 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
_X_ Local government
___ University
___ Other
Name of repository: _____

Returned

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property _____
(Do not include previously listed resource acreage.)

UTM References
(Place additional UTM references on a continuation sheet.)

		Zone	Easting	Northing
1				
2				
3				
4				

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

Maps to be used.

The Chicago Park Boulevard System Historic District | Cook County, Illinois
Name of Property | County and State

Boundary Justification (Explain why the boundaries were selected.)

The boundaries include the established parks, boulevards and squares ringing the city of Chicago, as laid out in 1869, and all the properties surrounding the parks, boulevards and squares.

11. Form Prepared By

name/title **Susan S. Benjamin, Gwen Sommers Yant, Courtney Gray Resnick, Jean Follett, Jo Ann Nathan, Yolanda Escoto Unna of Benjamin Historic Certifications, LLC and Julia Bachrach of the Chicago Park District**

organization **Benjamin Historic Certifications, LLC; Chicago Park District** date July 6, 2011

street & number **711 Marion Avenue** telephone **847-432-1865**

city or town **Highland Park** state **IL** zip code **60035**

e-mail **ssbenjamin@sbcglobal.net**

Returned

Additional Documentation

Submit the following items with the completed form:

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

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

- **Continuation Sheets**

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

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property:

City or Vicinity:

County: State:

Photographer:

The Chicago Park Boulevard System Historic District | Cook County, Illinois
Name of Property | County and State

Date Photographed:

Description of Photograph(s) and number:

1 of ___.

See Continuation Sheets.

Property Owner:

(Complete this item at the request of the SHPO or FPO.)

name

street & number telephone

city or town state zip code

Returned

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 18 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 Park Service

National Register of Historic Places Continuation Sheet

Section number 6. Function or Use Page 1

The Chicago Park Boulevard System Historic District
Name of Property
Cook, Illinois
County and State
Not Applicable
Name of multiple listing (if applicable)

Returned

Historic Functions (Enter categories from instructions.)	Current Functions (Enter categories from instructions.)
DOMESTIC/single dwelling	DOMESTIC/single dwelling
DOMESTIC/multiple dwelling	DOMESTIC/multiple dwelling
DOMESTIC/secondary structure	DOMESTIC/secondary structure
DOMESTIC/institutional housing	DOMESTIC/institutional housing
COMMERCE/TRADE/business	COMMERCE/TRADE/business
COMMERCE/TRADE/professional	COMMERCE/TRADE/professional
COMMERCE/TRADE/organizational	COMMERCE/TRADE/organizational
COMMERCE/TRADE/financial organization	COMMERCE/TRADE/financial organization
COMMERCE/TRADE/specialty store	COMMERCE/TRADE/specialty store
COMMERCE/TRADE/department store	COMMERCE/TRADE/department store
COMMERCE/TRADE/restaurant	COMMERCE/TRADE/restaurant
COMMERCE/TRADE/warehouse	COMMERCE/TRADE/warehouse
SOCIAL/meeting hall	SOCIAL/meeting hall
GOVERNMENT/city hall	GOVERNMENT/city hall
GOVERNMENT/fire station	GOVERNMENT/fire station
GOVERNMENT/post office	GOVERNMENT/post office
GOVERNMENT/public works	GOVERNMENT/public works
EDUCATION/school	EDUCATION/school
EDUCATION/college	EDUCATION/college
EDUCATION/library	EDUCATION/library
EDUCATION/education related	EDUCATION/education related
RELIGION/religious facility	RELIGION/religious facility
RELIGION/church-related residency	RELIGION/church-related residence
RECREATION/theater	RECREATION/theater
RECREATION/outdoor recreation	RECREATION/outdoor recreation
RECREATION/monument/marker	RECREATION/monument marker
INDUSTRY/waterworks	INDUSTRY/waterworks
LANDSCAPE/park	LANDSCAPE/park
LANDSCAPE/garden	LANDSCAPE/garden
LANDSCAPE/natural feature	LANDSCAPE/natural feature
LANDSCAPE/street furniture/object	LANDSCAPE/street furniture/object

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Section number 6. Function or Use Page 2

The Chicago Park Boulevard System Historic District
Name of Property
Cook, Illinois
County and State
Not Applicable
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TRANSPORTATION/rail-related	TRANSPORTATION/rail-related
TRANSPORTATION/road-related	TRANSPORTATION/road-related
TRANSPORTATION/pedestrian related	TRANSPORTATION/pedestrian related
VACANT	VACANT

Returned

United States Department of the Interior
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National Register of Historic Places Continuation Sheet

Section number 7. Architectural Classification Page 1

The Chicago Park Boulevard System Historic District
Name of Property
Cook, Illinois
County and State
Not Applicable
Name of multiple listing (if applicable)

Continuation of Architectural Styles Represented in District

Italianate
Second Empire
Gothic Revival
Collegiate Gothic
Queen Anne
Richardsonian Romanesque
Classical Revival
Colonial Revival
Georgian Revival
Beaux Arts
Tudor Revival
Chateausque
Spanish Revival
French Renaissance Revival
Italian Renaissance Revival
Moorish Revival
Sullivanesque
Arts and Crafts/Craftsman
Prairie School/Prairie Style
Art Deco
Moderne
Modern
International Style
No Style
Other: Cottage
Other: Gable Front
Other: Gambrel Front

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National Register of Historic Places Continuation Sheet

Section number 7. Architectural Classification Page 2

The Chicago Park Boulevard System Historic District
Name of Property
Cook, Illinois
County and State
Not Applicable
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National Register of Historic Places Continuation Sheet

Section number 8. Architect/Builder Page 1

The Chicago Park Boulevard System Historic District
Name of Property
Cook, Illinois
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Not Applicable
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Architects Designing in the District

Alfred S. Alschuler
Albert Annis,
Solon S. Beman
Henry Ives Cobb
Coolidge & Hodgdon,
Zachary T. Davis
Dubin & Eisenberg
Edbrook & Burnham
Egan & Prindeville
A. Epstein & Sons
Frost & Granger
Bertram G. Goodhue
Eric Hall
Holabird & Roche/Holabird & Root
Arthur F. Hussander
Samuel Scott Joy
Klaber & Grunsfeld
John T. Long
Joseph W. McCarthy
Michaelson & Rognstadt
Ludwig Mies van der Rohe
William B. Mundie
Henry L. Newhouse
Patton, Fisher & Miller
Pond & Pond
Rapp & Rapp
Eero Saarinen & Asssociates
Henry J. Schlacks
Schmid & Huehl
Schmidt, Garden & Martin

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National Register of Historic Places Continuation Sheet

Section number 8. Architect/Builder Page 2

The Chicago Park Boulevard System Historic District
Name of Property
Cook, Illinois
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Shepley, Rutan & Coolidge
Edward Durell Stone
Treat & Foltz
Wilson, Marble & Lamson,
William Carbys Zimmerman
Others

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Section number 8. Architect/Builder Page 3

The Chicago Park Boulevard System Historic District
Name of Property
Cook, Illinois
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Not Applicable
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National Register of Historic Places Continuation Sheet

Section number Boulevard System Map Page 1

The Chicago Park Boulevard System Historic District
Name of Property
Cook, Illinois
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Not Applicable
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Chicago Park and Boulevard System Historic District
Returned
Map Legend
Included in Historic District Nomination
Previously listed in National Register of Historic Places
1 - S. Dr. Martin Luther King, Jr. Drive
2 - E. Oakwood Boulevard
3 - S. Drexel Boulevard
4- Drexel Square
5 - Washington Park
6- Midway Plaisance
7 - Jackson Park
8 - E. and W. Garfield Boulevard
9 - Sherman Park
10 - Gage Park
11 - S. Western Boulevard
12 - McKinley Park
13- W. 31si Boulevard
14 - S. California Boulevard
15 - W 24th. Boulevard
16 - S. Marshall Boulevard
17- Douglas Park
18- Douglas Boulevard
19- Independence Square
20 - S. Independence Boulevard
21 - N. and S. Hamlin Boulevard
22 - Garfield Park
23 - N. Central Park Boulevard
24- Garfield Square
25- W. Franklin Boulevard
26- Sacramento Square
27- N. Sacramento Boulevard
28- Humboldt Park
29 - N. Humboldt Boulevard
30- Palmer Square
31- N. Kedzie Boulevard
32- Logan Square
33- W. Logan Boulevard
Lake Michigan
CHICAGO
SEE INSET ABOVE
Belmont Av.
Diversey
Fullerton
Webster Av.
North
Division
Augusta Blvd.
Chicago Av.
Grand Av.
Ontario St.
Ohio St.
Washington Blvd.
Armitage Av.
Palmer Av.
Belmont
Halsted
Sheridan
Damen
Western
Pulaski
Kostner
Kimball
Homan
Hamlin
Sacramento
California
Oakley
Racine
Morgan
Paulina
Ashland
Canal
State
Lake Shore Dr.
Lake Park Av.
Hyde Park
Garfield Blvd.
Pershing Rd.
Archer Av
31st
33rd
35th
43rd
47th
51st
57th
59th
63rd
67th
71st
Root St.
EXPRESSWAY
DAN RYAN
Michigan
Indiana
Cottage Grove
Grant Park
SHEDD AQUARIUM
ADLER PLANETARIUM
FIELD MUSEUM OF NATURAL HISTORY
SOLDIER FIELD
Mc CORMICK PLACE
MICHAEL REESE MEDICAL CENTER
ILLINOIS INSTITUTE OF TECHNOLOGY
U.S. CELLULAR FIELD
CATHOLIC THEOLOGICAL UNION
THE UNIV. OF CHICAGO
TOYOTA TECHNOLOGICAL INSTITUTE OF CHICAGO
KENNEDY KING COLLEGE
CHICAGO HISTORICAL SOCIETY
LINCOLN PARK ZOO
DE PAUL UNIV.
NORTHWESTERN UNIV. SPINAL CORD INJURY CENTER
NORTHWESTERN UNIV. (BRANCH)
VETERANS ADMINISTRATION HOSP.
NORTHWESTERN MEMORIAL HOSPITAL
CHILDREN'S MEM. HOSP.
COOK CO. HOSP.
CHILDREN HOSP. SCH.
CHICAGO TECHNOLOGY PARK
Bronzeville
Douglas Tomb Historic Site
Gresham
Beverly
Morgan Park
Roseland
Pullman
Calumet Park
Calumet Dr.
Cottage Grove Av.
Halsted St.
Western Av.
Damen Av.
Ashland Av.
Racine Av.
Morgan St.
Canal St.
Michigan Av.
Indiana Av.
Lake Shore Dr.
Lake Park Av.
Hyde Park Blvd.
Garfield Blvd.
Pershing Rd.
Archer Av
Grand Av.
Ontario St.
Ohio St.
Washington Blvd.
Division St.
North Av.
Armitage Av.
Palmer Av.
Belmont Av.
Diversey
Fullerton
Webster Av.

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Section number System Maps Page 1

The Chicago Park Boulevard System Historic District
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Cook, Illinois
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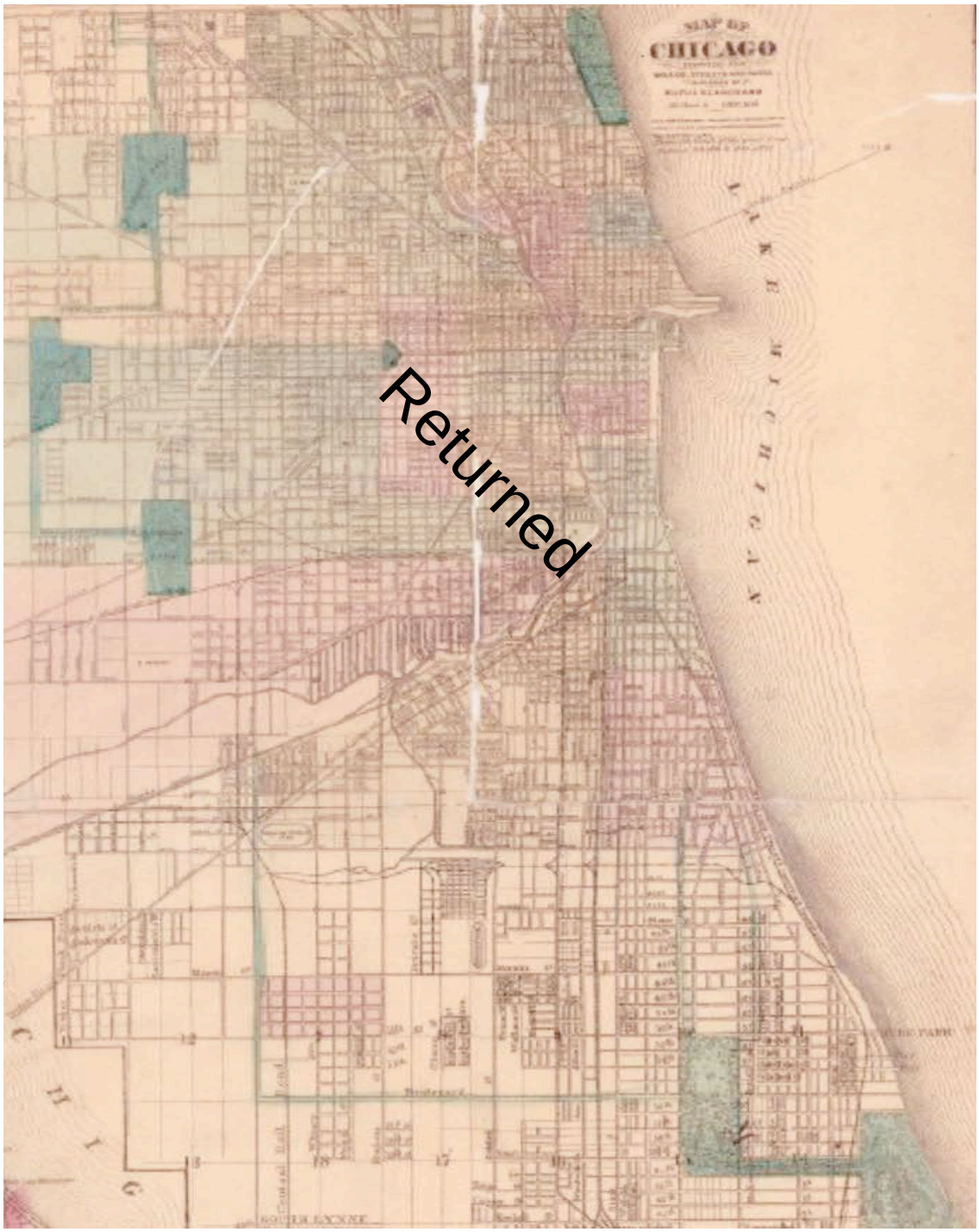
Not Applicable
Name of multiple listing (if applicable)

Map of Chicago Boulevard and Park System, 1872



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National Register of Historic Places Continuation Sheet

Section number System Maps Page 2

The Chicago Park Boulevard System Historic District
Name of Property
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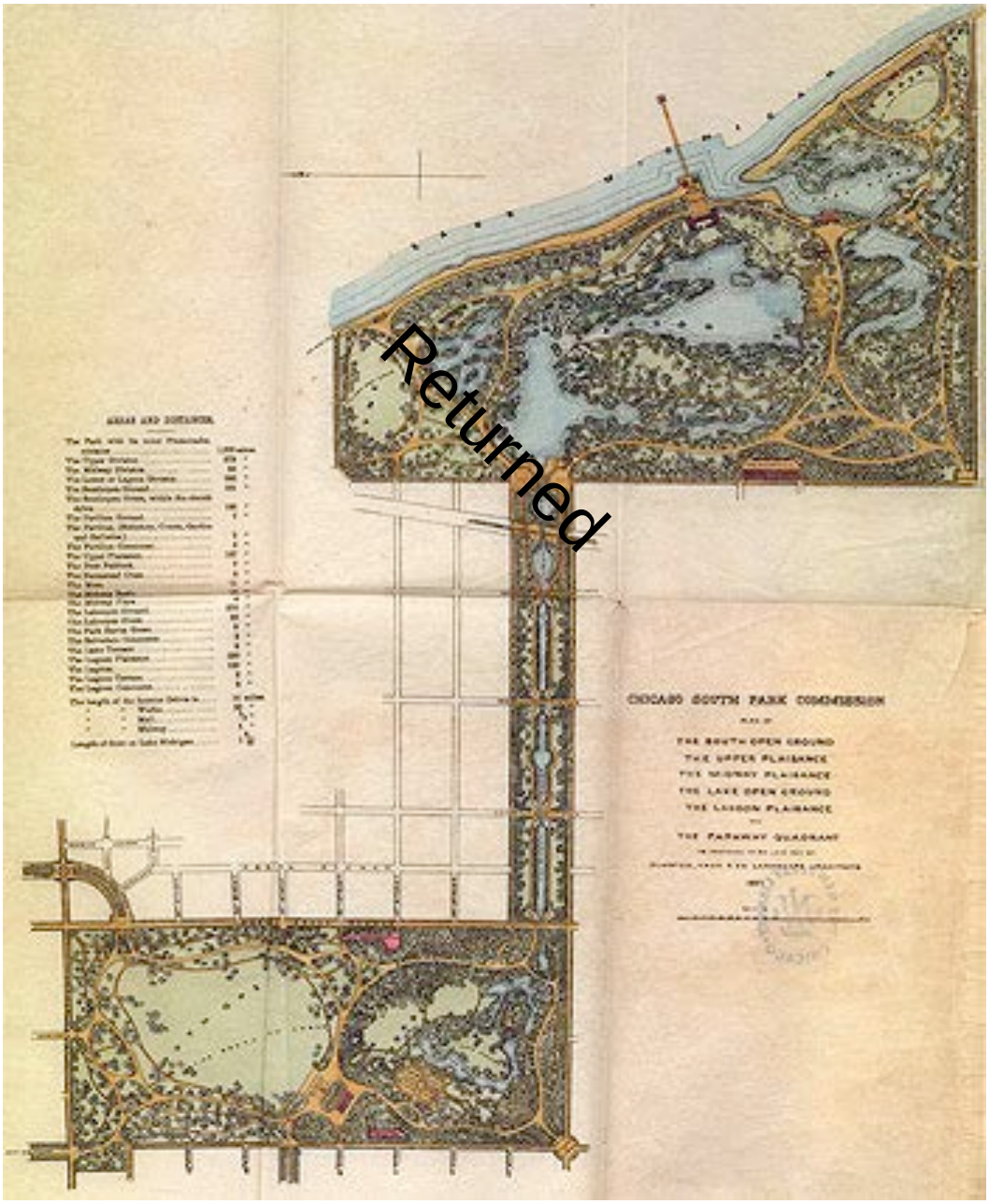
Map of South Park Commission, Jackson Park, Washington Park and the Midway Plaisance, 1872



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The Chicago Park Boulevard System Historic District
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Section number Building Inventory 1 Page 1

Building Inventory for the Chicago Park Boulevard System Historic District*

St. #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Architect	Prim. Struct. C/ NC	Sec. Struct.	Sec. Struct C/ NC/ NA
2705	West	15th	St	1980s	Multiple				nc	no	na
2714-2722	West	15th	St	1930s	Multiple	Moderne	Maimonides Hospital		c	no	na
2726-2740	West	15th	Pl	1945	Hospital				nc	no	na
2732-2742	West	15th	St	1948	Other				nc	no	na
2731	West	15th	St	1940s	Other				nc	no	na
2751	West	16th	St	1890s	Two Flat	Queen Anne			c	no	na
2851-2875	West	19th	St	1910s	Hospital	Tudor Revival	St Anthony Hospital		c	no	na
3001-3009	West	19th	St	1910s	Courtyard	Craftsman			c	no	na
3011	West	19th	St	1891	SF House	Queen Anne			c	yes	nc
3015	West	19th	St	1891	SF House	Queen Anne			c	no	na
3019-3017	West	19th	St	1891	SF House	Queen Anne			c	no	na
3021	West	19th	St	1891	SF House	Queen Anne			c	yes	nc
3025	West	19th	St	1891	SF House	Queen Anne			c	yes	c
3027	West	19th	St	1891	SF House	Queen Anne			c	no	na
3031	West	19th	St	1891	SF House	Queen Anne			c	yes	c
3035	West	19th	St	1891	SF House	Queen Anne			c	yes	c
3037	West	19th	St	1890s	Two Flat	Richardsonian Romanesque			c	yes	nc
3039	West	19th	St	1890s	Two Flat	Queen Anne			c	yes	c
3043	West	19th	St	1890s	Two Flat	Queen Anne			c	no	na
3047	West	19th	St	1900s	Two Flat	Richardsonian Romanesque			c	yes	nc
3055	West	19th	St	1910s	Three Flat	Craftsman			c	yes	nc
2726	West	24th	Blvd	1910s	Two Flat	Craftsman			c	yes	c
2728	West	24th	Blvd	1900s	Two Flat	Gable Front			c	yes	c
2730	West	24th	Blvd	1910s	Three Flat	Tudor Revival			c	yes	nc
2734	West	24th	Blvd	1910s	Three Flat	Craftsman			c	yes	nc
2738	West	24th	Blvd	1910s	Three Flat	Craftsman			c	yes	c
2740	West	24th	Blvd	1910s	Three Flat	Tudor Revival			c	yes	c
2744	West	24th	Blvd	1900s	Two Flat				nc	yes	c
2746-2748	West	24th	Blvd	1910s	Six Flat	Classical Revival			c	yes	nc
2750	West	24th	Blvd	1900s	Three Flat	Classical Revival			c	yes	nc

Returned

* - Excluding buildings included in the Logan Boulevard Historic District National Register Nomination

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National Register of Historic Places Continuation Sheet

The Chicago Park Boulevard System Historic District
Name of Property
Cook, Illinois
County and State
Not Applicable
Name of multiple listing (if applicable)

Section number Building Inventory 1 Page 2

Building Inventory for the Chicago Park Boulevard System Historic District*

St. #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Architect	Prim. Struct. C/ NC	Sec. Struct.	Sec. Struct C/ NC/ NA
2754	West	24th	Blvd	1910s	Two Flat	Gable Front			c	yes	c
2756	West	24th	Blvd	1910s	Two Flat	Tudor Revival			c	yes	c
2817	West	24th	Blvd	1914	Church	Craftsman	St Maxmillion Kolbe Catholic School		c	no	na
2831	West	24th	Blvd	1950s	Church				nc	no	na
2832-2850	West	24th	Blvd	1912	School	Classical Revival	Carter H. Harrison Technical High School	Hussander, Arthur F.	c	yes	nc
2835	West	24th	Blvd	1920s	Two Flat	Craftsman			c	yes	nc
2845	West	24th	Blvd	1910s	Three Flat	No Style			c	yes	nc
2847	West	24th	Blvd	1910s	Two Flat	Craftsman			c	yes	c
2849	West	24th	Blvd	1910s	Two Flat	Tudor Revival			c	yes	c
2853	West	24th	Blvd	1950s	SF House				nc	yes	nc
2855	West	24th	Blvd	1950s	SF House				nc	no	na
2857	West	24th	Blvd	1950s	SF House				nc	no	na
2859	West	24th	Blvd	1900s	Multiple	Queen Anne			c	yes	nc
2901	West	24th	Blvd	1910s	Two Flat	Craftsman			c	yes	c
2903	West	24th	Blvd	1910s	Two Flat	Classical Revival			c	no	na
2907	West	24th	Blvd	1910s	Three Flat	Classical Revival			c	yes	c
2909	West	24th	Blvd	1910s	Three Flat	Tudor Revival			c	yes	nc
2915	West	24th	Blvd	1910s	Three Flat	Classical Revival			c	yes	nc
2917	West	24th	Blvd	1910s	Multiple	Craftsman			c	no	na
2923	West	24th	Blvd	1910s	Two Flat	Craftsman			c	yes	nc
2927-2929	West	24th	Blvd	1900s	Two Flat	Classical Revival			c	yes	nc
2931	West	24th	Blvd	1910s	Three Flat	Tudor Revival			c	yes	nc
2933	West	24th	Blvd	1910s	Two Flat	Craftsman			c	yes	nc
2725	West	24th	Pl	1900s	Townhouse	Queen Anne			c	no	na
2802	West	26th	St	1990s	Other				nc	no	na
2411	West	34th	Pl	1890s	SF House	Italianate			c	yes	nc
330	East	37th	St	1900s	Other				nc	no	na
2200-2202	West	37th	St	1916/18	Townhouse	Craftsman			c	yes	nc
2204	West	37th	St	1910s	Two Flat	Classical Revival			c	yes	c
2208	West	37th	St	1890s	Two Flat	Richardsonian Romanesque			c	yes	c

Returned

* - Excluding buildings included in the Logan Boulevard Historic District National Register Nomination

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National Register of Historic Places Continuation Sheet

The Chicago Park Boulevard System Historic District
Name of Property
Cook, Illinois
County and State
Not Applicable
Name of multiple listing (if applicable)

Section number Building Inventory 1 Page 3

Building Inventory for the Chicago Park Boulevard System Historic District*

St. #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Architect	Prim. Struct. C/ NC	Sec. Struct.	Sec. Struct C/ NC/ NA
2210-2212	West	37th	St	1911	Four Flat	Craftsman	The A. Hoepke House	Zachwau, C.F.	c	yes	c
2216	West	37th	St	1900s	Two Flat	Classical Revival			c	yes	nc
2220	West	37th	St	1910s	Two Flat	Craftsman			c	yes	nc
2222	West	37th	St	1900s	Two Flat	Classical Revival			c	no	na
2226	West	37th	St	1890s	Two Flat	Richardsonian Romanesque			c	yes	nc
2228	West	37th	St	1910s	Two Flat	Classical Revival			c	yes	nc
2240	West	37th	St	1917	Factory/ Warehouse	Classical Revival	Chicago Telephone Company- McKinley Branch	Holabird & Roche	c	no	na
2250	West	37th	St	1910s	Bungalow	Craftsman			c	yes	nc
2252	West	37th	St	1910s	SF House				nc	yes	nc
2254	West	37th	St	1920s	SF House	Gable Front			c	yes	nc
2258	West	37th	St	1910s	Two Flat	Craftsman			c	yes	nc
2262	West	37th	St	1910s	Two Flat				nc	yes	nc
2266	West	37th	St	1910s	Bungalow	Craftsman			c	no	na
2270	West	37th	St	1910s	SF House				nc	no	na
819	East	45th	St	1970s	Six Flat				nc	no	na
812-822	East	46th	St	1910s	Courtyard	Classical Revival			c	no	na
817	East	46th	St	1910s	Courtyard	Tudor Revival			c	no	na
352	East	47th	St	1910s	Other	Classical Revival			c	no	na
816-822	East	49th	St	1920s	Courtyard	Spanish Revival			c	no	na
821-829	East	49th	St	1910s	Courtyard	Craftsman			c	no	na
544-550	East	51st	St	1902	Multiple	Classical Revival		Collins, T. A.	c	no	na
552-554	East	51st	St	1900s	Six Flat	Classical Revival			c	no	na
600-606	East	51st	St	1910s	Multiple	Tudor Revival			c	no	na
612-614	East	51st	St	1910s	Six Flat	Tudor Revival			c	no	na
616-618	East	51st	St	1910s	Six Flat	Tudor Revival			c	no	na
620-622	East	51st	St	1910s	Multiple	Tudor Revival			c	no	na
634-636	East	51st	St	1910s	Six Flat	Craftsman			c	no	na
640-642	East	51st	St	1910s	Eight Flat	Craftsman			c	yes	nc
644-646	East	51st	St	1910s	Eight Flat	Craftsman			c	no	na

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650-652	East	51st	St	1910s	Eight Flat	Craftsman			c	yes	nc
656-658	East	51st	St	1910s	Six Flat	Craftsman			c	no	na
660-662	East	51st	St	1910s	Six Flat	Tudor Revival			c	no	na
700	East	51st	St	1910s	Six Flat	Craftsman			c	no	na
702-706	East	51st	St	1910s	Six Flat	Craftsman			c	no	na
718-710	East	51st	St	1990s	Townhouse				nc	no	na
726-732	East	51st	St	1903	Multiple	Classical Revival	The N. P. Cummings House		c	no	na
1206	West	52nd	St	1910s	Two Flat	Craftsman			c	no	na
1208	West	52nd	St	1910s	Three Flat	Tudor Revival			c	no	na
1210	West	52nd	St	1910s	Two Flat	Gable Front			c	no	na
1214	West	52nd	St	1911	Three Flat	Tudor Revival			c	no	na
1220	West	52nd	St	1910s	Two Flat	Tudor Revival			c	no	na
1334	West	52nd	St	1910s	Two Flat	Classical Revival			c	yes	nc
1344	West	52nd	St	1910s	Two Flat	Craftsman			c	no	na
2410-2414	West	53rd	St	1890s	Church	No Style	St Peter and Paul Parish	Bednarik, J.	c	no	na
2432	West	54th	St	1914	SF House	Classical Revival		Manse, W.	c	yes	nc
2436	West	54th	St	1910s	Three Flat	Classical Revival			c	yes	nc
2440	West	54th	St	1950s	SF House				nc	yes	nc
2442	West	54th	St	1910s	Foursquare	Craftsman			c	yes	nc
2444	West	54th	St	1950s	SF House				nc	yes	nc
2446	West	54th	St	1960s	Multiple				nc	yes	nc
2450	West	54th	St	1900s	Two Flat	Gable Front			c	yes	nc
2454	West	54th	St	1960s	Multiple				nc	yes	nc
2500	West	55th	St	1920s	Bungalow	Craftsman			c	yes	nc
2502	West	55th	St	1980s	Multiple				nc	yes	nc
2506	West	55th	St	1900s	Foursquare	Classical Revival			c	yes	nc
2508	West	55th	St	1910s	Multiple				nc	yes	nc
2510	West	55th	St	1920s	SF House	Craftsman			c	yes	nc
2514	West	55th	St	1910s	Two Flat	Classical Revival			c	yes	c
2520-2522	West	55th	St	1910s	Two Flat	Craftsman			c	no	na
1642	East	56th	St	1922	Multiple	Classical Revival	The Windermere East Hotel	Rapp, C. W. & George L.	c	no	na

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1700	East	56th	St	1980s	Multiple				nc	no	na
2339-2345	West	56th	St	1920s	Other	Art Deco			c	no	na
2351	West	56th	St	1900s	Two Flat	Classical Revival			c	no	na
2355-2357	West	56th	St	1898	Foursquare	Craftsman	The D. L. McLanin House	McLanin, D.L.	c	yes	c
2451-2453	West	56th	St	1910s	Multiple	Tudor Revival			c	no	na
1009	East	57th	St	1902	School	Collegiate Gothic	Charles Hitchcock Hall	Perkins, Dwight Heald	c	no	na
1025	East	57th	St	1897	School	Collegiate Gothic	Culver Hall	Cobb, Henry Ives	c	no	na
1029-1031	East	57th	St	1897	School	Collegiate Gothic	Anatomy Building	Cobb, Henry Ives	c	no	na
1101-1115	East	57th	St	1897	School	Collegiate Gothic	Zoology	Cobb, Henry Ives	c	no	na
1103	East	57th	St	1897	School	Collegiate Gothic	Ida B. & Walter Erman Biology Center	Cobb, Henry Ives	c	no	na
1131-1135	East	57th	St	1901	School	Collegiate Gothic	Hutchinson Commons/		c	no	na
1020	East	58th	St	1894	School	Collegiate Gothic	Kent Chemical Laboratory	Cobb, Henry Ives	c	no	na
1025-1035	East	58th	St	1924	School	Collegiate Gothic	Swift Hall	Coolidge & Hodgdon	c	no	na
1100	East	58th	St	1894	School	Collegiate Gothic	Ryerson Physical Laboratory	Cobb, Henry Ives	c	no	na
1101	East	58th	St	1914	School	Collegiate Gothic	Julius Rosenwald Hall	Holabird & Roche	c	no	na
1115	East	58th	St	1893	School	Collegiate Gothic	Walker Museum	Cobb, Henry Ives	c	no	na
1155	East	58th	St	1930	School	Collegiate Gothic	Oriental Institute Musem	Mayers, Murray & Philip	c	no	na
860	East	59th	St	1961	Hospital	Collegiate Gothic	University of Chicago Cancer Research Center/ Goldblatt Pavillion		nc	no	na

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922-942	East	59th	St	1929-30	School	Collegiate Gothic	The Bobs Roberts Memorial Hospital for Children/ The University of Chicago Hospital	Coolidge & Hodgdon	c	no	na
950	East	59th	St	1925-30	School	Collegiate Gothic	The Division Of the Biological Sciences/ The Pritzer School of Medicine	Coolidge & Hodgdon	c	no	na
970	East	59th	St	1930	School	Collegiate Gothic	Nancy Adele McElwee Memorial Hall/ Gertrude Dunn Hicks Memorial Hall	Coolidge & Hodgdon	c	no	na
1000-1010	East	59th	St	1915	School	Collegiate Gothic	Hiram Kelly Memorial/ Classics Building	Shepley Rutan & Coolidge	c	no	na
1050-1058	East	59th	St	1928	School	Collegiate Gothic	Joseph Bond Chapel/ William Wieboldt Hall	Coolidge & Hodgdon	c	no	na
1116	East	59th	St	1912	School	Collegiate Gothic	William Rainey Harper Memorial Library	Shepley Rutan & Coolidge	c	no	na
1126	East	59th	St	1929	School	Collegiate Gothic	Social Science Research Bldg	Coolidge & Hodgdon	c	no	na
1130	East	59th	St	1893	School	Collegiate Gothic	Nancy Foster Hall	Cobb, Henry Ives	c	no	na
1144-1146	East	59th	St	1895	SF House	Collegiate Gothic	University President's House	Cobb, Henry Ives	c	no	na
1156-1158	East	59th	St	1925-28	Church	Collegiate Gothic	Rockefeller Memorial Chapel	Bertram Grosvenor Goodhue Associates	c	no	na
1212	East	59th	St	1916	School	Collegiate Gothic	Ida Noyes Hall	Shepley Rutan & Coolidge	c	no	na
1362	East	59th	St	1903	School	Collegiate Gothic	School of Education	Rogers, James Gamble	c	no	na
1350-1414	East	59th	St	1932	School	Collegiate Gothic	International House	Holabird & Root	c	no	na

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1442-1450	East	59th	St	1916	Multiple	Colonial Revival	Breckinridge House/ Eleanor Club	Schmidt, Garden & Martin	c	no	na
1516-1522	East	59th	St	1920s	Courtyard	Tudor Revival			c	no	na
1524-1534	East	59th	St	1924	Courtyard	Tudor Revival		Olsen, Paul Frederick	c	yes	nc
411	East	60th	St	1900s	Two Flat	Classical Revival			c	yes	nc
413	East	60th	St	1900s	Two Flat	Classical Revival			c	no	na
415	East	60th	St	1897	Two Flat	Classical Revival		Sandegren, Andrew	c	no	na
417	East	60th	St	1910s	Four Flat	Tudor Revival			c	no	na
423	East	60th	St	1920s	Three Flat	Tudor Revival			c	yes	nc
501-503	East	60th	St	1880s	Multiple	Tudor Revival			c	yes	nc
505	East	60th	St	1900s	Two Flat	Classical Revival			c	no	na
509-511	East	60th	St	1900s	Six Flat	Classical Revival			c	yes	c
515-517	East	60th	St	1900s	Six Flat	Classical Revival			c	yes	nc
519-521	East	60th	St	2000s	Three Flat				nc	yes	nc
539	East	60th	St	1890s	Three Flat				nc	yes	nc
541-545	East	60th	St	1910s	Multiple	Craftsman			c	no	na
547	East	60th	St	1910s	Two Flat	Craftsman			c	yes	c
549	East	60th	St	1910s	Three Flat	Craftsman			c	no	na
601	East	60th	St	1910s	Multiple	Craftsman			c	no	na
607	East	60th	St	1910s	Four Flat	Craftsman			c	yes	nc
609	East	60th	St	1900s	Four Flat	Classical Revival			c	yes	nc
611-613	East	60th	St	1920s	Three Flat	Tudor Revival			c	yes	nc
615	East	60th	St	1910s	Two Flat	Craftsman			c	yes	nc
619	East	60th	St	1900s	Three Flat	Classical Revival			c	yes	nc
641	East	60th	St	1900s	School	Classical Revival	Austin O. Sexton Public School		c	no	na
923-937	East	60th	St	1906	SF House	Queen Anne	The Lorado Taft House/ Midway Studios	Pond & Pond	c	no	na

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969	East	60th	St	1965	School	International Style	School of Social Service Administration	van der Rohe, Mies	c	no	na
1005-1035	East	60th	St	1930-31	Multiple	Collegiate Gothic	Burton and Judson Courts	Zanzinger, Borie & Medary	c	no	na
1111-1121	East	60th	St	1959	School	Modern	Laird Bell Quadrangle Law School	Saarinen, Eero & Associates	c	no	na
1155	East	60th	St	1940s	School	Modern	Irving B. Harris Graduate School of Public Policy Studies		c	no	na
1201-1209	East	60th	St	1900	Multiple	Classical Revival		Collins, T. A.	c	no	na
1225	East	60th	St	1950s	School	Modern	Charles Stewart Mott Building		c	no	na
1307	East	60th	St	1963	School	Modern	New Graduate Residence Hall	Stone, Edward Durrell	c	no	na
1313-1315	East	60th	St	1920s	School	Collegiate Gothic	Chapin Hall Urban Education Institute		c	no	na
1365-1375	East	60th	St	1918	Church	Georgian Revival	St. Paul's on the Midway Church/ Sonia Shankman Orthogenic School 1927	Coolidge & Hodgdon	c	no	na
1550	East	66th	Pl	1910s	Multiple	Craftsman			c	no	na
1627-1641	East	67th	St	1920s	Courtyard	Tudor Revival			c	no	na
1643-1657	East	67th	St	1910s	Courtyard	Tudor Revival			c	no	na
1707-1721	East	67th	St	1910s	Courtyard	Tudor Revival	The Parkways		c	no	na
1725-1729	East	67th	St	1910s	Multiple	Tudor Revival			c	no	na
1733-1745	East	67th	St	1910s	Courtyard	Tudor Revival	The Parkways		c	no	na
1747-1759	East	67th	St	1910s	Courtyard	Tudor Revival	The Parkways		c	no	na
1801-1809	East	67th	St	1924	Courtyard	Tudor Revival	Tower Court	Smith, Z. Erol	c	no	na

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2015-2017	East	67th	St	1920s	Multiple Use	Tudor Revival			c	no	na
2049-2051	East	67th	St	1920s	Multiple	Craftsman			c	no	na
2101	East	67th	St	1920s	Courtyard	Craftsman			c	no	na
2125	East	67th	St	1920s	Courtyard	Craftsman			c	no	na
2139-2141	East	67th	St	1920s	Courtyard	Craftsman			c	no	na
2201-2211	East	67th	St	1920s	Multiple	Tudor Revival			c	no	na
2231	East	67th	St	1926	Multiple	Gothic Revival		Holsman, Henry K.	c	no	na
1214	South	Albany	Ave	1900s	Two Flat	Queen Anne			c	yes	nc
1216	South	Albany	Ave	1897	Three Flat	French Renaissance Revival			c	no	na
1224	South	Albany	Ave	1903	Two Flat	Richardsonian Romanesque			c	no	na
1232	South	Albany	Ave	1890s	Two Flat	Richardsonian Romanesque			c	no	na
1234	South	Albany	Ave	1890s	Two Flat	Classical Revival			c	no	na
1236	South	Albany	Ave	1890s	Two Flat	Richardsonian Romanesque			c	no	na
1238-1240	South	Albany	Ave	1910s	Three Flat	Tudor Revival			c	no	na
1242	South	Albany	Ave	1890s	Three Flat	Classical Revival			c	no	na
1244	South	Albany	Ave	1890s	Two Flat	Classical Revival			c	no	na
1250	South	Albany	Ave	1900s	Two Flat	Richardsonian Romanesque			c	no	na
1302	South	Albany	Ave	1894	Three Flat	Classical Revival	The Nero A. Rehrmann House		c	no	na
1306	South	Albany	Ave	1897	Two Flat	Chateauesque	The W. R. Ashton House	Schneider, W.	c	no	na
1330	South	Albany	Ave	1910s	Six Flat	Craftsman			c	no	na
1338	South	Albany	Ave	1900s	Three Flat	Classical Revival	The Parkview		c	no	na
1344	South	Albany	Ave	1900s	Multiple	Craftsman			c	no	na
1510	South	Albany	Ave	1890s	Three Flat	Classical Revival			c	no	na

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1514-1516	South	Albany	Ave	1910s	Multiple	Craftsman			c	no	na
1524-1526	South	Albany	Ave	1900s	SF House	Classical Revival			c	yes	nc
1564	South	Albany	Ave	1912	Synagogue	Classical Revival	Marks Nathan Jewish Orphan Home		c	no	na
1540-1550	South	Albany	Ave	1912	Other	Classical Revival	Marks Nathan Jewish Orphan Home	Kadeshewitz, M.	c	no	na
1832-1858	South	Albany	Ave	1918	School	Classical Revival	Nathaniel Pope Public School	Hussander, Arthur F.	c	yes	nc
5400	South	Artesian	Ave	1920s	SF House	Craftsman			c	yes	c
5406	South	Artesian	Ave	1950s	SF House				nc	yes	nc
5410	South	Artesian	Ave	1910s	Bungalow	Craftsman			c	yes	c
5414	South	Artesian	Ave	1950s	Multiple				nc	yes	c
5418	South	Artesian	Ave	1920s	SF House	Craftsman			c	yes	nc
5420	South	Artesian	Ave	1910s	Two Flat	Craftsman			c	yes	nc
5422	South	Artesian	Ave	1900s	Multiple				nc	no	na
5424	South	Artesian	Ave	1910s	Bungalow	Craftsman			c	yes	nc
5430	South	Artesian	Ave	1880s	SF House	Craftsman			c	no	na
5432	South	Artesian	Ave	1890s	Three Flat	Classical Revival			c	yes	c
5440	South	Artesian	Ave	1900s	SF House	Tudor Revival			c	yes	c
5614	South	Artesian	Ave	1910s	Multiple	Craftsman			c	no	na
5615	South	Artesian	Ave	1910s	Bungalow	Craftsman			c	yes	nc
3041	West	Augusta	Blvd	1914	Other	Prairie	Humboldt Park Pool House	Zimmerman, William Carby's	c	yes	c
3049-3057	West	Augusta	Blvd	1900s	Two Flat	Classical Revival			c	no	na
3061	West	Augusta	Blvd	1900s	Two Flat	Classical Revival			c	no	na
3101	West	Augusta	Blvd	1890s	Two Flat	Queen Anne			c	yes	c
3103	West	Augusta	Blvd	1900s	Two Flat	Classical Revival			c	yes	c
3105	West	Augusta	Blvd	1900s	Two Flat	Queen Anne			c	no	na
3109	West	Augusta	Blvd	1910s	Two Flat	Tudor Revival			c	yes	c
3115	West	Augusta	Blvd	1900s	Two Flat	Classical Revival			c	yes	nc
3121	West	Augusta	Blvd	1910s	Three Flat	Craftsman			c	no	na

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3123	West	Augusta	Blvd	1900s	Two Flat	Classical Revival			c	yes	nc
3125	West	Augusta	Blvd	1898	Two Flat	Classical Revival	The W. Mason House	Kilshof & Peterson	c	yes	nc
3129-3131	West	Augusta	Blvd	1900s	Six Flat	Classical Revival			c	no	na
3133-3135	West	Augusta	Blvd	1906	Six Flat	Classical Revival			c	no	na
3139	West	Augusta	Blvd	1900	Two Flat	Queen Anne	The W. Kitsch House	Kilshof & Peterson	c	yes	c
3143	West	Augusta	Blvd	1910s	Three Flat	Tudor Revival			c	no	na
3145	West	Augusta	Blvd	1910s	Two Flat	Tudor Revival			c	yes	c
3147	West	Augusta	Blvd	1900s	Two Flat	Classical Revival			c	yes	nc
3153	West	Augusta	Blvd	1910s	Multiple	Craftsman			c	no	na
3157	West	Augusta	Blvd	1910s	Two Flat	Craftsman			c	no	na
3208	West	Beach	Ave	1900s	Six Flat	Classical Revival			c	no	na
3211-3217	West	Beach	Ave	1910s	Multiple	Craftsman	The Beach		c	no	na
1211	North	California	Ave	1910s	Other	Craftsman			c	no	na
1219-1223	North	California	Ave	1900s	Three Flat	Classical Revival			c	yes	nc
1225	North	California	Ave	1990s	Multiple				nc	no	na
1237	North	California	Ave	1921	Factory/ Warehouse	Classical Revival	Nestor Johnson Manufacturing Company		c	no	na
1245	North	California	Ave	1910s	Three Flat	Classical Revival			c	no	na
1247	North	California	Ave	1910s	Three Flat	Classical Revival			c	no	na
1251	North	California	Ave	1900s	Two Flat	Classical Revival			c	no	na
1253	North	California	Ave	1900s	Three Flat	Classical Revival			c	yes	nc
1257	North	California	Ave	1900s	SF House	Cottage			c	yes	nc
1301	North	California	Ave	1907	Two Flat	Classical Revival		Schulze, William	c	no	na
1305-1307	North	California	Ave	1900s	SF House	Classical Revival			c	no	na
1335	North	California	Ave	1910s	Other	Classical Revival	Dr. Herzl Community Home		c	no	na

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1343	North	California	Ave	1990s	Other				nc	no	na
1349	North	California	Ave	1900s	Other	Classical Revival			c	no	na
1351	North	California	Ave	1900s	Two Flat	Queen Anne			c	no	na
1357-1359	North	California	Ave	1898	Synagogue	Classical Revival	R. Vaudeuborneu/ Austro-Galizien Congregation		c	no	na
1401-1409	North	California	Ave	1922	Multiple Use	Tudor Revival	Daughters of Zion Jewish Day Nursery and Infant Home	Dubin & Eisenberg	c	no	na
1411	North	California	Ave	1900s	Two Flat	Classical Revival			c	no	na
1413	North	California	Ave	1900s	Two Flat	Classical Revival			c	no	na
1415	North	California	Ave	1910s	Two Flat	Classical Revival			c	no	na
1417	North	California	Ave	1890s	Two Flat	Richardsonian Romanesque			c	yes	nc
1421	North	California	Ave	1990s	Four Flat				nc	no	na
1425	North	California	Ave	1904	Two Flat	Classical Revival		Sorensen, Charles F.	c	no	na
1427	North	California	Ave	1900s	Three Flat	Classical Revival			c	no	na
1431	North	California	Ave	1990s	Four Flat				nc	no	na
1433	North	California	Ave	1900s	Two Flat	Queen Anne			c	no	na
1445	North	California	Ave	1890	Two Flat	Gable Front	The Chad Hirsch House		c	no	na
1451	North	California	Ave	1950s	Multiple				nc	yes	c
1449	North	California	Ave	1911	Three Flat	Classical Revival			c	yes	c
1455	North	California	Ave	1902	Church	Classical Revival	Humboldt Park Swedish Mission Church		c	no	na
1501-1507	North	California	Ave	1900s	Two Flat	Richardsonian Romanesque			c	yes	nc
1509	North	California	Ave	1900s	Three Flat	Richardsonian Romanesque			c	no	na
1511	North	California	Ave	1900s	Three Flat	Richardsonian Romanesque			c	no	na
1513	North	California	Ave	1900s	Three Flat	Richardsonian Romanesque			c	yes	c

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Building Inventory for the Chicago Park Boulevard System Historic District*

St. #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Architect	Prim. Struct. C/ NC	Sec. Struct.	Sec. Struct C/ NC/ NA
1517-1519	North	California	Ave	1900s	Three Flat	Classical Revival			c	yes	nc
1521	North	California	Ave	1900s	Two Flat	Classical Revival			c	no	na
1523	North	California	Ave	1910s	Six Flat	Classical Revival			c	no	na
1529	North	California	Ave	1910s	Two Flat	Craftsman			c	yes	nc
1146	South	California	Blvd	1920s	Other	Sullivanesque			c	no	na
1231	South	California	Blvd	1980s	SF House				nc	no	na
1237	South	California	Blvd	1990s	SF House				nc	no	na
1239	South	California	Blvd	1890s	Two Flat	Richardsonian Romanesque			c	no	na
1241	South	California	Blvd	1880s	SF House	Cottage			c	no	na
1245-1249	South	California	Blvd	1910s	Courtyard	Craftsman			c	no	na
1251-1255	South	California	Blvd	1900s	Three Flat	Tudor Revival			c	no	na
1259	South	California	Blvd	1980s	SF House				nc	no	na
1261	South	California	Blvd	1910s	Two Flat	Tudor Revival			c	yes	c
1303-1305	South	California	Blvd	1910s	Multiple	Craftsman			c	no	na
1307	South	California	Blvd	1910s	Three Flat	Tudor Revival			c	no	na
1311	South	California	Blvd	1910s	Three Flat	Tudor Revival			c	yes	nc
1315	South	California	Blvd	1920s	Two Flat	Craftsman			c	yes	nc
1321	South	California	Blvd	1910s	Three Flat	Classical Revival			c	no	na
1325	South	California	Blvd	1900s	Three Flat	Richardsonian Romanesque			c	yes	nc
1329-1331	South	California	Blvd	1980s	SF House				nc	no	na
1333	South	California	Blvd	1910s	Three Flat	Tudor Revival			c	no	na
1335	South	California	Blvd	1890s	Three Flat	Beaux Arts			c	no	na
1339	South	California	Blvd	1900s	Two Flat	Classical Revival			c	yes	nc
1341	South	California	Blvd	1900s	Two Flat	Richardsonian Romanesque			c	no	na
1343	South	California	Blvd	1900s	Two Flat	Richardsonian Romanesque			c	no	na
1347	South	California	Blvd	1900s	Two Flat	Classical Revival			c	yes	nc
1349	South	California	Blvd	1910s	Two Flat	No Style			c	no	na

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St. #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Architect	Prim. Struct. C/ NC	Sec. Struct.	Sec. Struct C/ NC/ NA
1351	South	California	Blvd	1880s	SF House	Cottage			c	no	na
1353	South	California	Blvd	1910s	Multiple				nc	no	na
1357	South	California	Blvd	1900s	Three Flat	Classical Revival			c	yes	nc
1361	South	California	Blvd	1944	SF House				nc	yes	nc
1363	South	California	Blvd	1980s	SF House				nc	no	na
1365	South	California	Blvd	1980s	SF House				nc	no	na
1369	South	California	Blvd	1900s	Two Flat	Classical Revival			c	yes	nc
1371	South	California	Blvd	1910s	Multiple	Tudor Revival			c	yes	c
1401	South	California	Blvd	1930s	Hospital	Art Deco			c	no	na
1501-1525	South	California	Blvd	1912	Hospital	Beaux Arts	Maomonides Hospital		c	no	na
1607-1603	South	California	Blvd	1900s	Townhouse	Craftsman			c	no	na
1611	South	California	Blvd	1880s	Three Flat	Queen Anne			c	no	na
1615	South	California	Blvd	1900s	Three Flat	Classical Revival			c	yes	c
1617	South	California	Blvd	1890s	Three Flat	Richardsonian Romanesque			c	yes	nc
1619	South	California	Blvd	1910s	Two Flat	Craftsman			c	no	na
1621	South	California	Blvd	1910s	Two Flat	Craftsman			c	yes	nc
1625	South	California	Blvd	1880s	SF House	Cottage			c	no	na
1627	South	California	Blvd	1870s	Two Flat	Italianate			c	yes	nc
1629	South	California	Blvd	1888	SF House	Cottage	The F. Tesa House		c	yes	c
1631	South	California	Blvd	1880s	Four Flat	Richardsonian Romanesque			c	yes	nc
1639	South	California	Blvd	1900s	Multiple				nc	no	na
1641	South	California	Blvd	1880s	Three Flat	Gable Front			c	no	na
1645-1647	South	California	Blvd	1910s	Multiple	Tudor Revival			c	no	na
1649	South	California	Blvd	1880s	SF House	Queen Anne			c	no	na
1809	South	California	Ave	1900s	Two Flat	Classical Revival			c	yes	c
1811	South	California	Ave	1900s	Three Flat	Classical Revival			c	yes	nc
1817	South	California	Ave	1880s	Two Flat	Tudor Revival			c	yes	nc
1819	South	California	Ave	1880s	Two Flat	Second Empire			c	yes	c
1821	South	California	Ave	1910s	Two Flat	Craftsman			c	yes	nc

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St. #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Architect	Prim. Struct. C/ NC	Sec. Struct.	Sec. Struct C/ NC/ NA
1825	South	California	Ave	1900s	Three Flat	Tudor Revival			c	yes	nc
1829	South	California	Ave	1900s	Two Flat	Tudor Revival			c	yes	nc
1831	South	California	Ave	1890s	Two Flat	Tudor Revival			c	yes	nc
1837	South	California	Ave	1910s	SF House	Gable Front			c	yes	nc
1839	South	California	Ave	1890s	Two Flat	Tudor Revival			c	yes	nc
1841	South	California	Ave	1890s	Two Flat	Tudor Revival			c	yes	nc
1843	South	California	Ave	1900s	Two Flat	Tudor Revival			c	yes	nc
1851	South	California	Ave	1890s	Two Flat	Tudor Revival			c	yes	nc
1855	South	California	Ave	1890s	Two Flat	Tudor Revival			c	yes	c
1857	South	California	Ave	1900s	Three Flat	No Style			c	yes	nc
2347-2349	South	California	Blvd	1920s	Multiple Use	Classical Revival			c	yes	nc
2401	South	California	Blvd	1920s	Bungalow	Craftsman			c	yes	c
2405	South	California	Blvd	1910s	Two Flat	Craftsman			c	yes	nc
2409	South	California	Blvd	1910s	Two Flat	Craftsman			c	yes	nc
2411	South	California	Blvd	1910s	Two Flat	Tudor Revival			c	yes	nc
2413	South	California	Blvd	1910s	SF House	Craftsman			c	yes	nc
2415	South	California	Blvd	1910s	SF House	Craftsman			c	yes	nc
2419	South	California	Blvd	1900s	SF House	Cottage			c	yes	nc
2421	South	California	Blvd	1910s	SF House	Craftsman			c	yes	nc
2425	South	California	Blvd	1920s	Bungalow	Craftsman			c	yes	c
2434	South	California	Ave	1910s	Two Flat	Craftsman			c	yes	nc
2435	South	California	Blvd	1910s	Three Flat	Craftsman			c	yes	c
2437	South	California	Blvd	1920s	Three Flat	Classical Revival			c	no	na
2438	South	California	Ave	1900s	Two Flat	Gable Front			c	no	na
2440	South	California	Ave	1910s	SF House	Craftsman			c	yes	nc
2441	South	California	Blvd	1910s	Two Flat	Craftsman			c	yes	c
2442	South	California	Ave	1910s	SF House	Craftsman			c	yes	nc
2445	South	California	Blvd	1910s	Two Flat	Craftsman			c	yes	nc
2446	South	California	Ave	1880s	Two Flat	Cottage			c	no	na
2448	South	California	Ave	1900s	Two Flat	Classical Revival			c	yes	c
2449	South	California	Blvd	1910s	Two Flat	Craftsman			c	yes	c
2450	South	California	Ave	1900s	Multiple Use	Richardsonian Romanesque			c	yes	nc
2451	South	California	Blvd	1900s	Two Flat	Classical Revival			c	no	na
2452	South	California	Ave	1900s	Two Flat	Gable Front			c	no	na

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2454	South	California	Ave	1880s	Multiple Use	Queen Anne			c	yes	nc
2458	South	California	Ave	1920s	Other				nc	yes	nc
2504	South	California	Ave	1900s	Two Flat	Classical Revival			c	yes	nc
2506	South	California	Ave	1900s	SF House	Cottage			c	yes	nc
2510	South	California	Ave	1910s	SF House	Craftsman			c	yes	nc
2514	South	California	Ave	1910s	SF House	Craftsman			c	yes	c
2516	South	California	Ave	1910s	Three Flat	Craftsman			c	yes	c
2518	South	California	Ave	1900s	Three Flat	Richardsonian Romanesque			c	yes	nc
2520	South	California	Ave	1900s	Three Flat	Classical Revival			c	no	na
2524	South	California	Ave	1910s	Multiple Use	Craftsman			c	yes	c
2532	South	California	Ave	1980s	Other				nc	no	na
2536	South	California	Ave	1920s	Three Flat	Tudor Revival			c	yes	nc
2538	South	California	Ave	1910s	Two Flat	Tudor Revival			c	yes	c
2600-2648	South	California	Ave	1927	Other	Classical Revival	Cook County Criminal Court House	Hall, Eric E., Lawrence & Ratcliffe	c	no	na
2650-2774	South	California	Ave	1980s	Other				nc	no	na
3000-3026	South	California	Ave	1914	Hospital	Classical Revival	Municipal Contagious Diseases Hospital	Kallal, Charles W.	c	no	na
5600	South	Campbell	Ave	1900s	SF House	Gable Front			c	yes	nc
301-5	North	Central Park	Ave	1910s	Courtyard	Classical Revival			c	no	na
309	North	Central Park	Ave	1900s	Three Flat	Classical Revival			c	yes	nc
311	North	Central Park	Ave	1900s	Three Flat	Classical Revival			c	yes	nc
313	North	Central Park	Ave	1900s	Three Flat	Classical Revival			c	no	na
317	North	Central Park	Ave	1900s	Three Flat	Classical Revival			c	yes	nc
321	North	Central Park	Ave	1900s	Three Flat	Classical Revival			c	no	na
325	North	Central Park	Ave	1880s	Two Flat	Queen Anne			c	no	na
327	North	Central Park	Ave	1880s	Two Flat	Classical Revival			c	no	na

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St. #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Architect	Prim. Struct. C/ NC	Sec. Struct.	Sec. Struct C/ NC/ NA
331	North	Central Park	Ave	1900s	Three Flat	Classical Revival			c	yes	nc
339	North	Central Park	Ave	1900s	Two Flat	Richardsonian Romanesque			c	yes	nc
401	North	Central Park	Ave	1910s	Multiple Use	Craftsman			c	no	na
405	North	Central Park	Ave	1920s	Other	Craftsman			c	no	na
415-421	North	Central Park	Ave	1910s	Two Flat	Craftsman			c	yes	c
422	North	Central Park	Ave	1900s	Two Flat	Richardsonian Romanesque			c	yes	c
424	North	Central Park	Ave	1900s	Two Flat	Richardsonian Romanesque			c	yes	nc
427	North	Central Park	Ave	1900s	SF House				nc	no	na
429-431	North	Central Park	Ave	1910s	Three Flat	Tudor Revival			c	no	na
432	North	Central Park	Ave	1900s	Foursquare	No Style			c	no	na
434	North	Central Park	Ave	1900s	Foursquare	No Style			c	no	na
439	North	Central Park	Ave	1880s	Two Flat	Queen Anne			c	yes	c
441	North	Central Park	Ave	1910s	SF House	Craftsman			c	no	na
115-119	South	Central Park	Blvd	1929	School	Tudor Revival	Providence St Mel School	Morrison & Wallas	c	no	na
201	South	Central Park	Blvd	1970s	SF House				nc	yes	nc
209	South	Central Park	Blvd	1890s	Two Flat	Richardsonian Romanesque			c	yes	nc
213	South	Central Park	Blvd	1900s	Foursquare	Craftsman			c	yes	nc
215-219	South	Central Park	Blvd	1920s	Courtyard	Craftsman			c	no	na
305-311	South	Central Park	Ave	1920s	Multiple	Tudor Revival			c	no	na
327-329	South	Central Park	Ave	1900s	Six Flat	Classical Revival	The Oyama		c	no	na
1335-1337	South	Central Park	Ave	1910s	Multiple	Classical Revival			c	no	na
2874-2878	West	Cermak	Rd	1920s	Multiple Use	Classical Revival			c	no	na
2880	West	Cermak	Rd	1950s	Other				nc	no	na
2869-2881	West	Cermak	Rd	1917	Multiple Use	Beaux Arts	Apollo Theatre	Levy, Alexander L.	c	no	na
2908	West	Cermak	Rd	1910s	Other	No Style			c	no	na
2900-2908	West	Cermak	Rd	1990s	Other				nc	no	na
2950	West	Chicago	Ave	1920s	Factory/ Warehouse	Tudor Revival			c	no	na

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3028-3030	West	Chicago	Ave	1910s	Factory/ Warehouse	Craftsman			c	no	na
5419	South	Claremont	Ave	1950s	Multiple				nc	no	na
5421	South	Claremont	Ave	1900s	SF House	Gambrel Front			c	yes	c
5425	South	Claremont	Ave	1900s	Foursquare	Craftsman			c	yes	nc
5433	South	Claremont	Ave	1990s	Multiple				nc	no	na
5439	South	Claremont	Ave	1950s	Bungalow				nc	no	na
5441	South	Claremont	Ave	1900s	SF House	Gambrel Front			c	yes	nc
5515	South	Claremont	Ave	1950s	SF House				nc	no	na
5523	South	Claremont	Ave	1910s	Three Flat	Tudor Revival			c	no	na
5525	South	Claremont	Ave	1990s	Multiple				nc	no	na
5529	South	Claremont	Ave	1940	SF House	Tudor Revival	The John Stech House	Sammons, W.E.	c	no	na
5533	South	Claremont	Ave	1910s	Two Flat	Classical Revival			c	yes	nc
5147-5155	South	Cottage Grove	Ave	1905	Factory/ Warehouse	Classical Revival	Washington Park Fireproof Warehouse	Robinson, Argyle E.	c	no	na
5355-5361	South	Cottage Grove	Ave	1920s	Multiple	Craftsman			c	no	na
5401-5407	South	Cottage Grove	Ave	1910s	Multiple	Craftsman			c	no	na
5611-5625	South	Cottage Grove	Ave	1910s	Courtyard	Craftsman			c	no	na
5629-5639	South	Cottage Grove	Ave	1910s	Courtyard	Craftsman			c	no	na
3658	South	Damen	Ave	1910s	Bungalow	Craftsman			c	yes	c
3703-3705	South	Damen	Ave	1910s	Multiple	Craftsman			c	yes	nc
3707	South	Damen	Ave	1910s	Two Flat	Classical Revival			c	yes	nc
3709	South	Damen	Ave	1910s	Two Flat	Classical Revival			c	yes	nc
3711	South	Damen	Ave	2000s	Three Flat				nc	yes	nc
3715	South	Damen	Ave	1910s	Two Flat	Classical Revival			c	yes	nc
3719	South	Damen	Ave	1910s	Two Flat	Gable Front			c	yes	c
3721	South	Damen	Ave	1910s	Two Flat	Gable Front			c	yes	c
3723	South	Damen	Ave	1910s	Two Flat	Classical Revival			c	yes	c

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St. #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Architect	Prim. Struct. C/ NC	Sec. Struct.	Sec. Struct C/ NC/ NA
3727	South	Damen	Ave	1910s	Two Flat	Classical Revival			c	yes	nc
3729	South	Damen	Ave	1910s	Two Flat	Tudor Revival			c	yes	c
3731	South	Damen	Ave	1910s	Two Flat	Gable Front			c	yes	c
3735	South	Damen	Ave	1910s	Two Flat	Gable Front			c	yes	nc
3737	South	Damen	Ave	1910s	Two Flat	Craftsman			c	yes	nc
3741	South	Damen	Ave	1910s	Two Flat	Classical Revival			c	yes	nc
3743	South	Damen	Ave	1910s	Three Flat	Craftsman			c	no	na
3747	South	Damen	Ave	1910s	Two Flat	Classical Revival			c	yes	nc
3749	South	Damen	Ave	1890s	SF House	Queen Anne			c	yes	nc
3757-3759	South	Damen	Ave	1880s	SF House	Italianate			c	yes	nc
3801	South	Damen	Ave	1920s	Multiple	Craftsman			c	no	na
3805	South	Damen	Ave	1920s	Two Flat	Craftsman			c	yes	nc
3809	South	Damen	Ave	1910s	Two Flat	Craftsman			c	yes	nc
3811	South	Damen	Ave	1910s	Two Flat	Craftsman			c	no	na
3815	South	Damen	Ave	1910s	Two Flat	Craftsman			c	yes	nc
3817	South	Damen	Ave	1910s	Two Flat	Craftsman			c	yes	nc
3821	South	Damen	Ave	1910s	Two Flat	Craftsman			c	yes	nc
3825	South	Damen	Ave	1910s	Two Flat	Craftsman			c	yes	nc
3827	South	Damen	Ave	1910s	Two Flat	Craftsman			c	yes	c
3829	South	Damen	Ave	1910s	Two Flat	Tudor Revival			c	no	na
3831-3833	South	Damen	Ave	1910s	Two Flat	Craftsman			c	yes	nc
3835	South	Damen	Ave	1910s	Two Flat	Craftsman			c	yes	nc
3839	South	Damen	Ave	1910s	Two Flat	Craftsman			c	yes	nc
3841	South	Damen	Ave	1910s	SF House	Tudor Revival			c	yes	nc
3845	South	Damen	Ave	1910s	Two Flat	Craftsman			c	yes	nc
5500-5510	South	Damen	Ave	1950s	Other				nc	no	na
2815-2823	West	Division	St	1910s	Multiple Use	Tudor Revival			c	no	na
2823	West	Division	St	1900s	Other	Craftsman			c	no	na
2825-2827	West	Division	St	1890s	Multiple Use	Queen Anne			c	yes	nc
2839	West	Division	St	1890s	Three Flat	Queen Anne			c	yes	c
2845	West	Division	St	1910s	Three Flat	Classical Revival			c	yes	nc

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2849	West	Division	St	1900s	Three Flat	Classical Revival			c	yes	nc
2851	West	Division	St	1910s	Two Flat	Classical Revival			c	no	na
2903	West	Division	St	1910s	Three Flat	Tudor Revival			c	yes	c
2907	West	Division	St	1900s	Three Flat	Classical Revival			c	yes	c
3100-3106	West	Douglas	Blvd	1920s	Multiple	Classical Revival			c	no	na
3112	West	Douglas	Blvd	1920s	Four Flat	Tudor Revival			c	no	na
3116	West	Douglas	Blvd	1920s	Four Flat	Tudor Revival			c	no	na
3118	West	Douglas	Blvd	1920s	Four Flat	Tudor Revival			c	no	na
3121	West	Douglas	Blvd	1900s	Two Flat	Classical Revival			c	no	na
3122-3124	West	Douglas	Blvd	1920s	Eight Flat	Tudor Revival	The Allen		c	no	na
3126	West	Douglas	Blvd	1910s	Two Flat	No Style			c	no	na
3123-3127	West	Douglas	Blvd	1912	Courtyard	Craftsman		Patelsky, E.J.	c	no	na
3131	West	Douglas	Blvd	1900s	Three Flat	Classical Revival			c	yes	nc
3135	West	Douglas	Blvd	1890s	SF House	French Renaissance Revival			c	no	na
3136	West	Douglas	Blvd	1908	Two Flat	Classical Revival	The M. Meyeroritz House	Sterton, T	c	no	na
3137	West	Douglas	Blvd	1890s	Two Flat	Richardsonian Romanesque			c	yes	c
3140	West	Douglas	Blvd	1909	Two Flat	Beaux Arts	The Anna Karlstein House	Niles, J.P.	c	no	na
3141	West	Douglas	Blvd	1890s	Two Flat	Richardsonian Romanesque			c	no	na
3143	West	Douglas	Blvd	1920	Four Flat	Classical Revival	St. Agatha Church Convent		c	no	na
3147	West	Douglas	Blvd	1897	Church	Richardsonian Romanesque	St Agatha Roman Catholic Rectory Catholic Bishop of Chicago	Baker, J.	c	no	na
3206	West	Douglas	Blvd	1910s	Courtyard	Craftsman			c	no	na
3209	West	Douglas	Blvd	1900s	Two Flat	Classical Revival			c	no	na

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3211	West	Douglas	Blvd	1910s	Two Flat	Classical Revival			c	no	na
3215	West	Douglas	Blvd	1900s	Three Flat	Classical Revival			c	no	na
3216	West	Douglas	Blvd	1910s	Three Flat	No Style			c	no	na
3219-3221	West	Douglas	Blvd	1910s	Six Flat	Second Empire			c	no	na
3220	West	Douglas	Blvd	1900s	Two Flat	Classical Revival			c	no	na
3222	West	Douglas	Blvd	1900s	Two Flat	Classical Revival			c	no	na
3223	West	Douglas	Blvd	1900s	Multiple	Classical Revival			c	no	na
3224	West	Douglas	Blvd	1890s	Two Flat	Richardsonian Romanesque			c	yes	nc
3234-3236	West	Douglas	Blvd	1910s	Multiple	Craftsman			c	no	na
3235	West	Douglas	Blvd	1890s	Two Flat	Richardsonian Romanesque			c	no	na
3237	West	Douglas	Blvd	1890s	Two Flat	Richardsonian Romanesque			c	no	na
3238	West	Douglas	Blvd	1890s	SF House	Tudor Revival			c	no	na
3239	West	Douglas	Blvd	1920s	Multiple	Tudor Revival			c	no	na
3240-3242	West	Douglas	Blvd	1896	SF House	Queen Anne	The Frank Jajicrk House	Layer F.C. & Bro.	c	no	na
3243	West	Douglas	Blvd	1900s	Two Flat	Classical Revival			c	yes	c
3244	West	Douglas	Blvd	1899	SF House	Richardsonian Romanesque	The Joseph Hlavorec House		c	no	na
3248	West	Douglas	Blvd	1898	Two Flat	Beaux Arts	The A. Keener House		c	no	na
3250	West	Douglas	Blvd	1890s	Two Flat	Richardsonian Romanesque			c	no	na
3252	West	Douglas	Blvd	1910s	Two Flat	Craftsman			c	no	na
3300	West	Douglas	Blvd	1900s	Two Flat	Classical Revival			c	no	na
3301	West	Douglas	Blvd	1902	Two Flat	Classical Revival	The W. Charles Tegbimeyer House	Davies & Stewacker	c	yes	c
3306-3312	West	Douglas	Blvd	1960s	Townhouse				nc	no	na
3313	West	Douglas	Blvd	1930s	Synagogue	Art Deco	Congregation Mishne Ugmorah	Pleavitt, Clarence	c	no	na

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3315	West	Douglas	Blvd	1902	Two Flat	Richardsonian Romanesque	The B. J. Lavin House		c	no	na
3323-3325	West	Douglas	Blvd	1920s	Multiple	Classical Revival			c	no	na
3324-3326	West	Douglas	Blvd	1910s	Multiple	Craftsman			c	no	na
3334-3336	West	Douglas	Blvd	1910s	Multiple	Classical Revival			c	no	na
3338	West	Douglas	Blvd	1900s	Two Flat	Classical Revival			c	no	na
3339	West	Douglas	Blvd	1920s	Three Flat	Classical Revival			c	no	na
3340	West	Douglas	Blvd	1890s	Two Flat	Richardsonian Romanesque			c	yes	nc
3341	West	Douglas	Blvd	1907	Two Flat	Tudor Revival	The A. S. Powell House		c	no	na
3342-3344	West	Douglas	Blvd	1920s	Three Flat	Classical Revival			c	yes	c
3343-3345	West	Douglas	Blvd	1898	Three Flat	Richardsonian Romanesque	The Mrs. G. Lyon House	Laugfeldt & Horm	c	yes	c
3346	West	Douglas	Blvd	1910s	Three Flat	Tudor Revival			c	no	na
3347	West	Douglas	Blvd	1910s	Two Flat	Craftsman			c	no	na
3348	West	Douglas	Blvd	1910s	Two Flat	No Style			c	no	na
3350	West	Douglas	Blvd	1910s	SF House	Colonial Revival			c	yes	c
3352-3354	West	Douglas	Blvd	1920s	Multiple	Gothic Revival			c	no	na
3355	West	Douglas	Blvd	1900s	Two Flat	Classical Revival			c	yes	nc
3356	West	Douglas	Blvd	1890s	Two Flat	Richardsonian Romanesque			c	no	na
3400	West	Douglas	Blvd	1910s	Courtyard	Tudor Revival			c	no	na
3410-3418	West	Douglas	Blvd	1910s	Courtyard	Classical Revival			c	no	na
3411-3419	West	Douglas	Blvd	1913	Synagogue	Classical Revival	Anshe Kanesses Israel Synagogue	Aroner & Somers	c	no	na
3422-3428	West	Douglas	Blvd	1910s	Courtyard	Craftsman			c	no	na
3423-3425	West	Douglas	Blvd	1910s	Multiple	Classical Revival			c	no	na
3437-3441	West	Douglas	Blvd	1900s	Two Flat	Classical Revival			c	no	na

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3445	West	Douglas	Blvd	1900s	Two Flat	Beaux Arts			c	no	na
3447	West	Douglas	Blvd	1950s	Church				nc	no	na
3500-3516	West	Douglas	Blvd	1926	School	Moorish Revival	Jewish People's Institute	Klaber & Grunsfeld	c	no	na
3501-3503	West	Douglas	Blvd	1920s	Multiple	Craftsman			c	No	na
3507-3509	West	Douglas	Blvd	1910s	Six Flat	Craftsman			c	No	na
3511	West	Douglas	Blvd	1890s	Two Flat	Classical Revival			c	No	na
3521	West	Douglas	Blvd	1910s	Three Flat	Tudor Revival			c	no	na
3523-3525	West	Douglas	Blvd	1920s	Multiple	Craftsman			c	no	na
3528	West	Douglas	Blvd	1910s	Three Flat	Craftsman			c	no	na
3540	West	Douglas	Blvd	1910s	Three Flat	Tudor Revival			c	no	na
3544	West	Douglas	Blvd	1920s	Three Flat	Craftsman			c	no	na
3546	West	Douglas	Blvd	1910s	Three Flat	Craftsman			c	no	na
3548	West	Douglas	Blvd	1900s	SF House	Classical Revival			c	no	na
3549	West	Douglas	Blvd	1900s	Three Flat	Classical Revival			c	no	na
3550	West	Douglas	Blvd	1910s	Three Flat	Craftsman			c	no	na
3551	West	Douglas	Blvd	1890s	Two Flat	Classical Revival			c	no	na
3553	West	Douglas	Blvd	1900s	Two Flat	Classical Revival			c	no	na
3556	West	Douglas	Blvd	1900s	Three Flat	Classical Revival			c	no	na
3557-3559	West	Douglas	Blvd	1910s	Multiple	Craftsman			c	no	na
3600	West	Douglas	Blvd	1910s	Multiple	Classical Revival			c	no	na
3606	West	Douglas	Blvd	1900s	Six Flat	Classical Revival			c	no	na
3608	West	Douglas	Blvd	1910s	Three Flat	Craftsman			c	no	na
3616-3618	West	Douglas	Blvd	1910s	Three Flat	Craftsman			c	no	na

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3620-3624	West	Douglas	Blvd	1926	Synagogue	Moorish Revival	Congregation Anshe Roumania Synagogue/ Shaari Shomayim (First Romanian Hebrew Synagogue)	Cohn, J.W. & Co.	c	no	na
3636-3634	West	Douglas	Blvd	1910s	Multiple	Craftsman			c	no	na
3638	West	Douglas	Blvd	1910s	Three Flat	Craftsman			c	no	na
3639	West	Douglas	Blvd	1900s	Two Flat	Richardsonian Romanesque			c	no	na
3641	West	Douglas	Blvd	1910s	Two Flat	Tudor Revival			c	no	na
3642-3644	West	Douglas	Blvd	1920s	Six Flat	No Style			c	no	na
3643	West	Douglas	Blvd	1900s	Two Flat	Classical Revival			c	yes	c
3646	West	Douglas	Blvd	1910s	Multiple	Craftsman			c	no	na
3645-3647	West	Douglas	Blvd	1910s	Multiple	Tudor Revival			c	no	na
3650-3654	West	Douglas	Blvd	1920s	Multiple	Gothic Revival			c	no	na
3653	West	Douglas	Blvd	1980s	Multiple				nc	no	na
3656-3658	West	Douglas	Blvd	1910s	Multiple	Craftsman			c	no	na
3657	West	Douglas	Blvd	1990s	Multiple				nc	no	na
3700-3706	West	Douglas	Blvd	1910s	Multiple	Craftsman			c	no	na
3701-3725	West	Douglas	Blvd	1915	School	Classical Revival	Theodore Herzl Public School	Hussander, Arthur F.	c	no	na
3710	West	Douglas	Blvd	1901	SF House	Beaux Arts	The Mark Soloman House		c	no	na
3712-3716	West	Douglas	Blvd	1916	Four Flat	Craftsman	The J. Lieberman Hosue	Hirnmelblau, Albert L.	c	no	na
3726-3730	West	Douglas	Blvd	1910s	Multiple	No Style	Fountain View Apartments		c	no	na
3745	West	Douglas	Blvd	1910s	Eight Flat	Craftsman			c	no	na
3755-3757	West	Douglas	Blvd	1915	Synagogue	Classical Revival	Kehilath Jacob Congregation	Himmelblau, Albert I.	c	no	na
3501-3511	South	Dr. M. L. King Jr.	Dr	1921	Other	Craftsman	Liberty Life Supreme Life Insurance Building	Anis, Albert	c	no	na

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3515	South	Dr. M. L. King Jr.	Dr	1890s	Townhouse	Classical Revival			c	no	na
3517	South	Dr. M. L. King Jr.	Dr	1890s	Townhouse	Classical Revival			c	no	na
3520	South	Dr. M. L. King Jr.	Dr	1907	Six Flat	Tudor Revival		Sandegren, Andrew	c	no	na
3521	South	Dr. M. L. King Jr.	Dr	1890s	Townhouse	Classical Revival			c	no	na
3523	South	Dr. M. L. King Jr.	Dr	1890s	Townhouse	Classical Revival			c	no	na
3524-3526	South	Dr. M. L. King Jr.	Dr	1907	Six Flat	Tudor Revival		Sandegren, Andrew	c	no	na
3525	South	Dr. M. L. King Jr.	Dr	1870s	Three Flat	Italianate			c	no	na
3527-3529	South	Dr. M. L. King Jr.	Dr	1990s	Other				nc	no	na
3530-3532	South	Dr. M. L. King Jr.	Dr	1910s	Six Flat	Classical Revival			c	no	na
3531-3533	South	Dr. M. L. King Jr.	Dr	1911	Six Flat	Craftsman			c	no	na
3537	South	Dr. M. L. King Jr.	Dr	1887	Townhouse	Richardsonian Romanesque		Burham, Andrews & Cooper-Developers	c	no	na
3538-3540	South	Dr. M. L. King Jr.	Dr	1914	Multiple	Craftsman		Jobson, C.F.	c	no	na
3539	South	Dr. M. L. King Jr.	Dr	1887	Townhouse	Richardsonian Romanesque		Burham, Andrews & Cooper-Developers	c	yes	c
3541	South	Dr. M. L. King Jr.	Dr	1887	Townhouse	Richardsonian Romanesque		Burham, Andrews & Cooper-Developers	c	no	na
3543	South	Dr. M. L. King Jr.	Dr	1887	Townhouse	Richardsonian Romanesque		Burham, Andrews & Cooper-Developers	c	no	na
3544-3546	South	Dr. M. L. King Jr.	Dr	1910	Six Flat	Tudor Revival			c	no	na

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3545	South	Dr. M. L. King Jr.	Dr	1887	Townhouse	Richardsonian Romanesque		Burham, Andrews & Cooper-Developers	c	no	na
3547	South	Dr. M. L. King Jr.	Dr	1870s	Two Flat	Italianate			c	no	na
3549	South	Dr. M. L. King Jr.	Dr	1897	Three Flat	Classical Revival	The M. Salinger House		c	no	na
3550	South	Dr. M. L. King Jr.	Dr	1895	Four Flat	Classical Revival	The I. Jammowan House		c	no	na
3551	South	Dr. M. L. King Jr.	Dr	1870s	Two Flat	Italianate			c	no	na
3553	South	Dr. M. L. King Jr.	Dr	1909	Three Flat	Beaux Arts			c	no	na
3554	South	Dr. M. L. King Jr.	Dr	1920s	Two Flat	No Style			c	yes	nc
3555-3557	South	Dr. M. L. King Jr.	Dr	1908	Six Flat	Craftsman			c	no	na
3556	South	Dr. M. L. King Jr.	Dr	1922	Foursquare	Craftsman	The R. R. Jackson House	Neda, A. M.	c	yes	nc
3558	South	Dr. M. L. King Jr.	Dr	1889	Townhouse	Richardsonian Romanesque	The Albert Mendel House/ James S. Toppan House	Wilson Marble & Lamson	c	yes	nc
3560	South	Dr. M. L. King Jr.	Dr	1889	Townhouse	Richardsonian Romanesque	The Albert Mendel House/ James S. Toppan House	Wilson Marble & Lamson	c	yes	c
3561	South	Dr. M. L. King Jr.	Dr	1908	Three Flat	Tudor Revival			c	no	na
3562	South	Dr. M. L. King Jr.	Dr	1888	Townhouse	Richardsonian Romanesque	The Edward Mendel House/ J. F. Finerty House	Wilson Marble & Lamson	c	yes	nc
3564	South	Dr. M. L. King Jr.	Dr	1888	Townhouse	Richardsonian Romanesque	The Edward Mendel House/ J. F. Finerty House	Wilson Marble & Lamson	c	yes	nc
3565	South	Dr. M. L. King Jr.	Dr	2000s	Four Flat				nc	no	na
3568	South	Dr. M. L. King Jr.	Dr	1888	SF House	Queen Anne	The John F. Whiting House	Wing, Thomas W.	c	yes	nc
3602	South	Dr. M. L. King Jr.	Dr	1880s	SF House	Richardsonian Romanesque			c	yes	nc
3603-3609	South	Dr. M. L. King Jr.	Dr	1910	Courtyard	Craftsman			c	no	na

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3604	South	Dr. M. L. King Jr.	Dr	1889	SF House	Richardsonian Romanesque	The Gwynne Garnett House		c	yes	nc
3608	South	Dr. M. L. King Jr.	Dr	1889	SF House	Richardsonian Romanesque	The John J. Hill House	Johnson, E Clark	c	yes	nc
3612	South	Dr. M. L. King Jr.	Dr	1890	SF House	Richardsonian Romanesque			c	yes	nc
3614	South	Dr. M. L. King Jr.	Dr	1888	SF House	Richardsonian Romanesque	The John Tait House/ Martin Roche Residence	Holabird & Roch	c	yes	nc
3616	South	Dr. M. L. King Jr.	Dr	1886	SF House	Gothic Revival	The John McComick House/ E. Levy House	Kauffmann, Charles E	c	yes	nc
3619	South	Dr. M. L. King Jr.	Dr	1895	SF House	Classical Revival	The John Sutcliff House		c	yes	nc
3622	South	Dr. M. L. King Jr.	Dr	1891	SF House	Richardsonian Romanesque	The Adolph Loeb Residence		c	no	na
3624	South	Dr. M. L. King Jr.	Dr	1889-90	SF House	Richardsonian Romanesque	The Ida B. Wells-Barnett House	Thain, Joseph A.	c	no	na
3626	South	Dr. M. L. King Jr.	Dr	1890	SF House	Richardsonian Romanesque	The Herman Hahn Residence		c	yes	nc
3627	South	Dr. M. L. King Jr.	Dr	1890s	SF House	Tudor Revival			c	no	na
3628	South	Dr. M. L. King Jr.	Dr	1889	SF House	Richardsonian Romanesque	The J. S. Gatzert House		c	yes	nc
3629	South	Dr. M. L. King Jr.	Dr	1890s	SF House	Tudor Revival			c	no	na
3630	South	Dr. M. L. King Jr.	Dr	1886	SF House	Queen Anne	The Charles H. Nichols Residence	Rae & Wheelock	c	yes	c
3631	South	Dr. M. L. King Jr.	Dr	1910s	Three Flat				nc	no	na
3632	South	Dr. M. L. King Jr.	Dr	1960s	Multiple				nc	no	na
3633	South	Dr. M. L. King Jr.	Dr	1890s	Three Flat	Queen Anne			c	no	na
3638	South	Dr. M. L. King Jr.	Dr	1880s	SF House	Tudor Revival			c	yes	c
3639	South	Dr. M. L. King Jr.	Dr	1889	SF House	Richardsonian Romanesque		Rae Jr., Robert	c	yes	c
3642	South	Dr. M. L. King Jr.	Dr	1886	SF House	Richardsonian Romanesque	The C. H. Nichols Residence	Rae & Wheelock	c	no	na
3644	South	Dr. M. L. King Jr.	Dr	1890s	SF House	Richardsonian Romanesque			c	yes	nc

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3645	South	Dr. M. L. King Jr.	Dr	1890s	SF House	Richardsonian Romanesque			c	no	na
3646	South	Dr. M. L. King Jr.	Dr	1880s	SF House	Queen Anne			c	yes	nc
3647	South	Dr. M. L. King Jr.	Dr	1889	SF House	Richardsonian Romanesque			c	no	na
3650	South	Dr. M. L. King Jr.	Dr	1880s	SF House	Queen Anne			c	no	na
3651	South	Dr. M. L. King Jr.	Dr	1890s	Townhouse	Richardsonian Romanesque			c	no	na
3653	South	Dr. M. L. King Jr.	Dr	1890s	Townhouse	Richardsonian Romanesque			c	no	na
3655	South	Dr. M. L. King Jr.	Dr	1890s	Townhouse	Richardsonian Romanesque			c	no	na
3656	South	Dr. M. L. King Jr.	Dr	1885	SF House	Queen Anne	The D. Harry Hammer Residence	Clay, William W	c	yes	nc
3657	South	Dr. M. L. King Jr.	Dr	1890s	Townhouse	Richardsonian Romanesque			c	yes	nc
3659	South	Dr. M. L. King Jr.	Dr	1886	Townhouse	Richardsonian Romanesque	The Mrs. Susan Rannery House		c	yes	nc
3700	South	Dr. M. L. King Jr.	Dr	1900s	Courtyard	Classical Revival			c	no	na
3710	South	Dr. M. L. King Jr.	Dr	1900s	Three Flat	Richardsonian Romanesque			c	yes	nc
3712	South	Dr. M. L. King Jr.	Dr	1890s	SF House	Richardsonian Romanesque			c	yes	c
3714	South	Dr. M. L. King Jr.	Dr	1890s	SF House	Richardsonian Romanesque			c	yes	c
3716	South	Dr. M. L. King Jr.	Dr	1890s	SF House	Richardsonian Romanesque			c	yes	c
3718	South	Dr. M. L. King Jr.	Dr	1890s	SF House	Richardsonian Romanesque			c	yes	c
3720-3724	South	Dr. M. L. King Jr.	Dr	1953	Other		South Park Baptist Church	Sailor, Homer G.	nc	no	na
3736	South	Dr. M. L. King Jr.	Dr	1880s	SF House	Richardsonian Romanesque			c	yes	c
3740	South	Dr. M. L. King Jr.	Dr	1890s	SF House	Richardsonian Romanesque			c	yes	nc
3744	South	Dr. M. L. King Jr.	Dr	1880s	SF House	Richardsonian Romanesque			c	no	na
3746-3748	South	Dr. M. L. King Jr.	Dr	1910s	Six Flat	Craftsman			c	yes	c

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St. #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Architect	Prim. Struct. C/ NC	Sec. Struct.	Sec. Struct C/ NC/ NA
3812	South	Dr. M. L. King Jr.	Dr	1900s	Three Flat	Tudor Revival			c	no	na
3814	South	Dr. M. L. King Jr.	Dr	1900s	Three Flat	Classical Revival			c	no	na
3816	South	Dr. M. L. King Jr.	Dr	1904	Three Flat	Classical Revival	The Timothy E. Ryan House	Mooreland, H.D.	c	no	na
3830-3832	South	Dr. M. L. King Jr.	Dr	1900s	Six Flat	Classical Revival	The Carolyn		c	no	na
3836-3838	South	Dr. M. L. King Jr.	Dr	1900s	Six Flat	Classical Revival	The Pearl		c	no	na
3840-3842	South	Dr. M. L. King Jr.	Dr	1904	Six Flat	Classical Revival			c	no	na
3911	South	Dr. M. L. King Jr.	Dr	1891	Townhouse	Richardsonian Romanesque			C	no	na
3913	South	Dr. M. L. King Jr.	Dr	1891	Townhouse	Richardsonian Romanesque			c	no	na
3915	South	Dr. M. L. King Jr.	Dr	1891	Townhouse	Richardsonian Romanesque			c	yes	nc
3928	South	Dr. M. L. King Jr.	Dr	1928	SF House	Classical Revival			c	yes	nc
3930	South	Dr. M. L. King Jr.	Dr	1880s	SF House	Richardsonian Romanesque			c	yes	nc
3932	South	Dr. M. L. King Jr.	Dr	1890s	SF House	Richardsonian Romanesque			c	yes	c
3936	South	Dr. M. L. King Jr.	Dr	1894	SF House	Gothic Revival	The Louis Becker House		c	no	na
3938	South	Dr. M. L. King Jr.	Dr	1900s	SF House	Tudor Revival			c	yes	nc
3942	South	Dr. M. L. King Jr.	Dr	1895	SF House	Tudor Revival			c	no	na
3946	South	Dr. M. L. King Jr.	Dr	1890s	SF House	Richardsonian Romanesque			c	yes	nc
3947	South	Dr. M. L. King Jr.	Dr	1920s	Multiple Use	Classical Revival			c	no	na
4006	South	Dr. M. L. King Jr.	Dr	1900s	Three Flat	Classical Revival			c	yes	nc
4008	South	Dr. M. L. King Jr.	Dr	1900s	Three Flat	Classical Revival			c	yes	nc
4010-4012	South	Dr. M. L. King Jr.	Dr	1910s	Six Flat	Craftsman			c	no	na
4014-4016	South	Dr. M. L. King Jr.	Dr	1900s	Six Flat	Classical Revival		Bishop & Co.	c	no	na

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* - Excluding buildings included in the Logan Boulevard Historic District National Register Nomination

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4018	South	Dr. M. L. King Jr.	Dr	1890s	SF House	Richardsonian Romanesque			c	yes	nc
4020	South	Dr. M. L. King Jr.	Dr	1890s	SF House	Richardsonian Romanesque			c	no	na
4026	South	Dr. M. L. King Jr.	Dr	1900s	Three Flat	Tudor Revival			c	yes	c
4028	South	Dr. M. L. King Jr.	Dr	1900s	Three Flat	Tudor Revival			c	yes	c
4030	South	Dr. M. L. King Jr.	Dr	1890s	SF House	Queen Anne			c	yes	c
4046-4048	South	Dr. M. L. King Jr.	Dr	1909	Six Flat	Classical Revival		Doerr & Doerr	c	no	na
4050	South	Dr. M. L. King Jr.	Dr	1880s	SF House	Richardsonian Romanesque			c	no	na
4052	South	Dr. M. L. King Jr.	Dr	1880s	SF House	Richardsonian Romanesque			c	yes	nc
4054	South	Dr. M. L. King Jr.	Dr	1880s	SF House	Richardsonian Romanesque			c	yes	nc
4056	South	Dr. M. L. King Jr.	Dr	1880s	SF House	Richardsonian Romanesque			c	yes	nc
4058	South	Dr. M. L. King Jr.	Dr	1880s	Three Flat	Richardsonian Romanesque			c	yes	c
4100	South	Dr. M. L. King Jr.	Dr	1881	Church	Richardsonian Romanesque	Fourty-First Presbyterian Church	Long, John T.	c	yes	c
4108	South	Dr. M. L. King Jr.	Dr	1890s	SF House	Queen Anne			c	no	na
4112	South	Dr. M. L. King Jr.	Dr	1890s	SF House	Queen Anne			c	no	na
4114-4116	South	Dr. M. L. King Jr.	Dr	1890s	SF House	Richardsonian Romanesque			c	no	na
4118	South	Dr. M. L. King Jr.	Dr	1890s	SF House	Richardsonian Romanesque			c	no	na
4120	South	Dr. M. L. King Jr.	Dr	1890s	Three Flat	Richardsonian Romanesque		Thomas & Rapp	c	yes	nc
4124	South	Dr. M. L. King Jr.	Dr	1890s	Three Flat	Queen Anne			c	no	na
4130	South	Dr. M. L. King Jr.	Dr	1895	SF House	Queen Anne			c	yes	c
4142-4144	South	Dr. M. L. King Jr.	Dr	1906	Six Flat	Tudor Revival	The Brooks		c	no	na
4148	South	Dr. M. L. King Jr.	Dr	1910s	Three Flat	Richardsonian Romanesque			c	no	na

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4201	South	Dr. M. L. King Jr.	Dr	1890s	SF House	Richardsonian Romanesque			c	yes	c
4203	South	Dr. M. L. King Jr.	Dr	1890s	SF House	Richardsonian Romanesque			c	yes	nc
4210-4214	South	Dr. M. L. King Jr.	Dr	1910s	Multiple	Classical Revival			c	no	na
4213-4215	South	Dr. M. L. King Jr.	Dr	1910s	Six Flat	Craftsman			c	no	na
4217-4219	South	Dr. M. L. King Jr.	Dr	1914	SF House	Classical Revival	The F. Lichtenstein House	Kohlfeldt, N.	c	no	na
4218-4220	South	Dr. M. L. King Jr.	Dr	2000s	Six Flat				nc	no	na
4222-4224	South	Dr. M. L. King Jr.	Dr	2000s	Six Flat				nc	no	na
4223	South	Dr. M. L. King Jr.	Dr	1896	SF House	Tudor Revival	The F. A. Hibbard House	Hibbard, F.A.	c	no	na
4230-4232	South	Dr. M. L. King Jr.	Dr	1903	Four Flat	Classical Revival	The Simeon Lederer House		c	yes	c
4235	South	Dr. M. L. King Jr.	Dr	1907	SF House	Richardsonian Romanesque			c	no	na
4237	South	Dr. M. L. King Jr.	Dr	1907	SF House	Richardsonian Romanesque			c	yes	nc
4239	South	Dr. M. L. King Jr.	Dr	1907	SF House	Richardsonian Romanesque			c	no	na
4240-4242	South	Dr. M. L. King Jr.	Dr	1910s	Six Flat	Craftsman			c	no	na
4241	South	Dr. M. L. King Jr.	Dr	1907	SF House	Richardsonian Romanesque	The A. Shane House	Shane, A.	c	yes	c
4243	South	Dr. M. L. King Jr.	Dr	1907	SF House	Richardsonian Romanesque			c	yes	nc
4245	South	Dr. M. L. King Jr.	Dr	1890s	SF House	Richardsonian Romanesque			c	yes	c
4246	South	Dr. M. L. King Jr.	Dr	1910s	Other	Craftsman			c	no	na
4248-4252	South	Dr. M. L. King Jr.	Dr	1910s	Other	Craftsman			c	no	na
4257-4259	South	Dr. M. L. King Jr.	Dr	1893	Multiple	Richardsonian Romanesque	Belmonte Flats	Patton & Fisher	c	no	na
4309-4301	South	Dr. M. L. King Jr.	Dr	1920s	Other	Sullivanesque			c	no	na
4310-4312	South	Dr. M. L. King Jr.	Dr	1905	Six Flat	Tudor Revival		Newhouse, Henry L.	c	no	na

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4313-4315	South	Dr. M. L. King Jr.	Dr	1910s	Six Flat	Craftsman			c	yes	c
4314-4316	South	Dr. M. L. King Jr.	Dr	1913	Eight Flat	Tudor Revival		Pruyn, Jr. William H.	c	no	na
4318-4320	South	Dr. M. L. King Jr.	Dr	1909	Six Flat	Classical Revival		Pruyn, Jr. William H.	c	no	na
4321	South	Dr. M. L. King Jr.	Dr	1910s	SF House	Beaux Arts		Mayo, Ernest A.	c	yes	c
4325-4327	South	Dr. M. L. King Jr.	Dr	1902	Six Flat	Classical Revival		Bishop & Co.	c	no	na
4326-4328	South	Dr. M. L. King Jr.	Dr	1912	Six Flat	Tudor Revival		Behel, Vernon W.	c	no	na
4329	South	Dr. M. L. King Jr.	Dr	1900s	Three Flat	Classical Revival		Bishop & Co.	c	no	na
4330-4332	South	Dr. M. L. King Jr.	Dr	1897	Three Flat	Richardsonian Romanesque	The O. E. Anderson House	Anderson, O. E	c	yes	c
4331-4333	South	Dr. M. L. King Jr.	Dr	1900s	Six Flat	Tudor Revival			c	no	na
4337	South	Dr. M. L. King Jr.	Dr	1890s	SF House	Richardsonian Romanesque			c	yes	nc
4338	South	Dr. M. L. King Jr.	Dr	1990s	Three Flat				nc	no	na
4339	South	Dr. M. L. King Jr.	Dr	1890s	SF House	Richardsonian Romanesque			c	yes	nc
4340	South	Dr. M. L. King Jr.	Dr	1894	SF House	Richardsonian Romanesque			c	yes	nc
4341	South	Dr. M. L. King Jr.	Dr	1890s	SF House	Richardsonian Romanesque			c	yes	nc
4342	South	Dr. M. L. King Jr.	Dr	2000s	Three Flat				nc	no	na
4343	South	Dr. M. L. King Jr.	Dr	1890s	SF House	Richardsonian Romanesque			c	yes	c
4344	South	Dr. M. L. King Jr.	Dr	1898	SF House	Gothic Revival			c	yes	c
4345	South	Dr. M. L. King Jr.	Dr	1890s	SF House	Richardsonian Romanesque			c	yes	nc
4347	South	Dr. M. L. King Jr.	Dr	1890s	SF House	Richardsonian Romanesque			c	no	na
4349	South	Dr. M. L. King Jr.	Dr	1890s	SF House	Richardsonian Romanesque			c	yes	c
4350	South	Dr. M. L. King Jr.	Dr	1880s	SF House	Richardsonian Romanesque			c	yes	nc

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4351	South	Dr. M. L. King Jr.	Dr	1920s	Multiple	Classical Revival			c	no	na
4352	South	Dr. M. L. King Jr.	Dr	1880s	SF House	Richardsonian Romanesque			c	yes	c
4354-4356	South	Dr. M. L. King Jr.	Dr	1990s	Multiple				nc	no	na
4404	South	Dr. M. L. King Jr.	Dr	1880s	SF House	Richardsonian Romanesque			c	yes	c
4406-4422	South	Dr. M. L. King Jr.	Dr	2000s	Multiple				nc	no	na
4426	South	Dr. M. L. King Jr.	Dr	1895	Three Flat	Tudor Revival			c	no	na
4428	South	Dr. M. L. King Jr.	Dr	1905	Three Flat	Gothic Revival			c	yes	c
4432	South	Dr. M. L. King Jr.	Dr	2000s	SF House				nc	yes	nc
4434	South	Dr. M. L. King Jr.	Dr	2000s	SF House				nc	yes	nc
4436	South	Dr. M. L. King Jr.	Dr	2000s	SF House				nc	yes	nc
4442	South	Dr. M. L. King Jr.	Dr	1890s	SF House	Richardsonian Romanesque			c	no	na
4443-4445	South	Dr. M. L. King Jr.	Dr	1930s	Other	Art Deco			c	no	na
4456	South	Dr. M. L. King Jr.	Dr	2000s	Six Flat				nc	yes	nc
4458	South	Dr. M. L. King Jr.	Dr	2000s	Six Flat				nc	yes	nc
4500	South	Dr. M. L. King Jr.	Dr	1910s	Multiple	Craftsman			c	no	na
4503-4505	South	Dr. M. L. King Jr.	Dr	1910s	Multiple	No Style			c	no	na
4509	South	Dr. M. L. King Jr.	Dr	1896	SF House	Richardsonian Romanesque	The William Schroewmann House	Gordan Bros.	c	yes	nc
4510	South	Dr. M. L. King Jr.	Dr	1900s	SF House	Gothic Revival			c	no	na
4511	South	Dr. M. L. King Jr.	Dr	1880s	SF House	Richardsonian Romanesque			c	yes	nc
4512	South	Dr. M. L. King Jr.	Dr	1900s	SF House	Gothic Revival	The Marx Brother House		c	no	na
4516	South	Dr. M. L. King Jr.	Dr	1900s	Three Flat	Classical Revival			c	yes	nc

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St. #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Architect	Prim. Struct. C/ NC	Sec. Struct.	Sec. Struct C/ NC/ NA
4518-4520	South	Dr. M. L. King Jr.	Dr	1906	Six Flat	Classical Revival			c	no	na
4519	South	Dr. M. L. King Jr.	Dr	1910s	Three Flat	Craftsman			c	yes	nc
4524	South	Dr. M. L. King Jr.	Dr	1910s	Three Flat	Craftsman			c	no	na
4525-4521	South	Dr. M. L. King Jr.	Dr	1950s	Other				nc	no	na
4528	South	Dr. M. L. King Jr.	Dr	1910s	Two Flat	Classical Revival			c	no	na
4530-4532	South	Dr. M. L. King Jr.	Dr	1910s	Eight Flat	Craftsman			c	yes	nc
4535	South	Dr. M. L. King Jr.	Dr	1900s	SF House	Classical Revival			c	no	na
4536-4538	South	Dr. M. L. King Jr.	Dr	1900s	Eight Flat	Craftsman	The Oscar Stanton DePriest House		c	yes	c
4537	South	Dr. M. L. King Jr.	Dr	1900s	SF House	Classical Revival			c	yes	nc
4539	South	Dr. M. L. King Jr.	Dr	1890s	SF House	Richardsonian Romanesque			c	no	na
4542	South	Dr. M. L. King Jr.	Dr	1910s	Eight Flat	Tudor Revival			c	yes	nc
4543	South	Dr. M. L. King Jr.	Dr	1900s	SF House	Classical Revival			c	yes	nc
4544	South	Dr. M. L. King Jr.	Dr	1910s	Eight Flat	Tudor Revival			c	yes	nc
4554-4556	South	Dr. M. L. King Jr.	Dr	1910s	Eight Flat	Tudor Revival			c	no	na
4558	South	Dr. M. L. King Jr.	Dr	1910s	Multiple	Tudor Revival			c	no	na
4600-4622	South	Dr. M. L. King Jr.	Dr	1909-12	Synagogue	Classical Revival	Sinai Temple	Alschuler, Alfred	c	no	na
4636	South	Dr. M. L. King Jr.	Dr	1921	Bank	Classical Revival	Kenwood National Bank	Newhouse H. L. & Burnham	c	no	na
4710	South	Dr. M. L. King Jr.	Dr	1894	Three Flat	Beaux Arts	The Mrs. H. G. Woodward House		c	no	na
4714	South	Dr. M. L. King Jr.	Dr	1903	Three Flat	Classical Revival			c	no	na
4716	South	Dr. M. L. King Jr.	Dr	1910s	Multiple	Tudor Revival			c	no	na
4720	South	Dr. M. L. King Jr.	Dr	1898	SF House	Beaux Arts			c	yes	c

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4724-4728	South	Dr. M. L. King Jr.	Dr	1903	SF House	Chateauesque	The Melissa Anne Elam House	Newhouse, Henry L.	c	yes	c
4730	South	Dr. M. L. King Jr.	Dr	1900s	SF House	Tudor Revival			c	yes	nc
4732	South	Dr. M. L. King Jr.	Dr	1900s	SF House	Tudor Revival			c	yes	nc
4734	South	Dr. M. L. King Jr.	Dr	1900s	SF House	Gothic Revival			c	yes	c
4736	South	Dr. M. L. King Jr.	Dr	1900s	SF House	Richardsonian Romanesque			c	yes	c
4738	South	Dr. M. L. King Jr.	Dr	1910s	Three Flat	Tudor Revival			c	no	na
4740	South	Dr. M. L. King Jr.	Dr	1890s	SF House	Richardsonian Romanesque			c	yes	nc
4742	South	Dr. M. L. King Jr.	Dr	1890s	SF House	Richardsonian Romanesque	The Robert S. Abbott House		c	yes	c
4756	South	Dr. M. L. King Jr.	Dr	1896	SF House	Classical Revival			c	yes	c
4758	South	Dr. M. L. King Jr.	Dr	1896	SF House	Gothic Revival			c	yes	c
4800	South	Dr. M. L. King Jr.	Dr	1893	SF House	Richardsonian Romanesque			c	yes	c
4806	South	Dr. M. L. King Jr.	Dr	1900s	SF House	Classical Revival			c	yes	c
4807	South	Dr. M. L. King Jr.	Dr	1900s	Townhouse	Classical Revival			c	no	na
4809	South	Dr. M. L. King Jr.	Dr	1900s	Townhouse	Classical Revival			c	no	na
4815	South	Dr. M. L. King Jr.	Dr	1960s	Multiple				nc	no	na
4818	South	Dr. M. L. King Jr.	Dr	2000s	Four Flat				nc	no	na
4820	South	Dr. M. L. King Jr.	Dr	1900s	Three Flat	Classical Revival			c	no	na
4822-4824	South	Dr. M. L. King Jr.	Dr	1902	Six Flat	Gothic Revival			c	no	na
4825-4817	South	Dr. M. L. King Jr.	Dr	1910s	Multiple	Tudor Revival			c	no	na
4826	South	Dr. M. L. King Jr.	Dr	1900s	Three Flat	Classical Revival			c	no	na
4834	South	Dr. M. L. King Jr.	Dr	1920s	Three Flat	Classical Revival			c	no	na

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4840	South	Dr. M. L. King Jr.	Dr	1910s	Three Flat	Tudor Revival			c	no	na
4844-4852	South	Dr. M. L. King Jr.	Dr	1930s	Courtyard	International Style			c	no	na
4901	South	Dr. M. L. King Jr.	Dr	1890s	Townhouse	Classical Revival			c	yes	c
4903	South	Dr. M. L. King Jr.	Dr	1890s	Townhouse	Classical Revival			c	yes	nc
4905	South	Dr. M. L. King Jr.	Dr	1890s	Townhouse	Classical Revival			c	yes	nc
4907	South	Dr. M. L. King Jr.	Dr	1890s	Townhouse	Classical Revival			c	yes	nc
4909	South	Dr. M. L. King Jr.	Dr	1900s	Townhouse	Classical Revival			c	no	na
4910	South	Dr. M. L. King Jr.	Dr	1916	Church	Classical Revival	Corpus Christi Church	McCarthy, Joseph W.	c	no	na
4911	South	Dr. M. L. King Jr.	Dr	1900s	Townhouse	Classical Revival			c	no	na
4914-4920	South	Dr. M. L. King Jr.	Dr	1914-16	Other	Classical Revival	Corpus Christi Parish Offices		c	no	na
4921	South	Dr. M. L. King Jr.	Dr	1960s	Multiple				nc	yes	nc
4924	South	Dr. M. L. King Jr.	Dr	1900s	Six Flat	Classical Revival			c	no	na
4934-4936	South	Dr. M. L. King Jr.	Dr	1900s	Six Flat	Classical Revival			c	no	na
4938	South	Dr. M. L. King Jr.	Dr	1950s	Three Flat				nc	no	na
4939	South	Dr. M. L. King Jr.	Dr	1900s	Three Flat	Classical Revival			c	no	na
4940	South	Dr. M. L. King Jr.	Dr	1910s	Three Flat	Classical Revival			c	no	na
4941	South	Dr. M. L. King Jr.	Dr	1901	SF House	Classical Revival		Peabody & Beauley	c	yes	c
4943	South	Dr. M. L. King Jr.	Dr	1901	SF House	Classical Revival		Peabody & Beauley	c	yes	nc
4947	South	Dr. M. L. King Jr.	Dr	1901	SF House	Gothic Revival		Peabody & Beauley	c	yes	nc
4949	South	Dr. M. L. King Jr.	Dr	1901	SF House	Classical Revival		Peabody & Beauley	c	yes	nc
4948-4950	South	Dr. M. L. King Jr.	Dr	1970s	Multiple				nc	no	na

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4953	South	Dr. M. L. King Jr.	Dr	1901	SF House	Gothic Revival		Peabody & Beauley	c	yes	c
4954	South	Dr. M. L. King Jr.	Dr	1910s	Six Flat	Tudor Revival			c	no	na
4955	South	Dr. M. L. King Jr.	Dr	1901	SF House	Classical Revival		Peabody & Beauley	c	no	na
4958	South	Dr. M. L. King Jr.	Dr	1910s	Multiple	Tudor Revival			c	no	na
4959	South	Dr. M. L. King Jr.	Dr	1901	SF House	Classical Revival		Peabody & Beauley	c	yes	c
5001-5007	South	Dr. M. L. King Jr.	Dr	1920s	Multiple	Moorish Revival			c	no	na
5014-5016	South	Dr. M. L. King Jr.	Dr	1910s	Six Flat	Classical Revival			c	no	na
5035-5053	South	Dr. M. L. King Jr.	Dr	1900s	Multiple	Classical Revival	The Cummings		c	no	na
5114-5120	South	Dr. M. L. King Jr.	Dr	1900s	Other	Georgian Revival	Chicago Orphan Asylum	Shepley, Rutan & Coolidge	c	no	na
5130	South	Dr. M. L. King Jr.	Dr	1910s	Eight Flat	Craftsman			c	no	na
5140-5150	South	Dr. M. L. King Jr.	Dr	1910s	Courtyard	Tudor Revival			c	no	na
5152-5178	South	Dr. M. L. King Jr.	Dr	1910s	Courtyard	Craftsman			c	yes	c
5200	South	Dr. M. L. King Jr.	Dr	1890s	Three Flat	Richardsonian Romanesque			c	no	na
5210	South	Dr. M. L. King Jr.	Dr	1980s	Multiple				nc	no	na
5212	South	Dr. M. L. King Jr.	Dr	1900s	Three Flat	Classical Revival			c	no	na
5216-5220	South	Dr. M. L. King Jr.	Dr	1930s	Multiple	Art Deco			c	no	na
5228	South	Dr. M. L. King Jr.	Dr	1896	SF House	Classical Revival	The J. C. Robinson House	Robinson, J. C.	c	yes	nc
5240	South	Dr. M. L. King Jr.	Dr	1920s	Six Flat	Classical Revival			c	no	na
5244	South	Dr. M. L. King Jr.	Dr	1920s	Six Flat	Classical Revival			c	no	na
5248-5258	South	Dr. M. L. King Jr.	Dr	1920s	Multiple	Classical Revival			c	no	na
5300-5310	South	Dr. M. L. King Jr.	Dr	1920s	Multiple	Craftsman			c	no	na

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5312-5314	South	Dr. M. L. King Jr.	Dr	1900s	Six Flat	Classical Revival			c	yes	nc
5322-5324	South	Dr. M. L. King Jr.	Dr	1920s	Six Flat	Classical Revival			c	yes	nc
5326-5328	South	Dr. M. L. King Jr.	Dr	1920s	Six Flat	Classical Revival			c	yes	nc
5356-5336	South	Dr. M. L. King Jr.	Dr	1900s	School	Classical Revival	Edmund Burke Public School		c	no	na
5428	South	Dr. M. L. King Jr.	Dr	1910s	SF House	Classical Revival			c	yes	c
5536	South	Dr. M. L. King Jr.	Dr	1900s	Three Flat	Classical Revival			c	yes	c
5610	South	Dr. M. L. King Jr.	Dr	1910s	Six Flat	Tudor Revival			c	no	na
5600-5608	South	Dr. M. L. King Jr.	Dr	1910s	Multiple	Tudor Revival			c	no	na
5612	South	Dr. M. L. King Jr.	Dr	1910s	Three Flat	Craftsman			c	no	na
5614-5616	South	Dr. M. L. King Jr.	Dr	1910s	Eight Flat	Classical Revival			c	yes	c
5618-5620	South	Dr. M. L. King Jr.	Dr	1930s	Six Flat	Art Deco			c	no	na
5624-5626	South	Dr. M. L. King Jr.	Dr	1910s	Six Flat	Craftsman			c	yes	c
5628-5630	South	Dr. M. L. King Jr.	Dr	1900s	Six Flat	Classical Revival			c	yes	nc
5634-5636	South	Dr. M. L. King Jr.	Dr	1900s	Six Flat	Classical Revival			c	no	na
5640-5642	South	Dr. M. L. King Jr.	Dr	1900s	Three Flat	Classical Revival			c	no	na
5644	South	Dr. M. L. King Jr.	Dr	1890s	SF House	Richardsonian Romanesque			c	no	na
5656-5658	South	Dr. M. L. King Jr.	Dr	1890s	Six Flat	Tudor Revival			c	yes	nc
5714-5716	South	Dr. M. L. King Jr.	Dr	1894	Six Flat	Classical Revival			c	yes	nc
5720	South	Dr. M. L. King Jr.	Dr	1900s	Three Flat	Classical Revival			c	no	na
5722-5724	South	Dr. M. L. King Jr.	Dr	1900s	Six Flat	Classical Revival			c	no	na
5726-5744	South	Dr. M. L. King Jr.	Dr	1920s	Courtyard	Tudor Revival	Parkville Condominium		c	no	na

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5746-5748	South	Dr. M. L. King Jr.	Dr	1900s	Six Flat	Craftsman			c	yes	nc
5750-5758	South	Dr. M. L. King Jr.	Dr	1900s	Multiple	Classical Revival			c	no	na
5810	South	Dr. M. L. King Jr.	Dr	1900s	Three Flat	Classical Revival			c	yes	nc
5812	South	Dr. M. L. King Jr.	Dr	1900s	Three Flat	Classical Revival			c	no	na
5826	South	Dr. M. L. King Jr.	Dr	1900s	Three Flat	Classical Revival			c	yes	nc
5838	South	Dr. M. L. King Jr.	Dr	1910s	Six Flat	Tudor Revival			c	no	na
5846-5848	South	Dr. M. L. King Jr.	Dr	1910s	Six Flat	Craftsman			c	no	na
5850-5852	South	Dr. M. L. King Jr.	Dr	1910s	Six Flat	Classical Revival			c	no	na
5856-5858	South	Dr. M. L. King Jr.	Dr	1910s	Multiple	Classical Revival			c	no	na
5900-5902	South	Dr. M. L. King Jr.	Dr	1900s	Multiple	Classical Revival			c	no	na
5904-5906	South	Dr. M. L. King Jr.	Dr	1900s	Six Flat	Classical Revival			c	no	na
5910-5912	South	Dr. M. L. King Jr.	Dr	1900s	Six Flat	Classical Revival			c	no	na
5914-5916	South	Dr. M. L. King Jr.	Dr	1900s	Six Flat	Classical Revival			c	no	na
5922	South	Dr. M. L. King Jr.	Dr	1897	SF House	Craftsman	The Jesse Binga House		c	no	na
5924-5928	South	Dr. M. L. King Jr.	Dr	1900s	Six Flat	Classical Revival			c	no	na
5930	South	Dr. M. L. King Jr.	Dr	1900s	SF House	Tudor Revival			c	yes	c
5934	South	Dr. M. L. King Jr.	Dr	1900s	SF House	Classical Revival			c	yes	c
5936-5948	South	Dr. M. L. King Jr.	Dr	1910s	Courtyard	Tudor Revival			c	no	na
5950-5958	South	Dr. M. L. King Jr.	Dr	1915	Multiple	Craftsman			c	no	na
431	North	Drake	Ave	1920s	Courtyard	Spanish Revival			c	no	na
801-809	East	Drexel	Sq	1920s	Multiple Use	Classical Revival			c	no	na

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811-815	East	Drexel	Sq	1900s	Six Flat	Classical Revival			c	no	na
817	East	Drexel	Sq	1890s	SF House	Queen Anne			c	no	na
819	East	Drexel	Sq	1890s	SF House	Queen Anne	The Charles A. Piltzer House		c	no	na
823	East	Drexel	Sq	1903	Three Flat	Tudor Revival	The A. S. Jackson House	Hunt, Myron	c	yes	c
825	East	Drexel	Sq	1910s	Three Flat	Tudor Revival			c	no	na
831	East	Drexel	Sq	1896	SF House	Richardsonian Romanesque		Palmer, Charles M.	c	yes	nc
833	East	Drexel	Sq	1900s	SF House	Classical Revival			c	yes	c
835	East	Drexel	Sq	1896	SF House	Queen Anne	The Harris & McGimpsie Hosue	Organ, R.	c	no	na
837	East	Drexel	Sq	1896	SF House	Richardsonian Romanesque	The Alexander H. Ferguson House		c	no	na
839	East	Drexel	Sq	1890s	SF House	Richardsonian Romanesque			c	no	na
841-843	East	Drexel	Sq	1916	Three Flat	Tudor Revival	The Joseph Coupland House	Bishop, I.R.	c	yes	c
845	East	Drexel	Sq	1920s	Three Flat	Classical Revival			c	yes	nc
3961	South	Drexel	Blvd	1887	Three Flat	Richardsonian Romanesque		Edbrooke & Burnham	c	no	na
3963	South	Drexel	Blvd	1887	Three Flat	Richardsonian Romanesque		Edbrooke & Burnham	c	yes	nc
3965	South	Drexel	Blvd	1887	Three Flat	Richardsonian Romanesque	The Edbrooke House	Edbrooke & Burnham	c	yes	c
3967	South	Drexel	Blvd	1898	Multiple	Classical Revival	Julius Blain Apartments	Foster, Arthur	c	no	na
3978	South	Drexel	Blvd	1900s	Three Flat	Queen Anne			c	no	na
3979	South	Drexel	Blvd	1880s	SF House	Queen Anne			c	yes	nc
3983-3985	South	Drexel	Blvd	1880s	SF House	Richardsonian Romanesque			c	yes	c
4014	South	Drexel	Blvd	1910s	Multiple	Tudor Revival	The Jeanela		c	no	na
4015	South	Drexel	Blvd	1890s	Three Flat	Classical Revival			c	no	na
4017-4023	South	Drexel	Blvd	1897	Church	Classical Revival	First Church of Christian Science	Beman, Solon S.	c	no	na
4018	South	Drexel	Blvd	1890s	Three Flat	Queen Anne			c	no	na
4020	South	Drexel	Blvd	1890s	Three Flat	Queen Anne			c	no	na
4025	South	Drexel	Blvd	1950s	Church				nc	no	na

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4031	South	Drexel	Blvd	1900s	Multiple	Craftsman			c	no	na
4037	South	Drexel	Blvd	1900s	SF House	Tudor Revival			c	yes	nc
4043	South	Drexel	Blvd	2000s	Multiple				nc	no	na
4103-4105	South	Drexel	Blvd	2000s	Multiple				nc	no	na
4111	South	Drexel	Blvd	1900s	SF House	Tudor Revival			c	yes	nc
4115	South	Drexel	Blvd	2000s	Multiple				nc	no	na
4119	South	Drexel	Blvd	1890s	Three Flat	Richardsonian Romanesque			c	yes	c
4121	South	Drexel	Blvd	1890s	Three Flat	Richardsonian Romanesque			c	yes	c
4123	South	Drexel	Blvd	1890s	Three Flat	Richardsonian Romanesque			c	yes	c
4127	South	Drexel	Blvd	2000s	Multiple				nc	no	na
4129	South	Drexel	Blvd	2000s	Multiple				nc	no	na
4131	South	Drexel	Blvd	1890s	Three Flat	Richardsonian Romanesque			c	yes	nc
4133	South	Drexel	Blvd	1890s	Three Flat	Richardsonian Romanesque	The Sidney Stein House		c	yes	nc
4135	South	Drexel	Blvd	1890s	Three Flat	Richardsonian Romanesque	The A. Cahn House		c	yes	nc
4137	South	Drexel	Blvd	1890s	Three Flat	Richardsonian Romanesque	The Adolph Moses Residence		c	yes	nc
4143	South	Drexel	Blvd	2000s	SF House				nc	yes	nc
4147	South	Drexel	Blvd	2000s	SF House				nc	yes	nc
4149	South	Drexel	Blvd	2000s	SF House				nc	yes	nc
4200	South	Drexel	Blvd	1890s	Three Flat	Richardsonian Romanesque			c	yes	c
4202	South	Drexel	Blvd	1890s	Three Flat	Richardsonian Romanesque			c	no	na
4204	South	Drexel	Blvd	1890s	Three Flat	Richardsonian Romanesque			c	yes	nc
4234	South	Drexel	Blvd	1895	Three Flat	Richardsonian Romanesque	The Dr. George O. Taylor House		c	no	na
4240	South	Drexel	Blvd	1895s	Three Flat	Classical Revival			c	yes	nc
4244	South	Drexel	Blvd	1890s	Three Flat	Richardsonian Romanesque			c	yes	nc
4246	South	Drexel	Blvd	2000s	Four Flat				nc	no	na
4248	South	Drexel	Blvd	2000s	Multiple				nc	no	na
4336	South	Drexel	Blvd	1920s	Courtyard	Tudor Revival			c	no	na

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4400-4404	South	Drexel	Blvd	1910s	Multiple	Tudor Revival			c	no	na
4408	South	Drexel	Blvd	1920s	Courtyard	Baroque			c	no	na
4418	South	Drexel	Blvd	1920s	Two Flat	Tudor Revival			c	yes	c
4420-4428 1/2	South	Drexel	Blvd	1910s	Multiple	Classical Revival			c	no	na
4500-4506	South	Drexel	Blvd	1920s	Multiple	Tudor Revival			c	no	na
4508	South	Drexel	Blvd	1890	Three Flat	Richardsonian Romanesque	The Sigmond Guthmann House/ Solomon T. Fish House		c	yes	nc
4512	South	Drexel	Blvd	1895	SF House	Gothic Revival	The Herman Stern House	Wilson, Horatio R.	c	yes	c
4518	South	Drexel	Blvd	1895	Three Flat	Gothic Revival	The Maximilian Morgenthau House/ Adolf Kraus House	Wilson, Horatio R.	c	yes	c
4520-4526	South	Drexel	Blvd	1910s	Multiple	Classical Revival			c	no	na
4523-4527	South	Drexel	Blvd	1920s	Courtyard	Tudor Revival			c	no	na
4530-4542	South	Drexel	Blvd	1910s	Courtyard	Classical Revival			c	no	na
4537	South	Drexel	Blvd	1921	Multiple	Classical Revival		Armstrong, J. A.	c	no	na
4545	South	Drexel	Blvd	1885-86	SF House	Richardsonian Romanesque	The William E. Hale House	Burnham & Root	c	yes	c
4548	South	Drexel	Blvd	1970s	Multiple				nc	no	na
4601	South	Drexel	Blvd	1950s	Church				nc	no	na
4605	South	Drexel	Blvd	1950s	SF House				nc	yes	c
4600-4608	South	Drexel	Blvd	1980s	Church		Hyde Park Seventh Day Adventist Church		nc	no	na
4610	South	Drexel	Blvd	1909	Four Flat	Classical Revival	The E. B. Woolf House	Hecht, Albert S.	c	no	na
4611	South	Drexel	Blvd	1920s	Courtyard	Craftsman			c	no	na
4619	South	Drexel	Blvd	1920s	Multiple	Spanish Revival			c	no	na
4626-4628	South	Drexel	Blvd	1893	SF House	Classical Revival	The Edward Iverson House	Wilson, Horatio R.	c	yes	c
4630	South	Drexel	Blvd	2000s	Three Flat				nc	no	na

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4625-4637	South	Drexel	Blvd	1920s	Courtyard	Tudor Revival			c	no	na
4657-4659	South	Drexel	Blvd	1917	Other	Craftsman	Sutherland Hotel	Newhouse, Henry L.	c	no	na
4700-4712	South	Drexel	Blvd	1910s	Multiple	Classical Revival			c	no	na
4711-4715	South	Drexel	Blvd	1920s	Eight Flat	Classical Revival			c	no	na
4716	South	Drexel	Blvd	1910s	Three Flat	Classical Revival			c	no	na
4719	South	Drexel	Blvd	1920s	Eight Flat	Classical Revival			c	no	na
4720-4728	South	Drexel	Blvd	1910s	Courtyard	Tudor Revival			c	no	na
4730-4732	South	Drexel	Blvd	2000s	Eight Flat				nc	yes	nc
4734-4736	South	Drexel	Blvd	2000s	Eight Flat				nc	yes	nc
4740	South	Drexel	Blvd	1904	Three Flat	Richardsonian Romanesque			c	yes	c
4742-4748	South	Drexel	Blvd	1910s	Multiple	Classical Revival			c	no	na
4750	South	Drexel	Blvd	1910s	SF House	Tudor Revival			c	yes	c
4801	South	Drexel	Blvd	1901	SF House	Tudor Revival	The Moses Born House	Frost & Granger	c	yes	c
4805	South	Drexel	Blvd	1910	SF House	Italian Renaissance Revival	The G. B. Robbins House	Wilson, Horatio R.	c	yes	c
4815	South	Drexel	Blvd	2000s	Eight Flat				nc	no	na
4825	South	Drexel	Blvd	1980s	Multiple				nc	no	na
4830-4848 1/2	South	Drexel	Blvd	1900s	Courtyard	Tudor Revival			c	no	na
4850-4858	South	Drexel	Blvd	1916	Multiple	Classical Revival		Lebenbaum & Marx	c	no	na
4845-4851	South	Drexel	Blvd	1887	SF House	Richardsonian Romanesque	The Martin A. Ryerson House	Treat & Foltz	c	yes	c
4900-4918	South	Drexel	Blvd	1920s	Courtyard	Classical Revival			c	no	na
4901	South	Drexel	Blvd	1926	Courtyard	Spanish Revival			c	no	na
4915	South	Drexel	Blvd	1920s	Eight Flat	Tudor Revival			c	no	na

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4917-4927	South	Drexel	Blvd	1980s	Multiple				nc	no	na
4920-4948	South	Drexel	Blvd	1891	SF House	Chateauesque	The John A. McGill House	Cobb, Henry Ives	c	no	na
4935	South	Drexel	Blvd	1901	SF House	Tudor Revival	The Simon Mandel House	Frost & Granger	c	no	na
4941	South	Drexel	Blvd	1887	SF House	Richardsonian Romanesque	The John H. Nolan House	Burnham & Root	c	yes	c
4949-4959	South	Drexel	Blvd	1923	Synagogue	Classical Revival	Kehilath Anshe Maariv	Newhouse, Henry L.	c	no	na
5001-5009	South	Drexel	Blvd	1908	Multiple	Classical Revival		Straudberg, E. P. & Co.	c	no	na
5011	South	Drexel	Blvd	1920s	Three Flat	Tudor Revival	The A. Lundgreu House		c	yes	c
5019	South	Drexel	Blvd	1920s	Three Flat	Tudor Revival			c	yes	c
5021	South	Drexel	Blvd	1910s	Four Flat	Craftsman			c	yes	c
5027	South	Drexel	Blvd	1920s	Three Flat	Classical Revival			c	yes	c
5036-5038	South	Drexel	Blvd	1910	Six Flat	Italian Renaissance Revival		Jobson, C. Frank	c	no	na
5042-5044	South	Drexel	Blvd	1900s	Six Flat	Craftsman			c	no	na
5043-5045	South	Drexel	Blvd	1920s	Six Flat	Tudor Revival			c	yes	c
5050-5052	South	Drexel	Blvd	1920s	Six Flat	Classical Revival			c	no	na
5049-5057	South	Drexel	Blvd	1920s	Multiple	Tudor Revival			c	yes	c
5111	South	Drexel	Ave	1920s	Three Flat	Tudor Revival			c	no	na
5115	South	Drexel	Ave	1920s	Three Flat	Tudor Revival			c	no	na
5121	South	Drexel	Ave	1920s	Three Flat	Classical Revival			c	no	na
5125	South	Drexel	Ave	1920s	Three Flat	Classical Revival			c	no	na
5129	South	Drexel	Ave	1920s	Three Flat	Tudor Revival			c	no	na
5130-5132	South	Drexel	Ave	1913	Multiple	Classical Revival		Western Engineering Co.	c	no	na
5135	South	Drexel	Ave	1920s	Multiple	Tudor Revival			c	no	na
3943	South	Ellis	Ave	1890s	Two Flat	Italianate			c	no	na

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5735	South	Ellis	Ave	1968	Other	Modern	Searle Chemistry Laboratory	Smith, Smith, Haines, Lundberg & Waehler	nc	no	na
5747	South	Ellis	Ave	1930s	School	Collegiate Gothic	George Herbert Jones Laboratory		c	no	na
5801	South	Ellis	Ave	1948	School	Moderne	Administration Building		nc	no	na
5811	South	Ellis	Ave	1910s	School	Collegiate Gothic	Cobb Hall		c	no	na
5812	South	Ellis	Ave	1960s	School	Modern	University of Chicago Medical Center, Surgery Brain Research Pavillion		nc	no	na
5824-5830	South	Ellis	Ave	1910s	School	Collegiate Gothic	The Franklin McLean Memorial Research Institute		c	no	na
5840	South	Ellis	Ave	1949	School	Collegiate Gothic	Nathan Golblatt Memorial Hospital		nc	no	na
5845	South	Ellis	Ave	1910s	School	Collegiate Gothic	Fulton Hall		c	no	na
5845	South	Ellis	Ave	1910s	School	Collegiate Gothic	Goodspeed Hall		c	no	na
5845	South	Ellis	Ave	1910s	School	Collegiate Gothic	Gates- Blake Hall		c	no	na
5512	South	Elizabeth	St	1910s	Six Flat	Craftsman			c	no	na
5551-5559	South	Everett	St	1924	Multiple	Classical Revival		Alschuler, Alfred S.	c	no	na
3617	West	Fifth	Ave	1900s	Two Flat	Classical Revival			c	no	na
3619	West	Fifth	Ave	1900s	Two Flat	Richardsonian Romanesque			c	no	na
3621	West	Fifth	Ave	1900s	Two Flat	Richardsonian Romanesque			c	yes	nc
3623	West	Fifth	Ave	1910s	Two Flat	Craftsman			c	yes	nc
3627	West	Fifth	Ave	1910s	Three Flat	Craftsman			c	no	na
3629	West	Fifth	Ave	1910s	Two Flat	Tudor Revival			c	no	na
1044	North	Francisco	Ave	1900s	Hospital	Classical Revival	Norwegian American Hospital		c	no	na
3001-3017	West	Franklin	Blvd	1937	Factory/ Warehouse	Moderne			c	no	na

Returned

* - Excluding buildings included in the Logan Boulevard Historic District National Register Nomination

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Cook, Illinois
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Not Applicable
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Building Inventory for the Chicago Park Boulevard System Historic District*

St. #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Architect	Prim. Struct. C/ NC	Sec. Struct.	Sec. Struct C/ NC/ NA
3044	West	Franklin	Blvd	2000s	Three Flat				nc	yes	nc
3046-3048	West	Franklin	Blvd	1920s	Six Flat	Tudor Revival			c	no	na
3050	West	Franklin	Blvd	1890s	SF House	Richardsonian Romanesque			c	no	na
3052-3054	West	Franklin	Blvd	1880s	Two Flat	Queen Anne			c	yes	nc
3056	West	Franklin	Blvd	1927	Multiple	Tudor Revival		Steinberg, E.	c	yes	nc
3100	West	Franklin	Blvd	1890s	Two Flat	Classical Revival			c	yes	nc
3112	West	Franklin	Blvd	1900s	Two Flat	Classical Revival			c	no	na
3114	West	Franklin	Blvd	1900s	Two Flat	Classical Revival			c	no	na
3135	West	Franklin	Blvd	1900s	Two Flat	Classical Revival			c	no	na
3136	West	Franklin	Blvd	1890s	Two Flat	Tudor Revival			c	no	na
3137	West	Franklin	Blvd	1900s	Two Flat	Tudor Revival			c	yes	nc
3139	West	Franklin	Blvd	1900s	Two Flat	Tudor Revival			c	yes	nc
3142	West	Franklin	Blvd	1900s	Two Flat	Classical Revival			c	yes	nc
3146-3148	West	Franklin	Blvd	1928	Multiple	Spanish Revival		White, K. T	c	no	na
3234-3240	West	Franklin	Blvd	1920s	Hospital	Classical Revival	Franklin Boulevard Hospital		c	no	na
3250-3256	West	Franklin	Blvd	1950s	Other	Modern			nc	no	na
3406	West	Franklin	Blvd	1900s	Two Flat	No Style			c	yes	nc
3408	West	Franklin	Blvd	1900s	Two Flat	Classical Revival			c	yes	nc
3410	West	Franklin	Blvd	1950s	SF House				nc	no	na
3411	West	Franklin	Blvd	1920s	Four Flat	Tudor Revival			c	yes	c
3413	West	Franklin	Blvd	1910s	Two Flat	Craftsman			c	no	na
3414	West	Franklin	Blvd	1900s	Two Flat	Classical Revival			c	no	na
3415	West	Franklin	Blvd	1900s	Two Flat	Craftsman			c	yes	c
3416	West	Franklin	Blvd	2000s	Multiple				nc	no	na
3417	West	Franklin	Blvd	1900s	Two Flat	Classical Revival			c	yes	c
3418	West	Franklin	Blvd	1910s	Two Flat	Craftsman			c	no	na
3424	West	Franklin	Blvd	1910s	SF House	No Style			c	no	na

Returned

* - Excluding buildings included in the Logan Boulevard Historic District National Register Nomination

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Not Applicable
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Building Inventory for the Chicago Park Boulevard System Historic District*

St. #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Architect	Prim. Struct. C/ NC	Sec. Struct.	Sec. Struct C/ NC/ NA
3432-3440	West	Franklin	Blvd	1927	Courtyard	Spanish Revival		Feisen & Monbery	c	no	na
3441	West	Franklin	Blvd	1910s	SF House	Craftsman			c	yes	nc
3445	West	Franklin	Blvd	1910s	Two Flat	Classical Revival			c	yes	nc
3446	West	Franklin	Blvd	1960s	Multiple				nc	no	na
3447	West	Franklin	Blvd	1900s	Two Flat	Classical Revival			c	no	na
3509	West	Franklin	Blvd	1910s	Two Flat	Tudor Revival			c	no	na
3510	West	Franklin	Blvd	1910s	Two Flat	Craftsman			c	no	na
3511-3513	West	Franklin	Blvd	1910s	Two Flat	Craftsman			c	no	na
3512	West	Franklin	Blvd	1910s	Two Flat	Craftsman			c	no	na
3514	West	Franklin	Blvd	1910s	Two Flat	Craftsman			c	no	na
3518	West	Franklin	Blvd	1890s	Two Flat	Richardsonian Romanesque			c	no	na
3520	West	Franklin	Blvd	1910s	Two Flat	Craftsman			c	yes	nc
3542-3544	West	Franklin	Blvd	1910s	Six Flat	Tudor Revival			c	yes	c
3548	West	Franklin	Blvd	1910s	Four Flat	Craftsman			c	no	na
3550	West	Franklin	Blvd	1909	Multiple	Gothic Revival		Steinberg, E.	c	no	na
3600	West	Franklin	Blvd	1920s	Courtyard	Gothic Revival			c	no	na
3614	West	Franklin	Blvd	1910s	Two Flat	Tudor Revival			c	no	na
3618	West	Franklin	Blvd	1910s	Two Flat	Tudor Revival			c	no	na
3622	West	Franklin	Blvd	1910s	Two Flat	Tudor Revival			c	no	na
3545	West	Fulton	Blvd	1927	School	Gothic Revival	Lucy L. Flower Vocational High School	Christensen, John C.	c	no	na
21-43	East	Garfield	Blvd	1900s	Courtyard	Classical Revival			c	no	na
20-40	East	Garfield	Blvd	1914	Factory/ Warehouse	Sullivanesque	Schulze Baking Company	Ahlschlager, John & Son	c	no	na
118-132	East	Garfield	Blvd	1910s	Multiple	Craftsman			c	no	na
119	East	Garfield	Blvd	1920s	Other	Spanish Revival			c	no	na
200-216	East	Garfield	Blvd	1900s	Courtyard	Classical Revival			c	no	na
218-220	East	Garfield	Blvd	1900s	Multiple Use	Classical Revival			c	no	na

Returned

* - Excluding buildings included in the Logan Boulevard Historic District National Register Nomination

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Not Applicable
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Building Inventory for the Chicago Park Boulevard System Historic District*

St. #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Architect	Prim. Struct. C/ NC	Sec. Struct.	Sec. Struct C/ NC/ NA
230-224	East	Garfield	Blvd	1910s	Multiple	Classical Revival			c	no	na
305	East	Garfield	Blvd	1912	Multiple Use	Craftsman		Wilson, H. R.	c	no	na
315-317	East	Garfield	Blvd	1910s	Multiple Use	Craftsman			c	no	na
319	East	Garfield	Blvd	1892	Multiple Use	Prairie	Garfield Boulevard L Station and Overpass	Hunt, Myron	c	no	na
323	East	Garfield	Blvd	1920s	Other	No Style			c	no	na
325	East	Garfield	Blvd	1920s	Other	Classical Revival			c	no	na
327-329	East	Garfield	Blvd	1920s	Other	Classical Revival			c	no	na
33-127	West	Garfield	Blvd	1909	Other	Prairie			c	no	na
38	West	Garfield	Blvd	1900s	Two Flat	Tudor Revival			c	no	na
42	West	Garfield	Blvd	1900s	Two Flat	Tudor Revival			c	no	na
44	West	Garfield	Blvd	1890s	Two Flat	Queen Anne			c	no	na
46	West	Garfield	Blvd	1890s	Two Flat	Queen Anne			c	yes	nc
48	West	Garfield	Blvd	1890s	Two Flat	Queen Anne			c	no	na
50	West	Garfield	Blvd	1890s	Two Flat	Queen Anne			c	no	na
153	West	Garfield	Blvd	1890s	SF House	Richardsonian Romanesque			c	no	na
311	West	Garfield	Blvd	1890s	SF House	Richardsonian Romanesque			c	no	na
315	West	Garfield	Blvd	1890s	Two Flat	Queen Anne			c	no	na
317	West	Garfield	Blvd	1890s	SF House				nc	no	na
333	West	Garfield	Blvd	1890s	Two Flat	Gable Front			c	no	na
339	West	Garfield	Blvd	1890s	Two Flat	Gable Front			c	yes	nc
340	West	Garfield	Blvd	1900s	Two Flat	Classical Revival			c	no	na
342	West	Garfield	Blvd	1900s	Two Flat	Classical Revival			c	no	na
405	West	Garfield	Blvd	1900s	SF House	Gable Front			c	no	na
409	West	Garfield	Blvd	1900s	Two Flat	Gable Front			c	yes	nc
415	West	Garfield	Blvd	1900s	SF House				nc	no	na
421	West	Garfield	Blvd	1890s	Two Flat	Queen Anne			c	no	na
425	West	Garfield	Blvd	1890s	Two Flat	Queen Anne			c	yes	nc
427	West	Garfield	Blvd	1890s	SF House	Gambrel Front			c	yes	nc
431	West	Garfield	Blvd	1890s	Two Flat	Gable Front			c	yes	nc

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Not Applicable
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Building Inventory for the Chicago Park Boulevard System Historic District*

St. #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Architect	Prim. Struct. C/ NC	Sec. Struct.	Sec. Struct C/ NC/ NA
433	West	Garfield	Blvd	1890s	Two Flat	Queen Anne			c	no	na
501-503	West	Garfield	Blvd	1890s	Multiple Use	Richardsonian Romanesque			c	no	na
517	West	Garfield	Blvd	1880s	SF House	Gable Front			c	no	na
519	West	Garfield	Blvd	1880s	SF House	Gable Front			c	no	na
523	West	Garfield	Blvd	1870s	SF House	Cottage			c	no	na
545	West	Garfield	Blvd	1900s	Two Flat	No Style			c	yes	nc
600	West	Garfield	Blvd	1980s	Other				nc	no	na
602	West	Garfield	Blvd	1910s	Two Flat	Classical Revival			c	yes	nc
612	West	Garfield	Blvd	1900s	Two Flat	Classical Revival			c	no	na
616	West	Garfield	Blvd	1900s	Two Flat	Classical Revival	The Watson House		c	no	na
637-639	West	Garfield	Blvd	1900s	Three Flat	Classical Revival			c	yes	nc
638-640	West	Garfield	Blvd	1900s	Three Flat	Classical Revival			c	no	na
643	West	Garfield	Blvd	1890s	Two Flat	Classical Revival			c	no	na
644	West	Garfield	Blvd	1900s	Two Flat	Tudor Revival			c	no	na
645	West	Garfield	Blvd	1910s	Three Flat	Classical Revival			c	yes	nc
646-646	West	Garfield	Blvd	1910s	Two Flat	Craftsman			c	no	na
650	West	Garfield	Blvd	1910s	Multiple	Craftsman			c	yes	nc
652	West	Garfield	Blvd	1910s	Three Flat	Craftsman			c	no	na
704	West	Garfield	Blvd	1900s	Three Flat	Classical Revival			c	no	na
705	West	Garfield	Blvd	1890s	Three Flat	Richardsonian Romanesque			c	yes	nc
706-8	West	Garfield	Blvd	1900s	Two Flat	Classical Revival			c	no	na
709	West	Garfield	Blvd	1920s	Courtyard	Tudor Revival			c	no	na
712	West	Garfield	Blvd	1890s	Three Flat	Richardsonian Romanesque			c	no	na
717	West	Garfield	Blvd	1900s	SF House	Classical Revival			c	no	na
718	West	Garfield	Blvd	1898	SF House	Queen Anne	Chicago Bicycle Club	Lond, Anders G.	c	yes	c
722	West	Garfield	Blvd	1880s	Two Flat	Richardsonian Romanesque			c	no	na

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* - Excluding buildings included in the Logan Boulevard Historic District National Register Nomination

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Not Applicable
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St. #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Architect	Prim. Struct. C/ NC	Sec. Struct.	Sec. Struct C/ NC/ NA
726	West	Garfield	Blvd	1901	SF House	French Renaissance Revival	The James J. O'Leary House	Davis, Zachary T.	c	yes	c
735	West	Garfield	Blvd	1920s	Multiple Use	Tudor Revival			c	no	na
830	West	Garfield	Blvd	1912	Multiple	Tudor Revival		Lowell, Sidney	c	no	na
832	West	Garfield	Blvd	1903	Three Flat	Richardsonian Romanesque	The Jason Murray House		c	no	na
834	West	Garfield	Blvd	1905	Three Flat	Richardsonian Romanesque	The Frank Hubberd House		c	no	na
836	West	Garfield	Blvd	1890s	Two Flat	Richardsonian Romanesque			c	no	na
842	West	Garfield	Blvd	1910s	Three Flat	Craftsman			c	no	na
843	West	Garfield	Blvd	1898-99	Church	Gothic Revival	The Visitation Church		c	no	na
850-852	West	Garfield	Blvd	1970s	Multiple				nc	no	na
900-912	West	Garfield	Blvd	1914	School	Classical Revival		Egan & Prindeville	c	no	na
901	West	Garfield	Blvd	1980s	Multiple				nc	yes	nc
907-909	West	Garfield	Blvd	1911	Six Flat	Craftsman			c	no	na
913	West	Garfield	Blvd	1980s	SF House				nc	yes	nc
914-916	West	Garfield	Blvd	1900s	School	Classical Revival			c	no	na
917	West	Garfield	Blvd	1903	Two Flat	Classical Revival			c	no	na
919	West	Garfield	Blvd	1903	Two Flat	Classical Revival			c	yes	nc
920-922	West	Garfield	Blvd	1900s	School	Classical Revival		McCarthy, Smith & Eppig	c	no	na
923	West	Garfield	Blvd	1912	Two Flat	Classical Revival			c	yes	c
928	West	Garfield	Blvd	1900s	Three Flat	Craftsman			c	no	na
930-932	West	Garfield	Blvd	1893	Multiple	Classical Revival			c	no	na
940	West	Garfield	Blvd	1880s	SF House				nc	no	na
942	West	Garfield	Blvd	1880s	Townhouse	Queen Anne			c	no	na
944	West	Garfield	Blvd	1880s	Townhouse	Queen Anne			c	no	na
956-58	West	Garfield	Blvd	1900s	Multiple	Classical Revival			c	no	na
1001	West	Garfield	Blvd	1910s	Multiple	Classical Revival			c	no	na

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Cook, Illinois
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Not Applicable
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St. #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Architect	Prim. Struct. C/ NC	Sec. Struct.	Sec. Struct C/ NC/ NA
1009	West	Garfield	Blvd	1902	Three Flat	Richardsonian Romanesque			c	yes	nc
1011	West	Garfield	Blvd	1950s	SF House				nc	no	na
1013-1015	West	Garfield	Blvd	1902	Three Flat	Richardsonian Romanesque			c	yes	nc
1014	West	Garfield	Blvd	1905	Two Flat	Classical Revival			c	no	na
1017-1019	West	Garfield	Blvd	1923	Six Flat	Classical Revival			c	no	na
1023-1025	West	Garfield	Blvd	1925	Multiple	Tudor Revival			c	no	na
1034-1036	West	Garfield	Blvd	1902	SF House	Classical Revival			c	yes	c
1035	West	Garfield	Blvd	1929	Multiple	Tudor Revival			c	no	na
1039	West	Garfield	Blvd	1910s	Two Flat	Craftsman			c	no	na
1040	West	Garfield	Blvd	1890s	Three Flat	Richardsonian Romanesque			c	no	na
1045	West	Garfield	Blvd	1903	Three Flat	Classical Revival			c	yes	nc
1048-1050	West	Garfield	Blvd	1910	Three Flat	Craftsman			c	yes	c
1049	West	Garfield	Blvd	1904	Two Flat	Richardsonian Romanesque			c	no	na
1052	West	Garfield	Blvd	1910s	Three Flat	Classical Revival			c	yes	c
1053	West	Garfield	Blvd	1980s	SF House				nc	no	na
1054	West	Garfield	Blvd	1910	Two Flat	Classical Revival			c	yes	c
1055	West	Garfield	Blvd	1980s	SF House				nc	no	na
1056-1058	West	Garfield	Blvd	1940s	SF House				nc	yes	c
1059	West	Garfield	Blvd	1904	Two Flat	Classical Revival			c	no	na
1101	West	Garfield	Blvd	1980s	SF House				nc	no	na
1102	West	Garfield	Blvd	1907	Foursquare	Craftsman			c	yes	nc
1106	West	Garfield	Blvd	1909	Foursquare	Craftsman			c	yes	nc
1107	West	Garfield	Blvd	1909	Three Flat	Craftsman			c	yes	nc
1109-1111	West	Garfield	Blvd	1900s	Multiple	Classical Revival			c	no	na
1110	West	Garfield	Blvd	1911	Two Flat	Craftsman			c	yes	c

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Not Applicable
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Building Inventory for the Chicago Park Boulevard System Historic District*

St. #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Architect	Prim. Struct. C/ NC	Sec. Struct.	Sec. Struct C/ NC/ NA
1115	West	Garfield	Blvd	1898	Two Flat	Richardsonian Romanesque			c	yes	nc
1118	West	Garfield	Blvd	1910s	Multiple	Tudor Revival			c	yes	c
1119	West	Garfield	Blvd	1908	Three Flat	Classical Revival			c	no	na
1122-1124	West	Garfield	Blvd	1912	SF House	Prairie	The G. R. Konzenik House		c	yes	c
1125	West	Garfield	Blvd	1925	Two Flat	Tudor Revival			c	no	na
1135	West	Garfield	Blvd	1900s	Multiple	Classical Revival			c	yes	nc
1137	West	Garfield	Blvd	1910s	Other	Craftsman			c	yes	nc
1147	West	Garfield	Blvd	1900s	Three Flat	Classical Revival			c	no	na
1151	West	Garfield	Blvd	1906	Multiple Use	Richardsonian Romanesque			c	no	na
1155-1157	West	Garfield	Blvd	1908	Six Flat	Classical Revival			c	no	na
1209	West	Garfield	Blvd	1900s	Three Flat	Tudor Revival			c	yes	nc
1211	West	Garfield	Blvd	1911	Three Flat	Richardsonian Romanesque			c	yes	nc
1215-1217	West	Garfield	Blvd	1990s	Three Flat				nc	yes	nc
1219	West	Garfield	Blvd	1990s	Three Flat				nc	yes	nc
1221	West	Garfield	Blvd	1910s	Two Flat	Craftsman			c	yes	nc
1223	West	Garfield	Blvd	1970s	SF House				nc	yes	nc
1225	West	Garfield	Blvd	1980s	SF House				nc	yes	nc
1235	West	Garfield	Blvd	1903	Two Flat	Richardsonian Romanesque			c	no	na
1239	West	Garfield	Blvd	1904	Two Flat	Classical Revival			c	no	na
1243	West	Garfield	Blvd	1898	Two Flat	No Style			c	no	na
1253	West	Garfield	Blvd	1902	Two Flat	Classical Revival			c	yes	nc
1257-1259	West	Garfield	Blvd	1921	SF House	Craftsman			c	no	na
1307	West	Garfield	Blvd	1908	Two Flat	Classical Revival			c	yes	nc
1311	West	Garfield	Blvd	1913	Two Flat	Craftsman			c	yes	nc
1315	West	Garfield	Blvd	1909	SF House	Craftsman			c	yes	c
1317	West	Garfield	Blvd	1906	Two Flat	Classical Revival			c	no	na

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Not Applicable
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St. #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Architect	Prim. Struct. C/ NC	Sec. Struct.	Sec. Struct C/ NC/ NA
1319	West	Garfield	Blvd	1900s	Two Flat	Classical Revival			c	no	na
1323-1325	West	Garfield	Blvd	1950s	Multiple				nc	no	na
1335	West	Garfield	Blvd	1915	Multiple	Craftsman			c	no	na
1339	West	Garfield	Blvd	1906	Two Flat	Classical Revival			c	yes	nc
1341	West	Garfield	Blvd	1924	Four Flat	Tudor Revival			c	yes	c
1343	West	Garfield	Blvd	1907	Two Flat	Classical Revival			c	yes	c
1347	West	Garfield	Blvd	1910s	Two Flat	Classical Revival			c	no	na
1349	West	Garfield	Blvd	1926	Three Flat	Tudor Revival			c	yes	nc
1351	West	Garfield	Blvd	1902	Two Flat	Classical Revival			c	no	na
1355	West	Garfield	Blvd	1897	Two Flat	Richardsonian Romanesque	The Greenwald House/ Bloom House	Schleyer & Fremont	c	yes	nc
1359	West	Garfield	Blvd	1906	Multiple	Queen Anne			c	yes	c
1400	West	Garfield	Blvd	1980s	Other				nc	no	na
1408	West	Garfield	Blvd	1902	SF House	Queen Anne			c	yes	nc
1411	West	Garfield	Blvd	1924	Multiple	Tudor Revival			c	no	na
1412	West	Garfield	Blvd	1893	SF House	Gable Front			c	yes	nc
1413	West	Garfield	Blvd	1906	Four Flat	Classical Revival			c	yes	c
1414	West	Garfield	Blvd	1916	Three Flat	Craftsman			c	no	na
1416	West	Garfield	Blvd	1916	Three Flat	Craftsman			c	no	na
1418	West	Garfield	Blvd	1924	Three Flat	Tudor Revival			c	yes	c
1419	West	Garfield	Blvd	1901	Three Flat	Richardsonian Romanesque			c	no	na
1421-1423	West	Garfield	Blvd	1914	Multiple Use	Craftsman			c	no	na
1422-1424	West	Garfield	Blvd	1910s	Multiple	Tudor Revival			c	no	na
1434	West	Garfield	Blvd	1913	Multiple	Craftsman			c	no	na
1436	West	Garfield	Blvd	1920s	Two Flat	Tudor Revival			c	yes	c
1439	West	Garfield	Blvd	1908	Two Flat	Craftsman			c	no	na
1438-1440	West	Garfield	Blvd	1910s	Two Flat	Craftsman			c	yes	nc
1442	West	Garfield	Blvd	1912	Multiple	Craftsman			c	yes	c

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Not Applicable
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St. #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Architect	Prim. Struct. C/ NC	Sec. Struct.	Sec. Struct C/ NC/ NA
1441-1443	West	Garfield	Blvd	1907	Multiple	Classical Revival			c	no	na
1444	West	Garfield	Blvd	1914	Two Flat	Craftsman			c	no	na
1446	West	Garfield	Blvd	1916	Two Flat	Craftsman			c	yes	nc
1447	West	Garfield	Blvd	1921	Two Flat	Tudor Revival			c	no	na
1449-1451	West	Garfield	Blvd	1913	Six Flat	Tudor Revival			c	no	na
1450	West	Garfield	Blvd	1920s	Three Flat	Spanish Revival			c	yes	c
1453-1455	West	Garfield	Blvd	1990s	Three Flat				nc	no	na
1500-1502	West	Garfield	Blvd	1925	Multiple	Craftsman			c	no	na
1505	West	Garfield	Blvd	1915	Three Flat	Craftsman			c	yes	c
1506	West	Garfield	Blvd	1924	Three Flat	Craftsman			c	no	na
1508	West	Garfield	Blvd	1910s	Three Flat	Craftsman			c	no	na
1509	West	Garfield	Blvd	1908	SF House	Colonial Revival	The F. Heck House	Whittaker, H.	c	yes	c
1510-1514	West	Garfield	Blvd	1898	Three Flat	Classical Revival			c	no	na
1511	West	Garfield	Blvd	1903	Two Flat	Richardsonian Romanesque			c	yes	c
1515	West	Garfield	Blvd	1903	Two Flat	Classical Revival			c	yes	c
1516	West	Garfield	Blvd	1913	Three Flat	Craftsman			c	no	na
1517	West	Garfield	Blvd	1908	Two Flat	Classical Revival			c	no	na
1518	West	Garfield	Blvd	1910s	SF House	Craftsman			c	yes	c
1520	West	Garfield	Blvd	1910s	Two Flat	Classical Revival			c	yes	nc
1524	West	Garfield	Blvd	1912	Multiple	Craftsman			c	no	na
1525	West	Garfield	Blvd	1910s	Two Flat	Craftsman			c	yes	nc
1540	West	Garfield	Blvd	1909	Two Flat	Classical Revival			c	no	na
1544	West	Garfield	Blvd	1906	Two Flat	Tudor Revival			c	no	na
1546	West	Garfield	Blvd	1903	Two Flat	Classical Revival			c	yes	c
1601-1605	West	Garfield	Blvd	1920s	Multiple Use	Gothic Revival			c	no	na
1602	West	Garfield	Blvd	1980s	Other				nc	no	na

Returned

* - Excluding buildings included in the Logan Boulevard Historic District National Register Nomination

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Cook, Illinois
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Not Applicable
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Building Inventory for the Chicago Park Boulevard System Historic District*

St. #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Architect	Prim. Struct. C/ NC	Sec. Struct.	Sec. Struct C/ NC/ NA
1607-1609	West	Garfield	Blvd	1909	Two Flat	Classical Revival			c	yes	c
1611-1613	West	Garfield	Blvd	1916	Six Flat	Craftsman			c	no	na
1614	West	Garfield	Blvd	1910s	Other	Craftsman			c	no	na
1616	West	Garfield	Blvd	1917	Multiple Use	Craftsman			c	no	na
1617	West	Garfield	Blvd	1923	Three Flat	Tudor Revival			c	no	na
1618	West	Garfield	Blvd	1922	Multiple Use	Art Deco			c	no	na
1634	West	Garfield	Blvd	1905	Two Flat	Classical Revival			c	yes	c
1635	West	Garfield	Blvd	1908	SF House	Classical Revival	The Mrs. M. Murray House	Josleyn Bros.	c	yes	c
1636	West	Garfield	Blvd	1896	Multiple	Second Empire			c	yes	c
1638	West	Garfield	Blvd	1908	SF House	Tudor Revival	The Frank C. Weber House		c	yes	nc
1642	West	Garfield	Blvd	1896	SF House	Queen Anne			c	no	na
1643	West	Garfield	Blvd	1898	SF House	Queen Anne	The C. J. Atkries House		c	yes	c
1644	West	Garfield	Blvd	1900s	Two Flat	Classical Revival			c	yes	c
1645	West	Garfield	Blvd	1900s	Two Flat	Classical Revival			c	no	na
1646	West	Garfield	Blvd	1905	Three Flat	Tudor Revival			c	no	na
1648	West	Garfield	Blvd	1909	Two Flat	Classical Revival			c	no	na
1649	West	Garfield	Blvd	1902	Two Flat	No Style			c	yes	nc
1652	West	Garfield	Blvd	1911	Two Flat	Classical Revival			c	no	na
1653	West	Garfield	Blvd	1902	Two Flat	French Renaissance Revival			c	yes	c
1655-1657	West	Garfield	Blvd	1909	Two Flat	Classical Revival			c	yes	c
1656	West	Garfield	Blvd	1898	SF House	Queen Anne	The L. P. Freund House		c	yes	c
1700	West	Garfield	Blvd	1916	Bungalow	Craftsman	The L. L. Freiduss House	Oliver, Ralph	c	yes	c
1701-1705	West	Garfield	Blvd	1911	Church	Gothic Revival			c	no	na

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Cook, Illinois
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Not Applicable
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Building Inventory for the Chicago Park Boulevard System Historic District*

St. #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Architect	Prim. Struct. C/ NC	Sec. Struct.	Sec. Struct C/ NC/ NA
1706	West	Garfield	Blvd	1921	Bungalow	Craftsman			c	yes	c
1710	West	Garfield	Blvd	1916	SF House	Craftsman			c	yes	nc
1711	West	Garfield	Blvd	1900s	SF House	Gable Front			c	no	na
1712	West	Garfield	Blvd	1910s	Foursquare	Craftsman			c	yes	c
1713	West	Garfield	Blvd	1917	Two Flat	Craftsman			c	yes	nc
1715	West	Garfield	Blvd	1915	Two Flat	Classical Revival			c	yes	nc
1716	West	Garfield	Blvd	1919	Multiple	Craftsman			c	no	na
1717	West	Garfield	Blvd	1907	Two Flat	Classical Revival			c	yes	NC
1720	West	Garfield	Blvd	1914	Bungalow	Craftsman			c	yes	c
1721	West	Garfield	Blvd	1913	Two Flat	Craftsman			c	yes	c
1722	West	Garfield	Blvd	1916	SF House	Tudor Revival	The C. J. Otheus House	Pruyn, N. K.	c	yes	c
1725	West	Garfield	Blvd	1980s	SF House				nc	no	na
1734	West	Garfield	Blvd	1910s	SF House	Tudor Revival			c	yes	c
1735	West	Garfield	Blvd	1926	Bungalow	Craftsman	The S. J. Withowski House		c	yes	c
1739-1741	West	Garfield	Blvd	1902	SF House	Richardsonian Romanesque	The M. Heubrich House		c	yes	nc
1740	West	Garfield	Blvd	1925	Two Flat	Tudor Revival			c	yes	c
1742	West	Garfield	Blvd	1916	Two Flat	Craftsman			c	yes	nc
1745	West	Garfield	Blvd	1925	Four Flat	Tudor Revival			c	yes	nc
1747	West	Garfield	Blvd	1903	Two Flat	Classical Revival	The Ernst Custer House	Anderson, C.J.	c	yes	nc
1748	West	Garfield	Blvd	1923	Two Flat	Craftsman			c	yes	c
1751	West	Garfield	Blvd	1910s	Two Flat	Craftsman			c	yes	nc
1752-1754	West	Garfield	Blvd	1922	Six Flat	Tudor Revival			c	yes	c
1753	West	Garfield	Blvd	1900s	Two Flat	Classical Revival			c	yes	c
1758	West	Garfield	Blvd	1922	Three Flat	Classical Revival			c	yes	c
1801	West	Garfield	Blvd	1912	Multiple	Craftsman			c	yes	nc
1805	West	Garfield	Blvd	1911	Two Flat	Classical Revival			c	yes	nc
1807	West	Garfield	Blvd	1911	Two Flat	Classical Revival			c	yes	c
1809-1811	West	Garfield	Blvd	1914	Six Flat	Craftsman			c	no	na

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* - Excluding buildings included in the Logan Boulevard Historic District National Register Nomination

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Not Applicable
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St. #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Architect	Prim. Struct. C/ NC	Sec. Struct.	Sec. Struct C/ NC/ NA
1815-1817	West	Garfield	Blvd	1912	Six Flat	Classical Revival			c	yes	c
1835	West	Garfield	Blvd	1925	Multiple	Tudor Revival			c	no	na
1837	West	Garfield	Blvd	1925	Two Flat	Craftsman			c	yes	nc
1839	West	Garfield	Blvd	1920s	Two Flat	Craftsman			c	no	na
1845	West	Garfield	Blvd	1924	Two Flat	Craftsman			c	yes	c
1847	West	Garfield	Blvd	1924	Two Flat	Gothic Revival	The Emmitt Whalen House	Hall, Lawrence, Ripples & Ratcliff	c	yes	nc
1850-1852	West	Garfield	Blvd	1924	Other	Richardsonian Romanesque		Lautz & Christensen	c	no	na
1851	West	Garfield	Blvd	1914	SF House	Colonial Revival	The V. Kolzina House	Cerny, Jeremiah J.	c	yes	nc
1854	West	Garfield	Blvd	1910	Two Flat	Classical Revival			c	yes	nc
1856	West	Garfield	Blvd	1900s	Four Flat	Classical Revival			c	no	na
1859	West	Garfield	Blvd	1950s	SF House				nc	yes	nc
1900	West	Garfield	Blvd	1924	Two Flat	Craftsman	The Victor Frolich House	Grotz	c	yes	c
1901-1903	West	Garfield	Blvd	1916	Multiple	Craftsman			c	no	na
1906	West	Garfield	Blvd	1925	Bungalow	Craftsman			c	yes	c
1907	West	Garfield	Blvd	1925	Multiple	Craftsman			c	yes	c
1908	West	Garfield	Blvd	1925	Bungalow	Craftsman			c	no	na
1911	West	Garfield	Blvd	1911	Two Flat	Craftsman			c	no	na
1912	West	Garfield	Blvd	1929	Two Flat	Craftsman			c	yes	c
1915	West	Garfield	Blvd	1927	Two Flat	Craftsman			c	yes	nc
1916	West	Garfield	Blvd	1916	Multiple	Craftsman			c	yes	c
1917	West	Garfield	Blvd	1920s	Three Flat	Tudor Revival			c	yes	c
1919	West	Garfield	Blvd	1910	Two Flat	Craftsman			c	no	na
1920	West	Garfield	Blvd	1925	Two Flat	Tudor Revival			c	no	na
1922	West	Garfield	Blvd	1920s	Multiple	Tudor Revival			c	no	na
1923	West	Garfield	Blvd	1911	Two Flat	Craftsman			c	yes	c
1924	West	Garfield	Blvd	1920s	Multiple	Tudor Revival			c	yes	c
1925	West	Garfield	Blvd	1924	Two Flat	Tudor Revival			c	yes	c
1934-1936	West	Garfield	Blvd	1926	Multiple	Spanish Revival		Males, E.J.	c	no	na
1935	West	Garfield	Blvd	1915	Two Flat	Craftsman			c	yes	c

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Not Applicable
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St. #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Architect	Prim. Struct. C/ NC	Sec. Struct.	Sec. Struct C/ NC/ NA
1937	West	Garfield	Blvd	1915	Two Flat	Classical Revival			c	yes	nc
1938	West	Garfield	Blvd	1920	Two Flat	Tudor Revival			c	no	na
1939-1941	West	Garfield	Blvd	1910s	Two Flat	Craftsman			c	yes	c
1943	West	Garfield	Blvd	1913	Two Flat	Craftsman			c	yes	nc
1945-1947	West	Garfield	Blvd	1910s	Three Flat	Tudor Revival			c	yes	nc
2007	West	Garfield	Blvd	1910s	Two Flat	Craftsman			c	yes	nc
2009	West	Garfield	Blvd	1910s	Two Flat	Craftsman			c	yes	nc
2017	West	Garfield	Blvd	1920s	Three Flat	Tudor Revival			c	yes	c
2021	West	Garfield	Blvd	1950s	Other				nc	no	na
2035	West	Garfield	Blvd	1920s	SF House	Tudor Revival			c	yes	nc
2036	West	Garfield	Blvd	1910s	Multiple	Tudor Revival			c	yes	c
2037	West	Garfield	Blvd	1910s	Two Flat	Craftsman			c	yes	nc
2039	West	Garfield	Blvd	1920s	Multiple	Tudor Revival			c	yes	nc
2040	West	Garfield	Blvd	1910s	SF House				nc	yes	nc
2044	West	Garfield	Blvd	1960s	SF House				nc	yes	nc
2045	West	Garfield	Blvd	1950s	Multiple				nc	yes	nc
2048	West	Garfield	Blvd	1910s	Bungalow	Craftsman			c	yes	c
2049	West	Garfield	Blvd	1900s	Two Flat	Classical Revival			c	no	na
2052	West	Garfield	Blvd	1910s	Bungalow	Craftsman			c	yes	nc
2056	West	Garfield	Blvd	1910s	Two Flat	Craftsman			c	yes	c
2102	West	Garfield	Blvd	1900s	SF House	Cottage			c	yes	nc
2104	West	Garfield	Blvd	1910s	Bungalow	Craftsman			c	yes	nc
2106	West	Garfield	Blvd	1900s	SF House	Gambrel Front			c	yes	nc
2110	West	Garfield	Blvd	1910s	Bungalow	Craftsman			c	no	na
2111	West	Garfield	Blvd	1910s	Bungalow	Craftsman			c	yes	nc
2112	West	Garfield	Blvd	1900s	SF House	Gambrel Front			c	no	na
2116	West	Garfield	Blvd	1900s	SF House	Cottage			c	no	na
2118	West	Garfield	Blvd	1900s	SF House	Cottage			c	no	na
2122	West	Garfield	Blvd	1900s	SF House	Gambrel Front			c	no	na
2124	West	Garfield	Blvd	1900s	SF House	Gambrel Front			c	yes	nc
2128	West	Garfield	Blvd	1900s	SF House	Gambrel Front			c	no	na
2130	West	Garfield	Blvd	1910s	Bungalow	Craftsman			c	yes	nc
2134	West	Garfield	Blvd	1900s	SF House	Gable Front			c	yes	c
2135	West	Garfield	Blvd	1910s	Bungalow	Craftsman			c	no	na
2137	West	Garfield	Blvd	1910s	Multiple				nc	no	na

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Not Applicable
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Building Inventory for the Chicago Park Boulevard System Historic District*

St. #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Architect	Prim. Struct. C/ NC	Sec. Struct.	Sec. Struct C/ NC/ NA
2136-2138	West	Garfield	Blvd	1910s	SF House	Craftsman			c	no	na
2140	West	Garfield	Blvd	1900s	Bungalow	Craftsman			c	no	na
2141	West	Garfield	Blvd	1900s	SF House	Gable Front			c	no	na
2142	West	Garfield	Blvd	1900s	Bungalow	Gambrel Front			c	yes	nc
2226	West	Garfield	Blvd	1900s	Two Flat	Classical Revival			c	no	na
2230	West	Garfield	Blvd	1910s	Three Flat	Tudor Revival			c	no	na
2232	West	Garfield	Blvd	1910s	Three Flat	Tudor Revival			c	yes	nc
2234	West	Garfield	Blvd	1910s	Three Flat	Tudor Revival			c	yes	nc
2236	West	Garfield	Blvd	1910s	SF House	Craftsman			c	yes	nc
2240	West	Garfield	Blvd	1910s	Bungalow	Craftsman			c	yes	nc
2242	West	Garfield	Blvd	1910s	Bungalow	Craftsman			c	yes	nc
2250	West	Garfield	Blvd	1910s	Two Flat	Craftsman			c	no	na
2301	West	Garfield	Blvd	1890s	SF House	Queen Anne			c	yes	nc
2305-2309	West	Garfield	Blvd	1925	Multiple	Craftsman			c	yes	c
2311	West	Garfield	Blvd	1900s	Foursquare	Craftsman			c	yes	nc
2315	West	Garfield	Blvd	1900s	Foursquare	Classical Revival			c	yes	nc
2319	West	Garfield	Blvd	1900s	SF House	Classical Revival			c	no	na
3037-3053	West	Grand	Ave	1920s	Other	Classical Revival			c	no	na
5835	South	Greenwood	Ave	1903	School	Collegiate Gothic	Harold Leonard Stuart Hall	Shepley, Rutan & Coolidge	c	no	na
5836	South	Greenwood	Ave	1896	School	Collegiate Gothic	Frederick Haskell Hall	Cobb, Henry Ives	c	no	na
5501	South	Halsted	St	1930	Other	Moderne			c	no	na
3654-3656	South	Hamilton	Ave	1910s	SF House				nc	yes	nc
3655-3657	South	Hamilton	Ave	1900s	Four Flat	Classical Revival			c	yes	nc
100-106	North	Hamlin	Blvd	1920s	Multiple	Tudor Revival			c	no	na
108-110	North	Hamlin	Blvd	1910s	Six Flat	Tudor Revival			c	no	na
114-116	North	Hamlin	Blvd	1910s	Six Flat	Tudor Revival			c	no	na
118-120	North	Hamlin	Blvd	1910s	Six Flat	Tudor Revival			c	no	na
124-126	North	Hamlin	Blvd	1910s	Six Flat	Tudor Revival			c	no	na
310	North	Hamlin	Ave	1900s	Two Flat	Classical Revival			c	no	na

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Not Applicable
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Building Inventory for the Chicago Park Boulevard System Historic District*

St. #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Architect	Prim. Struct. C/ NC	Sec. Struct.	Sec. Struct C/ NC/ NA
312	North	Hamlin	Ave	1900s	Two Flat	Classical Revival			c	no	na
320	North	Hamlin	Ave	1890s	Two Flat	Richardsonian Romanesque			c	no	na
324	North	Hamlin	Ave	2000s	Three Flat				nc	no	na
326-328	North	Hamlin	Ave	1980s	Six Flat				nc	no	na
332	North	Hamlin	Ave	1920s	Multiple	Tudor Revival			c	no	na
334	North	Hamlin	Ave	1890s	Two Flat	Richardsonian Romanesque			c	no	na
342	North	Hamlin	Ave	1890s	Two Flat	Richardsonian Romanesque			c	no	na
346-348	North	Hamlin	Ave	2000s	Multiple				nc	no	na
358	North	Hamlin	Ave	1910s	Two Flat	Craftsman			c	no	na
362	North	Hamlin	Ave	1910s	Two Flat				nc	no	na
364	North	Hamlin	Ave	1990s	Three Flat				nc	no	na
368	North	Hamlin	Ave	1910s	Two Flat	Classical Revival			c	no	na
370	North	Hamlin	Ave	1900s	SF House	Cottage			c	no	na
372	North	Hamlin	Ave	1910s	Two Flat	Craftsman			c	no	na
376	North	Hamlin	Ave	1910s	SF House				nc	no	na
16	South	Hamlin	Blvd	1910s	Three Flat				nc	no	na
18	South	Hamlin	Blvd	1915	Three Flat	No Style			c	yes	c
20-22	South	Hamlin	Blvd	1910s	Six Flat	Craftsman	The Maria		c	yes	c
100-04	South	Hamlin	Blvd	1980s	Multiple				nc	no	na
108	South	Hamlin	Blvd	1900s	Three Flat	Classical Revival			c	yes	c
110	South	Hamlin	Blvd	1910s	Two Flat	Craftsman			c	yes	c
114	South	Hamlin	Blvd	1900s	Two Flat	Classical Revival			c	no	na
116	South	Hamlin	Blvd	1900s	Two Flat	Classical Revival			c	no	na
120	South	Hamlin	Blvd	1900s	Two Flat	Classical Revival			c	yes	c
138-140	South	Hamlin	Blvd	1900s	Six Flat	Prairie			c	no	na
146-148	South	Hamlin	Blvd	1900s	Six Flat	Classical Revival			c	no	na
150-152	South	Hamlin	Blvd	1900s	Six Flat	Classical Revival			c	no	na
154-158	South	Hamlin	Blvd	1902	Six Flat	Classical Revival		Lanquist, A.	c	no	na
206-208	South	Hamlin	Blvd	1950s	Church				nc	no	na

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Cook, Illinois
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Not Applicable
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Building Inventory for the Chicago Park Boulevard System Historic District*

St. #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Architect	Prim. Struct. C/ NC	Sec. Struct.	Sec. Struct C/ NC/ NA
210	South	Hamlin	Blvd	1910	Two Flat	Classical Revival	The F. L. Kohlman House	Foster, T. D.	c	no	na
214-222	South	Hamlin	Blvd	1925	Courtyard	Spanish Revival		Dubin & Eisenberg	c	no	na
300	South	Hamlin	Blvd	1920s	Multiple	Tudor Revival			c	no	na
306	South	Hamlin	Blvd	1910s	Two Flat	Classical Revival			c	no	na
314	South	Hamlin	Blvd	1900s	Foursquare	Classical Revival			c	yes	c
320-324	South	Hamlin	Blvd	1980s	Six Flat				nc	no	na
344	South	Hamlin	Blvd	1890s	Three Flat	Classical Revival			c	yes	c
348	South	Hamlin	Blvd	1890s	Three Flat	Classical Revival			c	no	na
352	South	Hamlin	Blvd	1890s	Three Flat	Classical Revival			c	yes	c
356-358	South	Hamlin	Blvd	1980s	Townhouse				nc	no	na
410-412	South	Hamlin	Blvd	1910s	Multiple	Craftsman			c	no	na
1352	South	Hamlin	Blvd	1890s	Two Flat	Richardsonian Romanesque			c	yes	c
1404	South	Hamlin	Blvd	1900s	Two Flat	Classical Revival			c	no	na
1408	South	Hamlin	Blvd	1910s	Four Flat	Tudor Revival			c	no	na
1410	South	Hamlin	Blvd	1910s	Four Flat	Craftsman			c	no	na
1412-1414	South	Hamlin	Blvd	1890s	Two Flat	Classical Revival			c	yes	nc
139	North	Homan	Blvd	1980s	Multiple				nc	no	na
147-149	North	Homan	Blvd	1910s	Other	Craftsman			c	no	na
501	North	Homan	Ave	1920s	Factory/ Warehouse	Art Deco			c	no	na
508	North	Homan	Ave	1920s	Multiple	Tudor Revival			c	no	na
1335-1339	South	Homan	Ave	1910s	Multiple Use	No Style			c	no	na
3658	South	Hoyne	Ave	1910s	Multiple	Craftsman			c	no	na
3659	South	Hoyne	Ave	1910s	Two Flat	Queen Anne			c	yes	c
820-834	East	Hyde Park	Blvd	1920s	Courtyard	Tudor Revival			c	no	na
915	East	Hyde Park	Blvd	1910s	Four Flat	Tudor Revival			c	no	na
919	East	Hyde Park	Blvd	1910s	Four Flat	Tudor Revival			C	no	na
622-624	South	Independence	Blvd	1900	Six Flat	Beaux Arts		Marquandt & Brunte	c	yes	c

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Not Applicable
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Building Inventory for the Chicago Park Boulevard System Historic District*

St. #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Architect	Prim. Struct. C/ NC	Sec. Struct.	Sec. Struct C/ NC/ NA
700	South	Independence	Blvd	1970s	Multiple Use				nc	no	na
704-706	South	Independence	Blvd	1910s	Multiple	Tudor Revival			c	no	na
708	South	Independence	Blvd	1896	Two Flat	Richardsonian Romanesque	The C. S. Stover House		c	no	na
710	South	Independence	Blvd	1910s	Two Flat	Tudor Revival			c	yes	nc
714	South	Independence	Blvd	1920s	Four Flat	Classical Revival			c	yes	nc
735-737	South	Independence	Blvd	1900s	Six Flat	Classical Revival			c	no	na
739-741	South	Independence	Blvd	1910s	Six Flat	Craftsman			c	no	na
740	South	Independence	Blvd	1920s	Multiple	Tudor Revival			c	no	na
745-747	South	Independence	Blvd	1912	Six Flat	Craftsman		Wilson, H.R.	c	no	na
752-754	South	Independence	Blvd	1926	Synagogue	Classical Revival	Congregation Anshe Sholom	Newhouse, Henry L. & Bernham	c	no	na
755-757	South	Independence	Blvd	1902	Multiple	Prairie			c	no	na
800-802	South	Independence	Blvd	1900s	Multiple	Classical Revival			c	no	na
801	South	Independence	Blvd	1920s	Four Flat	Spanish Revival			c	no	na
805	South	Independence	Blvd	1910s	Four Flat	Craftsman			c	no	na
806	South	Independence	Blvd	1880s	Two Flat	Richardsonian Romanesque			c	no	na
808	South	Independence	Blvd	1890s	Two Flat	Classical Revival			c	no	na
815	South	Independence	Blvd	1880s	SF House				nc	no	na
819-821	South	Independence	Blvd	1898	Six Flat	Richardsonian Romanesque		Bell, W.H.	c	no	na
823-825	South	Independence	Blvd	1900s	Multiple	Classical Revival	The Rose		c	no	na
909-901	South	Independence	Blvd	1928	Courtyard	Art Deco		Lurya, A.I.	c	no	na
911-923	South	Independence	Blvd	1910s	Courtyard	Art Deco			c	no	na
1014	South	Independence	Blvd	1900s	Two Flat	Classical Revival			c	yes	nc
1022	South	Independence	Blvd	1910s	Multiple	Classical Revival			c	no	na
1100	South	Independence	Blvd	1890s	Two Flat	Classical Revival			c	yes	nc
1108	South	Independence	Blvd	1910s	Two Flat	Craftsman			c	no	na
1110	South	Independence	Blvd	1910s	Three Flat	Craftsman			c	no	na

Returned

* - Excluding buildings included in the Logan Boulevard Historic District National Register Nomination

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Cook, Illinois
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Not Applicable
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Building Inventory for the Chicago Park Boulevard System Historic District*

St. #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Architect	Prim. Struct. C/ NC	Sec. Struct.	Sec. Struct C/ NC/ NA
1114	South	Independence	Blvd	1900s	Two Flat	Classical Revival			c	yes	nc
1116	South	Independence	Blvd	1890s	Two Flat	Richardsonian Romanesque			c	yes	c
1117	South	Independence	Blvd	1890s	Two Flat	Classical Revival			c	no	na
1118	South	Independence	Blvd	1890s	Two Flat	Richardsonian Romanesque			c	no	na
1135	South	Independence	Blvd	1910s	Multiple	Craftsman			c	no	na
1145	South	Independence	Blvd	1900s	Two Flat	Classical Revival			c	no	na
1146	South	Independence	Blvd	1920s	Two Flat	Sullivanesque			c	yes	nc
1211	South	Independence	Blvd	1910s	Two Flat	Tudor Revival			c	no	na
1217-1221	South	Independence	Blvd	1920s	Courtyard	Tudor Revival			c	no	na
1224	South	Independence	Blvd	1920s	Three Flat	Tudor Revival			c	yes	nc
1225-1233	South	Independence	Blvd	1917	Synagogue	Craftsman	Temple Judea		c	no	na
1226	South	Independence	Blvd	1910s	Three Flat	Craftsman			c	yes	c
1232	South	Independence	Blvd	1900s	Two Flat	Classical Revival			c	yes	nc
1234	South	Independence	Blvd	1910s	Three Flat	Craftsman			c	yes	nc
1237	South	Independence	Blvd	1920s	Three Flat	Classical Revival			c	yes	nc
1241	South	Independence	Blvd	1910s	Two Flat	Craftsman			c	yes	nc
1245-1253	South	Independence	Blvd	1910s	Multiple	Classical Revival			c	no	na
1254-1258	South	Independence	Blvd	1914	Multiple	Craftsman		Scwartz, Albert A.	c	no	na
1305-1301	South	Independence	Blvd	1910s	Multiple	Classical Revival			c	no	na
1306	South	Independence	Blvd	1890s	Three Flat	Classical Revival			c	no	na
1308-1314	South	Independence	Blvd	1921-22	Synagogue	Classical Revival	Knesses Israel Nusach Sfard Synagogue		c	no	na
1309	South	Independence	Blvd	1980s	Multiple				nc	yes	nc
1313	South	Independence	Blvd	1910s	Multiple	Tudor Revival			c	no	na
1316	South	Independence	Blvd	1910s	Three Flat	Tudor Revival			c	yes	c
1318	South	Independence	Blvd	1911	Three Flat	Tudor Revival			c	yes	nc

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Not Applicable
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St. #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Architect	Prim. Struct. C/ NC	Sec. Struct.	Sec. Struct C/ NC/ NA
1317-1319	South	Independence	Blvd	1910s	Four Flat	Classical Revival			c	no	na
1322	South	Independence	Blvd	1907	SF House	Gothic Revival		Dibelka, James B.	c	no	na
1321-1323	South	Independence	Blvd	1910s	Four Flat	Classical Revival			c	no	na
1325	South	Independence	Blvd	1910s	Four Flat	Classical Revival			c	yes	c
1337	South	Independence	Blvd	1910s	Multiple	Craftsman			c	no	na
1345	South	Independence	Blvd	1960s	Other				nc	no	na
1357	South	Independence	Blvd	1910s	Multiple	Craftsman			c	no	na
1004	North	Kedzie	Ave	1910s	Four Flat	Craftsman			c	yes	c
1006	North	Kedzie	Ave	1910s	Four Flat	Craftsman			c	yes	nc
1010	North	Kedzie	Ave	1910s	Three Flat	Craftsman			c	no	na
1014	North	Kedzie	Ave	1910s	Three Flat	Classical Revival			c	yes	nc
1016	North	Kedzie	Ave	1910s	Four Flat	Craftsman			c	yes	c
1020-1022	North	Kedzie	Ave	1910s	Four Flat	Craftsman			c	yes	c
1026	North	Kedzie	Ave	1910s	Three Flat	Craftsman			c	yes	c
1038	North	Kedzie	Ave	1910s	Multiple	Craftsman			c	no	na
1042	North	Kedzie	Ave	1910s	Four Flat	Craftsman			c	yes	nc
1046	North	Kedzie	Ave	1910s	Two Flat	Classical Revival			c	no	na
1050	North	Kedzie	Ave	1910s	Two Flat	No Style			c	no	na
1054	North	Kedzie	Ave	1910s	Two Flat	Classical Revival			c	yes	nc
1058	North	Kedzie	Ave	1910s	Two Flat	Craftsman			c	yes	nc
1060	North	Kedzie	Ave	1910s	Four Flat	Craftsman			c	yes	c
1138	North	Kedzie	Ave	1910s	Two Flat	Craftsman			c	yes	nc
1140	North	Kedzie	Ave	1910s	Two Flat	Classical Revival			c	no	na
1144	North	Kedzie	Ave	1900s	Foursquare	Craftsman			c	yes	nc
1148	North	Kedzie	Ave	1910s	Two Flat	Classical Revival			c	yes	nc
1150	North	Kedzie	Ave	1900s	Three Flat	Classical Revival			c	yes	c
1152-1154	North	Kedzie	Ave	1910s	Multiple	Craftsman			c	no	na
1204	North	Kedzie	Ave	1900s	Three Flat	Classical Revival			c	yes	nc

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St. #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Architect	Prim. Struct. C/ NC	Sec. Struct.	Sec. Struct C/ NC/ NA
1206	North	Kedzie	Ave	1910s	Three Flat	Craftsman			c	yes	nc
1234	North	Kedzie	Ave	1900s	Two Flat	Classical Revival			c	yes	c
1236	North	Kedzie	Ave	1910s	Four Flat	Tudor Revival			c	no	na
1238	North	Kedzie	Ave	1910s	Three Flat	Classical Revival			c	yes	c
1242	North	Kedzie	Ave	1910s	Two Flat	Craftsman			c	yes	c
1248	North	Kedzie	Ave	1980s	Two Flat				nc	no	na
1250	North	Kedzie	Ave	1910s	Four Flat	Craftsman			c	yes	c
1254	North	Kedzie	Ave	1900s	Three Flat	Tudor Revival			c	yes	c
1258	North	Kedzie	Ave	1910s	Three Flat	Craftsman			c	yes	c
1300	North	Kedzie	Ave	1990s	Three Flat				nc	no	na
1306	North	Kedzie	Ave	1900s	Two Flat	Classical Revival			c	yes	nc
1310	North	Kedzie	Ave	1910s	Two Flat	Craftsman			c	yes	nc
1312	North	Kedzie	Ave	1900s	Two Flat	Classical Revival			c	yes	c
1316	North	Kedzie	Ave	1906	SF House	Classical Revival	The A. C. Jensen House	Klein, G.	c	yes	nc
1318	North	Kedzie	Ave	1900s	Three Flat	Classical Revival			c	yes	c
1320-1322	North	Kedzie	Ave	1910s	Multiple	Classical Revival			c	yes	nc
1334	North	Kedzie	Ave	1900s	Two Flat	Beaux Arts			c	yes	c
1336	North	Kedzie	Ave	1900s	Two Flat	Classical Revival			c	yes	c
1340	North	Kedzie	Ave	1910s	Two Flat	Craftsman			c	yes	nc
1344	North	Kedzie	Ave	1900s	Three Flat	Classical Revival			c	yes	nc
1346	North	Kedzie	Ave	1900s	Two Flat	Classical Revival			c	yes	nc
1350	North	Kedzie	Ave	1910s	Four Flat	Craftsman			c	yes	nc
1354-1356	North	Kedzie	Ave	1900s	Multiple	Classical Revival			c	yes	c
1400-1402	North	Kedzie	Ave	1980s	Other				nc	no	na
1408	North	Kedzie	Ave	1900s	Two Flat	Classical Revival			c	yes	nc
1412	North	Kedzie	Ave	1902	Three Flat	Classical Revival	The Phil Lauck Jr. House	Anderson Inc.	c	yes	nc

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Not Applicable
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St. #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Architect	Prim. Struct. C/ NC	Sec. Struct.	Sec. Struct C/ NC/ NA
1416	North	Kedzie	Ave	1897	Two Flat	Richardsonian Romanesque	The Jonathon Kzalovrc House		c	yes	nc
1418	North	Kedzie	Ave	1910s	Two Flat	No Style			c	no	na
1420	North	Kedzie	Ave	1900s	Two Flat	Classical Revival			c	yes	nc
1438	North	Kedzie	Ave	1910s	Three Flat	Craftsman			c	no	na
1442	North	Kedzie	Ave	1910s	Two Flat	Craftsman			c	no	na
1444	North	Kedzie	Ave	1890s	Two Flat	Queen Anne			c	yes	nc
1446	North	Kedzie	Ave	1910s	Two Flat	Classical Revival			c	no	na
1448	North	Kedzie	Ave	1900s	Three Flat	Classical Revival			c	yes	nc
1452	North	Kedzie	Ave	1910s	Two Flat	Craftsman			c	yes	nc
1454	North	Kedzie	Ave	1910s	Three Flat	Craftsman			c	no	na
1456	North	Kedzie	Ave	1910s	Multiple	Classical Revival			c	yes	c
1500	North	Kedzie	Ave	1980s	SF House				nc	no	na
1506	North	Kedzie	Ave	1910s	Three Flat	Craftsman			c	yes	c
1508	North	Kedzie	Ave	1900s	Three Flat	Classical Revival			c	yes	nc
1510	North	Kedzie	Ave	1900s	Two Flat	Richardsonian Romanesque			c	yes	nc
1512-1514	North	Kedzie	Ave	1910s	Two Flat	Craftsman			c	yes	nc
1516	North	Kedzie	Ave	1910s	Three Flat	Classical Revival			c	yes	nc
1518	North	Kedzie	Ave	1900s	Three Flat	Classical Revival			c	no	na
1522	North	Kedzie	Ave	1910s	Four Flat	Craftsman			c	no	na
1524	North	Kedzie	Ave	1910s	Multiple	Classical Revival			c	no	na
1530-1542	North	Kedzie	Ave	1910s	Courtyard	Tudor Revival			c	no	na
1544-1546	North	Kedzie	Ave	1910s	Church				nc	no	na
1550	North	Kedzie	Ave	1920s	Multiple Use	Gothic Revival			c	no	na
5801	South	Kenwood	Ave	1900s	School	Classical Revival	The Frank Lille House		c	no	na
5811	South	Kenwood	Ave	1900s	School	Classical Revival	The Wilder House		c	no	na

Returned

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Not Applicable
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Building Inventory for the Chicago Park Boulevard System Historic District*

St. #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Architect	Prim. Struct. C/ NC	Sec. Struct.	Sec. Struct C/ NC/ NA
5823	South	Kenwood	Ave	1900s	School	Collegiate Gothic	Kovler Gymnasium/ Sunny Gymnasium		c	no	na
5815	South	Kimbark	Ave	1910s	School	Collegiate Gothic	Henry Holmes Belfield Hall		c	no	na
5835	South	Kimbark	Ave	1910s	School	Collegiate Gothic	Judd Hall		c	no	na
5451	South	Laflin	St	1970s	Multiple				nc	no	na
3400	West	Lake	St	1892	Multiple Use	Classical Revival	Homan L Station and Overpass		c	no	na
3402	West	Lake	St	1910s	Other	No Style			c	no	na
3404	West	Lake	St	1910s	Other				nc	no	na
3450	West	Lake	St	1910s	Factory/ Warehouse	Classical Revival			c	no	na
3454	West	Lake	St	1910s	Multiple Use	Georgian Revival			c	no	na
3458	West	Lake	St	1900s	Multiple Use	Queen Anne			c	no	na
3500	West	Lake	St	1900s	Multiple Use	Queen Anne			c	no	na
3502	West	Lake	St	1880s	SF House	Cottage			c	no	na
3504	West	Lake	St	1910s	Factory/ Warehouse	Craftsman			c	no	na
3526	West	Lake	St	1910s	Other	No Style			c	no	na
3534	West	Lake	St	1910s	Bungalow	Craftsman			c	yes	c
3544	West	Lake	St	1910s	Multiple Use	Queen Anne			c	no	na
3918-3922	South	Langley	Ave	1890s	Townhouse	Queen Anne			c	no	na
2746	West	Le Moyne	Dr	1910s	Multiple	Queen Anne			c	no	na
3211-3215	West	Le Moyne	St	1900s	Three Flat	Classical Revival			c	no	na
3659	South	Leavitt	St	1910s	Bungalow	Craftsman			c	yes	nc
5202	South	Loomis	Blvd	1900s	Two Flat	Gable Front			c	yes	nc
5206	South	Loomis	Blvd	1910s	SF House	Gable Front			c	no	na
5212	South	Loomis	Blvd	1900s	Three Flat	Queen Anne			c	no	na
5214	South	Loomis	Blvd	1910s	SF House	Cottage			c	no	na
5216	South	Loomis	Blvd	1910s	Two Flat	Queen Anne			c	no	na
5218-5220	South	Loomis	Blvd	2000s	Three Flat				nc	no	na
5222	South	Loomis	Blvd	1910s	Two Flat	Gable Front			c	yes	nc
5226	South	Loomis	Blvd	1900s	Three Flat				nc	no	na

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Cook, Illinois
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Not Applicable
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St. #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Architect	Prim. Struct. C/ NC	Sec. Struct.	Sec. Struct C/ NC/ NA
5228	South	Loomis	Blvd	1900s	SF House	Cottage			c	yes	nc
5230	South	Loomis	Blvd	1910s	Two Flat				nc	no	na
5234	South	Loomis	Blvd	1910s	Two Flat	Queen Anne			c	no	na
5238	South	Loomis	Blvd	1910s	Two Flat	Queen Anne			c	yes	nc
5242	South	Loomis	Blvd	1910s	Two Flat	Craftsman			c	no	na
5244	South	Loomis	Blvd	1920s	Two Flat	Craftsman			c	yes	nc
5250	South	Loomis	Blvd	1920s	Two Flat	Craftsman			c	yes	nc
5254	South	Loomis	Blvd	1900s	Two Flat	Gable Front			c	no	na
5256	South	Loomis	Blvd	1920s	Two Flat	Gable Front			c	no	na
5300	South	Loomis	Blvd	1901	School	Classical Revival	Arthur A. Libby School	Mundie, William B.	c	no	na
5430	South	Loomis	Blvd	1890s	Two Flat	Queen Anne			c	no	na
5436	South	Loomis	Blvd	2000s	Three Flat				nc	no	na
5438	South	Loomis	Blvd	1900s	SF House	Gable Front			c	no	na
5440	South	Loomis	Blvd	1900s	Two Flat	Classical Revival			c	no	na
3407	West	Madison	St	1900s	Other	Classical Revival			c	yes	nc
3409	West	Madison	St	1910s	Multiple Use	Craftsman			c	no	na
3411	West	Madison	St	1900s	Multiple Use	Classical Revival			c	no	na
3419	West	Madison	St	1920s	Other	Craftsman			c	no	na
3423	West	Madison	St	1920s	Other	Craftsman			c	no	na
3427-3433	West	Madison	St	1910s	Other				nc	no	na
3437-3447	West	Madison	St	1920s	Multiple Use	Craftsman			c	no	na
3451	West	Madison	St	1900s	Multiple Use	Classical Revival			c	no	na
3513-3515	West	Madison	St	1910s	Multiple Use	Classical Revival			c	yes	nc
3800	West	Madison	St	1926	Multiple	Spanish Revival	Midwest Athletic Club	Michaelsen & Rognstad	c	no	na
3801	West	Madison	St	1930s	Other	Colonial Revival			c	no	na
5601	South	Maplewood	Ave	1910s	Bungalow	Craftsman			c	yes	nc
2007	South	Marshall	Blvd	1910s	Other	Craftsman			c	no	na
2015	South	Marshall	Blvd	1930s	Other	Moderne			c	no	na
2100-2110	South	Marshall	Blvd	1910s	Factory/ Warehouse	Classical Revival			c	yes	c

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Cook, Illinois
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Not Applicable
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St. #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Architect	Prim. Struct. C/ NC	Sec. Struct.	Sec. Struct C/ NC/ NA
2101	South	Marshall	Blvd	1900s	Three Flat	Classical Revival			c	yes	c
2107	South	Marshall	Blvd	1910s	Three Flat	Classical Revival			c	yes	nc
2111	South	Marshall	Blvd	1910s	Three Flat	No Style			c	yes	c
2113-2115	South	Marshall	Blvd	1980s	Six Flat				nc	no	na
2117-2119	South	Marshall	Blvd	1910s	Three Flat	Classical Revival			c	yes	nc
2125	South	Marshall	Blvd	1900s	Three Flat	Classical Revival			c	yes	nc
2126	South	Marshall	Blvd	1910s	Three Flat	Tudor Revival			c	yes	nc
2127	South	Marshall	Blvd	1910s	Multiple	Craftsman			c	no	na
2128	South	Marshall	Blvd	1920s	Six Flat	Classical Revival			c	yes	c
2134-2136	South	Marshall	Blvd	1900s	Six Flat	Classical Revival			c	no	na
2138	South	Marshall	Blvd	1910s	SF House	Tudor Revival			c	no	na
2140	South	Marshall	Blvd	1900s	Two Flat	Classical Revival			c	yes	nc
2142	South	Marshall	Blvd	1900s	Two Flat	Classical Revival			c	yes	nc
2143	South	Marshall	Blvd	1900s	Two Flat	No Style			c	no	na
2145	South	Marshall	Blvd	1900s	Three Flat	Richardsonian Romanesque			c	yes	nc
2200-2202	South	Marshall	Blvd	1920s	Courtyard	Tudor Revival			c	yes	c
2214	South	Marshall	Blvd	1910s	Two Flat	Classical Revival			c	no	na
2215	South	Marshall	Blvd	1910s	SF House	Tudor Revival			c	yes	c
2216	South	Marshall	Blvd	1900s	Two Flat	Queen Anne			c	yes	nc
2219	South	Marshall	Blvd	1948	Multiple			Tortin, J. I.	nc	yes	c
2222	South	Marshall	Blvd	1900s	Two Flat	Classical Revival			c	yes	nc
2225	South	Marshall	Blvd	1949	SF House		The Joseph Hassel House	Bednarik, Joseph J.	nc	yes	c
2226	South	Marshall	Blvd	1910s	Two Flat	Craftsman			c	yes	c
2228	South	Marshall	Blvd	1900s	Two Flat	Classical Revival			c	yes	c
2232	South	Marshall	Blvd	1900s	Two Flat	No Style			c	no	na

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Not Applicable
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St. #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Architect	Prim. Struct. C/ NC	Sec. Struct.	Sec. Struct C/ NC/ NA
2234	South	Marshall	Blvd	1900s	Two Flat	Classical Revival			c	no	na
2235	South	Marshall	Blvd	1900s	Two Flat	Richardsonian Romanesque			c	yes	nc
2236	South	Marshall	Blvd	1910s	Two Flat	Classical Revival			c	yes	c
2237	South	Marshall	Blvd	1910s	Three Flat	Classical Revival			c	yes	c
2240	South	Marshall	Blvd	1910s	Two Flat				nc	yes	nc
2241	South	Marshall	Blvd	1910s	Two Flat	Craftsman			c	yes	c
2242	South	Marshall	Blvd	1910s	Two Flat	No Style			c	yes	nc
2244	South	Marshall	Blvd	1900s	Two Flat	Classical Revival			c	yes	nc
2245	South	Marshall	Blvd	1910s	Three Flat	Classical Revival			c	yes	c
2246	South	Marshall	Blvd	1910s	Two Flat	Classical Revival			c	no	na
2249	South	Marshall	Blvd	1900s	Three Flat	Classical Revival			c	yes	c
2251	South	Marshall	Blvd	1900s	Two Flat	Gable Front			c	yes	nc
2252	South	Marshall	Blvd	1910s	Two Flat	Classical Revival			c	yes	nc
2253	South	Marshall	Blvd	1910s	SF House	Craftsman			c	yes	nc
2254	South	Marshall	Blvd	1910s	Two Flat	Craftsman			c	no	na
2255	South	Marshall	Blvd	1910s	Three Flat	Tudor Revival			c	yes	c
2258	South	Marshall	Blvd	1910s	Two Flat	Classical Revival			c	yes	nc
2259	South	Marshall	Blvd	1910s	Multiple	Craftsman			c	no	na
2300	South	Marshall	Blvd	1916	Two Flat	Craftsman			c	yes	c
2301	South	Marshall	Blvd	1910s	Multiple	Craftsman			c	yes	c
2302	South	Marshall	Blvd	1900s	Two Flat	Classical Revival			c	yes	c
2305	South	Marshall	Blvd	1900s	SF House	Gable Front			c	no	na
2306	South	Marshall	Blvd	1900s	Two Flat	Classical Revival			c	yes	c
2307	South	Marshall	Blvd	1900s	SF House	Cottage			c	yes	nc
2308	South	Marshall	Blvd	1900s	Two Flat	Richardsonian Romanesque			c	yes	nc
2309	South	Marshall	Blvd	1980s	Three Flat				nc	no	na
2311	South	Marshall	Blvd	1910s	Two Flat	Craftsman			c	yes	nc

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St. #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Architect	Prim. Struct. C/ NC	Sec. Struct.	Sec. Struct C/ NC/ NA
2312	South	Marshall	Blvd	1908	SF House	Classical Revival		Gassmann, A. P.	c	yes	nc
2313	South	Marshall	Blvd	1900s	Two Flat	Richardsonian Romanesque			c	yes	nc
2318	South	Marshall	Blvd	1910s	Three Flat	Craftsman			c	yes	nc
2322	South	Marshall	Blvd	1908	SF House	Tudor Revival		Sharp, L.	c	no	na
2325	South	Marshall	Blvd	1910s	Two Flat	Craftsman			c	yes	nc
2328	South	Marshall	Blvd	1890s	SF House	Queen Anne			c	no	na
2332	South	Marshall	Blvd	1910s	SF House	Craftsman			c	no	na
2334	South	Marshall	Blvd	1910s	Two Flat	Tudor Revival			c	yes	nc
2338	South	Marshall	Blvd	1890s	Two Flat	Queen Anne			c	yes	c
2342	South	Marshall	Blvd	1910s	Two Flat	Tudor Revival			c	no	na
2344	South	Marshall	Blvd	1910s	Three Flat	Classical Revival			c	yes	nc
2346	South	Marshall	Blvd	1910s	Two Flat	Craftsman			c	yes	nc
2348	South	Marshall	Blvd	1910s	SF House	Classical Revival			c	yes	nc
2352	South	Marshall	Blvd	1890s	Two Flat	Richardsonian Romanesque			c	yes	nc
2358	South	Marshall	Blvd	1900s	Multiple	Classical Revival			c	yes	c
2400	South	Marshall	Blvd	1899	School	Classical Revival	John Spry Public School	Patton, Normand S.	c	no	na
5815	South	Maryland	Ave	2000s	Hospital		Bernard A. Mitchell Hospital		nc	no	na
5839	South	Maryland	Ave	1960s	Hospital	Moderne	Wyler Children's Hospital		nc	no	na
5841	South	Maryland	Ave	1929	Hospital	Collegiate Gothic	James Robert Moore Pavillion/ Chicago Lying-in Hospital and Dispensary Max Epstein Clinic		c	no	na
3350	West	Maypole	Ave	1890s	Multiple				nc	no	na
446	North	Monticello	Ave	1890s	Two Flat	Queen Anne			c	yes	nc
448	North	Monticello	Ave	1890s	Two Flat	Classical Revival			c	yes	nc
450	North	Monticello	Ave	1890s	Two Flat	Classical Revival			c	yes	nc
452	North	Monticello	Ave	1890s	Two Flat	Classical Revival			c	no	na
500	North	Monticello	Ave	1950s	SF House				nc	no	na

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502	North	Monticello	Ave	1910s	Four Flat	Craftsman			c	yes	c
506-508	North	Monticello	Ave	1920s	Six Flat	Tudor Revival			c	no	na
510	North	Monticello	Ave	1910s	Two Flat	Craftsman			c	yes	nc
2734-2748	West	North	Ave	1910s	Multiple Use	Classical Revival			c	no	na
2747-2753	West	North	Ave	1920s	Multiple Use	French Renaissance Revival			c	no	na
2802-2814	West	North	Ave	2000s	Other		Humboldt Building		nc	yes	nc
2818-2820	West	North	Ave	1900s	Multiple Use	Classical Revival			c	yes	nc
2834-2840	West	North	Ave	1990s	Other				nc	no	na
2846	West	North	Ave	1910s	Factory/ Warehouse	Craftsman			c	no	na
2906	West	North	Ave	1907	Multiple Use	Classical Revival			c	yes	c
2908	West	North	Ave	1900s	Three Flat	Classical Revival			c	no	na
2910	West	North	Ave	1910s	Three Flat	Craftsman			c	yes	nc
2912	West	North	Ave	1900s	Two Flat	Classical Revival			c	no	na
2914	West	North	Ave	1914	Other	Classical Revival			c	yes	nc
2918-2920	West	North	Ave	1910s	Multiple	Craftsman			c	yes	nc
2932	West	North	Ave	1900s	Multiple	Queen Anne			c	yes	nc
2942	West	North	Ave	1910s	Other	Craftsman			c	no	na
2954-2958	West	North	Ave	1900s	Multiple Use	Classical Revival			c	no	na
3000	West	North	Ave	1980s	Other				nc	no	na
3032-3036	West	North	Ave	1900s	Multiple	Classical Revival	Park View		c	no	na
3038-3042	West	North	Ave	1920s	Multiple	Spanish Revival			c	no	na
3044	West	North	Ave	1910s	Three Flat	Classical Revival			c	yes	c
3046	West	North	Ave	1900s	Three Flat	Classical Revival			c	no	na
3050-3054	West	North	Ave	1906	Multiple	Classical Revival			c	no	na

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3132	West	North	Ave	2000s	Multiple Use				nc	no	na
3134	West	North	Ave	1890s	Multiple Use	Queen Anne			c	yes	nc
3136	West	North	Ave	1890s	Multiple Use	Queen Anne			c	no	na
405	East	Oakwood	Blvd	1910s	Multiple	Classical Revival			c	yes	nc
417	East	Oakwood	Blvd	1900s	SF House				nc	no	na
421-423	East	Oakwood	Blvd	1904	Townhouse	Richardsonian Romanesque			c	no	na
425	East	Oakwood	Blvd	1904	Townhouse	Richardsonian Romanesque			c	no	na
427-439	East	Oakwood	Blvd	1920s	Courtyard	Tudor Revival			c	no	na
436	East	Oakwood	Blvd	1890s	Townhouse	Tudor Revival			c	yes	nc
438	East	Oakwood	Blvd	1890s	Townhouse	Tudor Revival			c	yes	nc
442	East	Oakwood	Blvd	1889	SF House	Gable Front	The Isaac N. W. Sherman House	Burnham & Root	c	yes	c
445	East	Oakwood	Blvd	1890s	Two Flat	Queen Anne			c	no	na
447	East	Oakwood	Blvd	1890s	Two Flat	Queen Anne			c	no	na
448	East	Oakwood	Blvd	1890s	SF House	Classical Revival			c	yes	c
449	East	Oakwood	Blvd	1890s	Four Flat	Queen Anne			c	yes	nc
450	East	Oakwood	Blvd	1904	SF House	Queen Anne			c	yes	c
451	East	Oakwood	Blvd	1890s	Multiple	Queen Anne			c	no	na
453	East	Oakwood	Blvd	1890s	Two Flat	Queen Anne			c	yes	nc
455	East	Oakwood	Blvd	1880s	Two Flat	Italianate			c	yes	nc
457	East	Oakwood	Blvd	1890s	Two Flat	Queen Anne			c	yes	nc
458	East	Oakwood	Blvd	2000s	Three Flat				nc	no	na
459	East	Oakwood	Blvd	1907	Two Flat	Tudor Revival			c	yes	nc
461	East	Oakwood	Blvd	1880s	Two Flat	Queen Anne			c	yes	nc
462	East	Oakwood	Blvd	1880s	SF House	Queen Anne			c	no	na
463	East	Oakwood	Blvd	1880s	Two Flat	Italianate			c	no	na
465	East	Oakwood	Blvd	1880s	Two Flat	Italianate			c	no	na
500	East	Oakwood	Blvd	1890s	SF House	Richardsonian Romanesque			c	yes	c
501	East	Oakwood	Blvd	1880s	Townhouse				nc	yes	nc
502	East	Oakwood	Blvd	1890s	SF House	Richardsonian Romanesque			c	yes	c

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504	East	Oakwood	Blvd	1880s	SF House	Richardsonian Romanesque			c	yes	c
507	East	Oakwood	Blvd	1900s	Three Flat	Richardsonian Romanesque			c	no	na
510-512	East	Oakwood	Blvd	1900s	Six Flat	Classical Revival			c	no	na
511	East	Oakwood	Blvd	1893	SF House	Tudor Revival			c	yes	nc
515	East	Oakwood	Blvd	1880s	SF House	Richardsonian Romanesque			c	yes	c
517	East	Oakwood	Blvd	1904	SF House	Second Empire			c	yes	nc
519	East	Oakwood	Blvd	1890s	SF House	Richardsonian Romanesque			c	no	na
521-529	East	Oakwood	Blvd	1910s	Multiple	Craftsman			c	no	na
545	East	Oakwood	Blvd	1888	School	Classical Revival	Holy Angels School		c	no	na
540-554	East	Oakwood	Blvd	1910s	Multiple	Craftsman			c	no	na
555	East	Oakwood	Blvd	1980s	Church				nc	no	na
566	East	Oakwood	Blvd	2000s	Eight Flat				nc	yes	nc
606	East	Oakwood	Blvd	1888	SF House	Richardsonian Romanesque			c	yes	nc
607	East	Oakwood	Blvd	1990s	Other				nc	no	na
609	East	Oakwood	Blvd	1890s	SF House				nc	no	na
608-610	East	Oakwood	Blvd	1890s	Two Flat	Queen Anne			c	yes	nc
611	East	Oakwood	Blvd	1900s	SF House				nc	no	na
612	East	Oakwood	Blvd	1900s	Two Flat	Queen Anne			c	yes	nc
614	East	Oakwood	Blvd	1900s	Two Flat	Queen Anne			c	yes	nc
615	East	Oakwood	Blvd	1990s	SF House				nc	no	na
619	East	Oakwood	Blvd	1900s	SF House	Tudor Revival			c	no	na
620	East	Oakwood	Blvd	1880s	Three Flat	Italianate			c	yes	nc
621	East	Oakwood	Blvd	1900s	SF House	Tudor Revival			c	no	na
622	East	Oakwood	Blvd	1880s	Three Flat	Italianate			c	no	na
623	East	Oakwood	Blvd	1900s	SF House	Tudor Revival			c	no	na
624	East	Oakwood	Blvd	1890s	Three Flat	Second Empire			c	no	na
626	East	Oakwood	Blvd	2000s	SF House				nc	yes	nc
628-630	East	Oakwood	Blvd	1903	Four Flat	Italianate			c	yes	nc
632	East	Oakwood	Blvd	1870s	Two Flat	Italianate			c	no	na
633	East	Oakwood	Blvd	1900s	Two Flat	No Style			c	yes	nc
634	East	Oakwood	Blvd	1880s	Two Flat	Queen Anne			c	no	na

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St. #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Architect	Prim. Struct. C/ NC	Sec. Struct.	Sec. Struct C/ NC/ NA
635	East	Oakwood	Blvd	1880s	SF House	Queen Anne			c	no	na
636	East	Oakwood	Blvd	1870s	Two Flat	Italianate			c	no	na
637	East	Oakwood	Blvd	1880s	SF House	Second Empire			c	no	na
638	East	Oakwood	Blvd	2000s	SF House				nc	no	na
639	East	Oakwood	Blvd	1900s	SF House	Second Empire			c	no	na
640	East	Oakwood	Blvd	1890s	Two Flat	Queen Anne			c	no	na
644	East	Oakwood	Blvd	1870s	Two Flat	Italianate			c	no	na
649	East	Oakwood	Blvd	1880s	Church	Richardsonian Romanesque			c	no	na
700	East	Oakwood	Blvd	1898-03	Other	Italian Renaissance Revival	Abraham Lincoln Center	Wright, F. L & Perkins, Dwight H.	c	no	na
725-729	East	Oakwood	Blvd	1899	Church	Richardsonian Romanesque		Patton, Fisher & Miller	c	no	na
747-749	East	Oakwood	Blvd	1888	Townhouse	Queen Anne			c	no	na
335	East	Pershing	Rd	1910s	Other	Craftsman			c	no	na
1950	West	Pershing	Rd	1920s	Other	Craftsman			c	no	na
2001	West	Pershing	Rd	1920s	Factory/ Warehouse	Craftsman	Clock Tower for CMDF		c	no	na
2011	West	Pershing	Rd	1940s	School				nc	no	na
2051-2059	West	Pershing	Rd	1936	Other	Craftsman	The Albert Pick Company		c	no	na
2101-2129	West	Pershing	Rd	1920s	Factory/ Warehouse	Tudor Revival			c	no	na
2133-2139	West	Pershing	Rd	1927	Factory/ Warehouse	Gothic Revival	Standard Brands Inc.	Epstein, A.	c	no	na
2151-2159	West	Pershing	Rd	1936	Factory/ Warehouse	Art Deco		Epstein, A.	c	no	na
2211-2165	West	Pershing	Rd	1922	Factory/ Warehouse	Craftsman	Westinghouse Electric	Joy, Samuel Scott	c	no	na
2225-2235	West	Pershing	Rd	1923	Factory/ Warehouse	Classical Revival	L. Fish Furniture Company	Alschuler, Alfred S.	c	no	na
5444	South	Prairie	Ave	1900s	Six Flat	Classical Revival			C	no	na
5448	South	Prairie	Ave	1900s	Six Flat	Classical Revival			c	no	na
5501	South	Prairie	Ave	1920s	Multiple Use	Art Deco			c	no	na
2746	West	Potomac	Ave	1900s	Four Flat	Classical Revival			c	no	na

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5201	South	Racine	Ave	1910s	Multiple Use				nc	no	na
5203	South	Racine	Ave	1900s	SF House	Gable Front			c	no	na
5205	South	Racine	Ave	1910s	Two Flat	Tudor Revival			c	no	na
5207	South	Racine	Ave	1910s	Two Flat	Tudor Revival			c	no	na
5211	South	Racine	Ave	1900s	Two Flat	Tudor Revival			c	no	na
5215	South	Racine	Ave	1900s	SF House	Cottage			c	yes	nc
5223	South	Racine	Ave	1900s	Two Flat	Gable Front			c	yes	nc
5225	South	Racine	Ave	1900s	Two Flat	Gable Front			c	yes	nc
5227	South	Racine	Ave	1900s	Two Flat	Gable Front			c	yes	c
5231	South	Racine	Ave	1910s	Bungalow	No Style			c	yes	c
5233	South	Racine	Ave	1900s	SF House	Cottage			c	no	na
5235	South	Racine	Ave	1910s	Two Flat	Craftsman			c	yes	nc
5237	South	Racine	Ave	1910s	Two Flat	Craftsman			c	no	na
5245	South	Racine	Ave	1900s	SF House	Cottage			c	yes	nc
5251	South	Racine	Ave	1900s	SF House	Cottage			c	no	na
5253	South	Racine	Ave	1910s	Two Flat	Classical Revival			c	yes	nc
5301	South	Racine	Ave	1910s	Multiple	Classical Revival			c	no	na
5305???	South	Racine	Ave	1910s	Multiple Use	Classical Revival			c	no	na
5309	South	Racine	Ave	1880s	Two Flat	Gable Front			c	yes	nc
5317	South	Racine	Ave	1900s	SF House	Gable Front			c	no	na
5319	South	Racine	Ave	1900s	Two Flat				nc	no	na
5321	South	Racine	Ave	1900s	Two Flat				nc	yes	nc
5323	South	Racine	Ave	1900s	SF House	Cottage			c	no	na
5325	South	Racine	Ave	1900s	SF House				nc	no	na
5327	South	Racine	Ave	1900s	SF House	Cottage			c	yes	nc
5331	South	Racine	Ave	1910s	Two Flat	Classical Revival			c	no	na
5337	South	Racine	Ave	1900s	SF House				nc	no	na
5339	South	Racine	Ave	1910s	Bungalow	Craftsman			c	yes	nc
5347	South	Racine	Ave	1900s	SF House				nc	no	na
5401	South	Racine	Ave	1919	Factory/ Warehouse	Craftsman			c	no	na
5413	South	Racine	Ave	1910s	Two Flat	Tudor Revival			c	yes	c
5417	South	Racine	Ave	1910s	Two Flat	Tudor Revival			c	no	na
5421	South	Racine	Ave	1910s	Two Flat	Craftsman			c	yes	c

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5423	South	Racine	Ave	1910s	Two Flat	Tudor Revival			c	yes	nc
5427	South	Racine	Ave	1910s	Two Flat	Classical Revival			c	no	na
5429	South	Racine	Ave	1910s	Two Flat	Craftsman			c	yes	nc
5431	South	Racine	Ave	1950s	SF House				nc	no	na
5437	South	Racine	Ave	1910s	Two Flat	Craftsman			c	yes	nc
5439	South	Racine	Ave	1910s	Two Flat	Classical Revival			c	no	na
5441	South	Racine	Ave	1910s	Two Flat	Craftsman			c	no	na
5500	South	Racine	Ave	1900s	Other				nc	no	na
5516	South	Rockwell	St	1900s	School	Classical Revival	Carson Elementary School		c	no	na
2834-2836	West	Roosevelt	Rd	1920s	Multiple Use	Craftsman			c	no	na
2838	West	Roosevelt	Rd	1910s	Multiple Use	Craftsman			c	no	na
2854	West	Roosevelt	Rd	1920s	Other	Craftsman			c	no	na
2856	West	Roosevelt	Rd	1920s	Multiple Use	Classical Revival			c	no	na
2858	West	Roosevelt	Rd	1900s	Multiple Use	Classical Revival			c	no	na
2900	West	Roosevelt	Rd	1912	Multiple Use	Classical Revival		Leby, A.L.	c	no	na
2902	West	Roosevelt	Rd	1920s	Other				nc	no	na
2924	West	Roosevelt	Rd	1900s	Multiple Use	Classical Revival			c	no	na
2938	West	Roosevelt	Rd	1950s	SF House				nc	no	na
2942	West	Roosevelt	Rd	1890s	Three Flat	Classical Revival			c	no	na
2948	West	Roosevelt	Rd	1894	Three Flat	Richardsonian Romanesque			c	no	na
3006	West	Roosevelt	Rd	1920s	Other	Craftsman			c	no	na
3010	West	Roosevelt	Rd	1920s	Multiple Use	Craftsman			c	yes	c
3012	West	Roosevelt	Rd	1910s	Multiple Use				nc	no	na
3034	West	Roosevelt	Rd	1950s	Other				nc	no	na
3042	West	Roosevelt	Rd	1919s	Multiple Use	No Style			c	no	na
500	North	Sacramento	Blvd	1920s	Factory/ Warehouse	Craftsman	GAW O'Hara Enveloper		c	no	na

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461-605	North	Sacramento	Blvd	1941	Factory/ Warehouse	Art Deco	Sprague Warner and Company	Epstein, A.	c	no	na
548	North	Sacramento	Blvd	1925	Factory/ Warehouse	No Style			c	no	na
620-722	North	Sacramento	Blvd	1920s	Factory/ Warehouse	Classical Revival			c	no	na
625	North	Sacramento	Blvd	1930s	Factory/ Warehouse	Moderne			c	no	na
822-824	North	Sacramento	Blvd	1920s	Multiple Use	Modern			c	no	na
839	North	Sacramento	Blvd	1910s	Multiple	Craftsman			c	no	na
843	North	Sacramento	Blvd	1910s	Two Flat	No Style			c	yes	nc
845	North	Sacramento	Blvd	1910s	Two Flat	No Style			c	no	na
849	North	Sacramento	Blvd	1910s	Two Flat	Craftsman			c	yes	nc
851	North	Sacramento	Blvd	1910s	Two Flat	Craftsman			c	yes	c
854	North	Sacramento	Blvd	1910s	Two Flat	Craftsman			c	yes	nc
855	North	Sacramento	Blvd	1910s	Two Flat	Craftsman			c	yes	nc
857	North	Sacramento	Blvd	1910s	Two Flat	Classical Revival			c	yes	nc
858	North	Sacramento	Blvd	1910s	Two Flat	Classical Revival			c	yes	nc
860	North	Sacramento	Blvd	1910s	Two Flat	No Style			c	yes	nc
861	North	Sacramento	Blvd	1910s	Two Flat	No Style			c	yes	nc
863	North	Sacramento	Blvd	1910s	Two Flat	No Style			c	yes	c
864	North	Sacramento	Blvd	1910s	Two Flat	Classical Revival			c	yes	nc
866	North	Sacramento	Blvd	1900s	Two Flat	Classical Revival			c	yes	nc
867	North	Sacramento	Blvd	1900s	Two Flat	Tudor Revival			c	yes	nc
868	North	Sacramento	Blvd	1900s	Two Flat	Tudor Revival			c	yes	nc
869	North	Sacramento	Blvd	1900s	Two Flat	Tudor Revival			c	yes	c
871	North	Sacramento	Blvd	1920s	Three Flat	Tudor Revival			c	yes	c
872	North	Sacramento	Blvd	1910s	Two Flat	Tudor Revival			c	yes	nc
876	North	Sacramento	Blvd	1910s	Two Flat	Classical Revival			c	yes	nc
878	North	Sacramento	Blvd	1910s	Two Flat	Classical Revival			c	yes	nc
882	North	Sacramento	Blvd	1900s	Two Flat	Richardsonian Romanesque			c	yes	nc
884	North	Sacramento	Blvd	1910s	Two Flat	No Style			c	yes	nc

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St. #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Architect	Prim. Struct. C/ NC	Sec. Struct.	Sec. Struct C/ NC/ NA
888	North	Sacramento	Blvd	1910s	Two Flat	Richardsonian Romanesque			c	yes	c
901-903	North	Sacramento	Blvd	1920s	Multiple	Classical Revival			c	no	na
907	North	Sacramento	Blvd	1920s	Four Flat	Tudor Revival			c	no	na
909-915	North	Sacramento	Blvd	1920s	Courtyard	Craftsman			c	no	na
917	North	Sacramento	Blvd	1900s	Three Flat	Classical Revival			c	yes	nc
919	North	Sacramento	Blvd	1900s	Three Flat	Classical Revival			c	yes	nc
921	North	Sacramento	Blvd	1910s	Six Flat	Craftsman			c	yes	nc
927	North	Sacramento	Blvd	1890s	Two Flat	Richardsonian Romanesque			c	yes	nc
929	North	Sacramento	Blvd	1910s	Courtyard	Classical Revival			c	yes	c
1001	North	Sacramento	Ave	1910s	Two Flat	French Renaissance Revival			c	no	na
1003	North	Sacramento	Ave	1910s	Two Flat	French Renaissance Revival			c	yes	nc
1009	North	Sacramento	Ave	1900s	Three Flat	Classical Revival			c	yes	c
1015	North	Sacramento	Ave	1900s	Two Flat	Classical Revival			c	yes	c
1017	North	Sacramento	Ave	1900s	Two Flat	Richardsonian Romanesque			c	yes	nc
1021	North	Sacramento	Ave	1900s	Two Flat	Classical Revival			c	no	na
1025	North	Sacramento	Ave	1890s	Two Flat	Queen Anne			c	yes	c
1029	North	Sacramento	Ave	1890s	SF House	Queen Anne			c	no	na
1107	North	Sacramento	Ave	1910s	Three Flat	Craftsman			c	yes	c
1109	North	Sacramento	Ave	1910s	Two Flat	Craftsman			c	yes	nc
1111	North	Sacramento	Ave	1890s	Two Flat	Richardsonian Romanesque			c	no	na
1113	North	Sacramento	Ave	1900s	Two Flat	Classical Revival			c	no	na
1117	North	Sacramento	Ave	1900s	Two Flat	Richardsonian Romanesque			c	yes	c
1123	North	Sacramento	Ave	1900s	SF House	Classical Revival			c	yes	c

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1127	North	Sacramento	Ave	1900s	Two Flat	Richardsonian Romanesque			c	no	na
1133	North	Sacramento	Ave	1900s	Two Flat	Tudor Revival			c	yes	nc
1135	North	Sacramento	Ave	1900s	Two Flat	Richardsonian Romanesque			c	yes	c
1137	North	Sacramento	Ave	1890s	Two Flat	Queen Anne			c	yes	nc
1139	North	Sacramento	Ave	1894	Two Flat	Richardsonian Romanesque			c	yes	nc
1141	North	Sacramento	Ave	1906	Two Flat	Classical Revival		Kreig, William G.	c	no	na
1145-1149	North	Sacramento	Ave	1910s	Multiple	Craftsman			c	no	na
3658	South	Seeley	Ave	1910s	SF House	Gable Front			c	yes	c
3659	South	Seeley	Ave	1910s	Two Flat	Craftsman			c	yes	c
500	North	Spaulding	Ave	1919	Factory/ Warehouse	No Style	DeLuxe Line Loose Leaf Devices and Supplies		c	no	na
5500	South	State	St	1890s	Multiple Use				nc	no	na
5736	South	Stony Island	Ave	1910s	Courtyard	Tudor Revival			c	no	na
5830-5844	South	Stony Island	Ave	1925	Courtyard	Gothic Revival	Vista Homes	Olsen, Paul Frederick	c	no	na
6200-6220	South	Stony Island	Ave	1911	School	Classical Revival	Hyde Park High School	Hussander, Arthur F.	c	no	na
6450-6458	South	Stony Island	Ave	1900s	Multiple Use	Classical Revival			c	no	na
6516-6520	South	Stony Island	Ave	1910s	Multiple	Craftsman			c	no	na
5504	South	Throop	St	1910s	Church	Tudor Revival			c	no	na
5512	South	Throop	St	1900s	Two Flat	Classical Revival			c	no	na
5502-5510	South	Union	Ave	1910s	Multiple	Craftsman			c	no	na
5706	South	University	Ave	1903	School	Collegiate Gothic	Reynolds Club	Shepley, Rutan & Coolidge	c	no	na
5720	South	University	Ave	1903	School	Collegiate Gothic	Mandel Hall	Shepley, Rutan & Coolidge	c	no	na
5734	South	University	Ave	1930	School	Collegiate Gothic	Eckhart Hall	Klauder, Charles Zeller	c	no	na

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St. #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Architect	Prim. Struct. C/ NC	Sec. Struct.	Sec. Struct C/ NC/ NA
5828	South	University	Ave	1971	School		Albert Pick Hall International Studies	Ralph Rapson & Associates; Burnham & Hammond Inc. & J. lee Jones	nc	no	na
5844-5846	South	University	Ave	1893	School	Collegiate Gothic	Beecher Hall	Cobb, Henry Ives	c	no	na
5848-5852	South	University	Ave	1899	School	Collegiate Gothic	Green Hall	Cobb, Henry Ives	c	no	na
5848-5852	South	University	Ave	1893	School	Collegiate Gothic	Kelly Hall	Cobb, Henry Ives	c	no	na
2951	West	Walton	St	1990s	Multiple				nc	no	na
3357	West	Warren	Blvd	1900s	Six Flat	Classical Revival			c	no	na
3807-3811	West	Washington	Blvd	1980s	Multiple				nc	no	na
3140	South	Western	Ave	1900s	Factory/ Warehouse	Classical Revival			c	yes	nc
3301	South	Western	Blvd	1900s	Two Flat	Classical Revival			c	yes	nc
3302	South	Western	Ave	1890s	Multiple Use	Queen Anne			c	no	na
3305	South	Western	Blvd	1910s	Four Flat	Tudor Revival			c	yes	c
3310	South	Western	Ave	1950s	Factory/ Warehouse				nc	no	na
3311	South	Western	Blvd	1951	SF House				nc	no	na
3313	South	Western	Blvd	1900s	Two Flat	Classical Revival			c	yes	nc
3315	South	Western	Blvd	1900s	Two Flat	Classical Revival			c	yes	nc
3316	South	Western	Ave	1900s	SF House	Cottage			c	yes	nc
3319	South	Western	Blvd	1900s	Two Flat	Classical Revival			c	yes	nc
3322	South	Western	Ave	1900s	SF House	Cottage			c	yes	nc
3323	South	Western	Blvd	1900s	Two Flat	Classical Revival			c	yes	nc
3324	South	Western	Ave	1880s	SF House	Cottage			c	no	na
3325	South	Western	Blvd	1910s	Bungalow	Craftsman			c	yes	c
3326	South	Western	Ave	1900s	SF House				nc	no	na
3327-3329	South	Western	Blvd	1920s	Multiple	Tudor Revival			c	yes	nc
3330	South	Western	Ave	1880s	SF House	Cottage			c	no	na

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3335	South	Western	Blvd	1910s	Two Flat	Craftsman			c	yes	nc
3336	South	Western	Ave	1920s	SF House				nc	no	na
3340	South	Western	Ave	1910s	SF House	Cottage			c	yes	nc
3341	South	Western	Blvd	1910s	Two Flat	Tudor Revival			c	yes	c
3343	South	Western	Blvd	1900s	Two Flat	Classical Revival			c	yes	nc
3344	South	Western	Ave	1910s	Three Flat	Craftsman			c	yes	c
3345	South	Western	Blvd	1900s	Two Flat	Classical Revival			c	yes	c
3347	South	Western	Blvd	1880s	Two Flat	Queen Anne			c	yes	c
3346	South	Western	Ave	1891	SF House	Italianate	The W. W. Arnke House		c	yes	nc
3348-3350	South	Western	Ave	1900s	SF House	Gable Front			c	yes	nc
3349	South	Western	Blvd	1900s	Two Flat	Classical Revival			c	yes	c
3352	South	Western	Ave	1900s	Two Flat	Gable Front			c	no	na
3354	South	Western	Ave	1900s	Two Flat	Gable Front			c	yes	nc
3356	South	Western	Ave	1900s	Two Flat	Gable Front			c	yes	nc
3357	South	Western	Blvd	1900s	Two Flat	Classical Revival			c	yes	c
3359	South	Western	Blvd	1910s	Two Flat	Queen Anne			c	yes	c
3400	South	Western	Ave	1990s	SF House				nc	yes	nc
3401	South	Western	Blvd	1920s	Two Flat	Craftsman			c	yes	c
3402	South	Western	Ave	1900s	Two Flat	Classical Revival			c	yes	nc
3404	South	Western	Ave	1900s	Multiple Use	Gable Front			c	no	na
3405	South	Western	Blvd	1910s	Two Flat	Craftsman			c	yes	c
3408	South	Western	Ave	2000s	SF House				nc	yes	nc
3409	South	Western	Blvd	1910s	Two Flat	Tudor Revival			c	yes	c
3410	South	Western	Ave	2000s	SF House				nc	no	na
3411	South	Western	Blvd	1910s	Two Flat	Craftsman			c	yes	nc
3412	South	Western	Ave	2000s	SF House				nc	no	na
3414	South	Western	Ave	1900s	Two Flat	Gable Front			c	no	na
3416	South	Western	Ave	1900s	SF House	Cottage			c	yes	c
3417	South	Western	Blvd	1920s	Two Flat	Craftsman			c	yes	c
3418	South	Western	Ave	1900s	Two Flat	Classical Revival			c	yes	c
3419	South	Western	Blvd	1910s	Two Flat	Craftsman			c	yes	c

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3422	South	Western	Ave	1900s	Two Flat	Queen Anne			c	yes	nc
3423	South	Western	Blvd	1910s	Two Flat	Craftsman			c	yes	c
3424	South	Western	Ave	1900s	Two Flat	Classical Revival			c	yes	nc
3427	South	Western	Blvd	1900s	Two Flat	Classical Revival			c	yes	c
3431	South	Western	Blvd	1950s	Multiple				nc	yes	nc
3433	South	Western	Blvd	1900s	Two Flat	Tudor Revival			c	yes	nc
3434	South	Western	Ave	1980s	Other				nc	no	na
3435	South	Western	Blvd	1900s	Two Flat	Queen Anne			c	yes	nc
3436	South	Western	Ave	1890s	Multiple Use	Italianate			c	yes	c
3439	South	Western	Blvd	1900s	Two Flat	Classical Revival			c	yes	nc
3440	South	Western	Ave	1950s	Other				nc	yes	c
3441	South	Western	Blvd	1900s	Two Flat	Classical Revival			c	no	na
3443	South	Western	Blvd	1900s	Two Flat	Queen Anne			c	yes	nc
3444	South	Western	Ave	1900s	Two Flat	Italianate			c	no	na
3445	South	Western	Blvd	1900s	Two Flat	No Style			c	yes	nc
3448	South	Western	Ave	1900s	Two Flat	Classical Revival			c	yes	nc
3449	South	Western	Blvd	1890s	Two Flat	Queen Anne			c	yes	nc
3451	South	Western	Blvd	1900s	Two Flat	Classical Revival			c	yes	c
3452	South	Western	Ave	1950s	Other				nc	no	na
3456	South	Western	Ave	1890s	Multiple Use	Queen Anne			c	no	na
3500	South	Western	Ave	1900s	Multiple Use	Craftsman			c	no	na
3501	South	Western	Blvd	1910s	Multiple Use	Craftsman			c	no	na
3503-05	South	Western	Blvd	1900s	Four Flat	Classical Revival			c	yes	c
3504	South	Western	Ave	1950s	Other				nc	no	na
3506	North	Western	Ave	1900s	Other	Craftsman			c	no	na
3508	South	Western	Ave	1900s	Two Flat	Richardsonian Romanesque			c	no	na
3509	South	Western	Blvd	1950s	Two Flat				nc	yes	c
3510-3524	South	Western	Ave	1927	Factory/ Warehouse	Classical Revival	Parisian Novelty Co.	Alschuler, Alfred S.	c	no	na

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3515	South	Western	Blvd	1910s	SF House	Craftsman			c	yes	nc
3517	South	Western	Blvd	1900s	Two Flat	Classical Revival			c	yes	nc
3519	South	Western	Blvd	1910s	Two Flat	Craftsman			c	yes	nc
3521	South	Western	Blvd	1900s	Two Flat	Classical Revival			c	no	na
3523	South	Western	Blvd	1900s	Two Flat	Classical Revival			c	no	na
3527-3529	South	Western	Blvd	1910s	Two Flat	Craftsman			c	yes	c
3528	South	Western	Ave	1900s	SF House	Cottage			c	yes	nc
3537-3539	South	Western	Blvd	1900s	Multiple	Classical Revival			c	no	na
3543	South	Western	Blvd	1900s	Two Flat	Classical Revival			c	yes	c
3545	South	Western	Blvd	1900s	Two Flat	Queen Anne			c	no	na
3549	South	Western	Blvd	1900s	Three Flat	Classical Revival			c	yes	nc
3553	South	Western	Blvd	1900s	Two Flat	Tudor Revival			c	yes	c
3559	South	Western	Blvd	1900s	SF House	Queen Anne			c	no	na
3601	South	Western	Blvd	1924	Other	Craftsman			c	no	na
3900-3904	South	Western	Ave	1920s	Other	No Style			c	no	na
3930	South	Western	Ave	1900s	SF House	Cottage			c	yes	nc
3932	South	Western	Ave	1900s	SF House	Cottage			c	yes	nc
3934	South	Western	Ave	1900s	SF House	Cottage			c	yes	nc
3936	South	Western	Ave	1900s	SF House				nc	yes	nc
3938	South	Western	Ave	1900s	SF House	Gable Front			c	yes	nc
3942	South	Western	Ave	1900s	Two Flat	Gable Front			c	yes	nc
3944	South	Western	Ave	1900s	SF House	Cottage			c	yes	nc
3946	South	Western	Ave	1900s	SF House	Cottage			c	yes	nc
3948	South	Western	Ave	1890s	Multiple Use	Queen Anne			c	yes	nc
3950	South	Western	Ave	1890s	Multiple Use	Queen Anne			c	yes	nc
3952	South	Western	Ave	1890s	Multiple Use	Queen Anne			c	yes	nc
3954	South	Western	Ave	1890s	Multiple Use	Queen Anne			c	yes	nc
3956	South	Western	Ave	1890s	Multiple Use	Queen Anne			c	yes	nc

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3958	South	Western	Ave	1890s	Multiple Use	Queen Anne			c	yes	nc
3960	South	Western	Ave	1890s	Multiple Use	Queen Anne			c	yes	nc
4039	South	Western	Blvd	1930s	Factory/ Warehouse	Moderne			c	no	na
4043-4047	South	Western	Blvd	1939	Factory/ Warehouse	Moderne			c	no	na
4049	South	Western	Blvd	1900s	SF House	Cottage			c	no	na
4057	South	Western	Blvd	1910s	Two Flat	Craftsman			c	yes	nc
4102	South	Western	Ave	1900s	SF House				nc	yes	nc
4108	South	Western	Ave	1900s	SF House				nc	yes	nc
4110	South	Western	Ave	1900s	SF House	Cottage			c	yes	nc
4111	South	Western	Blvd	1910s	Bungalow	No Style			c	yes	nc
4123	South	Western	Blvd	1950s	Factory/ Warehouse				nc	no	na
4130	South	Western	Ave	1950s	Other				nc	no	na
4134	South	Western	Ave	1910s	Two Flat	Gambrel Front			c	yes	nc
4136-4138	South	Western	Ave	1910s	Two Flat	Craftsman			c	yes	nc
4139	South	Western	Blvd	1950s	Other				nc	no	na
4144-4146	South	Western	Ave	1920s	Other	Craftsman			c	no	na
4150	South	Western	Ave	2000s	Multiple Use				nc	no	na
4152	South	Western	Ave	2000s	Multiple Use				nc	no	na
4156	South	Western	Ave	2000s	Multiple Use				nc	no	na
4158	South	Western	Ave	2000s	Multiple Use				nc	no	na
4155-4157	South	Western	Blvd	1900s	Multiple	Richardsonian Romanesque			c	no	na
4200	South	Western	Ave	1920s	Multiple Use	Tudor Revival			c	yes	nc
4201	South	Western	Blvd	1900s	Two Flat	Richardsonian Romanesque			c	yes	c
4202	South	Western	Ave	1910s	Multiple Use	Tudor Revival			c	no	na
4206-4208	South	Western	Ave	1910s	Factory/ Warehouse	No Style			c	no	na

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4220	South	Western	Ave	1920s	Other	No Style			c	no	na
4226	South	Western	Ave	1910s	SF House	No Style			c	no	na
4232	South	Western	Ave	1900s	Two Flat	Gable Front			c	yes	nc
4236-4242	South	Western	Ave	1920s	Other	No Style			c	no	na
4235-4259	South	Western	Blvd	1920s	Factory/ Warehouse	Craftsman			c	no	na
4300	South	Western	Ave	1912	Multiple Use	No Style		McIntosh Brothers	c	no	na
4301	South	Western	Blvd	1920s	Factory/ Warehouse	Craftsman			c	no	na
4304	South	Western	Ave	1910s	Multiple Use				nc	no	na
4311	South	Western	Blvd	1921	Factory/ Warehouse	Craftsman			c	no	na
4312-4314	South	Western	Ave	1950s	Multiple Use				nc	yes	nc
4318-4320	South	Western	Ave	1910s	Other	No Style			c	yes	nc
4322-4324	South	Western	Ave	1910s	Other	Craftsman			c	no	na
4321-4323	South	Western	Blvd	1940s	Factory/ Warehouse				nc	no	na
4326	South	Western	Ave	1950s	Other				nc	no	na
4328	South	Western	Ave	1950s	Factory/ Warehouse				nc	no	na
4334	South	Western	Ave	1910s	Two Flat	Craftsman			c	yes	nc
4335	South	Western	Blvd	1910s	Factory/ Warehouse	Craftsman			c	yes	c
4338	South	Western	Ave	1910s	Two Flat	Craftsman			c	yes	nc
4340	South	Western	Ave	1980s	Other				nc	no	na
4342	South	Western	Ave	1910s	Two Flat	Craftsman			c	no	na
4344-4346	South	Western	Ave	1950s	Multiple Use				nc	no	na
4352	South	Western	Ave	1910s	Other	Craftsman			c	no	na
4401-4411	South	Western	Blvd	1914	Factory/ Warehouse	Craftsman		Joy, S. Scott	c	no	na
4425	South	Western	Blvd	1910s	Factory/ Warehouse	Tudor Revival			c	no	na
4426	South	Western	Ave	1910s	Other	Craftsman			c	yes	nc
4428	South	Western	Ave	1910s	Two Flat	Craftsman			c	yes	nc

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Section number Building Inventory 1 Page 87

Building Inventory for the Chicago Park Boulevard System Historic District*

St. #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Architect	Prim. Struct. C/ NC	Sec. Struct.	Sec. Struct C/ NC/ NA
4432	South	Western	Ave	1910s	Other	Craftsman			c	yes	nc
4435	South	Western	Blvd	1910s	Factory/ Warehouse	Classical Revival			c	no	na
4440	South	Western	Ave	1910s	Other	Craftsman			c	yes	c
4442	South	Western	Ave	1910s	Two Flat	Craftsman			c	no	na
4444	South	Western	Ave	1900s	Other	Gambrel Front			c	yes	nc
4446-4448	South	Western	Ave	1910s	Other	Craftsman			c	no	na
4452	South	Western	Ave	1910s	Other	Craftsman			c	yes	c
4454-4446	South	Western	Ave	1910s	Multiple Use	Craftsman			c	yes	c
4501	South	Western	Blvd	1919	Factory/ Warehouse	Craftsman	Charmell Chemical Co.	Davidson & Weiss	c	no	na
4622	South	Western	Ave	1910s	Multiple Use	Craftsman			c	yes	nc
4624	South	Western	Ave	1900s	Multiple Use	Classical Revival			c	yes	c
4632	South	Western	Ave	1920s	Other	Craftsman			c	no	na
4709	South	Western	Blvd	1920s	Three Flat	Gable Front			c	no	na
4711	South	Western	Blvd	1920s	Factory/ Warehouse	No Style			c	no	na
4725	South	Western	Blvd	1910s	Two Flat	Craftsman			c	yes	nc
4732	South	Western	Ave	1910s	SF House	Tudor Revival			c	yes	nc
4735	South	Western	Blvd	1910s	SF House	Craftsman			c	no	na
4736	South	Western	Ave	1910s	Bungalow	Craftsman			c	yes	nc
4737	South	Western	Blvd	1900s	SF House	Cottage			c	no	na
4743	South	Western	Blvd	1910s	SF House	Gambrel Front			c	no	na
4745	South	Western	Blvd	1910s	SF House	Gable Front			c	no	na
4747	South	Western	Blvd	1910s	Two Flat	Craftsman			c	yes	nc
4751	South	Western	Blvd	1910s	Two Flat	Queen Anne			c	yes	nc
4755	South	Western	Blvd	1910s	Two Flat	Tudor Revival			c	yes	nc
4757	South	Western	Blvd	1910s	Factory/ Warehouse	Craftsman			c	yes	nc
4901	South	Western	Blvd						nc		
4919-4943	South	Western	Blvd	1927	Other	Classical Revival	Western Avenue Pumping Station	Kallal, Charles W.	c	no	na
4959	South	Western	Blvd	1927	Other	Classical Revival	Western Avenue Pumping Station Dependency	Kallal, Charles W.	c	no	na
4922	South	Western	Ave	1920s	Other	No Style			c	no	na

Returned

* - Excluding buildings included in the Logan Boulevard Historic District National Register Nomination

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The Chicago Park Boulevard System Historic District
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Not Applicable
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Building Inventory for the Chicago Park Boulevard System Historic District*

St. #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Architect	Prim. Struct. C/ NC	Sec. Struct.	Sec. Struct C/ NC/ NA
4928-4932	South	Western	Ave	1900s	SF House	Cottage			c	yes	nc
4940	South	Western	Ave	1950s	Multiple				nc	yes	nc
4942	South	Western	Ave	1900s	SF House	Cottage			c	yes	nc
4944	South	Western	Ave	1900s	Two Flat	No Style			c	yes	nc
4948-4946	South	Western	Ave	1910s	Factory/ Warehouse	Craftsman			c	no	na
5000	South	Western	Ave	1910s	Multiple Use	No Style			c	no	na
5001	South	Western	Blvd	1910s	Factory/ Warehouse	Craftsman			c	no	na
5002	South	Western	Ave	1920s	Other	No Style			c	no	na
5006	South	Western	Ave	1890s	Two Flat	Queen Anne			c	yes	nc
5007	South	Western	Blvd	1910s	SF House	Gable Front			c	yes	nc
5010	South	Western	Ave	2000s	SF House				nc	no	na
5011	South	Western	Blvd	1921	Split Level	Craftsman			c	no	na
5014	South	Western	Ave	1900s	SF House				nc	yes	nc
5015	South	Western	Blvd	1921	Split Level	Craftsman			c	no	na
5016	South	Western	Ave	1900s	Two Flat	Gable Front			c	yes	nc
5018	South	Western	Ave	1900s	SF House	Cottage			c	yes	nc
5019	South	Western	Blvd	1910s	Two Flat	Craftsman			c	yes	c
5026	South	Western	Ave	1910s	Multiple	Classical Revival			c	no	na
5030	South	Western	Ave	1910s	Two Flat	Craftsman			c	yes	nc
5038-5040	South	Western	Ave	1950s	Other				nc	no	na
5043	South	Western	Blvd	1910s	Two Flat	Classical Revival			c	yes	nc
5045	South	Western	Blvd	1910s	Factory/ Warehouse	Craftsman			c	no	na
5048	South	Western	Ave	1920s	Multiple Use	Craftsman			c	no	na
5100	South	Western	Ave	1920s	Multiple Use	Classical Revival			c	no	na
5118	South	Western	Ave	1930s	Other	Moderne			c	no	na
5121	South	Western	Blvd	1910s	Two Flat	Craftsman			c	yes	nc
5147	South	Western	Blvd	1902	Four Flat	Classical Revival	The C. F. Clausseir House	Clausseir, C.F.	c	yes	c
5150	South	Western	Ave	1910s	Two Flat	Gable Front			c	yes	c
5158	South	Western	Ave	1930s	Other	No Style			c	yes	c

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Building Inventory for the Chicago Park Boulevard System Historic District*

St. #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Architect	Prim. Struct. C/ NC	Sec. Struct.	Sec. Struct C/ NC/ NA
5200	South	Western	Ave	1910s	Multiple Use	Craftsman			c	yes	nc
5204	South	Western	Ave	1910s	Two Flat	Classical Revival			c	yes	nc
5206	South	Western	Ave	1910s	Two Flat	Craftsman			c	yes	nc
5210	South	Western	Ave	1910s	Two Flat	Craftsman			c	yes	nc
5216	South	Western	Ave	1910s	Other	No Style			c	yes	nc
5218	South	Western	Ave	1910s	Fire Station	Craftsman	City of Chicago Fire Station		c	no	na
5224	South	Western	Ave	1910s	Two Flat	Tudor Revival			c	yes	nc
5228-5230	South	Western	Ave	1980s	Other				nc	no	na
5244	South	Western	Ave	1900s	SF House	Gable Front			c	yes	nc
5246	South	Western	Ave	1900s	SF House	Gable Front			c	yes	nc
5301-5323	South	Western	Blvd	1910s	Factory/ Warehouse	Craftsman			c	no	na
5331-5335	South	Western	Blvd	1910s	Factory/ Warehouse	Craftsman			c	no	na
5361	South	Western	Blvd	1970s	Other				nc	no	na
5401-5415	South	Western	Blvd	1930s	Factory/ Warehouse	No Style			c	no	na

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Section number Contributing List Page 1

The Chicago Park Boulevard System Historic District
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List of Contributing Sites/Structures/Objects along the Boulevards and within the Parks

Contributing Sites

- E. Oakwood Boulevard Historic Landscape
- S. Drexel Boulevard Historic Landscape
- Midway Plaisance Historic Landscape
- S. Dr. Martin Luther King, Jr. Drive Historic Landscape
- E. and W. Garfield Boulevard Historic Landscape
- S. Western Boulevard and Avenue Historic Landscape
- W. 31st Boulevard Historic Landscape
- S. California Boulevard Historic Landscape
- W. 24th Boulevard Historic Landscape
- S. Marshall Boulevard Historic Landscape
- W. Douglas Boulevard Historic Landscape
- S. Independence Boulevard Historic Landscape
- N. and S. Hamlin Boulevard Historic Landscape
- N. Central Park Boulevard Historic Landscape
- W. Franklin Boulevard Historic Landscape
- N. Sacramento Boulevard Historic Landscape
- N. Humboldt Boulevard Historic Landscape
- N. Kedzie Boulevard Historic Landscape
- W. Logan Boulevard Historic Landscape
- Drexel Square Historic Landscape
- Independence Square Historic Landscape
- Garfield Square Historic Landscape
- Sacramento Square Historic Landscape
- Palmer Square Historic Landscape
- Logan Square Historic Landscape

Returned

Contributing Structures

- South Park System:
  - 7 Bridges on E. and W. Garfield Boulevard
  - 4 Bridges on S. Western Avenue
  - 1 Bridge on S. Western Avenue crossing the Chicago Sanitary and Ship Canal
- West Park System
  - 1 Bridge on W. 31st Boulevard
  - 1 Overpass on S. Marshall Boulevard
  - 1 Overpass on S. Independence Boulevard
  - 1 Bridge N. Central Park Boulevard
  - 1 Overpass on N. Sacramento Boulevard
  - 1 Overpass on N. Humboldt Boulevard

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Section number Contributing List Page 2

The Chicago Park Boulevard System Historic District
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Contributing Objects

- Black Soldiers Monument at E. 35th Street and S. Martin Luther King Junior Drive
- George Washington Monument at E. 51st Street and S. Martin Luther King Junior Drive
- Jacques Marquette Monument at S. Marshall Boulevard and W. 24th Boulevard
- American Youth and Independence Day Fountain in Independence Square
- Drexel Fountain in Drexel Square
- Centennial Monument in Logan Square

Douglas Park

- Comfort Station – Chicago Park District, 1936 (B)
- Field House – Michealsen & Rognstad, 1928 (B)
- Flower Hall/Garden Shelter – Schmidt, Garden and Martin, 1907 (B)
- Stables – West Park Commission, 1900s (B)
- Carriage Drive Bridge – West Park Commission, 1892 (S)
- Granite Boulder Bridge – West Park Commission, 1897 (S)
- Limestone Bridge – West Park Commission, 1890s (S)
- Concrete Benches, 10 – Jensen/Garden, 1907 (O)
- Concrete Lanterns, 4 – Jensen/Garden, 1907 (O)
- Douglas Park Historic Landscape – Jenney/Dubuis/Jensen and Chicago Park District, 1869-1941 (Site)

Returned

Gage Park

- Boiler House – South Park Commission, 1928 (B)
- Field House – South Park Commission, 1928 (B)
- Pool House/Locker Building – South Park Commission, 1928 (B)
- Swimming Pool – South Park Commission, 1920s (O)
- Tennis Courts, 4 – South Park Commission, 1920s (O)
- Gage Park Historic Landscape – South Park Commission, 1928-1941 (Site)

Garfield Park[1]

- Bandstand (B)
- Comfort Station (B)
- Conservatory (B)
- Gold Dome Administrative Headquarters (B)
- Golf Shelter Building (B)
- Powerhouse (B)
- Shed Structure (B)
- Stables Building (B)
- Warehouse and Shop Building (B)

[1] Garfield Park was listed to the National Register of Historic Places as part of a Multiple Property Submission prepared and submitted by Julia Sniderman-Bachrach in 2004.

- Central Park Drive Bridge (S)
- Entry Gate Structure (S)
- Pergolas, 2 (S)
- Suspension Bridge (S)
- Water Courts, 2 (S)
- Cornwell Monument (O)
- Lincoln the Railsplitter Monument (O)
- Robert Burns Memorial (O)
- Garfield Park Historic Landscape (Site)

Humboldt Park[2]

- Comfort Station (B)
- Field House (B)
- Pergola, 2 (B)
- Playground Shelter (B)
- Recreation Building (B)
- Refectory/Boat House (B)
- Stable/Receptory (B)
- Alexander Von Humboldt Statue (O)
- Fritz Reuter Monument (O)
- Humboldt Park Lanterns (O)
- Kosciuszko Monument (O)
- Leif Ericson Statue (O)
- Miner and Child Monument (O)
- Monument #1 (O)
- Humboldt Park Historic Landscape (Site)

Returned

Jackson Park[3]

- 9th Hole Golf Shelter – D.H. Burnham and Company, 1912 (B)
- 59th Street Harbor Building – Chicago Park District, c 1950 (B)
- 63th Street Beach/Bathing Pavilion – South Park Commission, 1917-1919 (B)
- Bowling Green Club House – South Park Commission, 1927 (B)
- Children's Playground Comfort Station – Chicago Park District, 1936 (B)
- Coast Guard Station – Burnham & Company, c. 1910 (B)
- Driving Range Shelter Comfort Station – Chicago Park District, 1936 (B)
- Fieldhouse – Chicago Park District, 1957 (B)

[2] Humboldt Park was listed to the National Register of Historic Places as part of a Multiple Property Submission prepared and submitted by Julia Sniderman-Bachrach in 2004.

[3] Jackson Park was listed on the National Register of Historic Places as part of the *Jackson Park Historic Landscape District and Midway Plaisance* nomination in 1972. The nomination was substantially incomplete with only five features of the park (including the Midway Plaisance) included. The more complete list of structures included as part of this document was produced by Chicago Park District Historian, Julia Sniderman Bachrach.

- Fine Arts Building – Charles Atwood, 1893 and 1931-1936 (B)
- La Rabida – Graham, Anderson, Probst & White, 1932 (B)
- Ladies Comfort Station – Unknown, 1884 and 1936 (B)
- Maintenance Building – Chicago Park District, 1936 (B)
- Main Golf Shelter – South Park Commission, 1900 (B)
- Northeast Shelter Comfort Station (Iowa Station) – Chicago Park District, 1936 (B)
- 59th Street Bridge – D.H. Burnham/Strobel, 1894-1896 and 1995 (S)
- 59th Street Pier – South Park Commission, c. 1915 (S)
- Animal Bridge – P.J. Weber, 1904-1906 (S)
- Golf Course Inlet Bridge – Chicago Park District, 1936 (S)
- Hayes Drive Bridge – South Park Commission, 1901-1902 (S)
- Music Court Bridge – South Park Commission, 1906 (S)
- North Pond Bridge (Clarence Darrow Bridge) – Unknown, 1880 and 1894 (S)
- Convent Hill Wall – Unknown, 1893 (O)
- Statue of the Republic – Daniel Chester French, 1918 (O)
- Japanese Lanterns, 2 – Unknown, 1935 (O)
- Remnant Concrete Wall – Unknown, circa 1910 (O)
- Jackson Park Historic Landscape – Olmsted & Vaux/Olmsted, Olmsted & Eliot/Olmsted Brothers/South Park Commission/Chicago Park District, 1871-1936 (Site)

Returned

McKinley Park

- Boiler House – South Park Commission, 1916 (B)
- Field House – South Park Commission, 1916 (B)
- Pool House/Dressing Rooms/Landscape Maintenance Building – South Park Commission, 1903 (B)
- McKinley Monument – Hunt & Hunt/Charles Mulligan, 1905 (O)
- McKinley Park Historic Landscape – South Park Commission, 1901-1941 (Site)

Sherman Park[4]

- Fieldhouse (B)
- Men's Gym and Locker Building/Storage Room (B)
- Women's Gym and Locker Building/Power House/Service Yard (B)
- Concrete Platform/Sand Courts/Spray Pool (S)
- Swimming Pool (S)
- Circulation System: Circuit Drive, Entrance, Paths and Walks, Terrace and Boat Landing, and Two North and Two South Bridges (Site)
- Men's Open Air Gym and Running Track (Site)
- Sherman Park Historic Landscape (Site)

[4] Sherman Park was listed to the National Register of Historic Places as part of a Multiple Property Submission prepared and submitted by Julia Sniderman-Bachrach in 2004.

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Washington Park[5]

- Armory Building – Perkins, Chatten & Hammond, 1928 (B)
- Center Maintenance Building – South Park Commission, 1894 (B)
- East Maintenance Building – South Park Commission, 1894 (B)
- Electrical Power House – South Park Commission, 1907 (B)
- Field House – Ralph H. Burke, 1953-1955 (B)
- Grandstand – Chicago Park District, 1936 (B)
- Laundry – South Park Commission, 1892 (B)
- Lawn Bowling Clubhouse (Swiss Chalet) – South Park Commission, 1930 (B)
- Northeast Comfort Station – Chicago Park District, 1936 (B)
- Northeast Maintenance Building – South Park Commission, 1894/1903 (B)
- Refectory – Burnham & Root, 1892 (B)
- South Park Commission Administration (now DuSable Museum) – D.H. Burnham & Co., 1911 (B)
- South/West Building – South Park Commission, 1903/1907/1936 (B)
- Southeast Comfort Station – South Park Commission, 1904 (B)
- Stables/Roundhouse – Burnham & Root, 1880 (B)
- Art Deco Light Towers – Chicago Park District, 1936 (S)
- Casting Pier – Chicago Park District, 1954 (S)
- Field House Parking Lot – Chicago Park District, c. 1953 (S)
- Fountain of Time – Lorado Taft, 1922 (S)
- Granite Fountain Basins – Administration Building Terrace – South Park Commission, 1912 (S)
- Granite Fountain Basins – Mall, 2 – Olmsted Bros., 1911 (S)
- North Bridge – South Park Commission/Chicago Park District, 1915/1970 (S)
- Northeast Parking Lot – Chicago Park District, 1938 (S)
- North Tennis Courts, 2 – Chicago Park District, c. 1936 (S)
- Refectory Parking Lot – Chicago Park District, 1892 (S)
- South Bridge – Chicago Park District, c. 1935/1970 (S)
- West Tennis Courts, 13 – South Park Commission, 1911 (S)
- East Light Fixture – South Park Commission, c. 1890 (O)
- Ephraim Lessing Monument – Albin Polasek, 1930 (O)
- Garden Benches, 2 – South Park Commission, 1912 (O)
- Stone Fence Posts, 2 – South Park Commission, c. 1925 (O)
- Ulysses S. Grant Boulder – South Park Commission, 1879 (O)
- West Light Fixture – South Park Commission, c. 1890 (O)
- Mere – Olmsted & Vaux/South Park Commission/Wolff, Clements & Assoc., 1886/1904/2003 (Site)
- Pool – Olmsted & Vaux, 1880 (Site)

Returned

[5] Washington Park was listed to the National Register of Historic Places as part of a Multiple Property Submission prepared and submitted by Julia Sniderman-Bachrach in 2004.

- Public Forum – Chicago Park District, 1936 (Site)
- Washington Park Historic Landscape – South Park Commission, (Site)

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Section number Building Inventory 1 Page 1

Building Inventory for the Logan Square Boulevards Historic District*

St. #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Architect	Prim. Struct. C/ NC	Sec. Struct.	Sec. Struct C/ NC/ NA
2957	West	Armitage	Ave		Other				c	no	na
2959	West	Armitage	Ave		Multiple Use				nc	no	na
3000-3014	West	Armitage	Ave		Multiple				nc	no	na
2536	North	Artesian	Ave		SF House				nc	no	na
2601	North	California	Blvd		Multiple				nc	no	na
3000	West	Cortland	St		Church				c	yes	c
3143-3153	West	Fullerton	Ave	1911	Multiple Use		H.S. Peterson	(Peterson)	c	no	na
3201	West	Fullerton	Ave		Other				c	no	na
1614	North	Humboldt	Blvd	1950s	Two Flat				nc	yes	nc
1618	North	Humboldt	Blvd	1900s	Three Flat	Classical Revival			c	yes	c
1620-1626	North	Humboldt	Blvd	1890s	Six Flat	Tudor Revival			c	yes	nc
1625-1627	North	Humboldt	Blvd	1929	Multiple	Georgian Revival	Humboldt blvd Corp.	Steinberg, Edward P.	c	no	na
1628	North	Humboldt	Blvd	1910s	Multiple	Tudor Revival			c	yes	nc
1632	North	Humboldt	Blvd	1980s	Two Flat				nc	no	na
1633	North	Humboldt	Blvd	1890s	SF House	Second Empire			c	yes	c
1634	North	Humboldt	Blvd	1891	Two Flat	Queen Anne			c	yes	nc
1637	North	Humboldt	Blvd	1891	SF House	Queen Anne	Baraguranath, H. D.		c	no	na
1640	North	Humboldt	Blvd	1909	Multiple	Beaux Arts	Hesse, Herman	Bergman, Wm.	c	no	na
1641	North	Humboldt	Blvd	1925	Four Flat	Tudor Revival		Goldman	c	no	na
1643	North	Humboldt	Blvd	1910s	Two Flat	Prairie			c	yes	nc
1644	North	Humboldt	Blvd	1898	Three Flat	Richardsonian Romanesque	Hesse, Herman	Kruith, Popsiu	c	yes	nc
1645-1647	North	Humboldt	Blvd	1902	Six Flat	Classical Revival		Worthmann, Henry	c	yes	nc
1650	North	Humboldt	Blvd	1890s	SF House	Vernacular			c	no	na
1652	North	Humboldt	Blvd	1890s	SF House	Queen Anne			c	yes	nc
1653	North	Humboldt	Blvd	1911	Three Flat	Craftsman		Almquist, Carl M.	c	yes	c
1655	North	Humboldt	Blvd	1910	Two Flat	Classical Revival		Almquist, Carl M.	c	yes	c
1658	North	Humboldt	Blvd	1880s	Two Flat	Queen Anne			c	no	na
1659	North	Humboldt	Blvd	1910s	Three Flat	Tudor Revival			c	yes	nc
1663	North	Humboldt	Blvd	1990s	Townhouse	No Style	Frank Baum House		c	no	na
1700	North	Humboldt	Blvd	1925	Multiple	Tudor Revival		Steinborn, Edward	c	no	na

Returned

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Building Inventory for the Logan Square Boulevards Historic District*

St. #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Architect	Prim. Struct. C/ NC	Sec. Struct.	Sec. Struct C/ NC/ NA
1704-1716	North	Humboldt	Blvd	1925	Courtyard	Tudor Revival		Steinborn, Edward	c	no	na
1713-1715	North	Humboldt	Blvd	1900s	Multiple	Classical Revival			c	no	na
1720	North	Humboldt	Blvd	1890s	SF House	Queen Anne			c	yes	nc
1721	North	Humboldt	Blvd	1905	Two Flat	Classical Revival		Gauger, William	c	no	na
1724	North	Humboldt	Blvd	1880s	SF House	Queen Anne			c	no	na
1727-1731	North	Humboldt	Blvd	2000s	Multiple				nc	no	na
1732	North	Humboldt	Blvd	1890s	SF House	Queen Anne			c	yes	nc
1740-1742	North	Humboldt	Blvd	1928	Multiple	Spanish Revival		Steinborn, Edward	c	yes	nc
1743	North	Humboldt	Blvd	1912	SF House	Craftsman		Rusy, Anton F.	c	yes	c
1746	North	Humboldt	Blvd	1915	Multiple	Craftsman		Sorensen, Charles F.	c	no	na
1749	North	Humboldt	Blvd	1891	Two Flat	Tudor Revival			c	yes	nc
1750	North	Humboldt	Blvd	1880s	SF House	Vernacular			c	yes	nc
1751	North	Humboldt	Blvd	1920s	Two Flat	Craftsman			c	yes	c
1752	North	Humboldt	Blvd	1890s	Townhouse	Queen Anne			c	no	na
1753	North	Humboldt	Blvd	1900s	Two Flat	Craftsman			c	yes	nc
1754	North	Humboldt	Blvd	c1890s	Townhouse	Queen Anne			c	no	na
1757	North	Humboldt	Blvd	2000s	Two Flat				nc	yes	nc
1756	North	Humboldt	Blvd	c1890s	Townhouse	Craftsman			c	no	na
1758	North	Humboldt	Blvd	c1890s	Townhouse	Craftsman			c	yes	nc
1759	North	Humboldt	Blvd	1910s	Multiple Use	Craftsman			c	yes	nc
1800-1806	North	Humboldt	Blvd	1912-1920	Factory/ Warehouse				c	no	na
1810	North	Humboldt	Blvd		SF House				c	yes	nc
1816	North	Humboldt	Blvd		Two Flat				c	yes	nc
1819	North	Humboldt	Blvd		Multiple				c	no	na
1820	North	Humboldt	Blvd		SF House				c	no	na
1822	North	Humboldt	Blvd		SF House				c	yes	nc
1824	North	Humboldt	Blvd		SF House				c	yes	nc
1826	North	Humboldt	Blvd		SF House				c	yes	nc
1825	North	Humboldt	Blvd		Two Flat				c	no	na
1827	North	Humboldt	Blvd		Two Flat				c	yes	nc
1829	North	Humboldt	Blvd		SF House				c	yes	c

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St. #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Architect	Prim. Struct. C/ NC	Sec. Struct.	Sec. Struct C/ NC/ NA
1830	North	Humboldt	Blvd		Multiple				nc	no	na
1835	North	Humboldt	Blvd		SF House				c	yes	c
1837	North	Humboldt	Blvd		SF House				c	yes	c
1839	North	Humboldt	Blvd		Four Flat				c	yes	c
1847	North	Humboldt	Blvd		School		Bethany Presbyterian church		c	no	na
1842-1832	North	Humboldt	Blvd		Courtyard				c	no	na
1844	North	Humboldt	Blvd		Three Flat				c	no	na
1848	North	Humboldt	Blvd		SF House				c	no	na
1850	North	Humboldt	Blvd		Multiple				c	no	na
1851	North	Humboldt	Blvd		Three Flat				c	no	na
1853	North	Humboldt	Blvd		Three Flat				c	no	na
1856-1858	North	Humboldt	Blvd		Six Flat				c	no	na
1857	North	Humboldt	Blvd		Three Flat				c	no	na
1900-1908	North	Humboldt	Blvd		Church		BNAI David Ohave Zedek		c	no	na
1901-1903	North	Humboldt	Blvd	1922	Multiple		Walter Levin	Steinbouen, E.	c	no	na
1909	North	Humboldt	Blvd	1880s	SF House				c	yes	nc
1911	North	Humboldt	Blvd	1921	Three Flat		O. A. Thompson	Peasson, C.E.	c	no	na
1913-1915	North	Humboldt	Blvd	1880s	SF House				c	yes	nc
1916-1918	North	Humboldt	Blvd	1911	Two Flat		John Mayer	Gaul, J. J.	c	yes	c
1917	North	Humboldt	Blvd	1909	Three Flat		S. Nilsom	Grotz, Charles J.	c	yes	nc
1919	North	Humboldt	Blvd	1921	Three Flat		Mrs. H. Hemmi	Teisen, Axel	c	yes	c
1920	North	Humboldt	Blvd	1909	Two Flat		Herman Anderson		c	yes	nc
1922	North	Humboldt	Blvd	1908	Three Flat		Herman Anderson	Mitchell. L. M.	c	no	na
1923-1925	North	Humboldt	Blvd	1922	Six Flat		Walter Levin	Himmelblau, A. L.	c	no	na
1924-1928	North	Humboldt	Blvd	1911	Multiple		Bernard Loefl	(Murphy, John J.)	c	no	na
1927	North	Humboldt	Blvd	1907	Three Flat		Alex S. Anderson		c	yes	c
1929	North	Humboldt	Blvd	1907	Three Flat		Alex S. Anderson		c	yes	nc
1930-1938	North	Humboldt	Blvd	1919	Courtyard		M. R. Olothe	Teisen, Axel	c	no	na
1931-1933	North	Humboldt	Blvd	1911	Six Flat		P. J. Echlund	Sorenson, Charles	c	no	na

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St. #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Architect	Prim. Struct. C/ NC	Sec. Struct.	Sec. Struct C/ NC/ NA
1940-1942	North	Humboldt	Blvd	1922	Six Flat		Jesse Grossman	Klein, F.	c	yes	nc
1941	North	Humboldt	Blvd	1902	Multiple		William Pickel	(Kilbtofl & Peterson)	c	no	na
1944-1958	North	Humboldt	Blvd	1907	Multiple		Jacob H. Hepp	Schleger, Charles)	c	no	na
1947	North	Humboldt	Blvd	1906	Three Flat		A. Anderson	Sorenson, Charles	c	yes	nc
1949	North	Humboldt	Blvd	1906	Three Flat		A. Anderson	Sorenson, Charles	c	no	na
1955	North	Humboldt	Blvd	1909	Multiple Use		B. Ackerman	(Anderson, H.)	c	no	na
2015	North	Humboldt	Blvd	1914	Three Flat		S. Loeffler	Gratz, C. J.	c	no	na
2017-2021	North	Humboldt	Blvd	1927	Courtyard		Isadore Deutsch	Jensen, Jen	c	no	na
2022	North	Humboldt	Blvd	1906	Two Flat		Dickey & Baker		c	yes	nc
2023	North	Humboldt	Blvd	1954	Three Flat				nc	yes	c
2026	North	Humboldt	Blvd	1910s	SF House				c	yes	nc
2027	North	Humboldt	Blvd	1911	Three Flat		Niels Kieldsen	Shoeming, H.	c	yes	nc
2030	North	Humboldt	Blvd	1915	Two Flat		R. L. Hurlbut & Co.	Reynertson, Q. J.	c	yes	c
2031	North	Humboldt	Blvd	1927	Multiple		Harry Berk	Comm, B. Albert	c	no	na
2034-2036	North	Humboldt	Blvd	1923	Multiple		J. Friedman		c	yes	c
2039	North	Humboldt	Blvd	1910	SF House		William Faust	Neebe, John	c	yes	c
2040	North	Humboldt	Blvd	1915	SF House		A. M. Symonds	Reynertson, Q. J.	c	no	na
2043	North	Humboldt	Blvd	1912	Two Flat		Frank Jorick	Runde, Otto	c	yes	c
2047	North	Humboldt	Blvd	1923	Two Flat		Mrs. G. Desplenter	Gauger, William	c	yes	c
2048	North	Humboldt	Blvd	1912	SF House		T. Corydon	Corydon, S. T.	c	yes	c
2050	North	Humboldt	Blvd	1912	Two Flat		Phillip Lesman	Eichberg	c	yes	c
2051	North	Humboldt	Blvd	1911	Two Flat		C. Foley	Sorenson, Charles	c	yes	c
2053	North	Humboldt	Blvd	1910	SF House		Robert A. Moeller	Rohm, J. B.	c	yes	nc
2054	North	Humboldt	Blvd	1912	Two Flat		Chas. Stalpats	Grotz, Charles J.	c	yes	c
2057	North	Humboldt	Blvd	1910	Two Flat		M. Visick	Silversen, A.	c	yes	nc
2060	North	Humboldt	Blvd	1903	Three Flat		Chas. Ofaff	Rohm, J. B.	c	yes	c
2061	North	Humboldt	Blvd	1912	Two Flat		Daly Bros.	Runde	c	yes	c
2063	North	Humboldt	Blvd	1911	SF House		Lewis Freund	Gratz, C. J.	c	yes	c

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2066	North	Humboldt	Blvd	1897	SF House		H. N. Stoltenberg	(Rasmussen, H.)	c	no	na
2068	North	Humboldt	Blvd	2004	Four Flat				nc	yes	c
2069	North	Humboldt	Blvd	1911	Two Flat		Mrs. S. Brittner	Rundle, Otto	c	yes	c
2070	North	Humboldt	Blvd	1925	Two Flat		Mrs. C. Molter	Teisen, Axel	c	no	na
2076	North	Humboldt	Blvd		Six Flat				nc	no	na
2101	North	Humboldt	Blvd	1907	Church				c	no	na
2102	North	Humboldt	Blvd	1908	Two Flat		M. O. Benson		c	yes	nc
2104	North	Humboldt	Blvd	1909	Three Flat		A. Anderson	Sorenson, Charles	c	yes	nc
2107	North	Humboldt	Blvd	1910	Two Flat		J. H. Peterson	Sorenson, Charles	c	yes	nc
2108	North	Humboldt	Blvd	1907	Three Flat		J. J. Tangney	Ahlschlager, John	c	yes	nc
2109	North	Humboldt	Blvd	1910	Two Flat		J. H. Peterson	Sorenson, Charles	c	yes	c
2113	North	Humboldt	Blvd	1922	Two Flat		Isadore Siegel	Himmelblau, A. L.	c	yes	nc
2117	North	Humboldt	Blvd	1908	Two Flat		M. Visick	Neebe, John	c	yes	nc
2119	North	Humboldt	Blvd	1908	Two Flat		M. Visick	Neebe, John	c	yes	c
2123	North	Humboldt	Blvd	1891	SF House		William Blencoe		c	yes	c
2125-2127	North	Humboldt	Blvd	1970s	Townhouse				nc	no	na
2141-2153	North	Humboldt	Blvd	1907	Multiple		Ignatz Schwinn	Gotterdam, Fred	c	no	na
2157	North	Humboldt	Blvd	1911	Church		Catholic Bishop of Chicago (St. Sylvester Rectory)	(Burke, F.)	c	no	na
2129	North	Kedzie	Blvd	1916	Multiple		M. Smith	Mahler, H. H.	c	no	na
2128-2142	North	Kedzie	Blvd	1925	Courtyard		H. Koplan	Dubin & Eisenberg	c	no	na
2144	North	Kedzie	Blvd	1906	Two Flat		Chicago Land & Loan Co.		c	yes	nc
2148	North	Kedzie	Blvd	1906	Two Flat		Chicago Land & Loan Co.		c	yes	nc
2150	North	Kedzie	Blvd	1906	Two Flat		Chicago Land & Loan Co.		c	yes	nc
2154	North	Kedzie	Blvd	1906	Three Flat		Chicago Land & Loan Co.		c	yes	nc
2156	North	Kedzie	Blvd	1906	Two Flat		Chicago Land & Loan Co.		c	yes	nc
2200	North	Kedzie	Blvd	1916	Six Flat		Banford Bros.	Bishop, T. R.	c	no	na

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St. #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Architect	Prim. Struct. C/ NC	Sec. Struct.	Sec. Struct C/ NC/ NA
2204-2206	North	Kedzie	Blvd	1916	Six Flat		Banford Bros.	Bishop, T. R.	c	no	na
2208-2210	North	Kedzie	Blvd	1916	Six Flat		Banford Bros.	Bishop, T. R.	c	yes	c
2222	North	Kedzie	Blvd	1909	SF House		Julius Koop	Frohmann & Jebson	c	no	na
2224	North	Kedzie	Blvd	1915	SF House		William Schulze	J. B. Rohn & Son	c	yes	c
2228	North	Kedzie	Blvd	1895	SF House		H. Gainor		c	yes	c
2231-2237	North	Kedzie	Blvd	1906	Multiple		J. E. Crate		c	no	na
2234	North	Kedzie	Blvd	1895	SF House		L. Koehler		c	yes	c
2236-2244	North	Kedzie	Blvd		Other				nc	no	na
2243-2249	North	Kedzie	Blvd	1911	Multiple		J. A. Weisberg		c	no	na
2253	North	Kedzie	Blvd	1915	Multiple		B. Loeff	Anis, A.	c	no	na
2256	North	Kedzie	Blvd	1909	SF House		F. J. Conley	Borst & Hetherington	c	yes	c
2257-2259	North	Kedzie	Blvd	1909	Three Flat		George Ahlschlager	(Lund)	c	no	na
2261-2265	North	Kedzie	Blvd	1915	Six Flat		E. Carson	Ahlschlager, John & Son	c	no	na
2267-2269	North	Kedzie	Blvd	1909	Multiple		William Carlson	Ahlschlager, John	c	no	na
2302	North	Kedzie	Blvd	1906	SF House		Mrs. E. Krenter	Wilson, H. R	c	yes	c
2308	North	Kedzie	Blvd	1906	SF House		Emil Sawrenz	Gatterdam, Frederick	c	yes	c
2312	North	Kedzie	Blvd	1911	SF House		Peter M. Zuncker	Huehl & Schmid	c	yes	nc
2313-2315	North	Kedzie	Blvd	1910s	Multiple				c	no	na
2319-2325	North	Kedzie	Blvd	1912	Multiple		Louis & David Labowitch	(Moreland, H. D. & Co.	c	no	na
2320	North	Kedzie	Blvd	1903	SF House		The Harry Felz House	Worthman, Henry	c	yes	nc
2324	North	Kedzie	Blvd	1901	SF House		T. Johnson		c	yes	c
2330	North	Kedzie	Blvd	1903	SF House		Charles Bryer	Kley & Schaub	c	yes	nc
2331	North	Kedzie	Blvd	1910s	Multiple				c	no	na
2334	North	Kedzie	Blvd	1900s	Two Flat		Mrs. E. T. Godfrey		c	yes	c
2337	North	Kedzie	Blvd	1890s	SF House				c	yes	nc
2338	North	Kedzie	Blvd	1900s	Two Flat				c	yes	c
2339	North	Kedzie	Blvd	1900s	Two Flat				c	yes	c

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St. #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Architect	Prim. Struct. C/ NC	Sec. Struct.	Sec. Struct C/ NC/ NA
2342	North	Kedzie	Blvd	1926	Multiple Use			Jensen, Jens J.	c	no	na
2345	North	Kedzie	Blvd	1911	Two Flat		M. T. Christofferson		c	yes	c
2349	North	Kedzie	Blvd	1880s	SF House				c	yes	nc
2350	North	Kedzie	Blvd	1916	Other		Chicago Norske Club	Giaver & Dinkelberg	c	no	na
2400	North	Kedzie	Blvd	1909	Six Flat		B. Takrn/ Barney	Neebe, John	c	no	na
2401-2403	North	Kedzie	Blvd	1913	Six Flat		Dr. O. W. Lewke	Ahlschlager, John & Son	c	no	na
2407-2409	North	Kedzie	Blvd	1902	Six Flat		E. Overfield	Strandel, C. A.	c	yes	nc
2408	North	Kedzie	Blvd	1923	Other		Humboldt Park Commandry	Stauch & Happel	c	yes	c
2410	North	Kedzie	Blvd	1897	SF House		William Nowaczewski		c	no	na
2411	North	Kedzie	Blvd	1912	Two Flat		Nels C. Maloney	Thisslew, Charles	c	no	na
2414	North	Kedzie	Blvd		SF House				c	yes	c
2415	North	Kedzie	Blvd	1900s	Three Flat				c	yes	nc
2419	North	Kedzie	Blvd	1900s	Three Flat				c	yes	c
2420	North	Kedzie	Blvd	1927	Three Flat		Wallach Bros	Gregori, Raymond	c	no	na
2423	North	Kedzie	Blvd	1904	Three Flat		W. H. Huber		c	yes	c
2424	North	Kedzie	Blvd	1904	Two Flat		John P. Maeller		c	yes	c
2425-2427	North	Kedzie	Blvd	1915	Multiple		M. Weiss	Hummelblau, A. L.	c	no	na
2430	North	Kedzie	Blvd	1908	SF House		Anna O. Rood	Norman, A. E.	c	yes	c
2431-2433	North	Kedzie	Blvd	1900s	Six Flat				c	no	na
2434	North	Kedzie	Blvd	1900s	Two Flat				c	yes	nc
2435-2437	North	Kedzie	Blvd	1908	Six Flat		Mary Binna	Ahlschlager, Frederick	c	no	na
2438-2440	North	Kedzie	Blvd	1927	Multiple		N. F. & L. Wallach Apt	Gregori, Raymond	c	no	na
2439-2443	North	Kedzie	Blvd	1909	Multiple		E. Overfield		c	no	na
2444	North	Kedzie	Blvd	1908	Two Flat				c	no	na
2450	North	Kedzie	Blvd	1940s	Multiple				c	yes	nc
2452-2454	North	Kedzie	Blvd	1906	Multiple		O. Kvabol		c	no	na
2500	North	Kedzie	Blvd	1900s	Multiple		Roxana		c	no	na

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St. #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Architect	Prim. Struct. C/ NC	Sec. Struct.	Sec. Struct C/ NC/ NA
2501	North	Kedzie	Blvd	1904	Multiple Use		Martin Anderson	(Lund, A.)	c	no	na
2503-2505	North	Kedzie	Blvd	1910s	Multiple Use				c	no	na
2506-2508	North	Kedzie	Blvd	1910s	Multiple				c	no	na
2507-2513	North	Kedzie	Blvd	1970s	Other				nc	no	na
2510	North	Kedzie	Blvd	1910s	Six Flat				c	no	na
2516-2526	North	Kedzie	Blvd	1915	Courtyard		Louisa Preuss	Sorenson, Charles	c	no	na
2525	North	Kedzie	Blvd	1970s	Bank				nc	no	na
2530-2532	North	Kedzie	Blvd	1910s	Six Flat				c	yes	nc
2534-2542	North	Kedzie	Blvd	1924	Courtyard		A. Godblatt	Lowenberg & Lowenberg	c	no	na
2544	North	Kedzie	Blvd	1908	Two Flat		H. G. E. Koster	Gauger, William	c	no	na
2535-2545	North	Kedzie	Blvd	1899	Other		Peter Ganiopoules		c	no	na
2548	North	Kedzie	Blvd	1907	Two Flat		Mrs. E. Hattendorf		c	no	na
2552	North	Kedzie	Blvd	1908	Two Flat		Magnus Kettner	Brush, C.E.	c	yes	c
2554	North	Kedzie	Blvd	1908	Two Flat		Magnus Kettner	Brush, C.E.	c	yes	nc
2556	North	Kedzie	Blvd	1908	Two Flat		Magnus Kettner	Brush, C.E.	c	yes	nc
2600	North	Kedzie	Blvd	1920s	Multiple				c	no	na
2606	North	Kedzie	Blvd	1908	Two Flat		Fred Boyer	Chandler, William	c	yes	nc
2608	North	Kedzie	Blvd	1908	Church		Christ Church	Sorenson, Charles	c	no	na
2614	North	Kedzie	Blvd	1910	Three Flat		Christ Church	Sorenson, Charles	c	no	na
2435-2441	West	Logan	Blvd	1925	Courtyard		James J. Fairweather	Pearon	c	no	na
2445	West	Logan	Blvd	1893	SF House	Cottage	JJ. Ludwig		nc	no	na
2449	West	Logan	Blvd	2004	Multiple				nc	no	na
2450	West	Logan	Blvd		SF House				nc	no	na
2455-2457	West	Logan	Blvd	1926	Multiple		Harry Zisook		c	yes	nc
2503	West	Logan	Blvd	1924	School		Rev. J. E. Devos	Worthman & Steinbach	c	no	na
2511	West	Logan	Blvd	1905	Church		Catholic Bishop of Chicago	Worthman & Steinbach	c	no	na
2517	West	Logan	Blvd	1930	Church		St. John Berchman's Parish	Gaul, Herman	c	no	na

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2522	West	Logan	Blvd	1880s	SF House				c	yes	nc
2529	West	Logan	Blvd		Church				c	no	na
2535	West	Logan	Blvd	1980s	SF House				c	yes	c
2539-2541	West	Logan	Blvd	1913	Six Flat		J. B. Couleur	Cerny, J. J.	c	yes	nc
2540	West	Logan	Blvd		SF House				c	yes	nc
2542	West	Logan	Blvd	1910	Two Flat				c	yes	nc
2545	West	Logan	Blvd	1880s	SF House				c	yes	nc
2546-2548	West	Logan	Blvd	1914	Six Flat		G. Kinsella	Worthman & Steinbach	c	yes	nc
2545-2547	West	Logan	Blvd		Multiple				c	no	na
2549	West	Logan	Blvd	1880s	SF House				c	yes	nc
2550	West	Logan	Blvd		Three Flat				nc	no	na
2553	West	Logan	Blvd	1880s	SF House				c	yes	nc
2554	West	Logan	Blvd	2004	Six Flat				nc	no	na
2555-2557	West	Logan	Blvd	1909	Four Flat		Frederick Gatterdam	Gatterdam, Frederick	c	no	na
2600	West	Logan	Blvd	1950s	Multiple				nc	no	na
2601	West	Logan	Blvd	1915	Multiple		Olaf Egeland	Bein	c	no	na
2603	West	Logan	Blvd	1909	SF House		Olaf Egeland	(Olson, Charles O.)	nc	yes	nc
2609	West	Logan	Blvd	1880s	SF House				c	yes	nc
2611	West	Logan	Blvd	1960s	Multiple				nc	no	na
2614	West	Logan	Blvd	1906	Two Flat		Dunnon	Olson, Charles	c	yes	c
2615	West	Logan	Blvd	1910s	Two Flat				c	yes	nc
2618	West	Logan	Blvd	1904	Two Flat		A. Peterson	Money, Frank de	c	yes	c
2621	West	Logan	Blvd	1910s	Two Flat				c	no	na
2622	West	Logan	Blvd	1904	Two Flat		A. Peterson	Money, Frank de	c	yes	nc
2623	West	Logan	Blvd	2004	Six Flat				nc	no	na
2624	West	Logan	Blvd	1923	Two Flat		J. Kardowski	Pearon	c	yes	c
2634-2636	West	Logan	Blvd	1923	Six Flat		M. Smolensky	Schaffner, D. J.	c	yes	c
2635	West	Logan	Blvd	1910	Three Flat		Jonathan Anderson	Kilslofr. P. P.	c	no	na
2637	West	Logan	Blvd	1924	Three Flat				c	yes	nc
2638-2640	West	Logan	Blvd	1925	Six Flat		Joseph Kagan	Steinborn, Edward	c	yes	c
2641	West	Logan	Blvd	1906	Three Flat		S. Anderson	(A.E.)	c	yes	nc
2642	West	Logan	Blvd	1890	SF House	Cottage	John Dryman		c	yes	nc

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2643	West	Logan	Blvd	2004	Three Flat				nc	no	na
2646	West	Logan	Blvd	1891	SF House		W. H. Powell		c	yes	c
2647	West	Logan	Blvd	1904	Three Flat		Minnie Schuther	Koster, John L.	c	yes	nc
2649	West	Logan	Blvd	1896	Two Flat		O. Tronsdorf		c	yes	nc
2650	West	Logan	Blvd	1890s	Two Flat				c	yes	nc
2651	West	Logan	Blvd	1890s	Two Flat				c	yes	nc
2652	West	Logan	Blvd	1880s	SF House				c	yes	nc
2653	West	Logan	Blvd	1897	SF House		H. Wolls		c	yes	c
2656	West	Logan	Blvd	1880s	SF House				c	yes	c
2657	West	Logan	Blvd	1921	Two Flat		T. Grossman	Rissman	c	yes	nc
2700-2702	West	Logan	Blvd	1927	Multiple		E. N. Biegler	Jacobs	c	yes	nc
2701-2703	West	Logan	Blvd	1907	SF House		John Rath	Maher, George W	c	yes	nc
2704	West	Logan	Blvd	1910s	SF House				c	yes	nc
2710	West	Logan	Blvd	1901	SF House		E.C. Kehm		c	no	na
2711	West	Logan	Blvd	1906	Two Flat		W. S. Goldbeck	Allison, L.J.	c	yes	c
2712	West	Logan	Blvd	1928	Three Flat		Anders & Zimmerman	Rissman & Hirshfeld	c	yes	nc
2715	West	Logan	Blvd	1905	Two Flat		Albert Otto Fenske	Gassman & Burtar	c	yes	c
2716	West	Logan	Blvd	1898	Two Flat		Edward Mikkelson	Ahlschlager, Frederick	c	yes	c
2719	West	Logan	Blvd	1912	Two Flat		Jos. B. Heavy	Granger, William	c	yes	c
2720	West	Logan	Blvd	1880s	SF House				c	no	na
2723	West	Logan	Blvd	1890s	SF House				nc	yes	c
2722-2724	West	Logan	Blvd	1924	Multiple		Peter Sopola	Ablamowicz	c	yes	c
2734	West	Logan	Blvd	1906	Three Flat		Charles Hallstrom	Gauger, William	c	yes	c
2735	West	Logan	Blvd	1894	Two Flat		M. Ryan		c	yes	nc
2738	West	Logan	Blvd	1880s	SF House				c	yes	c
2740	West	Logan	Blvd	1924	Multiple		Leon Totz	Steiborn, Edward	c	yes	c
2741	West	Logan	Blvd	1905	Two Flat		Albert Otto Fenske	Gassman & Burtar	c	yes	c
2745	West	Logan	Blvd	1910s	Three Flat				c	yes	c
2746	West	Logan	Blvd	1905	Two Flat		Victor Pierce	Benson, Edward	c	yes	nc
2748	West	Logan	Blvd	1903	Two Flat		B. E. Leins	Ahlschlager, Frederick	c	yes	nc

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* - Buildings are included in the National Register Nomination for the Chicago Park Boulevard System Historic District.

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St. #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Architect	Prim. Struct. C/ NC	Sec. Struct.	Sec. Struct C/ NC/ NA
2750	West	Logan	Blvd	1901	Two Flat		John Ahlschlager	(Anderson & Johnson)	c	yes	nc
2751	West	Logan	Blvd	1900s	Three Flat				c	yes	nc
2752	West	Logan	Blvd	1901	Two Flat		John Ahlschlager	(Anderson & Johnson)	c	yes	nc
2757-2755	West	Logan	Blvd	1909	Six Flat		John Burnett	Burnett, John	c	yes	nc
2759	West	Logan	Blvd	1909	Multiple Use		John Burnett		c	no	na
2800	West	Logan	Blvd	1911	Multiple Use		Mrs. Berma	(Olson, J.)	c	yes	nc
2801	West	Logan	Blvd	1907	Multiple		Olof Bomberg	Fisher, Albert J	c	no	na
2804-2806	West	Logan	Blvd	1924	Multiple		Dr. Stanley Przyzochi	Ablanovicz	c	no	na
2807	West	Logan	Blvd	1900s	Two Flat				c	yes	nc
2808-2810	West	Logan	Blvd	1923	Six Flat		Peter Sopola	Himmelblau, A. L.	c	yes	c
2809	West	Logan	Blvd	1897	Three Flat		James Reddick		c	yes	nc
2814	West	Logan	Blvd	1900s	Two Flat				c	no	na
2815	West	Logan	Blvd	1900s	Three Flat				c	no	na
2816	West	Logan	Blvd	1911	Two Flat		Oyen, A. B.	Neebe, John	c	yes	nc
2817	West	Logan	Blvd	1899	Two Flat		R. Krueger		c	no	na
2819	West	Logan	Blvd	1907	Three Flat		Mrs. A. E. Ryan	Ahlschlager, John	c	no	na
2820	West	Logan	Blvd	1904	SF House		E. C. Bye	Ahlschlager, Frederick	c	no	na
2823-2825	West	Logan	Blvd	1911	Six Flat		William Noelle	Roberston, David	c	no	na
2824	West	Logan	Blvd	1904	Two Flat		E. C. Bye	Ahlschlager, Frederick	c	yes	c
2829	West	Logan	Blvd		Six Flat				c	yes	nc
2839	West	Logan	Blvd	1912	Two Flat		Rhillip Ryan	Neebe, John	c	yes	nc
2840	West	Logan	Blvd		Church		Eleventh Church of Christ Scientist		c	no	na
2843	West	Logan	Blvd	1901	Two Flat		G.A. Seaverns		c	yes	nc
2844	West	Logan	Blvd	1914	Three Flat		M. Bonnevie	Thisslew, Charles	c	yes	c
2845	West	Logan	Blvd	1901	Two Flat		G.A. Seaverns		c	yes	c
2848-2850	West	Logan	Blvd	1909	Two Flat		Dr. F. M. Sanberg	Thisslew, Charles	c	yes	c
2849	West	Logan	Blvd	1901	Two Flat		Geo A. Seaverns		c	yes	c
2852	West	Logan	Blvd	1910	Two Flat		A. H. Berger	Rohm, J. B.	c	no	na

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St. #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Architect	Prim. Struct. C/ NC	Sec. Struct.	Sec. Struct C/ NC/ NA
2853	West	Logan	Blvd	1901	Two Flat		Geo A. Seaverns		c	yes	nc
2855	West	Logan	Blvd	1901	Two Flat		Geo A. Seaverns		c	yes	nc
2856	West	Logan	Blvd	1916	Two Flat		F. Omerling	Anderson, H. A.	c	yes	c
2857	West	Logan	Blvd	1910	Multiple		Andrew O'Rourke	Ahlschlager, John	c	no	na
2901	West	Logan	Blvd	1905	Three Flat		A. O'Rourke	Knudson, J.	c	yes	c
2905	West	Logan	Blvd	1903	Three Flat		A. O'Rourke		c	yes	c
2906	West	Logan	Blvd	1926	Church				c	no	na
2907-2909	West	Logan	Blvd	1914	Six Flat		Mary Kropp	Reynertson, T. J.	c	yes	c
2908	West	Logan	Blvd	1905	Two Flat		A.C. Kopeta	Pagels, William F.	c	yes	nc
2910	West	Logan	Blvd	1907	Three Flat		Dr. C. J. Christopher	Harley Jr., Harley	c	yes	nc
2911	West	Logan	Blvd	1900s	Two Flat				c	no	na
2914	West	Logan	Blvd	1923	Three Flat		rs. M. Desplinter	Gauger, William	c	yes	nc
2915	West	Logan	Blvd	1902	Two Flat		C. A. Nelson		c	yes	nc
2916-2920	West	Logan	Blvd	1908	Multiple		P. P. Kilstofs	(Kilslofs, P.P.)	c	no	na
2917	West	Logan	Blvd	1909	Two Flat		Frank Lasser	Worthman & Steinbach	c	yes	c
2921	West	Logan	Blvd	1909	Two Flat		Mrs. Dora Bregmeyer	Benson, Edward	c	yes	c
2922-2924	West	Logan	Blvd	1897	Six Flat		Bertha C. Hacck		c	no	na
2925	West	Logan	Blvd	1910s	Two Flat				c	yes	c
2934-2936	West	Logan	Blvd	1909	Six Flat		John Gerson	Schock & Swanson	c	no	na
2935	West	Logan	Blvd	1920	Two Flat		Mrs. K. Ephriam	Teisen, Axel	c	no	na
2937	West	Logan	Blvd	1908	Two Flat		Seavens Elevaton Co.	Neebe, John	c	no	na
2939	West	Logan	Blvd		Two Flat		Mary A. Cushing	Neebe, John	c	no	na
2940	West	Logan	Blvd	1912	Two Flat		Emil C. Uber	Gaul, Hermann	c	no	na
2943	West	Logan	Blvd	1909	Two Flat		L. B. Kohlmetz	Benson, Edward	c	yes	nc
2944	West	Logan	Blvd	1912	SF House		Christensen	(Nielson)	c	yes	c
2947	West	Logan	Blvd	1907	Two Flat		Edward H. Moremann	Fisher, Albert J	c	no	na
2949	West	Logan	Blvd	1907	Three Flat		F. N. Lasser	Fisher, Albert J	c	yes	nc
2950	West	Logan	Blvd	1911	Two Flat		Mrs. Sarah Ruttner		c	yes	c
2951	West	Logan	Blvd	1907	Two Flat		C. B. Ott	Fisher, Albert J	c	yes	c
2954	West	Logan	Blvd	1912	Two Flat		S. Finchell	(Lifman, H. M.)	c	yes	c

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St. #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Architect	Prim. Struct. C/ NC	Sec. Struct.	Sec. Struct C/ NC/ NA
2955	West	Logan	Blvd	1908	Two Flat		C. B. Ott	Pentecost, Douglas S	c	yes	c
2956	West	Logan	Blvd	1906	Three Flat		Aug. Bueckner		c	yes	nc
2959	West	Logan	Blvd	1909	Two Flat		Charles N. Godriaux	Gaul, Herman	c	yes	c
3000	West	Logan	Blvd	1922	SF House		Dr. George Dohman	Rohm, J. B.	c	yes	c
3001-3003	West	Logan	Blvd	1909	Multiple		G. H. Soeffing	Steuben, Theo.	c	no	na
3004	West	Logan	Blvd	1908	Two Flat		Mrs. E. M. Hagel	Jenney, Mundie & Jensen	c	yes	nc
3005	West	Logan	Blvd	2004	Four Flat				nc	no	na
3006	West	Logan	Blvd	1909	Two Flat		Edward Lester		c	yes	c
3007-3023	West	Logan	Blvd	1914	Courtyard		J. B. Couleur	Cerny, J. J.	c	no	na
3012	West	Logan	Blvd	1909	Two Flat		L. D. Glang	Norman, A. E.	c	yes	nc
3016	West	Logan	Blvd	1908	Three Flat		D. M. Burhke	Worthman & Steinbach	c	yes	c
3024	West	Logan	Blvd	1908	SF House		Mrs. E. J. Austman	Ahlschlager, John	c	yes	c
3027-3029	West	Logan	Blvd	1908	Six Flat		J. Hiebuhr	Neebe, John	c	yes	nc
3033	West	Logan	Blvd	1903	Three Flat		Martin Anderson		c	yes	nc
3034-3036	West	Logan	Blvd	1908	Multiple		O. H. Kolseth	Knudsen, J. F.	c	no	na
3037	West	Logan	Blvd	1903	Three Flat		Martin Anderson		c	yes	nc
3040	West	Logan	Blvd	1906	Three Flat		T. Steinbach	Worthman & Steinbach	c	yes	nc
3041-3043	West	Logan	Blvd	1911	Six Flat		J. B. Couleur	Money de Frank	c	yes	nc
3044	West	Logan	Blvd	1906	Three Flat		E. A. Boettcher	Sorenson, Charles	c	no	na
3045-3047	West	Logan	Blvd	1907	Six Flat		J. A. Welsberg	Money de Frank	c	yes	nc
3046	West	Logan	Blvd	1906	Three Flat		J. B. Rohm		c	yes	nc
3050-3052	West	Logan	Blvd	1905	Six Flat		Ole Oelson	Money de Frank	c	no	na
3051	West	Logan	Blvd	1900	Two Flat		S. Prybill		c	yes	nc
3055	West	Logan	Blvd	1901	Two Flat		C. Koon		c	yes	c
3058-3056	West	Logan	Blvd	1911	Multiple		O. Olsen	Money de Frank	c	no	na
3059	West	Logan	Blvd	1909	Multiple Use		Mrs. Sarah A. Higgins	(Johnson, F. O.)	c	no	na
3061	West	Logan	Blvd	1922	Bank		Logan Square Trust & Savings	Weary & Layford	c	no	na

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St. #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Architect	Prim. Struct. C/ NC	Sec. Struct.	Sec. Struct C/ NC/ NA
3100	West	Logan	Blvd	1907	Multiple Use		Dr. O.M. Ulrestad	Liedberg Hugo J.	c	yes	c
3101	West	Logan	Blvd	1907	Multiple Use		John Ohse	(Brahm, Val)	c	no	na
3103-3115	West	Logan	Blvd	1907	Multiple Use		Mary A. Hubbard	Delfosse, A. F.	c	no	na
3104	West	Logan	Blvd	1908	Two Flat		John Pruess	Neebe, John	c	yes	c
3108	West	Logan	Blvd	1906	Three Flat		Emma Swanson	Schock & Swanson	c	no	na
3110	West	Logan	Blvd	1970s	Multiple				nc	no	na
3116-3124	West	Logan	Blvd	1908	Multiple		C. W. Scwiechler	Krieg, William G.	c	yes	nc
3129	West	Logan	Blvd	1910s	Multiple Use				c	yes	nc
3131	West	Logan	Blvd	2005	Multiple Use				nc	no	na
3134	West	Logan	Blvd	1907	Three Flat		Louis Himstock	Schulze, William	c	yes	nc
3136	West	Logan	Blvd	1900s	Three Flat				c	no	na
3142-3150	West	Logan	Blvd	1905	Multiple Use		G. W. & S. A. Higgins	Schock & Swanson	c	no	na
2579	North	Milwaukee	Ave	1910s	Other	Tudor Revival	Logan Sqaure Comfort Station		c	no	na
2610	North	Milwaukee	Ave		Other				nc	no	na
2136-2138	West	Palmer	Sq		Six Flat				c	no	na
2946-2950	West	Palmer	Sq	1908	Two Flat		B. L. Rudd		c	no	na
3000-3008	West	Palmer	Blvd	1906	Multiple		Martin Anderson	Sorensen, Charles F.	c	no	na
3010	West	Palmer	Blvd	1925	Two Flat		George T. Thorsen	Marley, James J	c	yes	nc
3014	West	Palmer	Blvd	1910	Two Flat		J. Schmitz	(Holengirst, D. J.)	c	yes	c
3018	West	Palmer	Blvd	1915	Three Flat		Thompson	Sorenson, Charles	c	yes	c
3022-3024	West	Palmer	Blvd	1922	Multiple		D. Mesce	Applebach, H. J.	c	no	na
3027	West	Palmer	Sq	1955	School				nc	yes	c
3030	West	Palmer	Blvd	1920	SF House		Mr. & Mrs R. C. Mauer	Teisen, Axel	c	no	na
3032	West	Palmer	Blvd	1902	Three Flat		H. M. Johnson	Knutson, J. F.	c	yes	c
3036	West	Palmer	Blvd	1924	Three Flat		A. Teeman	Sterndorf, E.	c	yes	nc

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St. #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Architect	Prim. Struct. C/ NC	Sec. Struct.	Sec. Struct C/ NC/ NA
3038	West	Palmer	Blvd	1890s	Two Flat				c	yes	c
3042	West	Palmer	Blvd	1911	Two Flat		Emil Kleirn	Braband, F. E.	c	yes	c
3048	West	Palmer	Blvd	1911	Two Flat		W. Whiteley	Harlow Jr., W	c	yes	nc
3052	West	Palmer	Blvd	1915	Two Flat		M. Meyer	Reynertson, Q. J.	c	yes	c
3053	West	Palmer	Blvd	1912	Two Flat		Julius Weske	Gaul, Herman	c	yes	c
3055	West	Palmer	Blvd	1906	Two Flat		N. Williams	Knutson, J. F.	c	yes	nc
3056	West	Palmer	Blvd	1902	Two Flat		C. A. Nelson		c	yes	c
3059	West	Palmer	Blvd	1910	Two Flat		A. A. Carlson	Sorenson, Charles	c	yes	c
3062	West	Palmer	Blvd		Church				c	no	na
3065	West	Palmer	Blvd	1908	SF House		Charles Aehple		c	no	na
3071	West	Palmer	Blvd	1908	SF House		P. Erickson	Hansen, Paul	c	yes	c
3074	West	Palmer	Blvd	1895	Two Flat		Dailey Bros.		c	yes	nc
3077	West	Palmer	Blvd	1921	Two Flat		S. Mandel	Rissman & Hirshfeld	c	yes	c
3078	West	Palmer	Blvd	1907	Two Flat		T. J. Reynertson		c	no	na
3080	West	Palmer	Blvd	1910	SF House		C. M. Madson	Money de Frank	c	yes	c
3100	West	Palmer	Blvd	1900s	Two Flat				c	yes	c
3101	West	Palmer	Blvd	1908	Two Flat				c	yes	c
3102	West	Palmer	Blvd	1912	Two Flat		Charles W. Krorenaker	Mann, William L.	c	yes	c
3104	West	Palmer	Blvd	1909	SF House		Henry Jansen	Schulze, William	c	yes	na
3105	West	Palmer	Blvd	1906	Three Flat		Charles Glander	Worthman & Steinbach	c	yes	c
3109	West	Palmer	Blvd	1906	Three Flat		Andrew Larson	Worthman & Steinbach	c	yes	c
3110	West	Palmer	Blvd	1909	Two Flat		J. Friedland	Hoermann	c	yes	nc
3111	West	Palmer	Blvd	1910	Two Flat		o. W. Neemarm	Rogeers & Woodyatt	c	yes	c
3114	West	Palmer	Blvd	1909	Two Flat		Adam J. Kroll		c	yes	nc
3118	West	Palmer	Blvd	1901	SF House		John Drimmer		c	yes	nc
3119	West	Palmer	Blvd	1909	Two Flat		J. Weil	Gauger, William	c	yes	c
3120	West	Palmer	Blvd	1909	SF House		H. Vrohl	Foehninger, F. W.	c	no	na
3123	West	Palmer	Blvd	1913	Two Flat		Peter Fox	Rohm, Jean B. & Sons	c	yes	c
3125	West	Palmer	Blvd	1900s	Three Flat				c	yes	nc
3126-3130	West	Palmer	Blvd	1909	Multiple		John Preuss	Hale, Percy	c	no	na

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St. #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Architect	Prim. Struct. C/ NC	Sec. Struct.	Sec. Struct C/ NC/ NA
3027	West	Palmer	Sq	1955	School				nc	yes	c
2118	North	Whipple	St	1950s	Multiple				c	no	na

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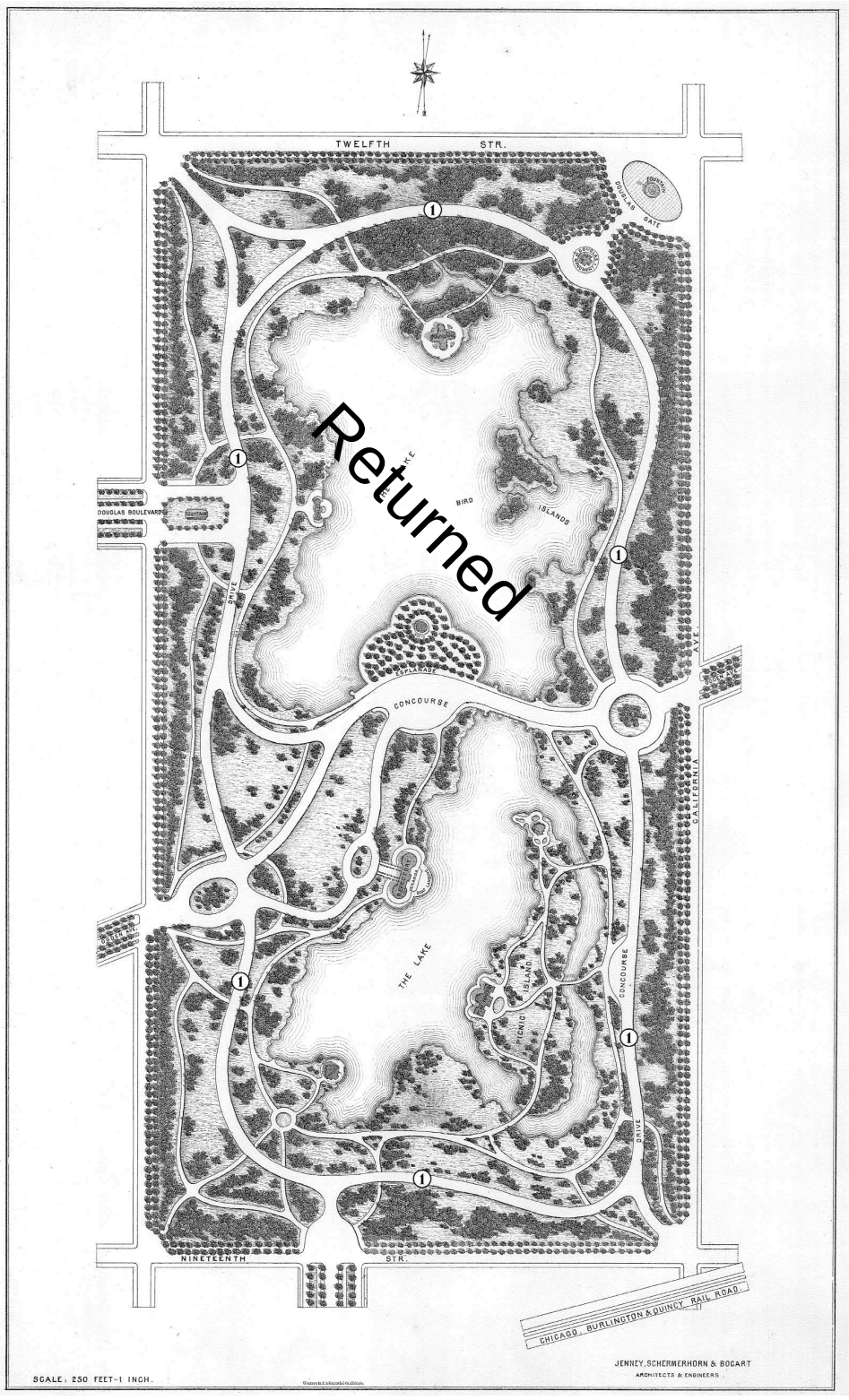
Map A: Douglas Park – William Le Baron Jenney's Original Plan of 1871



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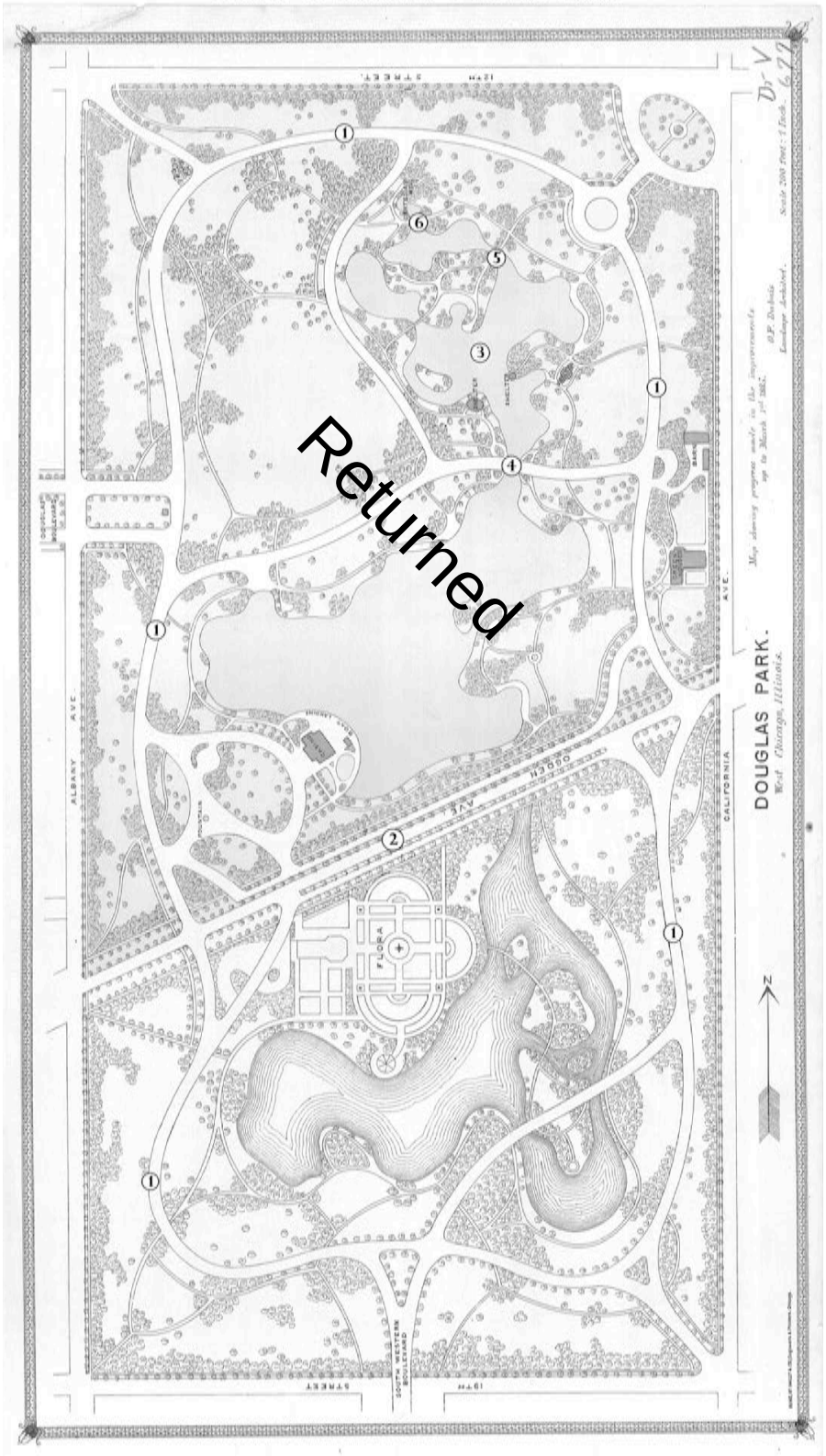
Map B: Douglas Park – Oscar F. Dubuis' Plan of 1885



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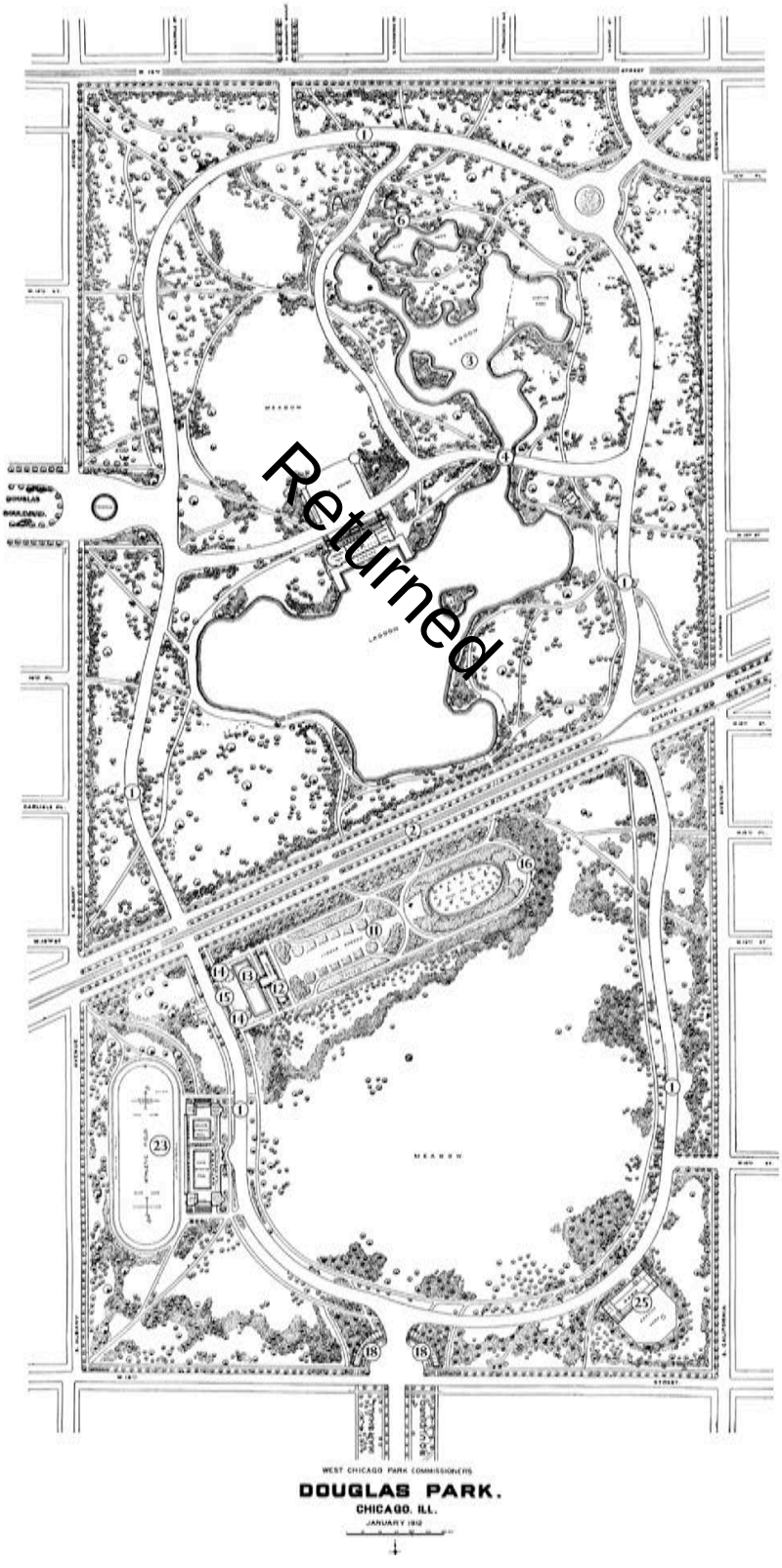
Map C: Douglas Park – Jen Jensen's Record Drawing of 1912



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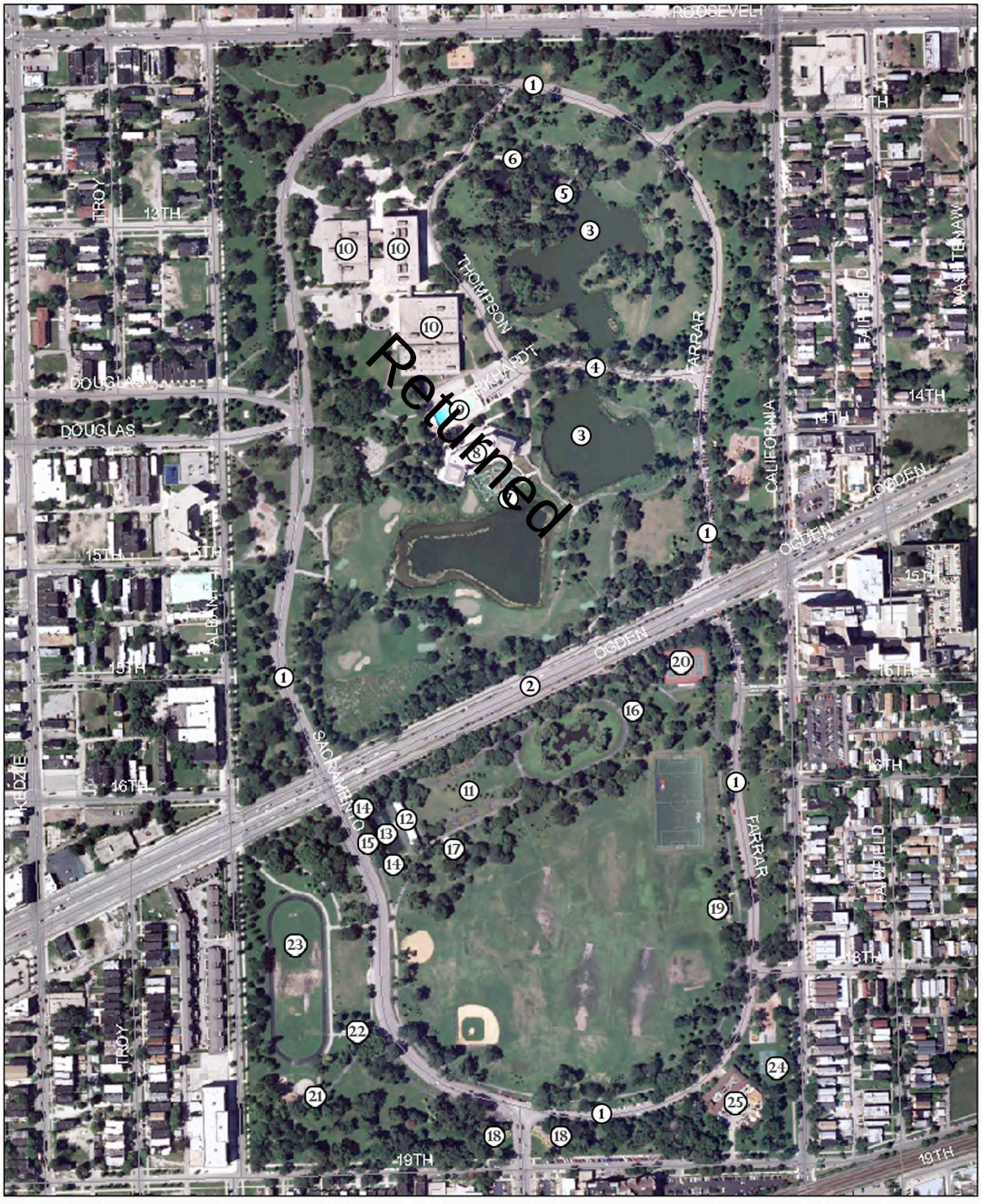
Map D: Douglas Park – 2008 Aerial Photograph

Douglas (Stephen A.) Park (218)
1401 S. Sacramento Ave.



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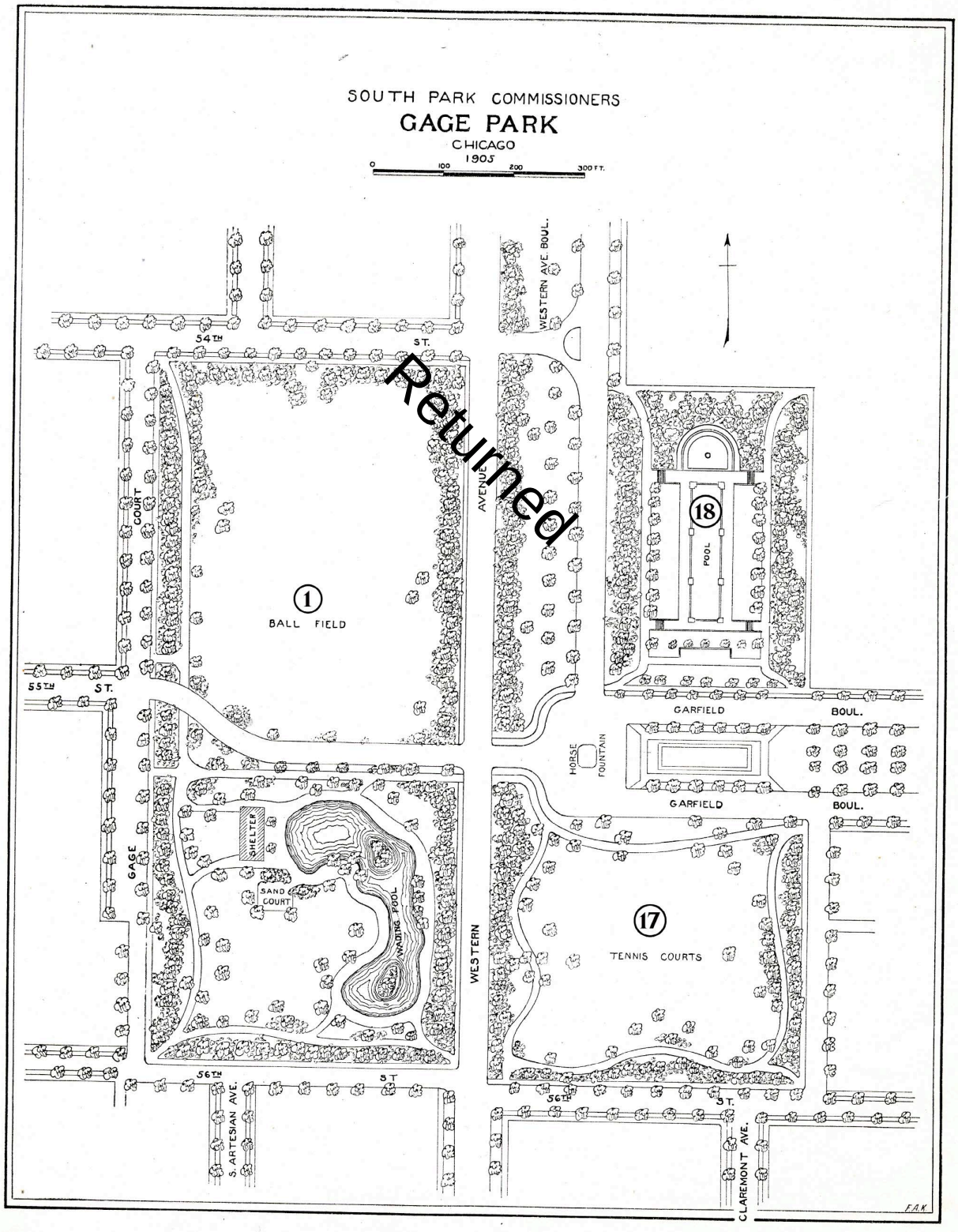
Map A: Gage Park – South Park Commission Record Plan of 1905



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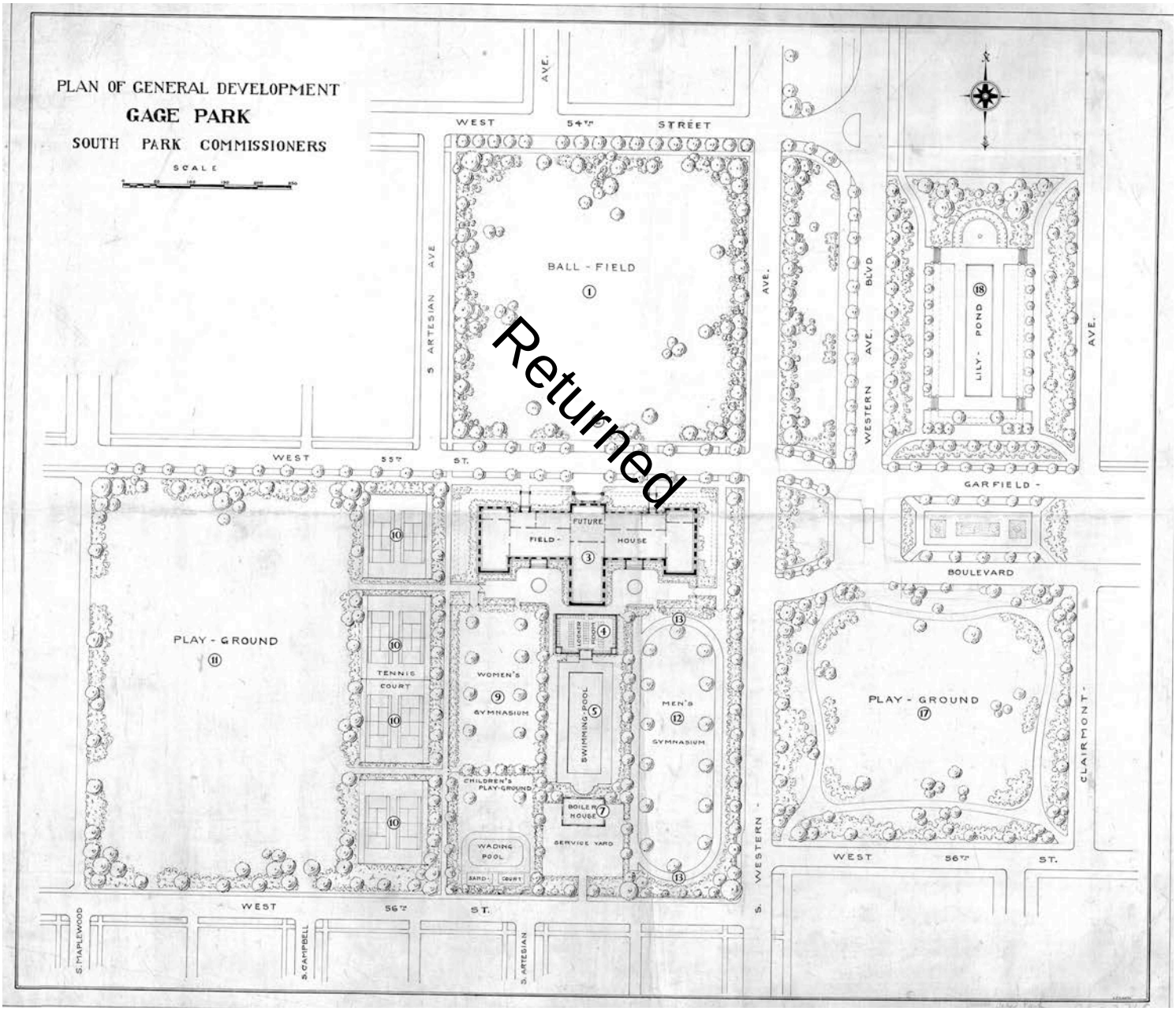
Map B: Gage Park – Plan of General Development by the South Park Commissioners' In-House Designers, ca. 1925



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The Chicago Park Boulevard System Historic District
Name of Property
Cook, Illinois
County and State
Not Applicable
Name of multiple listing (if applicable)

Map C: Gage Park – 2008 Aerial Photograph

Gage (George W.) Park (22)
2411 W. 55th St.



Chicago Park District
Department of Planning and Development
DOD

0 140 280 560 Feet

Summer 2008 Aerial
February 2010

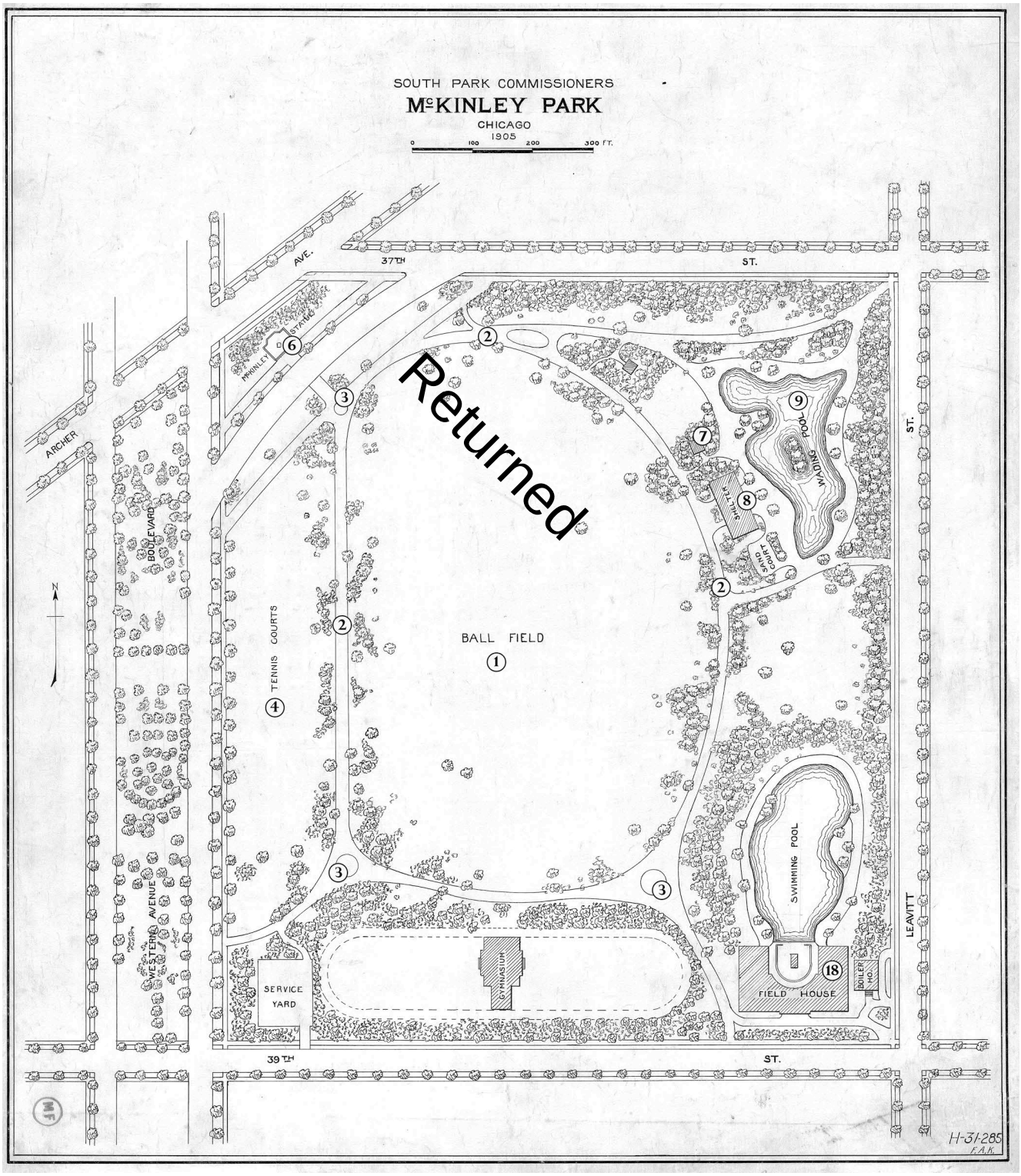
United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

The Chicago Park Boulevard System Historic District
Name of Property
Cook, Illinois
County and State
Not Applicable
Name of multiple listing (if applicable)

Section number McKinley Park Appendix Page 1

Map A: McKinley Park – South Park Commission Plan of 1905



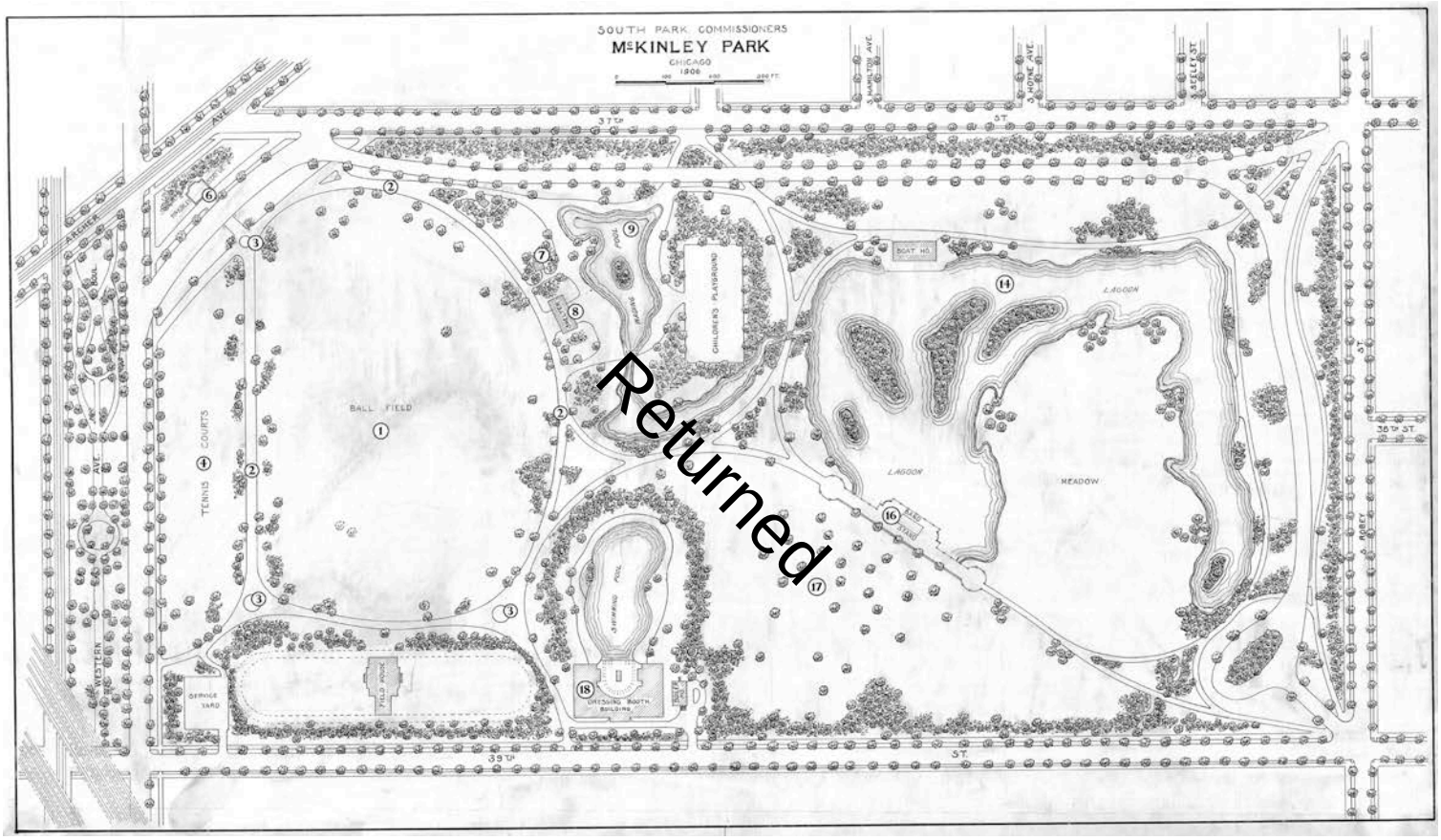
United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number McKinley Park Appendix Page 2

The Chicago Park Boulevard System Historic District
Name of Property
Cook, Illinois
County and State
Not Applicable
Name of multiple listing (if applicable)

Map B: McKinley Park – South Park Commission Plan of 1906



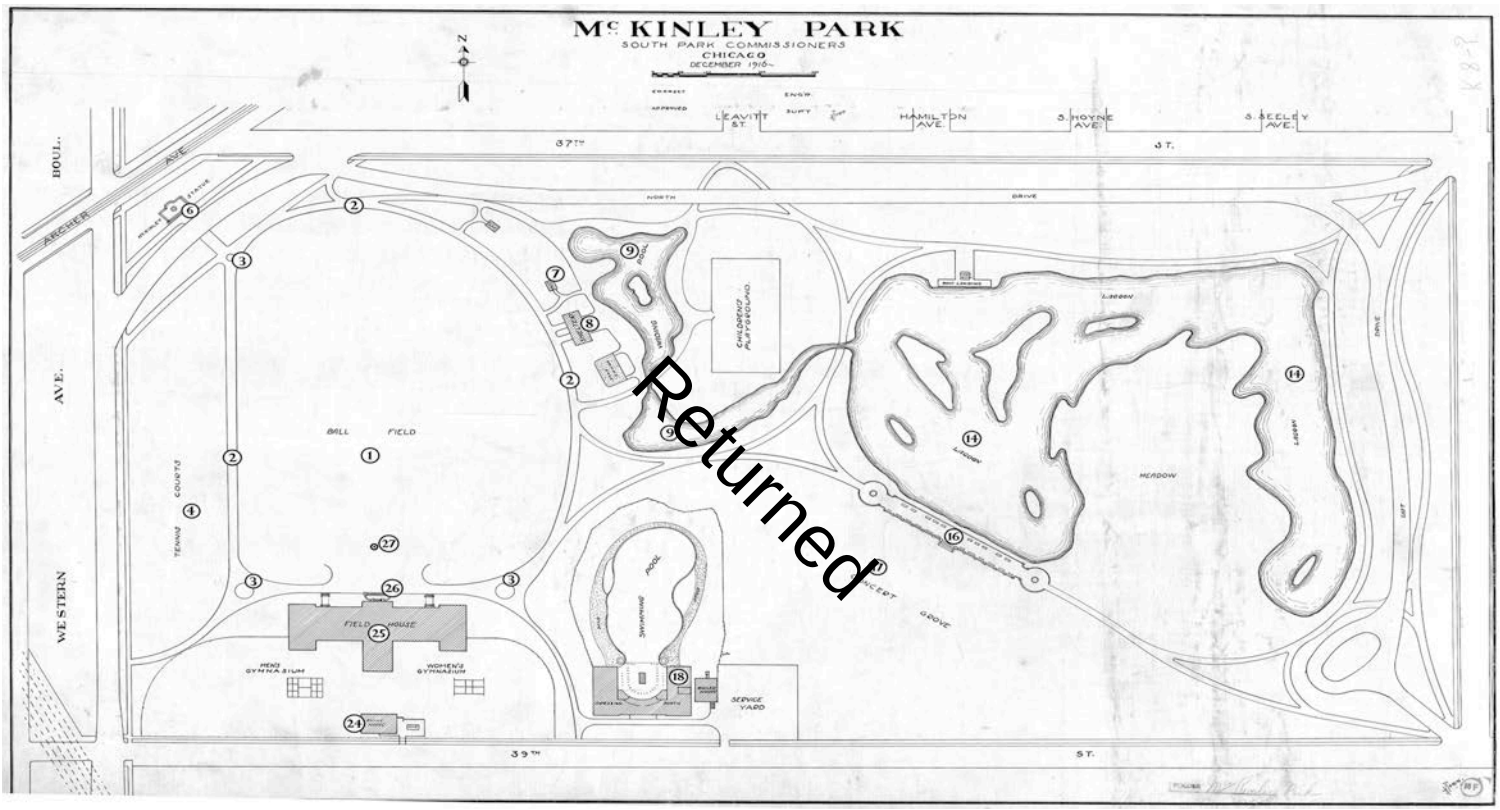
United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number McKinley Park Appendix Page 3

The Chicago Park Boulevard System Historic District
Name of Property
Cook, Illinois
County and State
Not Applicable
Name of multiple listing (if applicable)

Map C: McKinley Park – South Park Commission Plan of 1916



Returned

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number McKinley Park Appendix Page 4

The Chicago Park Boulevard System Historic District
Name of Property
Cook, Illinois
County and State
Not Applicable
Name of multiple listing (if applicable)

Map D: McKinley Park – 2008 Aerial Photograph

McKinley (William) Park (23)
2210 W. Pershing Rd.



Chicago Park District
Department of Planning and Development
DOD

0 210 420 840 Feet

Summer 2008 Aerial
February 2010

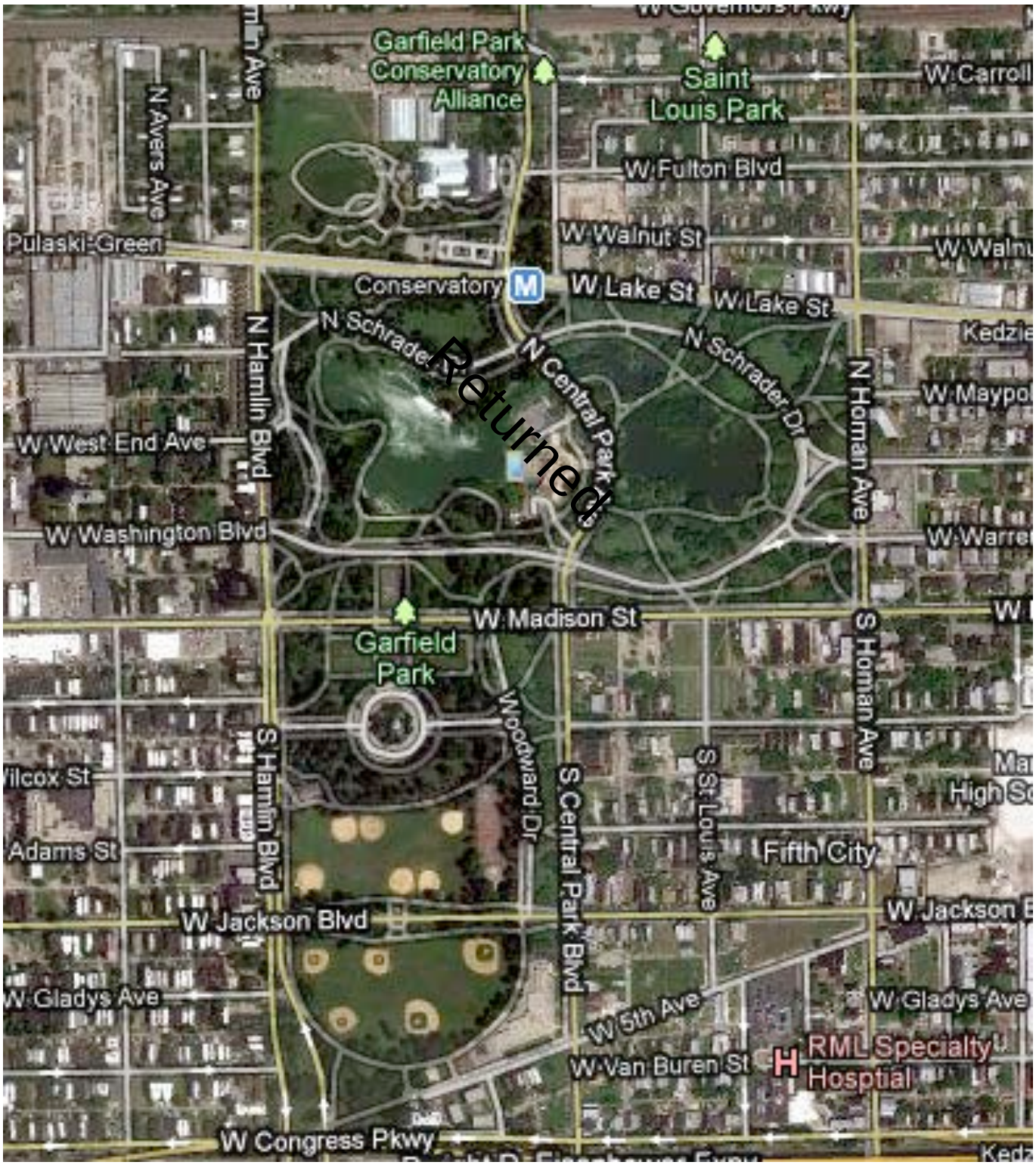
United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number Aerials of Listed Parks Page 1

The Chicago Park Boulevard System Historic District
Name of Property
Cook, Illinois
County and State
Not Applicable
Name of multiple listing (if applicable)

Garfield Park – Google Maps Aerial Photograph (accessed May 15, 2011)



United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number Aerials of Listed Parks Page 2

The Chicago Park Boulevard System Historic District
Name of Property
Cook, Illinois
County and State
Not Applicable
Name of multiple listing (if applicable)

Humboldt Park – 2008 Aerial Photograph

Humboldt (Baron Von) Park (219)
1440 N. Sacramento Blvd.



Chicago Park District
Department of Planning and Development
DOD

0 195 390 780 Feet

N

Summer 2008 Aerial
February 2010

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number Aerials of Listed Parks Page 3

The Chicago Park Boulevard System Historic District
Name of Property
Cook, Illinois
County and State
Not Applicable
Name of multiple listing (if applicable)

Jackson Park – 2008 Aerial Photograph

Jackson (Andrew) Park (19)
6401 S. Stony Island Ave.



Chicago Park District
Department of Planning and Development
DOD

0 345 690 1,380 Feet

N

Summer 2008 Aerial
February 2010

United States Department of the Interior
National Park Service

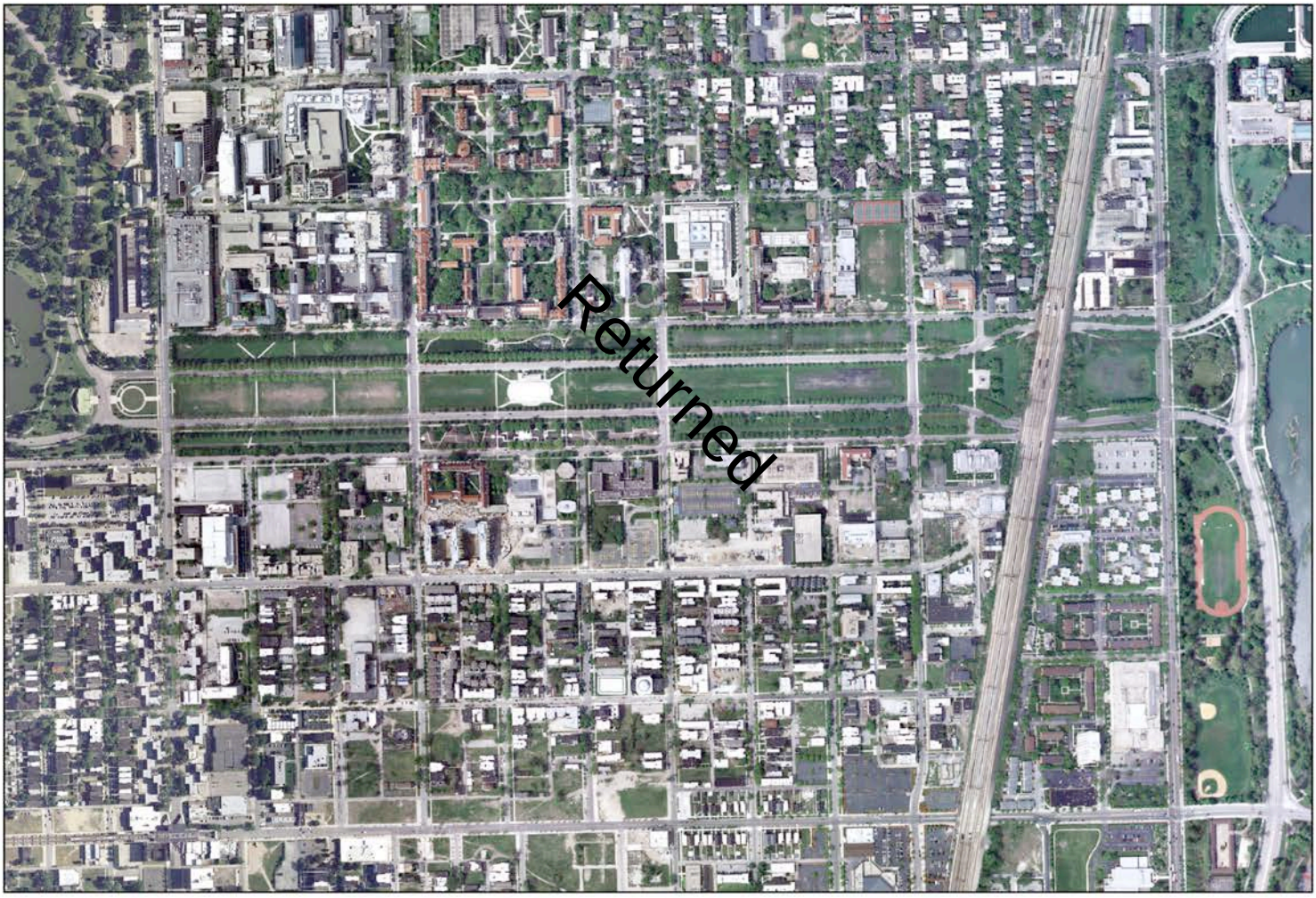
National Register of Historic Places
Continuation Sheet

Section number Aerials of Listed Parks Page 4

The Chicago Park Boulevard System Historic District
Name of Property
Cook, Illinois
County and State
Not Applicable
Name of multiple listing (if applicable)

Midway Plaisance – 2008 Aerial Photograph

Midway Plaisance Park (1268)
Woodlawn Avenue (1600 E.)



Chicago Park District
Department of Planning and Development
DOD

0 600 1,200 2,400 Feet

N

Summer 2008 Aerial
February 2010

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number Aerials of Listed Parks Page 5

The Chicago Park Boulevard System Historic District
Name of Property
Cook, Illinois
County and State
Not Applicable
Name of multiple listing (if applicable)

Sherman Park – 2008 Aerial Photograph

Sherman (John B.) Park (7)
1301 W. 52nd St.



United States Department of the Interior
National Park Service

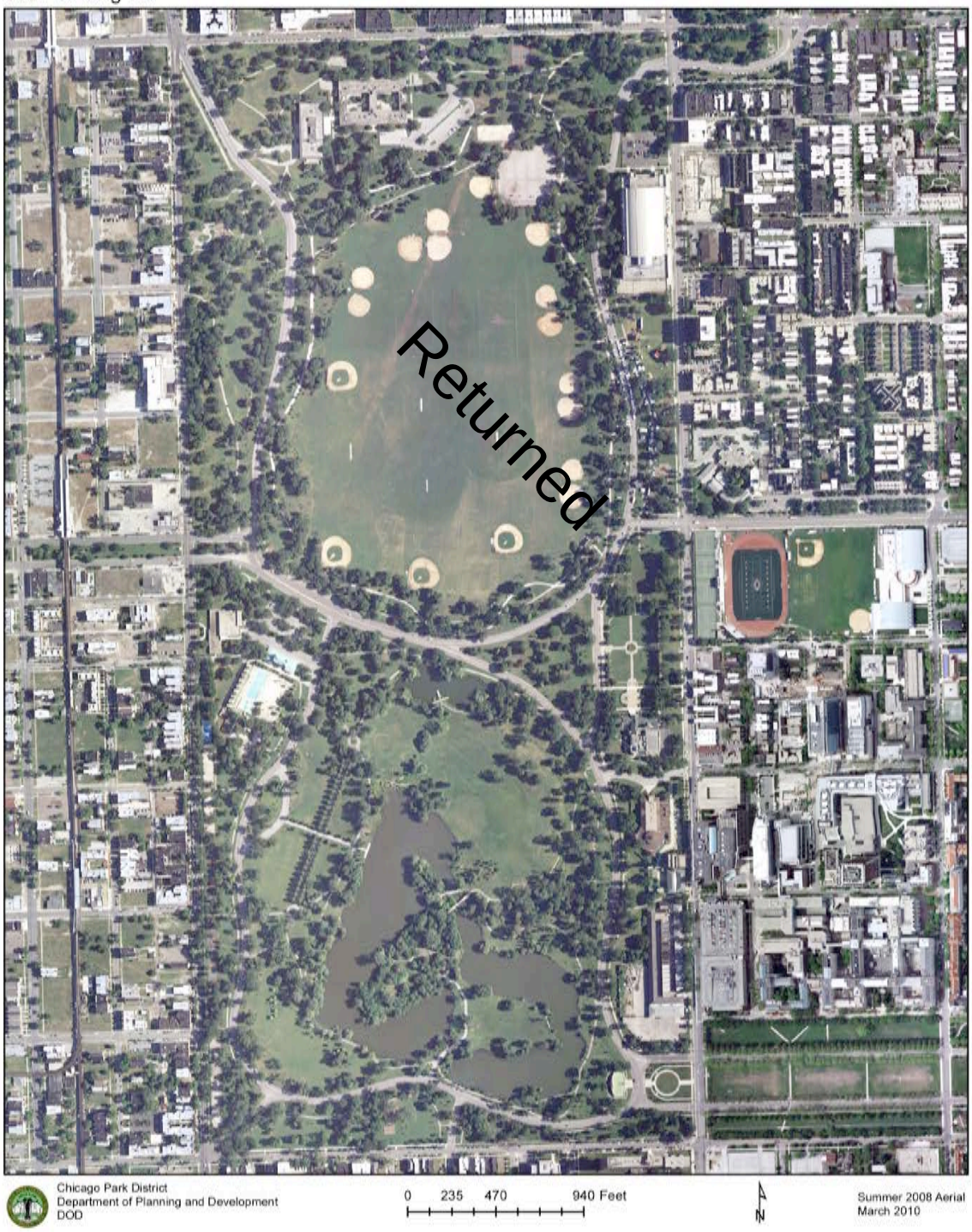
National Register of Historic Places
Continuation Sheet

Section number Aerials of Listed Parks Page 6

The Chicago Park Boulevard System Historic District
Name of Property
Cook, Illinois
County and State
Not Applicable
Name of multiple listing (if applicable)

Washington Park – 2008 Aerial Photograph

Washington (George) Park (21)
5531 S. King Dr.



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number Digital Photography List Page 1

The Chicago Park Boulevard System Historic District
Name of Property
Cook, Illinois
County and State
Not Applicable
Name of multiple listing (if applicable)

DIGITAL PHOTOGRAPHY LIST

IL – Cook County – The Chicago Park Boulevard System Historic District #001
The Chicago Park Boulevard System Historic District
400 Block, South Side of E. Oakwood Blvd.
Chicago, Cook County, Illinois
View of North Elevations, Facing Southeast
Digital Photo Taken by Susan Benjamin, March 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #002
The Chicago Park Boulevard System Historic District
622 E. Oakwood Blvd.
Chicago, Cook County, Illinois
View of South Elevation, Facing Northwest
Digital Photo Taken by Susan Benjamin, June 2010

Returned

IL – Cook County – The Chicago Park Boulevard System Historic District #003
The Chicago Park Boulevard System Historic District
600 Block, North Side of E. Oakwood Boulevard
Chicago, Cook County, Illinois
View of South Elevations, Facing Northwest
Digital Photo Taken by Susan Benjamin,

IL – Cook County – The Chicago Park Boulevard System Historic District #004
The Chicago Park Boulevard System Historic District
Abraham Lincoln Center
700 E. Oakwood Blvd.
Chicago, Cook County, Illinois
View of South Elevation, Facing Northwest
Digital Photo Taken by Susan Benjamin, March 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #005
The Chicago Park Boulevard System Historic District
725-729 E. Oakwood Blvd.
Chicago, Cook County, Illinois
View of North Elevation, Facing Southwest
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #006
The Chicago Park Boulevard System Historic District
First Church of Christ Science
4017-2023 S. Drexel Blvd.

Chicago, Cook County, Illinois
View of West Elevation, Facing Northeast
Digital Photo Taken by Susan Benjamin, March 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #007
The Chicago Park Boulevard System Historic District
4100 Block, East Side of S. Drexel Blvd.
Chicago, Cook County, Illinois
View of West Elevations, Facing Northeast
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #008
The Chicago Park Boulevard System Historic District
4800 Block, West Side of S. Drexel Blvd.
Chicago, Cook County, Illinois
View of East Elevations, Facing Northwest
Digital Photo Taken by Susan Benjamin, June 2010

Returned

IL – Cook County – The Chicago Park Boulevard System Historic District #009
The Chicago Park Boulevard System Historic District
Martin Ryerson House
4845-4851 S. Drexel Blvd.
Chicago, Cook County, Illinois
View of West Elevation, Facing Northeast
Digital Photo Taken by Susan Benjamin, March 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #010
The Chicago Park Boulevard System Historic District
John A. McGill House
4920-4948 S. Drexel Blvd.
Chicago, Cook County, Illinois
View of East Elevation, Facing Northwest
Digital Photo Taken by Susan Benjamin, March 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #011
The Chicago Park Boulevard System Historic District
Black Soldiers Monument
E. 35th St. and S. Dr. Martin Luther King Junior Dr.
Chicago, Cook County, Illinois
View of West Side of Sculpture, Facing Northeast
Digital Photo Taken by Susan Benjamin, March 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #012
The Chicago Park Boulevard System Historic District
3500 Block, West Side of S. Dr. Martin Luther King Junior Dr.
Chicago, Cook County, Illinois
View of East Elevations, Facing Northwest
Digital Photo Taken by Susan Benjamin, March 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #013
The Chicago Park Boulevard System Historic District
D. Harry Hammer House
3656 S. Dr. Martin Luther King Junior Dr.
Chicago, Cook County, Illinois
View of East Elevation, Facing Southwest
Digital Photo Taken by Susan Benjamin, June 2010

Returned

IL – Cook County – The Chicago Park Boulevard System Historic District #014
The Chicago Park Boulevard System Historic District
The Pearl and The Carolyn
3830-3838 S. Dr. Martin Luther King Junior Dr.
Chicago, Cook County, Illinois
View of East Elevations, Facing Northwest
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #015
The Chicago Park Boulevard System Historic District
4018-4020 S. Dr. Martin Luther King Junior Dr.
Chicago, Cook County, Illinois
View of East Elevations, Facing Southwest
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #016
The Chicago Park Boulevard System Historic District
4300 Block, East Side of S. Dr. Martin Luther King Junior Dr.
Chicago, Cook County, Illinois
View of West Elevations, Facing Northeast
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #017
The Chicago Park Boulevard System Historic District
Sinai Temple
4600 S. Dr. Martin Luther King Junior Dr.
Chicago, Cook County, Illinois

View of North and East Elevation, Facing Southwest
Digital Photo Taken by Susan Benjamin, March 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #018
The Chicago Park Boulevard System Historic District
4900 Block, East Side of S. Dr. Martin Luther King Junior Dr.
Chicago, Cook County, Illinois
View of West Elevations, Facing Northeast
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #019
The Chicago Park Boulevard System Historic District
Corpus Christi Church
4910 S. Dr. Martin Luther King Junior Dr.
Chicago, Cook County, Illinois
View of East Elevation, Facing Southwest
Digital Photo Taken by Susan Benjamin, June 2010

Returned

IL – Cook County – The Chicago Park Boulevard System Historic District #020
The Chicago Park Boulevard System Historic District
Midway Plaisance, View East from S. Cottage Grove Ave.
Chicago, Cook County, Illinois
Midway Plaisance, Facing East
Digital Photo Taken by Susan Benjamin, March 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #021
The Chicago Park Boulevard System Historic District
Joseph Bond Chapel/William Wieboldt Hall
1050-1058 E. 59th Street
Chicago, Cook County, Illinois
View of South Elevation, Facing North
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #022
The Chicago Park Boulevard System Historic District
St. Paul's Church and Sonia Shankman Orothogenic School
1365-1375 E. 60th Street
Chicago, Cook County, Illinois
View of North Elevation, Facing Southeast
Digital Photo Taken by Susan Benjamin, March 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #023
The Chicago Park Boulevard System Historic District
Midway Studios/The Lorado Taft House
923-937 E. 60th St.
Chicago, Cook County, Illinois
View of North Elevation, Facing Southeast
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #024
The Chicago Park Boulevard System Historic District
Laird Bell Quadrangle Law School
1111-1121 E. 60th St.
Chicago, Cook County, Illinois
View of North Elevation, Facing South
Digital Photo Taken by Susan Benjamin, June 2010

Returned

IL – Cook County – The Chicago Park Boulevard System Historic District #025
The Chicago Park Boulevard System Historic District
School of Social Services Administration
969 E. 60th Street
Chicago, Cook County, Illinois
View of North Elevation, Facing Southeast
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #026
The Chicago Park Boulevard System Historic District
2101 W. Garfield Blvd.
Chicago, Cook County, Illinois
View of North Elevation, Facing Southwest
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #027
The Chicago Park Boulevard System Historic District
2100 Block, North Side of W. Garfield Blvd.
Chicago, Cook County, Illinois
View of South Elevations, Facing Northwest
Digital Photo Taken by Susan Benjamin, March 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #028
The Chicago Park Boulevard System Historic District
1722 W. Garfield Blvd.
Chicago, Cook County, Illinois
View of West Elevation, Facing Northeast

Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #029
The Chicago Park Boulevard System Historic District
1657 W. Garfield Blvd.
Chicago, Cook County, Illinois
View of West Elevation, Facing Southeast
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #030
The Chicago Park Boulevard System Historic District
1600 Block, North Side of W. Garfield Blvd.
Chicago, Cook County, Illinois
View of South Elevations, Facing Northeast
Digital Photo Taken by Susan Benjamin, March 2010

Returned

IL – Cook County – The Chicago Park Boulevard System Historic District #031
The Chicago Park Boulevard System Historic District
Visitation Church
843 W. Garfield Blvd.
Chicago, Cook County, Illinois
View of North Elevation, Facing Southeast
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #032
The Chicago Park Boulevard System Historic District
300 Block, South Side of E. Garfield Blvd.
Chicago, Cook County, Illinois
View of North Elevations, Facing South
Digital Photo Taken by Susan Benjamin, March 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #033
The Chicago Park Boulevard System Historic District
Western Avenue Bridge from 33rd Street, South of Sanitary and Ship Canal
Chicago, Cook County, Illinois
View of Bridge's Eastern Side, Facing Northwest
Digital Photo Taken by Susan Benjamin, February 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #034
The Chicago Park Boulevard System Historic District
3456 S. Western Avenue
Chicago, Cook County, Illinois
View of East Elevation, Facing Northwest

Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #035
The Chicago Park Boulevard System Historic District
Parisian Novelty Company
3510-3524 S. Western Boulevard
Chicago, Cook County, Illinois
View of East Elevation, Facing Southwest
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #036
The Chicago Park Boulevard System Historic District
4043-4047 S. Western Blvd.
Chicago, Cook County, Illinois
View of West Elevation, Facing East
Digital Photo Taken by Susan Benjamin, March 2010

Returned

IL – Cook County – The Chicago Park Boulevard System Historic District #037
The Chicago Park Boulevard System Historic District
4304 S. Western Blvd.
Chicago, Cook County, Illinois
View of East Elevation, Facing West
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #038
The Chicago Park Boulevard System Historic District
4300 Block, East Side of S. Western Blvd.
Chicago, Cook County, Illinois
View of West Boulevard, Facing Southeast
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #039
The Chicago Park Boulevard System Historic District
4425 S. Western Blvd.
Chicago, Cook County, Illinois
View of West Elevation, Facing Northeast
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #040
The Chicago Park Boulevard System Historic District
Western Avenue Pumping Station
4919-4959 S. Western Blvd.
Chicago, Cook County, Illinois

View of West Elevation, Facing Northeast
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #041
The Chicago Park Boulevard System Historic District
5147 S. Western Blvd.
Chicago, Cook County, Illinois
View of West Elevation, Facing East
Digital Photo Taken by Susan Benjamin, February 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #042
The Chicago Park Boulevard System Historic District
2414 W. 53rd St.
Chicago, Cook County, Illinois
View of East Elevation, Facing Northwest
Digital Photo Taken by Susan Benjamin, June 2010

Returned

IL – Cook County – The Chicago Park Boulevard System Historic District #043
The Chicago Park Boulevard System Historic District
5300 Block, West Side of S. Western Blvd.
Chicago, Cook County, Illinois
View of Boulevard, Facing Northwest
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #044
The Chicago Park Boulevard System Historic District
W. 31st Blvd., Facing West from S. Western Boulevard
Chicago, Cook County, Illinois
View of Boulevard, Facing Southwest
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #045
The Chicago Park Boulevard System Historic District
Cook County Criminal Court House
2600 S. California Ave.
Chicago, Cook County, Illinois
View of East Elevation, Facing Northwest
Digital Photo Taken by Susan Benjamin, February 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #046
The Chicago Park Boulevard System Historic District
St. Maximilian Kolbe Catholic School
2817 W. 24th Blvd.

Chicago, Cook County, Illinois
View of North Elevation, Facing South
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #047
The Chicago Park Boulevard System Historic District
W. 24th Blvd., from S. Marshall Blvd.
Chicago, Cook County, Illinois
View of Boulevard, Facing Northeast
Digital Photo Taken by Susan Benjamin, March 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #048
The Chicago Park Boulevard System Historic District
Jacques Marquette Monument
S. Marshall Blvd. and W. 24th Blvd.
Chicago, Cook County, Illinois
View of Sculpture's Northeast Side, Facing Southwest
Digital Photo Taken by Susan Benjamin, March 2010

Returned

IL – Cook County – The Chicago Park Boulevard System Historic District #049
The Chicago Park Boulevard System Historic District
2100 Block, East Side of S. Marshall Blvd.
Chicago, Cook County, Illinois
View of Boulevard, Facing Southeast
Digital Photo Taken by Susan Benjamin, March 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #050
The Chicago Park Boulevard System Historic District
Theodore Herzl Public School
3701-3725 W. Douglas Blvd.
Chicago, Cook County, Illinois
View of North Elevation, Facing Southeast
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #051
The Chicago Park Boulevard System Historic District
Congregation Anshe Roumania Synagogue
3620-3624 W. Douglas Blvd.
Chicago, Cook County, Illinois
View of South Elevation, Facing Northwest
Digital Photo Taken by Susan Benjamin, March 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #052
The Chicago Park Boulevard System Historic District
Jewish People's Institute Building
3500-3516 W. Douglas Blvd.
Chicago, Cook County, Illinois
View of South and East Elevation, Facing Northwest
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #053
The Chicago Park Boulevard System Historic District
3223 W. Douglas Blvd.
Chicago, Cook County, Illinois
View of North and West Elevation, Facing Southeast
Digital Photo Taken by Susan Benjamin, June 2010

Returned

IL – Cook County – The Chicago Park Boulevard System Historic District #054
The Chicago Park Boulevard System Historic District
3200 Block, W. Douglas Blvd.
Chicago, Cook County, Illinois
View of Boulevard, Facing East
Digital Photo Taken by Susan Benjamin, March 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #055
The Chicago Park Boulevard System Historic District
St. Agatha Roman Catholic Rectory
3197 W. Douglas Blvd.
Chicago, Cook County, Illinois
Digital Photo Taken by Susan Benjamin, February 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #056
The Chicago Park Boulevard System Historic District
800 Block, S. Independence Blvd.
Chicago, Cook County, Illinois
View of Boulevard, Facing Northwest
Digital Photo Taken by Susan Benjamin, March 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #057
The Chicago Park Boulevard System Historic District
S. Independence Blvd. Viaduct, From 900 Block of S. Independence Boulevard
Chicago, Cook County, Illinois
View of North Side of Viaduct, Facing Southeast
Digital Photo Taken by Susan Benjamin,

IL – Cook County – The Chicago Park Boulevard System Historic District #058
The Chicago Park Boulevard System Historic District
Garfield Square
Chicago, Cook County, Illinois
View of Square, Facing Northeast
Digital Photo Taken by Susan Benjamin, March 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #059
The Chicago Park Boulevard System Historic District
DeLuxe Line Loose Leave Devices and Supplies
500 N. Spaulding Ave.
Chicago, Cook County, Illinois
View of South and East Elevations, Facing Northwest
Digital Photo Taken by Susan Benjamin, March 2010

Returned

IL – Cook County – The Chicago Park Boulevard System Historic District #060
The Chicago Park Boulevard System Historic District
800 Block, West Side of N. Sacramento Blvd.
Chicago, Cook County, Illinois
View of East Elevations, Facing Northwest
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #061
The Chicago Park Boulevard System Historic District
Cribben and Sexton Company Building
620-722 N. Sacramento Blvd.
Chicago, Cook County, Illinois
View of East Elevation, Facing Southwest
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #062
The Chicago Park Boulevard System Historic District
Sprague, Warner and Company
461-605 N. Sacramento Blvd.
Chicago, Cook County, Illinois
View of West Elevation, Facing Southeast
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #063
The Chicago Park Boulevard System Historic District
W. North Ave. and N. Humboldt Blvd.
Chicago, Cook County, Illinois

View of Boulevard, Facing Northwest
Digital Photo Taken by Susan Benjamin, March 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #064
The Chicago Park Boulevard System Historic District
2500 Block, East Side of North Kedzie Blvd.
Chicago, Cook County, Illinois
View of Boulevard, Facing Southeast
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #065
The Chicago Park Boulevard System Historic District
2800 Block, West Side of W. Logan Blvd.
Chicago, Cook County, Illinois
View of Boulevard, Facing East
Digital Photo Taken by Susan Benjamin, June 2010

Returned

IL – Cook County – The Chicago Park Boulevard System Historic District #066
The Chicago Park Boulevard System Historic District
Jackson Park, View of Museum of Science and Industry/Fine Arts Building
Chicago, Cook County, Illinois
View of Lagoon, Facing Northwest
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #067
The Chicago Park Boulevard System Historic District
Washington Park, View of Lagoon
Chicago, Cook County, Illinois
View of Lagoon, Facing Northwest
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #068
The Chicago Park Boulevard System Historic District
Sherman Park, View of Lagoon
Chicago, Cook County, Illinois
View of Lagoon, Facing Northeast
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #069
The Chicago Park Boulevard System Historic District
5226 S. Loomis Blvd., Non-Contributing Building
Chicago, Cook County, Illinois
View of East Elevation, Facing Northwest

Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #070
The Chicago Park Boulevard System Historic District
5201 S. Racine Ave., Non-Contributing Building
Chicago, Cook County, Illinois
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #071
The Chicago Park Boulevard System Historic District
Gage Park Field House
2411 W. 55th St.
Chicago, Cook County, Illinois
View of North Elevation, Facing Southeast
Digital Photo Taken by Susan Benjamin, June 2010

Returned

IL – Cook County – The Chicago Park Boulevard System Historic District #072
The Chicago Park Boulevard System Historic District
Interior, Gage Park Field House
2411 W. 55th St.
Chicago, Cook County, Illinois
View of Auditorium, Facing Southeast
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #073
The Chicago Park Boulevard System Historic District
McKinley Park, View of Lagoon
Chicago, Cook County, Illinois
View of Lagoon, Facing Southwest
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #074
The Chicago Park Boulevard System Historic District
Central Manufacturing District Clock Tower
2001 W. Pershing Rd.
Chicago, Cook County, Illinois
View of East Elevation, Facing Southwest
Digital Photo Taken by Susan Benjamin, February 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #075
The Chicago Park Boulevard System Historic District
Central Manufacturing District
2100-2200 Block, South Side of W. Pershing Rd.

Chicago, Cook County, Illinois
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #076
The Chicago Park Boulevard System Historic District
McKinley Park Field House
Chicago, Cook County, Illinois
View of North Elevation, Facing Southeast
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #077
The Chicago Park Boulevard System Historic District
McKinley Park Bath House
Chicago, Cook County, Illinois
View of West Elevation, Facing Southeast
Digital Photo Taken by Susan Benjamin, June 2010

Returned

IL – Cook County – The Chicago Park Boulevard System Historic District #078
The Chicago Park Boulevard System Historic District
Douglas Park Field House
Chicago, Cook County, Illinois
View of South Elevation, Facing Northwest
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #079
The Chicago Park Boulevard System Historic District
Flower Hall, Douglas Park
Chicago, Cook County, Illinois
View of West Elevation, Facing Southeast
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #080
The Chicago Park Boulevard System Historic District
Lanterns, Douglas Park
Chicago, Cook County, Illinois
View of East Side of Lanterns, Facing West
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #081
The Chicago Park Boulevard System Historic District
View towards Flower Hall, Douglas Park
Chicago, Cook County, Illinois
View across Lagoon, Facing Southwest

Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #082
The Chicago Park Boulevard System Historic District
Benches, Douglas Park
Chicago, Cook County, Illinois
View of West Side of Benches, Facing Northeast
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #083
The Chicago Park Boulevard System Historic District
Concrete Bench, Douglas Park
Chicago, Cook County, Illinois
View of West Side of Benches, Facing Northwest
Digital Photo Taken by Susan Benjamin, June 2010

Returned

IL – Cook County – The Chicago Park Boulevard System Historic District #084
The Chicago Park Boulevard System Historic District
Nathaniel Pope School
Chicago, Cook County, Illinois
View of East Elevation, Facing Southwest
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #085
The Chicago Park Boulevard System Historic District
3000 Block, South Side of W. 19th St.
Chicago, Cook County, Illinois
View of North Elevations, Facing Southeast
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #086
The Chicago Park Boulevard System Historic District
W. 19th Street Alley, Contributing Garage
Chicago, Cook County, Illinois
View of West Elevation, Facing Northeast
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #087
The Chicago Park Boulevard System Historic District
St. Anthony Hospital
Chicago, Cook County, Illinois
View of North Elevation, Facing Southeast
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #088
The Chicago Park Boulevard System Historic District
Maimonides Hospital Building/Mt. Sinai
Chicago, Cook County, Illinois
View of West Elevation, Facing Southeast
Digital Photo Taken by Susan Benjamin, February 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #089
The Chicago Park Boulevard System Historic District
Iron Bridge, Douglas Park
Chicago, Cook County, Illinois
View of North Side of Bridge, Facing Southeast
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #090
The Chicago Park Boulevard System Historic District
Stone Bridge, Douglas Park
Chicago, Cook County, Illinois
View of East Side of Bridge, Facing Northwest
Digital Photo Taken by Susan Benjamin, June 2010

Returned

IL – Cook County – The Chicago Park Boulevard System Historic District #091
The Chicago Park Boulevard System Historic District
100 Block, West Side of N. Hamlin Blvd.
Chicago, Cook County, Illinois
View of South and East Elevations, Facing Northwest
Digital Photo Taken by Susan Benjamin, March 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #092
The Chicago Park Boulevard System Historic District
Garfield Park Field House
Chicago, Cook County, Illinois
View of East Elevation, Facing Southwest
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #093
The Chicago Park Boulevard System Historic District
1550 N. Kedzie Blvd.
Chicago, Cook County, Illinois
View of North and East Elevation, Facing Southwest
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #094
The Chicago Park Boulevard System Historic District
1316 N. Kedzie Ave.
Chicago, Cook County, Illinois
View of East Elevation, Facing Southwest
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #095
The Chicago Park Boulevard System Historic District
Humboldt Park Lagoon, View towards Refectory/Boat House
Chicago, Cook County, Illinois
View of Lagoon, Facing Southwest
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #096
The Chicago Park Boulevard System Historic District
Daughters of Zion Jewish Day Nursery and Infant Home
Chicago, Cook County, Illinois
View of West and South Elevation, Facing Northeast
Digital Photo Taken by Susan Benjamin, February 2010

Returned

IL – Cook County – The Chicago Park Boulevard System Historic District #097
The Chicago Park Boulevard System Historic District
1445 N. California Ave.
Chicago, Cook County, Illinois
View of West Elevation, Facing East
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #098
The Chicago Park Boulevard System Historic District
Humboldt Park Swedish Mission Church
Chicago, Cook County, Illinois
View of West and South Elevation, Facing Northeast
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #099
The Chicago Park Boulevard System Historic District
2906 W. North Ave.
Chicago, Cook County, Illinois
View of South and East Elevation, Facing Northwest
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #100
The Chicago Park Boulevard System Historic District
Drexel Square
Chicago, Cook County, Illinois
View of Square, Facing Northwest
Digital Photo Taken by Susan Benjamin, March 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #101
The Chicago Park Boulevard System Historic District
800 Block, South Side of Drexel Square
Chicago, Cook County, Illinois
View of North Elevations, Facing Southeast
Digital Photo Taken by Susan Benjamin, February 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #102
The Chicago Park Boulevard System Historic District
American Youth and Independence Day Fountain, Independence Square
Chicago, Cook County, Illinois
View of North Side of Sculpture, Facing Southwest
Digital Photo Taken by Susan Benjamin, March 2010

Returned

IL – Cook County – The Chicago Park Boulevard System Historic District #103
The Chicago Park Boulevard System Historic District
Palmer Square
Chicago, Cook County, Illinois
View of Square, Facing Northeast
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #104
The Chicago Park Boulevard System Historic District
Logan Square
Chicago, Cook County, Illinois
View of Square, Facing Southeast
Digital Photo Taken by Susan Benjamin, June 2010

United States Department of the Interior
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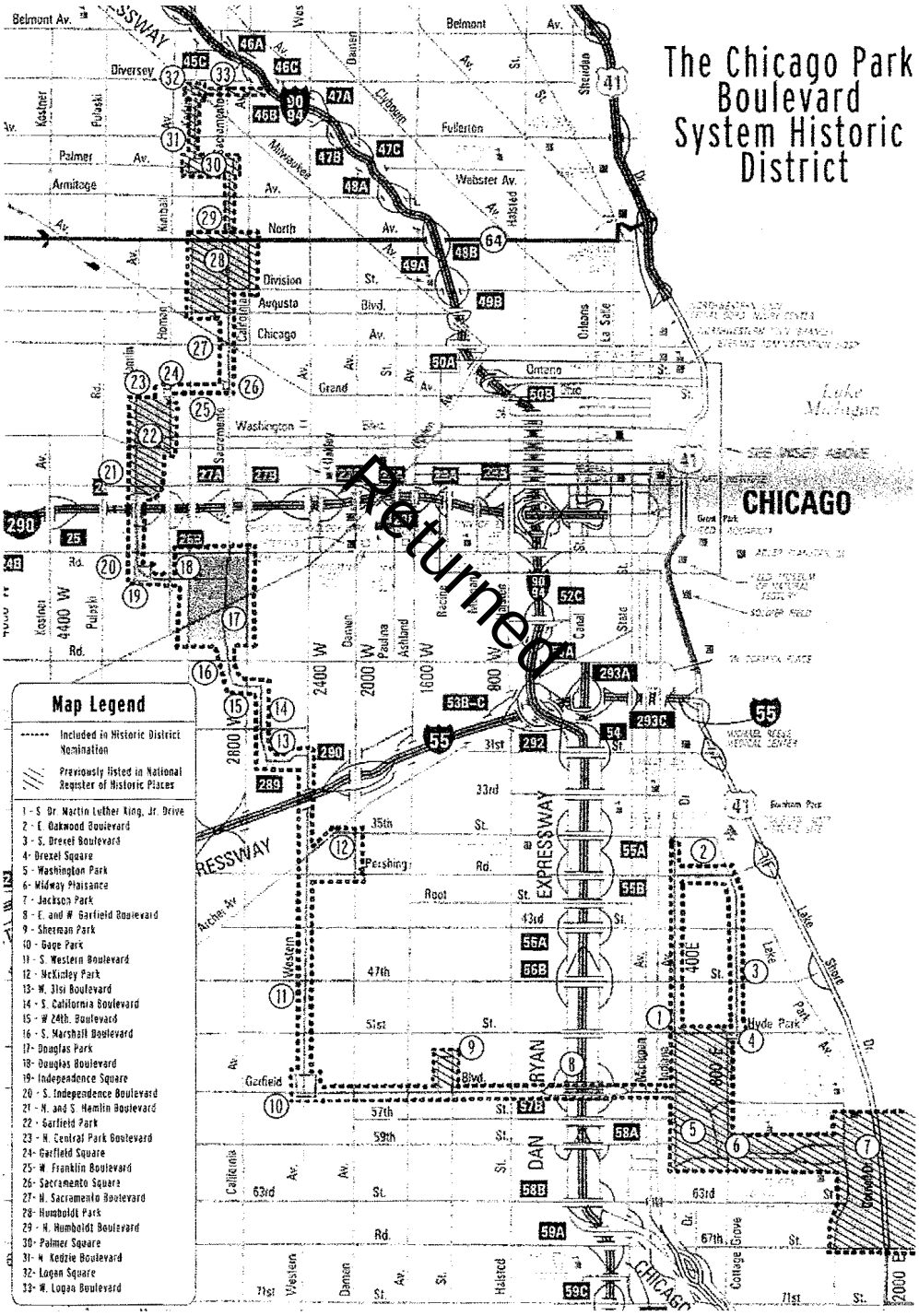
Continuation Sheet

The Chicago Park Boulevard System Historic District
Name of Property
Cook, Illinois
County and State
Not Applicable
Name of multiple listing (if applicable)

Section number Park Boulevard System Map (Attachment: 1) Page 1



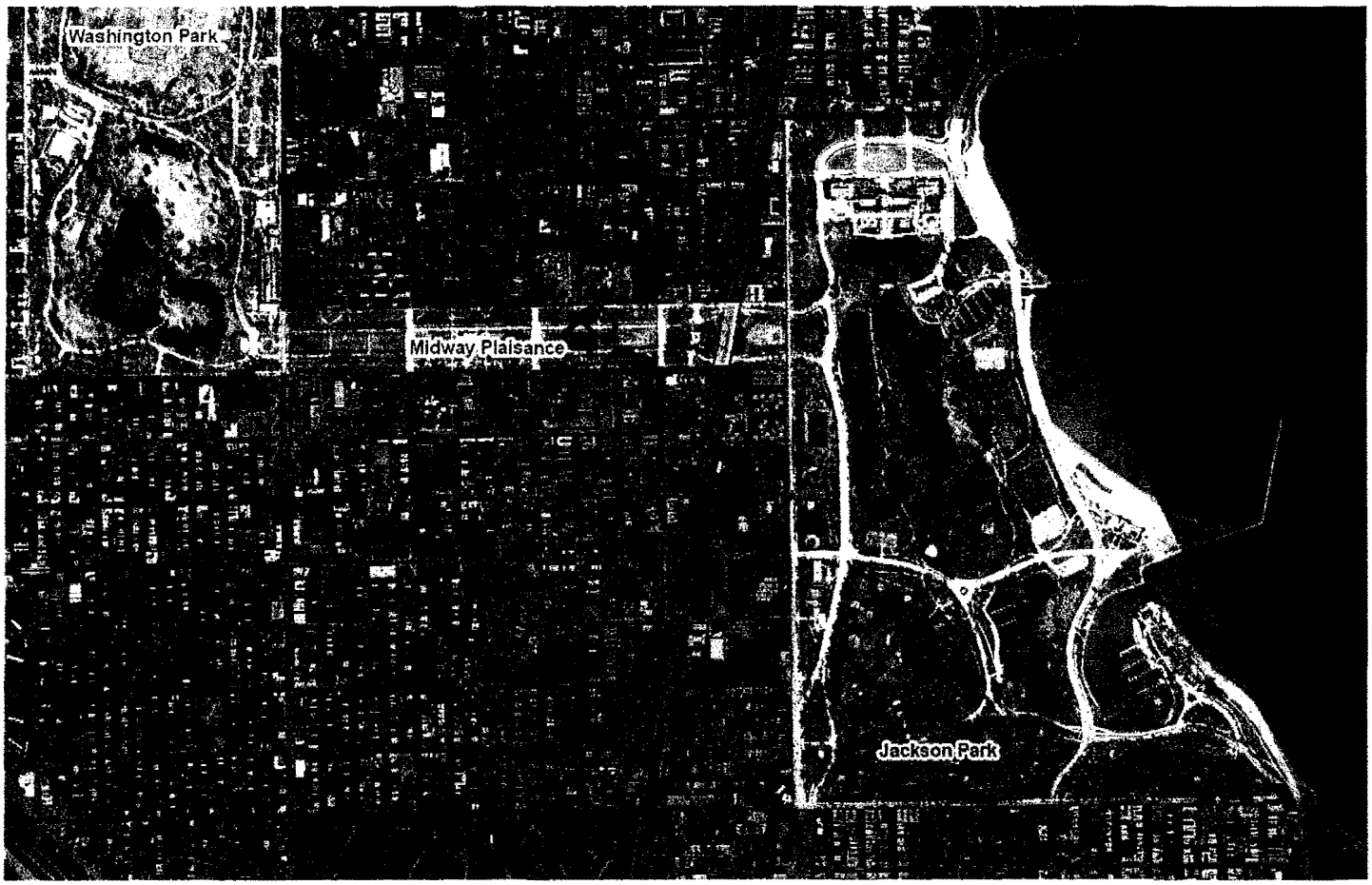
United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

The Chicago Park Boulevard System Historic District
Name of Property
Cook, Illinois
County and State
Not Applicable
Name of multiple listing (if applicable)

Section number System Aerials (SA) 2013 (Attachment: 2) Page 1

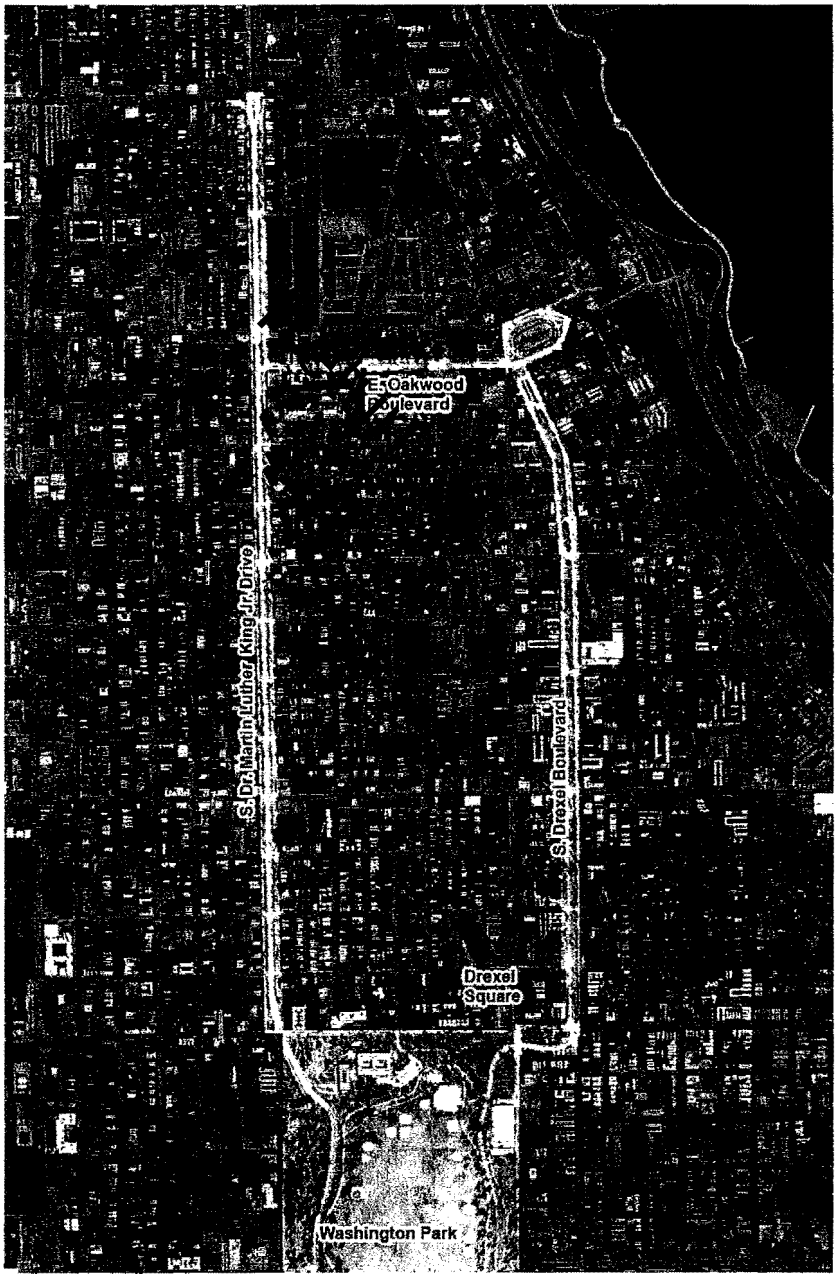
SA 1 Jackson Park, South section of Washington Park



SA 2 South section of Dr. Martin Luther King Jr. Drive, South section of Drexel Boulevard Ea and West Garfield Boulevard



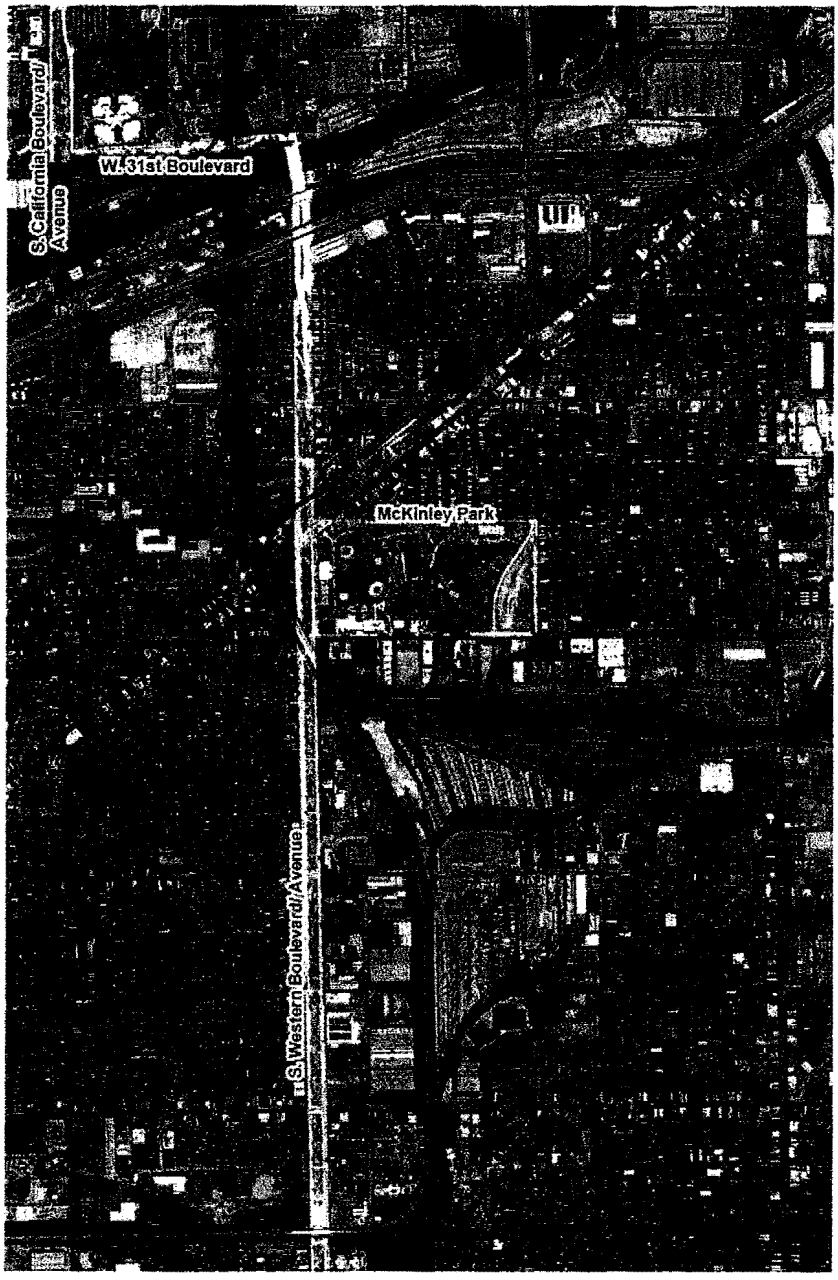
SA 3 North section of Washington Park, Dr. Martin Luther King Jr. Drive, South Drexel Boulevard, East Oakwood Boulevard



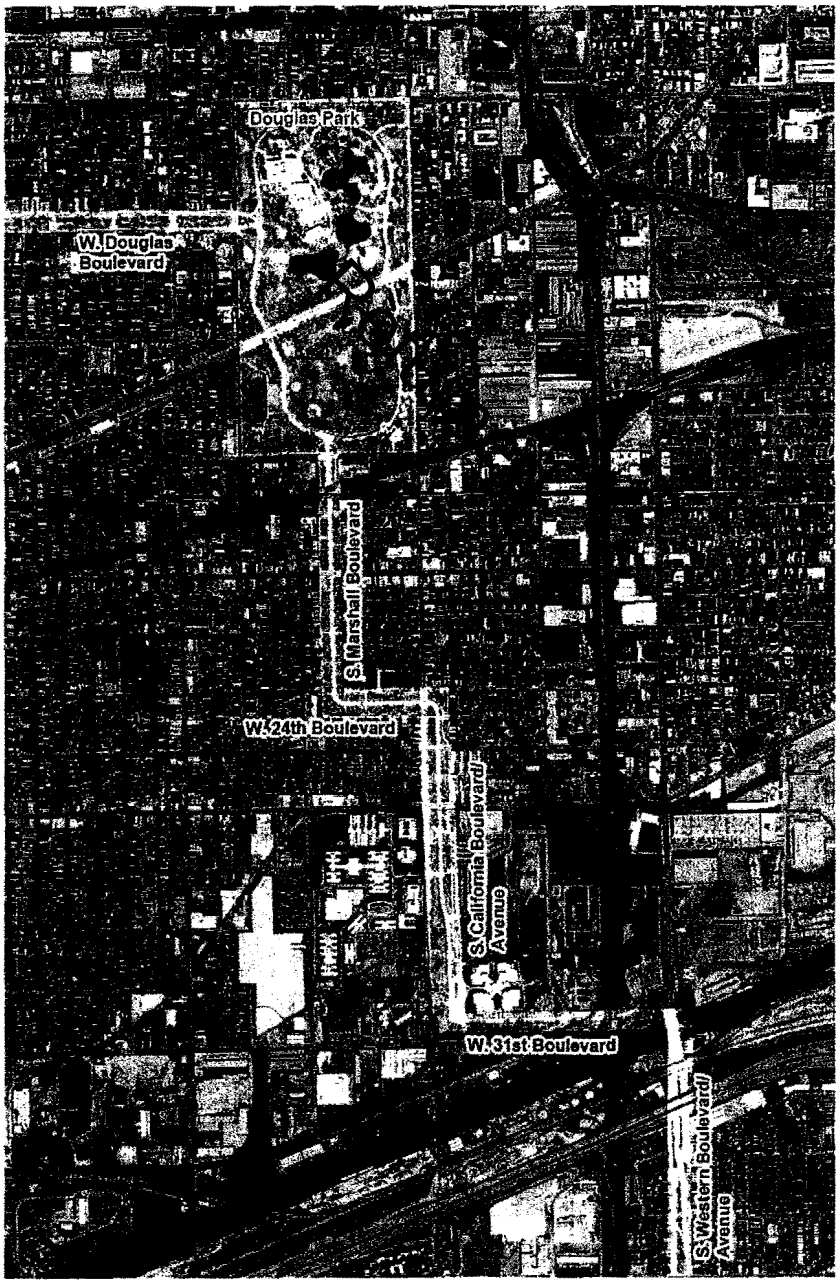
SA 4 West Garfield Boulevard, Sherman Park, Gage Park, South section of South Western Boulevard/ Avenue



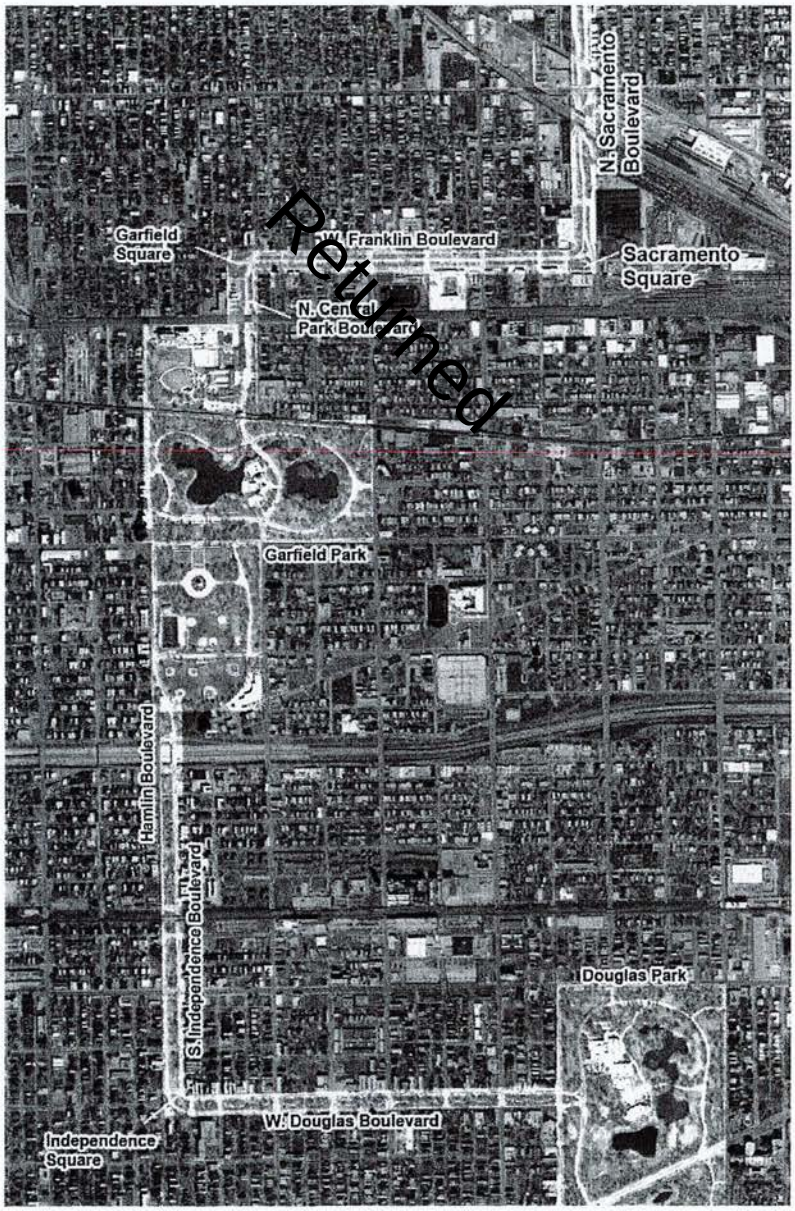
SA 5 North section of South Western Boulevard/ Avenue, McKinley Park, 31st Boulevard, South section of South California Boulevard/ Avenue



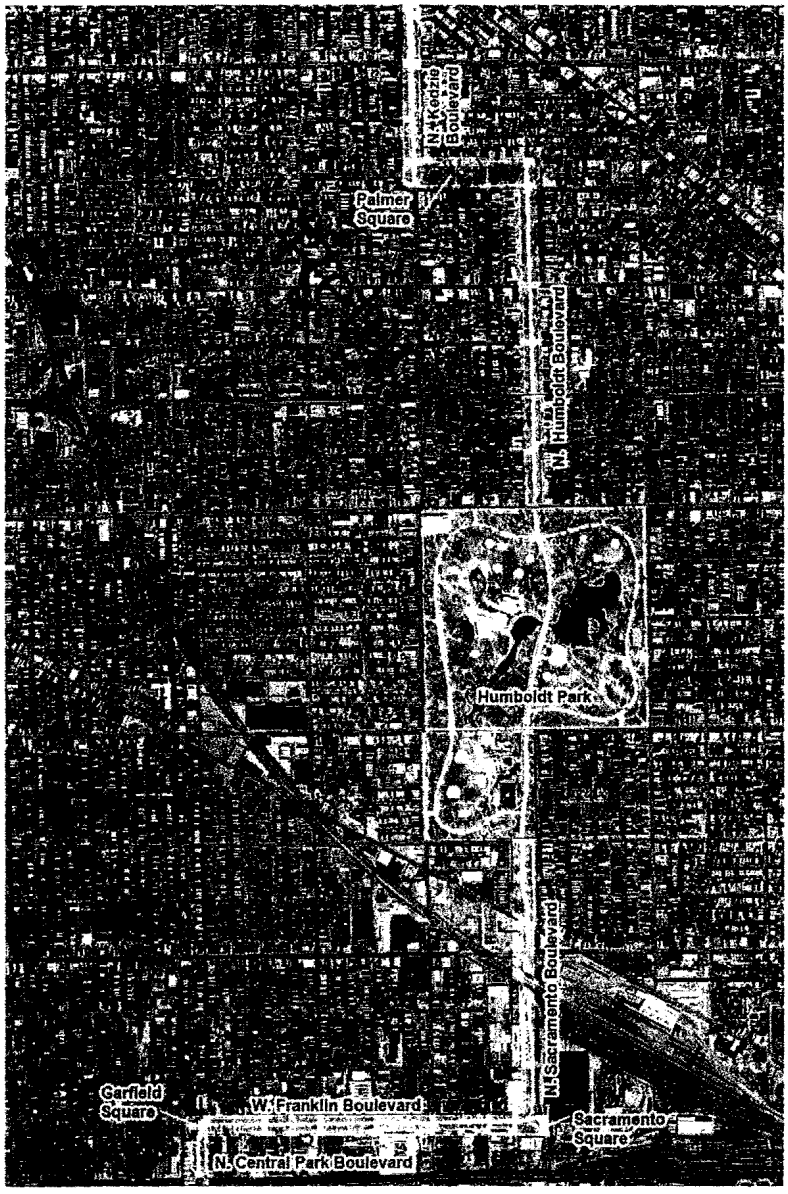
SA 6 North section of North Western Boulevard/ Avenue, W 31st Boulevard, South California Boulevard/ Avenue, West 24th Boulevard, South Marshall Boulevard, Douglas Park, East section of West Douglas Boulevard



SA 7 Douglas Park, West Douglas Boulevard, Independence Square, South Independence Boulevard, South Hamlin Boulevard, Garfield Park, North Central Park Boulevard, Garfield Square, West Franklin Boulevard, Sacramento Square, South section of North Sacramento Boulevard



SA 8 Garfield Square, West Franklin Boulevard, Sacramento Square, North Sacramento Boulevard, Humboldt Park, North Humboldt Boulevard, Palmer Square, South section of North Kedzie Boulevard



SA 9 North section of North Humboldt Boulevard, Palmer Square, North Kedzie Boulevard, Logan Square, West Logan Boulevard



United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

The Chicago Park Boulevard System Historic District
Name of Property
Cook, Illinois
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Not Applicable
Name of multiple listing (if applicable)

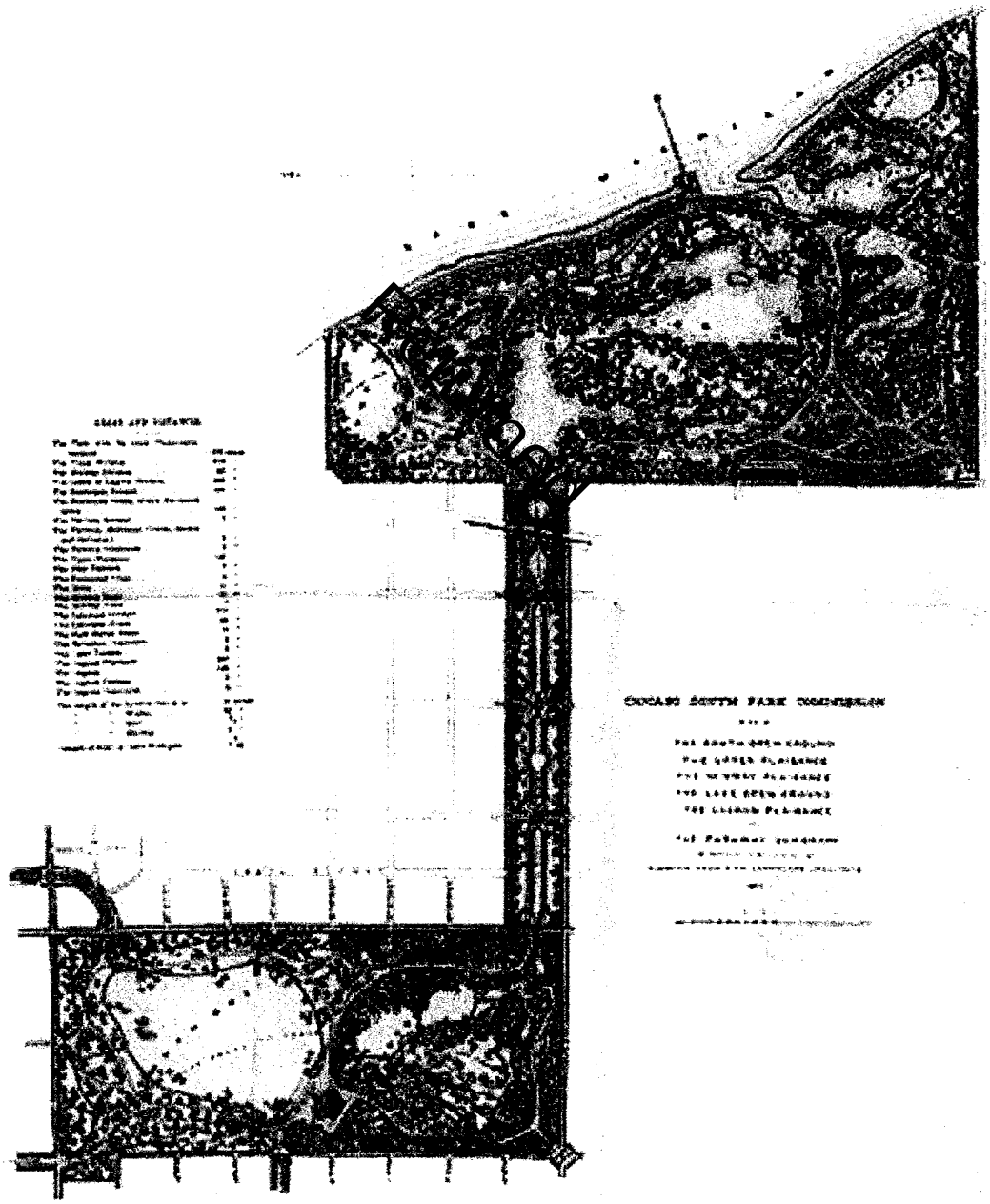
Section number System Historic Map (Attachment: 3) Page 1

Map of Chicago Boulevard and Park System, 1872



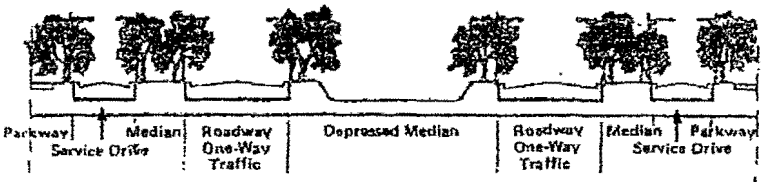
Returned

Olmsted Vaux & Co. 1871 Map of Chicago South Park Commission (showing today's Jackson Park, Washington Park and the Midway Plaisance)



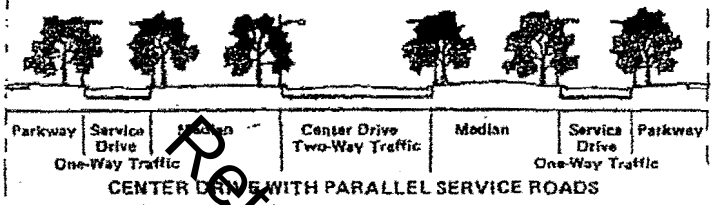
Diagrams of Boulevard Patterns

Type 1



DIVIDED DRIVES WITH CENTER MEDIAN AND PARALLEL SERVICE ROADS

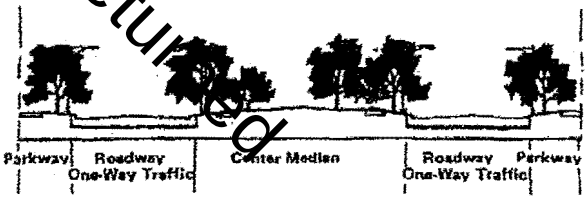
Type 2



CENTER DRIVE WITH PARALLEL SERVICE ROADS

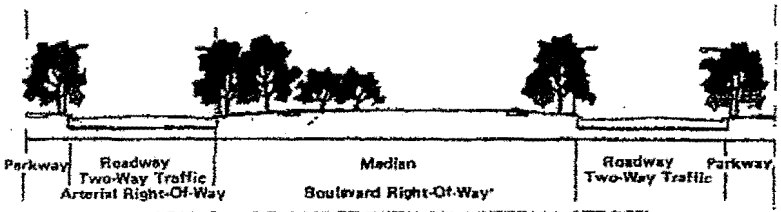
Returned

Type 3



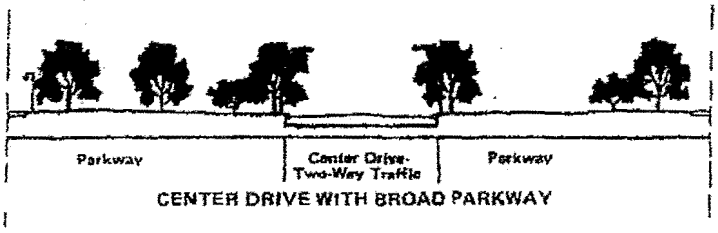
DIVIDED DRIVES WITH CENTER MEDIAN

Type 4



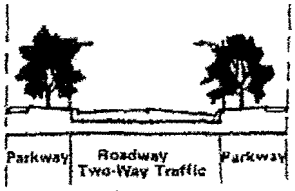
BOULEVARD PAIRED WITH AN ARTERIAL STREET

Type 5



CENTER DRIVE WITH BROAD PARKWAY

Type 6



SIMPLE ROADWAY

Sites

Altogether there are five sites in *The Chicago Park Boulevard System Historic District.* One site is *The Chicago Park Boulevard System Historic District.* The three parks being listed as part of this nomination, Douglas Park, Gage Park and McKinley Park, are each counted as a single site. Within Douglas Park there is one Non-contributing site, the Junior Golf Facility.

See the Park Inventories for the count of park sites.

Sites	Geographic Components	# of Sites	C/N
The Chicago Park Boulevard System Historic District	Includes: • S. Dr. Martin Luther King Jr. Dr., between E. 35th St. and E. 51st St. (Washington Park) • E. Oakwood Blvd., between S. Dr. Martin Luther King Jr. Dr. and S. Drexel Blvd. • S. Drexel Blvd., between E. Oakwood Blvd and E. 51st St. (Washington Park) • Drexel Square • E. and W. Garfield Blvd., between S. Dr. Martin Luther King Jr. Dr. (Washington Park) and S. Western Blvd./Ave. (Gage Park) • S. Western Blvd./Ave., between W. Garfield Blvd. (Gage Park) and W. 31st Blvd. • W. 31st Blvd., between S. Western Blvd./Ave. and S. California Blvd./Ave. • S. California Blvd./Ave., between W. 31st Blvd. and W. 24th Blvd. • W. 24th Blvd., between S. California Blvd./Ave. and S. Marshall Blvd. • S. Marshall Blvd., between W. 24th Blvd. and W. 19th St. (Douglas Park) • W. Douglas Blvd., between S. Sacramento Drive (Douglas Park) and S. Independence Blvd. (Independence Square) • Independence Square • S. Independence Blvd., between W. Douglas Blvd. (Independence Square) and W. Congress Parkway • N. and S. Hamlin Blvd, between W. Congress Parkway and W. Madison St.	1	C

Returned

Sites

Sites	Geographic Components	# of Sites	C/ NC/ L
	• N. Central Park Blvd, from Garfield Park) to W. Franklin Blvd. (Garfield Square) • Garfield Square • W. Franklin Blvd., from N. Central Park Blvd. (Garfield Square) to N. Sacramento Blvd. (Sacramento Square) • Sacramento Square • N. Sacramento Blvd., from W. Franklin Blvd. (Sacramento Square) to W. Augusta Blvd. (Humboldt Park) • Douglas Park • Gage Park • McKinley Park		

Returned

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

The Chicago Park Boulevard System Historic District
Name of Property
Cook, Illinois
County and State
Not Applicable
Name of multiple listing (if applicable)

Section number Structures Inventory (Attachment: 7) Page 1

Structures along Boulevards

* C= Contributing; NC= Non- Contributing; L= Already listed on the National Register

St. Dir.	Street	St. Type	Description / Name	Location	Date	Number of Structures	C/ NC/ L	Syst. Map #
West	31St	Boulevard	Bridge	East of South Rockwell Street	1940	1	C	42
North	Central Park	Avenue/ Boulevard	Bridge	North edge of Garfield Park	1905-1910	1	C	57, 58
East	Garfield	Boulevard	Bridge	Between South Cal[illegible]met Avenue & South Prairie Avenue	1896-1913	1	NC	24, 25
West	Garfield	Boulevard	Bridge	Between South Perry/ South Federal Street and South LaSalle Street	c. 1895	1	C	[illegible]
West	Garfield	Boulevard	Bridge	Between South Perry/ South Federal Street and South LaSalle Street	Late 20th C.	1	NC	26
West	Garfield	Boulevard	Bridge	Over Interstate 90-94, Dan Ryan Expressway	1989	1	NC	26
West	Garfield	Boulevard	Bridge	Just East of South Stewart Avenue	1896-1913	1	C	26

Returned

Structures along Boulevards

* C= Contributing; NC= Non- Contributing; L= Already listed on the National Register

St. Dir.	Street	St. Type	Description / Name	Location	Date	Number of Structures	C/ NC/ L	Syst. Map #
West	Garfield	Boulevard	Bridges	Between South Lowe Avenue & South Normal Boulevard	1896-1913	3	C	27
West	Garfield	Boulevard	Bridges	Between South Hoyne Avenue & South Oakley Avenue	1896-1913	2	C	31, 32
West	Garfield	Boulevard	Bridge	Between South Hoyne Avenue & South Oakley Avenue	c. 1895	1	C	31, 32
South	Hamlin	Boulevard	Bridge	Over Interstate 290, D. Eisenhower Expressway/ Between West Congress Prkwy and West Harrison St.	c. 1955	1	NC	53, 54

Returned

Structures along Boulevards

* C= Contributing; NC= Non- Contributing; L= Already listed on the National Register

St. Dir.	Street	St. Type	Description / Name	Location	Date	Number of Structures	C/ NC/ L	Syst. Map #
South	Independence	Boulevard	Bridge	Over Interstate 290, D. Eisenhower Expressway/ Between West Congress Prkwy and West Harrison St	c. 1955	1	NC	53, 54
South	Independence	Boulevard	Bridge	Between West Taylor Street & West Fillmore Street	1910s	1	C	52
West	Lake	Street	Bridge	North Hamlin Boulevard	1893	1	C	57
West	Lake	Street	Bridge	North Central Park Avenue	1893	1	C	57
West	Lake	Street	Bridge	North Conservatory Drive	1893	1	C	57
South	Marshall	Boulevard	Bridge	Between West 19th Street & West 21st Street	1905-1910	1	C	47
South	Marshall	Boulevard	Bridge	Between West 19th Street & West 21st Street	Late 20th C.	1	NC	47

Returned

Structures along Boulevards

* C= Contributing; NC= Non- Contributing; L= Already listed on the National Register

St. Dir.	Street	St. Type	Description / Name	Location	Date	Number of Structures	C/ NC/ L	Syst. Map #
North	Sacramento	Boulevard	Bridge	Just South of West Chicago Avenue	1908	1	C	60
South	Western	Boulevard/ Avenue	Bridge	West 49th Street	1896-1914	1	C	34
South	Western	Boulevard/ Avenue	Bridge	West 49th Street	Late 20th C.	1	NC	34
South	Western	Boulevard/ Avenue	Bridge	West 39th Street	1896-1913	3	C	38, 39
South	Western	Boulevard/ Avenue	Bridge	Between South Archer Avenue & West 36th Street	1896-1913	1	C	40
South	Western	Boulevard/ Avenue	Bridge	Between South Archer Avenue & West 36th Street	Late 20th C.	1	NC	40
South	Western	Boulevard/ Avenue	Bridge	Over Interstate 55, Stevenson Expressway	1964	1	NC	41, 42
South	Western	Boulevard/ Avenue	Bridge	Sanitary and Ship Canal	1939-1941	1	C	42

Returned

Structures along Boulevards

* C= Contributing; NC= Non- Contributing; L= Already listed on the National Register

St. Dir.	Street	St. Type	Description / Name	Location	Date	Number of Structures	C/ NC/ L	Syst. Map #
South	Western	Boulevard/ Avenue	Bridge	Railroad Tracks North of Interstate 55, Stevenson Expressway	1939-1941	1	C	42
South	Western	Boulevard/ Avenue	Rapid Transit Station	West 40th Street	Late 20th C.	1	NC	34

Returned

Total Structures	
C	23
NC	10
L	

Objects along Boulevards and in Squares

* C= Contributing; NC= Non- Contributing; L= Already listed on the National Register

St. Dir.	Street/ Square	St. Type	Description/ Name	Location	Date	Number of Objects	C/ NC / L	Syst. Map #
West	24th	Boulevard	*Jacques Marquette Monument*	West 24th Blvd & South Marshall Blvd	1926	1	C	45
South	California	Boulevard	Fountain	South California Boulevard & West 26th Street	Late 20th C	1	NC	44
West	Douglas	Boulevard	Sculpture	West Douglas Blvd & South Kedzie Ave	Late 20th C	1	NC	50
West	Douglas	Boulevard	Obelisk	West Douglas Blvd & Douglas Park	1996	1	NC	49
South	Dr. M. L. King Jr.	Drive	*Victory Monument*	East 35th Street & South Dr. M. L. King Jr. Drive	1927-1936	1	L	1
South	Dr. M. L. King Jr.	Drive	Flagpole	East 35th Street & South Dr. M. L. King Jr. Drive	1996	1	NC	4, 10
South	Dr. M. L. King Jr.	Drive	Jazz Towers topped by musicians	East 47th Street & South Dr. M. L. King Jr. Drive	2005	4	NC	3
South	Dr. M. L. King Jr.	Drive	*George Washington Monument*	East 51st Street & South Dr. M. L. King Jr. Drive	1904	1	C	4, 10
South	Drexel	Boulevard	Fountain	Intersection of South Drexel Blvd & East Oakwood Blvd	1998	1	NC	6

Returned

Objects along Boulevards and in Squares

* C= Contributing; NC= Non- Contributing; L= Already listed on the National Register

St. Dir.	Street/ Square	St. Type	Description/ Name	Location	Date	Number of Objects	C/ NC / L	Syst. Map #
	Drexel Square		*Drexel Fountain*		1882-1888	1	C	8, 9
West	Garfield	Boulevard	Fountain	Intersection of West Garfield Blvd & South Western Blvd	1997	1	NC	31, 32
	Garfield Square		Obelisk		1996	1	NC	57, 58
	Independence Square		*American Youth and Independence Day Fountain*		1902	1	C	51

Returned

Total Objects	
C	4
NC	11
L	1

United States Department of the Interior
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The Chicago Park Boulevard System Historic District
Name of Property
Cook, Illinois
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Not Applicable
Name of multiple listing (if applicable)

Section number Douglas Park Resource Inventory (Attachment: 9) Page 1

Douglas Park Sites, Buildings, Structures, Objects

Sites Inventory

Name	Type/ Style		Date	Architect	C/NC	Map/ Text Reference
Douglas Park Landscape	N/A		1869-1941	Jenney/Dubuis /Jensen/CPD	C	
Junior Golf Facility	N/A		c. 2000	CPD	NC	[7]

Total Sites	
C	1
NC	1

Returned

Buildings Inventory

Name	Type/ Style	Stories	Date	Architect	C/NC	Map/ Text Reference
Collins High School	N/A	two-three	1973	Chicago Public Building Commission	NC	[10]
Comfort Station	Colonial Revival	one	1936	CPD	C	[19]
Comfort Station	N/A	one	c 1975	CPD	NC	[24]
Field House	Georgian Revival	two	1928	Michaelsen & Rognstad	C	[8]
Flower Hall	Prairie	one	1907	Schmidt Garden and Martin (attrib)	C	[12]

Douglas Park Sites, Buildings, Structures, Objects

Stables	Late Victorian Era	one and a half	c 1908	WPC	C	[25]
Storage Shed	N/A	one	1965	CPD	NC	[17]
					Total Buildings	
					C	**4**
					NC	**3**

Structures Inventory

Returned

Name	Type/ Style	Number of Structures	Date	Architect	C/NC	Map/ Text Reference
Basketball Courts	N/A	2	c. 1990	CPD	NC	[26],[32]
Carriage Drive Bridge	Late Victorian Era	1	1892	WPC	C	[4]
Granite Boulder Bridge	Late Victorian Era	1	1897	WPC	C	[5]
Limestone Bridge	Late Victorian Era	1	c 1895	WPC	C	[6]
Pergola	N/A	2	2001	CPD	NC	[18]
Playgrounds	N/A	5	c 1995	CPD	NC	[22], [28-31]
Soccer Field	N/A	1	c 2010	CPD	NC	[20]
Spraypool	N/A	1	c 1995	CPD	NC	[27]
Swimming Pool	N/A	1	1955	CPD	NC	[9]
Tennis Courts	N/A	1	c 1995	CPD	NC	[21]
					Total Structures	
					C	**3**
					NC	**13**

Douglas Park Sites, Buildings, Structures, Objects

Objects Inventory

Name	Style	Number of Objects	Date	Architect	C/NC	Map/ Text Reference
Concrete Benches	Prairie	10	1907	Jensen/Garden attrib.	C	[15],[16]
Concrete Lanterns	Prairie	4	1907	Jensen/Garden attrib.	C	[14]

Total Objects	
C	14
NC	0

Total Resources	
C	22
NC	17

Returned

Gage Park Sites, Buildings, Structures, Objects

Sites Inventory

Name	Type/ Style		Date	Architect	C/NC	Map/ Text Reference
Gage Park Landscape	N/A		1928-1941	SPC	C	
					Total Sites	
					C	**1**
					NC	**0**

Returned

Buildings Inventory

Name	Type/ Style	Stories	Date	Architect	C/NC	Map/ Text Reference
Boiler House	Beaux Arts	one	1928	SPC	C	[7]
Field House	Beaux Arts	one	1928	SPC	C	[3]
Locker and Changing Room	Beaux Arts	one	1928	SPC	C	[4]
					Total Buildings	
					C	**3**
					NC	**0**

Gage Park Sites, Buildings, Structures, Objects

Structures Inventory

Name	Type/ Style	Number of Structures	Date	Architect	C/NC	Map/ Text Reference
Basketball Court	N/A	1	c 1970	CPD	NC	[14]
Handball Court	N/A	1	c 1970	CPD	NC	[15]
Playground	N/A	1	c 1990	CPD	NC	[8]
Spraypool	N/A	1	c 1990	CPD	NC	[6]
Swimming Pool	N/A	1	c 1928	SPC	C	[5]
Tennis Courts	N/A	4	c 1928	SPC	C	[19]

Total Structures	
C	5
NC	4

Returned

Objects Inventory

Name	Type/ Style	Number of Objects	Date	Architect	C/NC	Map/ Text Reference
Flag Pole	N/A	1	c. 1974	SPC	NC	[2]

Total Objects	
C	0
NC	1

Total Resources	
C	9
NC	5

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

The Chicago Park Boulevard System Historic District
Name of Property
Cook, Illinois
County and State
Not Applicable
Name of multiple listing (if applicable)

Section number McKinley Park Resource Inventory (Attachment: 11) Page 1

McKinley Park Sites, Buildings, Structures, Objects

Sites Inventory

Name	Type/ Style		Date	Architect	C/NC	Map/ Text Reference
McKinley Park Landscape	N/A		1901-1941	SPC	C	
					Total Sites	
					C	**1**
					NC	**0**

Returned

Buildings Inventory

Name	Type/ Style	Stories	Date	Architect	C/NC	Map/ Text Reference
Boiler House	Beaux Arts	one	1916	SPC	C	[24]
Comfort Station	Late Victorian Era	one	1903	SPC	C	[7]
Field House	Beaux Arts	one	1916	SPC	C	[25]
Landscape/ Maintenance Building	Beaux Arts	one	1903	SPC	C	[18]
					Total Buildings	
					C	**4**
					NC	**0**

McKinley Park Sites, Buildings, Structures, Objects

Structures Inventory

Name	Type/ Style	Number of Structures	Date	Architect	C/NC	Map/ Text Reference
Basketball Court	N/A	1	ca. 1970	CPD	NC	[19]
Hand Ball Court Slab	N/A	1	ca. 1950	CPD	C	[13]
McKinley Monument Exedra/ Plaza	Beaux Arts	1	1905	Pond and Pond	C	[6]
Playground	N/A	1	1993	CPD	NC	[11]
S. Damen Avenue Viaduct	N/A	1	1960	Unknown	NC	[15]
Skating Rink	N/A	1	1996	CPD	NC	[5]
Spray pool/ Interactive Water Pool Area	N/A	1	ca. 2000	CPD	NC	
Swimming Pool	N/A	1	1950	CPD	C	[21]
Tennis Courts	N/A	2	1939	CPD	C	[4]

Total Structures	
C	5
NC	5

Returned

McKinley Park Sites, Buildings, Structures, Objects

Objects Inventory

Name	Type/ Style	Number of Objects	Date	Architect	C/NC	Map/ Text Reference
McKinley Monument Sculpture	Beaux Arts	1	1905	Charles Mulligan	C	[6]
Flag Pole	N/A	1	1916	SPC	C	[27]

Total Objects	
C	2
NC	0

Returned

Total Resources	
C	12
NC	5

Douglas Park A:
William Le Baron Jenney's Original Plan of 1871

1 Circuit Drive

Douglas Park B:
Oscar F. Dubuis' Plan of 1885

1 Circuit Drive
2 Ogden Avenue
3 Lagoon
4 Carriage Drive Bridge
5 Granite Boulder Footbridge
6 Limestone Footbridge

Returned

Douglas Park C:
Jens Jensen's Record Drawing of 1912

1 Circuit Drive
2 Ogden Avenue
3 Lagoon
4 Carriage Drive Bridge
5 Granite Boulder Footbridge
6 Limestone Footbridge
11 Formal Gardens
12 Flower Hall
13 Water Court
14 Prairie Style Lanterns
15 S. Sacramento Drive
16 Prairie Style Benches
18 Marshall Blvd. Pergolas
23 Natatorium & Running Track
25 Stable Building

Douglas Park D:
Chicago Park District Plot Plan of 1984, Updated 2012

Returned

1 Circuit Drive
2 Ogden Avenue
3 Lagoon
4 Carriage Drive Bridge
5 Granite Boulder Footbridge
6 Limestone Footbridge
7 Junior Golf Course
8 Douglas Park Field House
9 Swimming Pool
10 Collins High School
11 Formal Gardens
12 Flower Hall
13 Water Court
14 Prairie Style Lanterns
15 S. Sacramento Drive
16 Prairie Style Benches
17 Storage Shed
18 Marshall Blvd. Pergolas
19 1936 Comfort Station
20 Soccer Field
21 Tennis Courts
22 Southwest Side Playground
& Spray pool
23 Running Track
24 1970 Brick Comfort Station
25 Stable Building
26 Basketball Courts
27 Spray pool
28 East Side Playground
29 West Side Playground
30 North Side Playground
31 Southeast Side Playground
& Spray pool
32 Southeast side Basketball Court

Douglas Park E:
2008 Aerial Photograph

Returned

1 Circuit Drive
2 Ogden Avenue
3 Lagoon
4 Carriage Drive Bridge
5 Granite Boulder Footbridge
6 Limestone Footbridge
7 Junior Golf Course
8 Douglas Park Field House
9 Swimming Pool
10 Collins High School
11 Formal Gardens
12 Flower Hall
13 Water Court
14 Prairie Style Lanterns
15 S. Sacramento Drive
16 Prairie Style Benches
17 Storage Shed
18 Marshall Blvd. Pergolas
19 1936 Comfort Station
20 Soccer Field
21 Tennis Courts
22 Southwest Side Playground
& Spray pool
23 Running Track
24 1970 Brick Comfort Station
25 Stable Building
26 Basketball Courts
27 Spray pool
28 East Side Playground
29 West Side Playground
30 North Side Playground
31 Southeast Side Playground
& Spray pool
32 Southeast side Basketball Court

Gage Park A:
South Park Commission Record Plan of 1905

1 Ball Field

17 Landscape Area (South of W. Garfield Blvd.)

18 Landscape Area (North of W. Garfield Blvd.)

Gage Park B:
Plan of General Development by the South Park Commissioners' In-House Designers, c. 1925

Returned

1 Ball Field

2 Flagpole

3 Field House

4 Locker & Changing Room Building

5 Swimming Pool

7 Boiler House

8 Playground

9 Lawn Area

10 Tennis Courts

11 Ball Field

12 Men's Outdoor Gymnasium

13 Running Track

17 Landscape Area (South of W. Garfield Blvd.)

18 Landscape Area (North of W. Garfield Blvd.

16 playlot

Gage Park C:
Chicago Park District Plot Plan of 1984, Updated 2012

- √ **1** Ball Field
- √ **2** Flagpole
- √ **3** Field House
- √ **7** Boiler House
- √ **9** Lawn Area
- **11** Ball Field
- **12** Men's Outdoor Gymnasium
- √ **13** Running Track
- √ **14** Basketball Court
- √ **4** Locker & Changing Room Building
- √ **5** Swimming Pool
- √ **6** Spray Pool
- **8** Playground
- √ **10** Tennis Courts
- √ **15** Handball Court
- √ **16** Play Slab
- **17** Artificial Turf Field
- √ **18** Landscape Area (North of W. Garfield Blvd.)

Returned

Gage Park D:
2008 Aerial Photograph

- **1** Ball Field
- **2** Flagpole NC
- **3** Field House C
- **4** Locker & Changing Room Building C
- **5** Swimming Pool C
- **6** Spray Pool NC
- **7** Boiler House C
- **8** Playground NC
- **9** Lawn Area
- **10** Tennis Courts C
- **11** Ball Field
- **12** Men's Outdoor Gymnasium

Gage Park D: 2008 Aerial Photograph (Continuation)

13 Running Track

14 Basketball Court NC

15 Handball Court NC

16 Play Slab NC

17 Artificial Turf Field

18 Landscape Area (North of W. Garfield Blvd.

19 Tennis Courts

Returned

McKinley A:
South Park Commission Plan of 1905

1 Ball Field
2 Walkway
3 Circular Lawn Beds
4 Tennis Courts
6 William McKinley Monument
7 Comfort Station
8 Open Shelter
9 Original Wading Pool
18 Bathhouse (Field House on map.)

Returned

McKinley B:
South Park Commission Plan of 1906

1 Ball Field
2 Walkway
3 Circular Lawn Beds
4 Tennis Courts
6 William McKinley Monument
7 Comfort Station
8 Open Shelter
9 Original Wading Pool
14 Lagoon
16 Plaza
17 Lawn Area
18 Bathhouse (Field House on map.)

McKinley C:
South Park Commission Plan of 1906

1 Ball Field
2 Walkway
3 Circular Lawn Beds
4 Tennis Courts
6 William McKinley Monument
7 Comfort Station

McKinley C:
South Park Commission Plan of 1906
(continuation)

8 Open Shelter

9 Original Wading Pool

14 Lagoon

16 Plaza

17 Lawn Area

18 Bathhouse

24 Boiler House

25 Field House

26 Concrete Steps

27 Flagpole

Returned

McKinley D:
Chicago Park District Plot Plan of 1999

1 Ball Field

2 Walkway

3 Circular Lawn Beds

4 Tennis Courts

5 Ice-Skating Rink

6 William McKinley Monument

7 Comfort Station

8 Playslab (old floor of Shelter)

10 Artificial Turf Field

11 Playground

12 Tennis Courts

13 Handball Court Slab

14 Lagoon

15 S. Damen Ave. Viaduct

16 Plaza

17 Lawn Area

McKinley D:
Chicago Park District Plot Plan of 1999 (continuation)

18 Maintenance Building (Old Bathhouse)

19 Basketball Courts

20 Ball Field

21 Swimming Pool

22 Parking Lot

23 Water Play Area

24 Boiler House

25 Field House

26 Concrete Steps

27 Flagpole

Returned

McKinley E:
2008 Aerial Photograph

1 Ball Field

2 Walkway

3 Circular Lawn Beds

4 Tennis Courts

5 Ice-Skating Rink

6 William McKinley Monument

7 Comfort Station

8 Playslab (old floor of Shelter)

10 Artificial Turf Field

11 Playground

12 Tennis Courts

13 Handball Court Slab

14 Lagoon

15 S. Damen Ave. Viaduct

16 Plaza

17 Lawn Area

18 Maintenance Building (Old Bathhouse)

19 Basketball Courts

20 Ball Field

McKinley E:
2008 Aerial Photograph
(continuation)

21 Swimming Pool

22 Parking Lot

23 Water Play Area

24 Boiler House

25 Field House

26 Concrete Steps

27 Flagpole

Returned

Garfield Park
2013 Aerial Photograph





Google earth

feet 4000
km 1



Google earth

feet 1000
meters 300

S St Lawrence Ave
S Forestville Ave
E 50th St
E 50th Pl
S Washington Park Ct
S Martin Luther King Dr
S Calumet Ave
E 49th St
Returned

S Forrestville Ave
E 48th St
S Vincennes Ave
E 48th Pl
S Martin Luther King Dr
Returned
Grand Boulevard
Grand Boulevard
S Calumet Ave
S Prairie Ave

Blvd map 3



Blend map to

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

The Chicago Park Boulevard System Historic District
Name of Property
Cook, Illinois
County and State
Not Applicable
Name of multiple listing (if applicable)

Section number Chicago System Boundaries, Keys and Maps (Attachment: 30) Page 1

Returned

DIGITAL PHOTOGRAPHY LIST

IL – Cook County – The Chicago Park Boulevard System Historic District #001
The Chicago Park Boulevard System Historic District
Black Soldiers Monument
E. 35th St. and S. Dr. Martin Luther King Junior Dr.
Chicago, Cook County, Illinois
View of West Side of Sculpture, Facing Northeast
Digital Photo Taken by Susan Benjamin, March 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #002
The Chicago Park Boulevard System Historic District
D. Harry Hammer House
3656 S. Dr. Martin Luther King Junior Dr.
Chicago, Cook County, Illinois
View of East Elevation, Facing Southwest
Digital Photo Taken by Susan Benjamin, June 2010

Returned

IL – Cook County – The Chicago Park Boulevard System Historic District #003
The Chicago Park Boulevard System Historic District
The Pearl and The Carolyn
3830-3838 S. Dr. Martin Luther King Junior Dr.
Chicago, Cook County, Illinois
View of East Elevations, Facing Northwest
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #004
The Chicago Park Boulevard System Historic District
4018-4020 S. Dr. Martin Luther King Junior Dr.
Chicago, Cook County, Illinois
View of East Elevations, Facing Southwest
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #005
The Chicago Park Boulevard System Historic District
4000 Block, West Side of S. Dr. Martin Luther King Junior Dr.
Chicago, Cook County, Illinois
View of East Elevations, Facing Northwest
Digital Photo Taken by Susan Benjamin, March 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #006
The Chicago Park Boulevard System Historic District
4300 Block, East Side of S. Dr. Martin Luther King Junior Dr.
Chicago, Cook County, Illinois
View of West Elevations, Facing Northeast
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #007
The Chicago Park Boulevard System Historic District
Sinai Temple
4600 S. Dr. Martin Luther King Junior Dr.
Chicago, Cook County, Illinois
View of North and East Elevation, Facing Southwest
Digital Photo Taken by Susan Benjamin, March 2010

Returned

IL – Cook County – The Chicago Park Boulevard System Historic District #008
The Chicago Park Boulevard System Historic District
Corpus Christi Church
4910 S. Dr. Martin Luther King Junior Dr.
Chicago, Cook County, Illinois
View of East Elevation, Facing Southwest
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #009
The Chicago Park Boulevard System Historic District
4900 Block, East Side of S. Dr. Martin Luther King Junior Dr.
Chicago, Cook County, Illinois
View of West Elevations, Facing Northeast
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #010
The Chicago Park Boulevard System Historic District
400 Block, South Side of E. Oakwood Blvd.
Chicago, Cook County, Illinois
View of North Elevations, Facing Southeast
Digital Photo Taken by Susan Benjamin, March 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #011
The Chicago Park Boulevard System Historic District
622 E. Oakwood Blvd.
Chicago, Cook County, Illinois
View of South Elevation, Facing Northwest
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #012
The Chicago Park Boulevard System Historic District
600 Block, North Side of E. Oakwood Blvd.
Chicago, Cook County, Illinois
View of South Elevations, Facing Northwest
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #013
The Chicago Park Boulevard System Historic District
Abraham Lincoln Center
700 E. Oakwood Blvd.
Chicago, Cook County, Illinois
View of South Elevation, Facing Northwest
Digital Photo Taken by Susan Benjamin, March 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #014
The Chicago Park Boulevard System Historic District
725-729 E. Oakwood Blvd.
Chicago, Cook County, Illinois
View of North Elevation, Facing Southwest
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #015
The Chicago Park Boulevard System Historic District
First Church of Christ Science
4017-4023 S. Drexel Blvd.
Chicago, Cook County, Illinois
View of West Elevation, Facing Northeast
Digital Photo Taken by Susan Benjamin, March 2010

Returned

IL – Cook County – The Chicago Park Boulevard System Historic District #016
The Chicago Park Boulevard System Historic District
4100 Block, East Side of S. Drexel Blvd.
Chicago, Cook County, Illinois
View of West Elevations, Facing Northeast
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #017
The Chicago Park Boulevard System Historic District
Martin Ryerson House
4845-4851 S. Drexel Blvd.
Chicago, Cook County, Illinois
View of West Elevation, Facing Northeast
Digital Photo Taken by Susan Benjamin, March 2010

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IL – Cook County – The Chicago Park Boulevard System Historic District #018
The Chicago Park Boulevard System Historic District
4800 Block, West Side of S. Drexel Blvd.
Chicago, Cook County, Illinois
View of East Elevations, Facing Northwest
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #019
The Chicago Park Boulevard System Historic District
John A. McGill House
4920-4948 S. Drexel Blvd.
Chicago, Cook County, Illinois
View of East Elevation, Facing Northwest
Digital Photo Taken by Susan Benjamin, March 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #020
The Chicago Park Boulevard System Historic District
Drexel Square
Chicago, Cook County, Illinois
View of Square, Facing Northwest
Digital Photo Taken by Susan Benjamin, March 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #021
The Chicago Park Boulevard System Historic District
800 Block, South Side of Drexel Square
Chicago, Cook County, Illinois
View of North Elevations, Facing Southeast
Digital Photo Taken by Susan Benjamin, February 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #022
The Chicago Park Boulevard System Historic District
Washington Park, View of Lagoon
Chicago, Cook County, Illinois
View of Lagoon, Facing Northwest
Digital Photo Taken by Susan Benjamin, June 2010

Returned

IL – Cook County – The Chicago Park Boulevard System Historic District #023
The Chicago Park Boulevard System Historic District
Midway Plaisance, View East from S. Cottage Grove Ave.
Chicago, Cook County, Illinois
Midway Plaisance, Facing East
Digital Photo Taken by Susan Benjamin, March 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #024
The Chicago Park Boulevard System Historic District
Joseph Bond Chapel/William Wieboldt Hall
1050-1058 E. 59th St.
Chicago, Cook County, Illinois
View of South Elevation, Facing North
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #025
The Chicago Park Boulevard System Historic District
St. Paul's Church and Sonia Shankman Orthogenic School
1365-1375 E. 60th St.
Chicago, Cook County, Illinois
View of North Elevation, Facing Southeast
Digital Photo Taken by Susan Benjamin, March 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #026
The Chicago Park Boulevard System Historic District
Lorado Taft Midway Studios
6016 S. Ingleside Ave.
Chicago, Cook County, Illinois
View of North Elevation, Facing Southeast
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #027
The Chicago Park Boulevard System Historic District
Jackson Park, View of Museum of Science and Industry/Fine Arts Building
Chicago, Cook County, Illinois
View of Lagoon, Facing Northwest
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #028
The Chicago Park Boulevard System Historic District
300 Block, South Side of E. Garfield Blvd.
Chicago, Cook County, Illinois
View of North Elevations, Facing South
Digital Photo Taken by Susan Benjamin, March 2010

Returned

IL – Cook County – The Chicago Park Boulevard System Historic District #029
The Chicago Park Boulevard System Historic District
Visitation Church
843 W. Garfield Blvd.
Chicago, Cook County, Illinois
View of North Elevation, Facing Southeast
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #030
The Chicago Park Boulevard System Historic District
Sherman Park, View of Lagoon
Chicago, Cook County, Illinois
View of Lagoon, Facing Northeast
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #031
The Chicago Park Boulevard System Historic District
5226 S. Loomis Blvd., Non-Contributing Building
Chicago, Cook County, Illinois
View of East Elevation, Facing Northwest
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #032
The Chicago Park Boulevard System Historic District
5201 S. Racine Ave., Non-Contributing Building
Chicago, Cook County, Illinois
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #033
The Chicago Park Boulevard System Historic District
1600 Block, North Side of W. Garfield Blvd.
Chicago, Cook County, Illinois
View of South Elevations, Facing Northeast
Digital Photo Taken by Susan Benjamin, March 2010

Returned

IL – Cook County – The Chicago Park Boulevard System Historic District #034
The Chicago Park Boulevard System Historic District
1700 W. Garfield Blvd.
Chicago, Cook County, Illinois
View of West Elevation, Facing Southeast
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #035
The Chicago Park Boulevard System Historic District
1722 W. Garfield Blvd.
Chicago, Cook County, Illinois
View of West Elevation, Facing Northeast
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #036
The Chicago Park Boulevard System Historic District
2100 Block, North Side of W. Garfield Blvd.
Chicago, Cook County, Illinois
View of South Elevations, Facing Northwest
Digital Photo Taken by Susan Benjamin, March 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #037
The Chicago Park Boulevard System Historic District
2301 W. Garfield Blvd.
Chicago, Cook County, Illinois
View of North Elevation, Facing Southwest
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #038
The Chicago Park Boulevard System Historic District
Gage Park Field House
2411 W. 55th St.
Chicago, Cook County, Illinois
View of North Elevation, Facing Southeast
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #039
The Chicago Park Boulevard System Historic District
Interior, Gage Park Field House
2411 W. 55th St.
Chicago, Cook County, Illinois
View of Auditorium, Facing Southeast
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #040
The Chicago Park Boulevard System Historic District
5300 Block, West Side of S. Western Blvd.
Chicago, Cook County, Illinois
View of Boulevard, Facing Northwest
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #041
The Chicago Park Boulevard System Historic District
2414 W. 53rd St.
Chicago, Cook County, Illinois
View of East Elevation, Facing Northwest
Digital Photo Taken by Susan Benjamin, June 2010

Returned

IL – Cook County – The Chicago Park Boulevard System Historic District #042
The Chicago Park Boulevard System Historic District
5147 S. Western Blvd.
Chicago, Cook County, Illinois
View of West Elevation, Facing East
Digital Photo Taken by Susan Benjamin, February 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #043
The Chicago Park Boulevard System Historic District
Western Avenue Pumping Station
4919-4959 S. Western Blvd.
Chicago, Cook County, Illinois
View of West Elevation, Facing Northeast
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #044
The Chicago Park Boulevard System Historic District
4425 S. Western Blvd.
Chicago, Cook County, Illinois
View of West Elevation, Facing Northeast
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #045
The Chicago Park Boulevard System Historic District
4300 Block, East Side of S. Western Blvd.
Chicago, Cook County, Illinois
View of West Boulevard, Facing Southeast
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #046
The Chicago Park Boulevard System Historic District
4304 S. Western Blvd.
Chicago, Cook County, Illinois
View of East Elevation, Facing West
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #047
The Chicago Park Boulevard System Historic District
4043-4047 S. Western Blvd.
Chicago, Cook County, Illinois
View of West Elevation, Facing East
Digital Photo Taken by Susan Benjamin, March 2010

Returned

IL – Cook County – The Chicago Park Boulevard System Historic District #048
The Chicago Park Boulevard System Historic District
Central Manufacturing District
2100-2200 Block, South Side of W. Pershing Rd.
Chicago, Cook County, Illinois
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #049
The Chicago Park Boulevard System Historic District
Central Manufacturing District Clock Tower
2001 W. Pershing Rd.
Chicago, Cook County, Illinois
View of East Elevation, Facing Southwest
Digital Photo Taken by Susan Benjamin, February 2010

Returned

IL – Cook County – The Chicago Park Boulevard System Historic District #050
The Chicago Park Boulevard System Historic District
McKinley Park, View of Lagoon
Chicago, Cook County, Illinois
View of Lagoon, Facing Southwest
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #051
The Chicago Park Boulevard System Historic District
McKinley Park Field House
Chicago, Cook County, Illinois
View of North Elevation, Facing Southeast
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #052
The Chicago Park Boulevard System Historic District
McKinley Park Bath House
Chicago, Cook County, Illinois
View of West Elevation, Facing Southeast
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #053
The Chicago Park Boulevard System Historic District
Parisian Novelty Company
3510-3524 S. Western Blvd.
Chicago, Cook County, Illinois
View of East Elevation, Facing Southwest
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #054
The Chicago Park Boulevard System Historic District
3456 S. Western Ave.
Chicago, Cook County, Illinois
View of East Elevation, Facing Northwest
Digital Photo Taken by Susan Benjamin, June 2010

Returned

IL – Cook County – The Chicago Park Boulevard System Historic District #055
The Chicago Park Boulevard System Historic District
Western Avenue Bridge from 33rd Street, South of Sanitary and Ship Canal
Chicago, Cook County, Illinois
View of Bridge's Eastern Side, Facing Northwest
Digital Photo Taken by Susan Benjamin, February 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #056
The Chicago Park Boulevard System Historic District
W. 31st Blvd., Facing West from S. Western Boulevard
Chicago, Cook County, Illinois
View of Boulevard, Facing Southwest
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #057
The Chicago Park Boulevard System Historic District
Cook County Criminal Court House
2600 S. California Ave.
Chicago, Cook County, Illinois
View of East Elevation, Facing Northwest
Digital Photo Taken by Susan Benjamin, February 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #058
The Chicago Park Boulevard System Historic District
St. Maximilian Kolbe Catholic School
2817 W. 24th Blvd.
Chicago, Cook County, Illinois
View of North Elevation, Facing South
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #059
The Chicago Park Boulevard System Historic District
W. 24th Blvd., from S. Marshall Blvd.
Chicago, Cook County, Illinois
View of Boulevard, Facing Northeast
Digital Photo Taken by Susan Benjamin, March 2010

Returned

IL – Cook County – The Chicago Park Boulevard System Historic District #060
The Chicago Park Boulevard System Historic District
Jacques Marquette Monument
S. Marshall Blvd. and W. 24th Blvd.
Chicago, Cook County, Illinois
View of Sculpture's Northeast Side, Facing Southwest
Digital Photo Taken by Susan Benjamin, March 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #061
The Chicago Park Boulevard System Historic District
2100 Block, East Side of S. Marshall Blvd.
Chicago, Cook County, Illinois
View of Boulevard, Facing Southeast
Digital Photo Taken by Susan Benjamin, March 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #062
The Chicago Park Boulevard System Historic District
St. Anthony Hospital
2875 W. 19th St.
Chicago, Cook County, Illinois
View of North Elevation, Facing Southeast
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #063
The Chicago Park Boulevard System Historic District
3000 Block, South Side of W. 19th St.
Chicago, Cook County, Illinois
View of North Elevations, Facing Southeast
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #064
The Chicago Park Boulevard System Historic District
W. 19th St. Alley, Contributing Garage
Chicago, Cook County, Illinois
View of West Elevation, Facing Northeast
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #065
The Chicago Park Boulevard System Historic District
Nathaniel Pope School
1852 S. Albany Ave.
Chicago, Cook County, Illinois
View of East Elevation, Facing Southwest
Digital Photo Taken by Susan Benjamin, June 2010

Returned

IL – Cook County – The Chicago Park Boulevard System Historic District #066
The Chicago Park Boulevard System Historic District
Flower Hall, Douglas Park
Chicago, Cook County, Illinois
View of West Elevation, Facing Southeast
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #067
The Chicago Park Boulevard System Historic District
Lanterns, Douglas Park
Chicago, Cook County, Illinois
View of East Side of Lanterns, Facing West
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #068
The Chicago Park Boulevard System Historic District
View towards Flower Hall, Douglas Park
Chicago, Cook County, Illinois
View across Lagoon, Facing Southwest
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #069
The Chicago Park Boulevard System Historic District
Benches, Douglas Park
Chicago, Cook County, Illinois
View of West Side of Benches, Facing Northeast
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #070
The Chicago Park Boulevard System Historic District
Concrete Bench, Douglas Park
Chicago, Cook County, Illinois
View of West Side of Benches, Facing Northwest
Digital Photo Taken by Susan Benjamin, June 2010

Returned

IL – Cook County – The Chicago Park Boulevard System Historic District #071
The Chicago Park Boulevard System Historic District
Maimonides Hospital Building/Mt. Sinai
1500 S. California Blvd.
Chicago, Cook County, Illinois
View of West Elevation, Facing Southeast
Digital Photo Taken by Susan Benjamin, February 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #072
The Chicago Park Boulevard System Historic District
Douglas Park Field House
Chicago, Cook County, Illinois
View of South Elevation, Facing Northwest
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #073
The Chicago Park Boulevard System Historic District
Iron Bridge, Douglas Park
Chicago, Cook County, Illinois
View of North Side of Bridge, Facing Southeast
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #074
The Chicago Park Boulevard System Historic District
Stone Bridge, Douglas Park
Chicago, Cook County, Illinois
View of East Side of Bridge, Facing Northwest
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #075
The Chicago Park Boulevard System Historic District
St. Agatha Roman Catholic Rectory
3147 W. Douglas Blvd.
Chicago, Cook County, Illinois
Digital Photo Taken by Susan Benjamin, February 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #076
The Chicago Park Boulevard System Historic District
3200 Block, W. Douglas Blvd.
Chicago, Cook County, Illinois
View of Boulevard, Facing East
Digital Photo Taken by Susan Benjamin, March 2010

Returned

IL – Cook County – The Chicago Park Boulevard System Historic District #077
The Chicago Park Boulevard System Historic District
3223 W. Douglas Blvd.
Chicago, Cook County, Illinois
View of North and West Elevation, Facing Southeast
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #078
The Chicago Park Boulevard System Historic District
Jewish People's Institute Building
3500-3516 W. Douglas Blvd.
Chicago, Cook County, Illinois
View of South and East Elevation, Facing Northwest
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #079
The Chicago Park Boulevard System Historic District
Congregation Anshe Roumania Synagogue
3620-3624 W. Douglas Blvd.
Chicago, Cook County, Illinois
View of South Elevation, Facing Northwest
Digital Photo Taken by Susan Benjamin, March 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #080
The Chicago Park Boulevard System Historic District
Theodore Herzl Public School
3701-3725 W. Douglas Blvd.
Chicago, Cook County, Illinois
View of North Elevation, Facing Southeast
Digital Photo Taken by Susan Benjamin, June 2010

Returned

IL – Cook County – The Chicago Park Boulevard System Historic District #081
The Chicago Park Boulevard System Historic District
American Youth and Independence Day Fountain, Independence Square
Chicago, Cook County, Illinois
View of North Side of Sculpture, Facing Southwest
Digital Photo Taken by Susan Benjamin, March 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #082
The Chicago Park Boulevard System Historic District
S. Independence Blvd. Viaduct, From 900 Block of S. Independence Blvd.
Chicago, Cook County, Illinois
View of North Side of Viaduct, Facing Southeast
Digital Photo Taken by Susan Benjamin,

IL – Cook County – The Chicago Park Boulevard System Historic District #083
The Chicago Park Boulevard System Historic District
800 Block, S. Independence Blvd.
Chicago, Cook County, Illinois
View of Boulevard, Facing Northwest
Digital Photo Taken by Susan Benjamin, March 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #084
The Chicago Park Boulevard System Historic District
100 Block, West Side of S. Hamlin Blvd.
Chicago, Cook County, Illinois
View of South and East Elevations, Facing Northwest
Digital Photo Taken by Susan Benjamin, March 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #085
The Chicago Park Boulevard System Historic District
Garfield Park Field House
Chicago, Cook County, Illinois
View of East Elevation, Facing Southwest
Digital Photo Taken by Susan Benjamin, June 2010

Returned

IL – Cook County – The Chicago Park Boulevard System Historic District #086
The Chicago Park Boulevard System Historic District
Garfield Square
Chicago, Cook County, Illinois
View of Square, Facing Northeast
Digital Photo Taken by Susan Benjamin, March 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #087
The Chicago Park Boulevard System Historic District
DeLuxe Line Loose Leave Devices and Supplies
500 N. Spaulding Ave.
Chicago, Cook County, Illinois
View of South and East Elevations, Facing Northwest
Digital Photo Taken by Susan Benjamin, March 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #088
The Chicago Park Boulevard System Historic District
Sprague, Warner and Company
461-605 N. Sacramento Blvd.
Chicago, Cook County, Illinois
View of West Elevation, Facing Southeast
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #089
The Chicago Park Boulevard System Historic District
Cribben and Sexton Company Building
620-722 N. Sacramento Blvd.
Chicago, Cook County, Illinois
View of East Elevation, Facing Southwest
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #090
The Chicago Park Boulevard System Historic District
800 Block, West Side of N. Sacramento Blvd.
Chicago, Cook County, Illinois
View of East Elevations, Facing Northwest
Digital Photo Taken by Susan Benjamin, June 2010

Returned

IL – Cook County – The Chicago Park Boulevard System Historic District #091
The Chicago Park Boulevard System Historic District
1316 N. Kedzie Ave.
Chicago, Cook County, Illinois
View of East Elevation, Facing Southwest
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #092
The Chicago Park Boulevard System Historic District
Daughters of Zion Jewish Day Nursery and Infant Home
1401-1409 N. California Ave.
Chicago, Cook County, Illinois
View of West and South Elevation, Facing Northeast
Digital Photo Taken by Susan Benjamin, February 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #093
The Chicago Park Boulevard System Historic District
Humboldt Park Lagoon, View towards Refectory/Boat House
Chicago, Cook County, Illinois
View of Lagoon, Facing Southwest
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #094
The Chicago Park Boulevard System Historic District
1445 N. California Ave.
Chicago, Cook County, Illinois
View of West Elevation, Facing East
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #095
The Chicago Park Boulevard System Historic District
Humboldt Park Swedish Mission Church
1455 N. California Ave.
Chicago, Cook County, Illinois
View of West and South Elevation, Facing Northeast
Digital Photo Taken by Susan Benjamin, June 2010

Returned

IL – Cook County – The Chicago Park Boulevard System Historic District #096
The Chicago Park Boulevard System Historic District
1550 N. Kedzie Blvd.
Chicago, Cook County, Illinois
View of North and East Elevation, Facing Southwest
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #097
The Chicago Park Boulevard System Historic District
2906 W. North Ave.
Chicago, Cook County, Illinois
View of South and East Elevation, Facing Northwest
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #098
The Chicago Park Boulevard System Historic District
W. North Ave. and N. Humboldt Blvd.
Chicago, Cook County, Illinois
View of Boulevard, Facing Northwest
Digital Photo Taken by Susan Benjamin, March 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #099
The Chicago Park Boulevard System Historic District
Palmer Square
Chicago, Cook County, Illinois
View of Square, Facing Northeast
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #100
The Chicago Park Boulevard System Historic District
2500 Block, East Side of N. Kedzie Blvd.
Chicago, Cook County, Illinois
View of Boulevard, Facing Southeast
Digital Photo Taken by Susan Benjamin, June 2010

Returned

IL – Cook County – The Chicago Park Boulevard System Historic District #101
The Chicago Park Boulevard System Historic District
Logan Square
Chicago, Cook County, Illinois
View of Square, Facing Southeast
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #102
The Chicago Park Boulevard System Historic District
2800 Block, West Side of W. Logan Blvd.
Chicago, Cook County, Illinois
View of Boulevard, Facing East
Digital Photo Taken by Susan Benjamin, June 2010

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Chicago Park Boulevard System Historic District

MULTIPLE NAME:

STATE & COUNTY: ILLINOIS, Cook

DATE RECEIVED: 1/13/12 DATE OF PENDING LIST: 2/06/12
DATE OF 16TH DAY: 2/21/12 DATE OF 45TH DAY: 2/28/12
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 12000040

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:	N	NATIONAL:	Y

COMMENT WAIVER: N

___ACCEPT X RETURN ___REJECT _____DATE

ABSTRACT/SUMMARY COMMENTS:

RECOM./CRITERIA _____

REVIEWER Barbara Wyatt DISCIPLINE Historian

TELEPHONE 202-354-2252 DATE 2-28-12

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.

Recommendation: __SLR__Return **Action:** ___SLR__Return___None

Documentation Issues–Discussion Sheet

State Name: IL **County Name** Cook **Resource Name** Chicago Park Blvd. System H.D.

Reference No. 12000040 **Multiple Name**

Solution:

National Significance

Problem: Large + (mostly) linear district

No Acreage given.

No UTMs on form (needed for scanning)
I coded UTMs from USGS maps EB

Resolution:

SLR: Yes No

Database Change:

United States Department of the Interior

NATIONAL PARK SERVICE
1849 C Street, N.W.
Washington, D.C. 20240

IN REPLY REFER TO:

United States Department of the Interior
National Park Service
National Register of Historic Places

Comments
Evaluation/Return Sheet

Property Name: Chicago Park Boulevard System Historic District

Property Location: Chicago, Cook County, Illinois

Reference Number: 12000040

Reason for Return
The nomination for the Chicago Park Boulevard System Historic District is being returned because of several substantive and technical problems. The resource is considered eligible, but some information is not clear and some aspects of the nomination need further explanation. Because of the size and complexity of the district, clear explanations must be provided for the boundaries of the district, evaluations of contributing and noncontributing resources, and the evaluation process

The comments in this return document begin with a brief summary of the nomination, followed by questions or a discussion of issues according to these topics:

- Boundaries
- Adjacent Districts
- Integrity
- National Significance
- Inventories
- Counting Resources
- Sketch Maps and Aerial Photos
- UTM References and Acreage
- Additional Documentation

Summary of the Nomination
The Chicago Park Boulevard System Historic District is a 26-mile stretch of the city's historic boulevard system, including adjacent parks, squares, and buildings. Chicago's boulevard system consists of 19 boulevard segments that connect eight parks. Six squares connect various boulevards. Five parks have been listed in the National Register, with reference to the multiple

property cover, "Historic Resources of the Chicago Park District." The earlier park nominations did not include adjacent buildings. This nomination includes buildings surrounding the eight parks; it does not reference the multiple property cover. The "Logan Square Boulevards Historic District," listed in 1985, is encompassed by the Park Boulevard System historic district. It includes three boulevards and two squares, as well as the buildings surrounding these squares and boulevards.[1]

The district is nominated under criteria A and C for significance in Architecture, Community Planning and Development, and Landscape Architecture. The periods of significance (POS) are 1869 to 1942 and 1906 to 1964. The first POS begins with passage of the legislation that created the park system (1869) and ends with the curtailment of major funding in 1942. This POS is related to Criterion A, Community Planning and Development, and Criterion C, Landscape Architecture. Criterion A and these two areas of significance pertain to the entire district. The second POS, 1906 to 1964, only pertains to the Architecture significance of the buildings "along the south side of Chicago's Midway Plaisance" (page 69). The significance begins with construction of Midway Studios and extends to 1964 when the School of Social Service Administration was built.

The district is considered nationally significant for its significance in Landscape Architecture and locally significant in terms of Community Planning and Development and Architecture.

If anything in this summary is incorrect, please explain more clearly in the text of the nomination. Some of the summary was based on interpretation of the text, but the interpretations may be incorrect.

Boundaries

The nomination states that the nominated resource includes the Chicago boulevards and associated parks, squares, and buildings. Section 7 states, "These 'primary' buildings consist of every type of building (single family residences, apartments, churches, schools, etc.) facing on the parks, boulevards and squares" (p. 8). The Boundary Justification states, "the boundaries include the established parks, boulevards and squares ringing the city of Chicago, as laid out in 1869, and *all the properties* surrounding the parks, boulevards and squares" (p. 211; italics added).

The maps reveal that in many areas the buildings adjacent to the boulevards, squares, and parks are not included within the boundary. Buildings within blocks have been omitted in some cases, and corner buildings were deliberately omitted if they do not face the parks, squares, or boulevards. Consideration should be given to including these buildings, even if they are

[1] Please note that "The Historic Resources of the Chicago Park District" multiple property documentation form could have been expanded with additional contexts to address the boulevards, squares, and surrounding buildings. The comprehensive district could have been included as a property type. There would have been practical reasons for that approach, not the least being an ability to reduce the length of this nomination.

evaluated as noncontributing. The boundary justification claims that the resource is considered to be the parks, boulevards, squares, *and surrounding properties*. The nomination does not mention that the surrounding properties are only considered contributing buildings, if that is in fact what was done. It seems that the surrounding properties would be the lots and whatever may be built on them, whether buildings, parking lots, or something else.

It seems very arbitrary to omit corner lots. Often buildings on corner lots, regardless of their orientation, contribute to the streetscape by bracketing the buildings within the blockface. Corner development may be stylistically and temporally related to their park-facing neighbors. The exclusion of these buildings denies an important aspect of the developmental history of these neighborhoods.

From the documentation submitted, the resource seems to encompass all development adjacent to the boulevards, parks, and squares—not simply some developed lots. The boulevards, parks, and squares could constitute a resource without the surrounding development, but if the surrounding development is included, the parameters for its inclusion must be explained. The nomination must define what is meant by "surrounding properties" and explain the general principles that led to the omission of portions of blocks or entire blocks. In addition, individual exclusions should be identified and explained, with descriptions tied to maps and map codes so their locations can be found and their impact on integrity can be assessed. The omission of corner lots should be corrected, unless a compelling reason to do otherwise can be explained. The verbal boundary description must reflect the realities of the boundary and buildings and sites added as a result of these comments must be included in the inventory.

Adjacent Districts
Some contributing buildings that face the parks, boulevards, and squares may be portions of larger districts extending beyond the boundaries of this nomination. Normally, portions of districts are not nominated. However, in this nomination the blocks directly adjacent to the parks, boulevards, and squares may be intended to *represent* the development that followed construction of the boulevards. Some larger districts from the period of significance may extend beyond the park-facing blocks. In these cases, the adjacent blocks may be a portion of another resource (district) not being nominated at this time. Clearly, the nomination would be unwieldy if these larger districts were included, but if such districts have been identified, they should be briefly described.

Integrity
The nomination discusses the integrity of the boulevards in Section 7 (pages 38-39) and briefly in Section 8 (page 69). The integrity of the nominated district is considered "very high" (page 69). However, descriptions of the district and individual resources do not always clearly articulate the high level of significance claimed in Section 8. The integrity assessment for buildings is somewhat clearer than the assessments of landscapes. The integrity of landscapes is tied to spatial organization, plant materials, circulation, buildings and structures, and other

features, which are evaluated in terms of the POS and the original design intent. The discussion of each of these items should be thorough and should be cross-referenced to the accompanying inventory and the map or site plan. This has not been done consistently. For example, for Gage Park the inventory lists five resources, in addition to the park itself. The text describes 17 items labeled on the aerial photo. It is not clear how resources other than the five on the inventory contribute to the park. A walkway, for example, leading from 55th to 56th street is described in the text "to be lined on both sides with historic canopy trees" (p. 19). Is this a contributing feature? Resources that are "features" can be included in the inventory, even if they're not resources that will be counted.

It is not sufficient to claim a level of integrity without demonstrating how that evaluation has been achieved. The reader should not be charged with the task of assessing integrity by comparing site plans, text, and aerial photos to determine changes over time. Using Gage Park as an example, the maps are not the least bit useful in determining what contributes to the park or the integrity of the park. In addition to the field house, they show small, unidentified squares and rectangles and a small square marked "O." The text reveals this is the boiler house, but the squares and rectangles are not identified. To understand what contributes to Gage Park, one needs to disregard the map and use the aerial, text, and inventory in combination to attempt to try to understand what exists in the park, what contributes, and the integrity.. It would be preferable for an easy-to-read site plan to reveal the information explained in the text and compiled on the inventory.

It is important to maintain some consistency in evaluations of integrity throughout the nomination and it best to use the method of description and evaluation described above. Relying on unexplained assumptions is not valid. For example, the nomination states that some of the changes over time "have been guided by significant practitioners, sensitive to the designs of the original landscape architects." This implies that changes over time are acceptable if well guided and with a prominent practitioner involved. However, this statement ignores the relevance of the POS to change and the impact of change on the design intent. The reputation of the landscape architect is not as significant as the degree of change, whether changes fall within the POS, and their impact on the historic resource. In some cases, a second landscape architect may have made sweeping changes during the POS that have become accepted as the design of the site (park, square, etc.). Thus, the integrity of the site may be tied to its resemblance to the altered plan, rather than the original. This must be explained.

The three parks in the district that were not nominated under the multiple property nomination "Historic Resources of the Chicago Park District" do not have to adhere to the integrity levels described in the cover, but the information in the MP cover should inform the descriptions and integrity evaluations in this nomination. As described above, the integrity of the parks should be evaluated in terms of spaces and spatial relationships, vegetation (including its use to define spaces and features), and constructed elements (buildings, structures, sites, and objects).

Some areas of these parks may have losses of integrity that, if individually nominated, could have compromised their eligibility or suggested that parts should not be included in the nomination. (The multiple property cover suggests that it may be appropriate to nominate "elements" of some parks, rather than the entire park if integrity is compromised.) Because these parks are part of the larger boulevard district, it may be appropriate to include the entire park but evaluate some areas as noncontributing. The multiple property cover says, "The integrity evaluation will rely upon analyses of the historic design intents associated with the various periods of significance and the degree to which the current property exemplifies those design intents. This endeavor is critical."

Please be aware that evaluations should be considerate of the layers of history that may be evident. For example, the playground at Gage Park, has modern equipment, fencing, and paving, but the space has been used as a playground since the 1920s. Thus, it makes a spatial contribution to the park and has maintained integrity of use, even though its details are noncontributing.

National Significance
The district is considered nationally significant under Criterion C for Landscape Architecture. The nomination does not cite specific design excellence, but considers the district significant for "being early and influential," for being "designed and executed by some of the nation's greatest luminaries in the field of landscape architecture," and for being "the first major comprehensive system in the country . . . . seminal in the creation of park and boulevard systems in cities nationwide" (page 68).

Section 8 clarifies that the national significance is related to the number of well-known and accomplished practitioners involved in the systems' design and as the first comprehensive boulevard/park system, thus influential in the development of similar systems. In the discussion of national significance (particularly page 72), the nomination reinforces this latter realm of significance: ". . . the Chicago park and boulevard system is nationally significant as an early and seminal development in what would become a national movement to establish urban park systems." The nomination presents several boulevard or parkway systems in other cities for comparative information. Scholarly references are presented.

The number and quality of landscape architects' participation is noteworthy, but it is not clearly articulated that this helps justify national significance. The system was developed over time so it is reasonable to expect the participation of a number of practitioners. Their participation in the development of the Chicago system should be linked to their bodies of work. Were some of their greatest achievements made on the park and boulevard development? The Milwaukee system is said to have been designed by Olmsted "with numerous other landscape architects." It is not clear if other cities also used a number of practitioners, but a specific comparison with Milwaukee's design team over time could be helpful. To date, parks and parkways associated

with the Milwaukee system are considered locally significant. (The "system" does not seem to have been evaluated.)

The national significance of the nominated district seems more closely aligned with the system's role in Community Planning and Development. Chicago showed great foresight in its planning for the system to be developed over time. An excellence in landscape architecture has not been well argued in this nomination, but Chicago's place in the nation's city planning history is explained. The national significance should be claimed for the area where it most clearly is evident.

Inventories
The nomination provides uneven information for certain types of resources in the inventories and the inventories are not cross-referenced to other information. As mentioned above, the inventory for Gage Park (page 2, Contributing List) lists five resources in addition to the park itself and the aerial photo contains 17 features or resources. The text, pages 18-20, describes the numbered items on the aerial, but the inventory does not use the inventory numbers.

It is not clear that all resources in the parks not previously nominated have been identified as contributing. This is because clear cross-referencing is lacking. For example, a walkway that leads from 55th to 56th street in the text is said "to be lined on both sides with historic canopy trees" (page 19). Is this walkway with its plantings a contributing feature or contributing site? A little more description may be needed to confirm its integrity, such as the paving material and ground cover beneath the trees, but it seems that it should be included in the inventory and evaluated. Noncontributing resources also need to be in the inventory.

Buildings. In Section 7, the data for buildings is the most complete, with summary information for each address included in the "Building Inventory" tables. However, this information is incomplete for buildings classified as "Secondary Structures" (please note that these are classified as primary and secondary *buildings* in the text, with *structures* included on another list). It is not clear if the secondary structures are garages, barns, or carriage houses. Because dates are not given, it is not clear if the secondary structures are noncontributing because of dates of construction or lack of integrity. The secondary structures need to be identified by some descriptor, such as "garage," style, if evident, and approximate date of construction. Without this basic information, it is not clear what is being nominated.

Please explain the inventory/research method in order to reveal how dates of construction were derived. Many buildings have construction dates pinned to a decade (1910s, for example). Are these dates based on observations or by another means of data collection or interpretation?

Sites, Structures, Objects. The "List of Contributing Sites/Structures/Objects along the Boulevards and within the Parks" is more problematic. This information should have been compiled on a comparable table that shows contributing and noncontributing resources. As

submitted, the list is organized by contributing sites, contributing structures, and contributing objects, followed by an inventory of contributing resources or features at each park, including those already listed in the National Register. A comparable list of noncontributing sites, structures, and objects seems to be missing. It is essential to identify both contributing and noncontributing resources.

Features. There also should be a list of contributing and noncontributing features, and there should be an *explanation* of what constitutes contributing features. Generally, they are minor in scale and are not individually counted as resources. However, "features," even if they are not defined as objects or structures, can nevertheless contribute to the historic resource. Omitting these features from the inventory could be interpreted as a denial of their importance. This could be problematic in the development of treatment plans.

Historic landscapes. All of the contributing sites are categorized as "historic landscapes." This may have been done to indicate their significance under Criterion C, but in terms of the inventory it is sufficient to identify them by their names, such as "E. Oakwood Boulevard;" they are classified as "sites," the appropriate National Register property type. It would make sense to include parks on the first list, rather than including them in the resource lists for individual parks. The parks are among the most important sites in this nomination, but they do not appear on the list titled "Contributing Sites."

Existing nominations. The inventory lists contributing buildings, structures, and objects for all parks. It is not clear if the information for parks already listed in the National Register is new information or a repetition of the inventories in the existing nominations. Inventory updates for listed properties should be submitted separately as Additional Information to the original nomination. See below for a fuller discussion of this point.

Squares. Consideration should be given to addressing the squares as discrete sites, like the parks, and providing a list of contributing and noncontributing buildings, structures, and objects within the squares. As presented, it appears that the only resources in the squares are the American Youth and Independence Day Fountain, Drexel Fountain, and the Centennial Monument. The text in Section 7 mentions a building at Independence Square (noncontributing) that should appear on the inventory. Is anything else missing? The integrity of paving, plant materials, and spatial patterns should be described.

Counting Resources
Contributing and noncontributing resources are described in Section 7 (page 8-10). The information in these sections lends itself to tables. This information will be clearer without the inclusion of Additional Documentation that belongs elsewhere (see Additional Documentation, below). The inventory lists should be the basis for the resource count of contributing and noncontributing districts, buildings, structures, sites, and objects. They are a means of conveying how resource counts were obtained. In this nomination, it is not clear how the resource count

was achieved and how previously listed properties are treated in the resource count. Perhaps the inventory of buildings and list of sites, structures, and objects could include a column that reveals how resources at each address were counted. Thus, for a particular address it might read "1 building" or "1 building, 1 structure" or "2 buildings." A subtotal could be included at the bottom of each page or section.

To reiterate, this nomination needs to clarify how resources were counted and present information 1) indicating that resources already listed are not being recounted, and 2) indicating that expanded inventory information for listed properties (except boundaries) is being included in the original nominations as Additional Documentation (again, see below).

Sketch maps and aerial photographs
The sketch maps are presented at a good, readable scale. However, in some cases information is not clear and in other cases information is missing, with the aerial photos or text necessary to lend clarity. For example, the map that includes Gage Park is not the least bit useful in determining what contributes to Gage Park. In addition to the field house, it shows small, unidentified squares and rectangles and a small square marked "O." From the text, one can discover that this is the boiler house. Nothing seems to reveal the identity of the small squares and rectangles. To understand what contributes to Gage Park one needs to disregard the map, but use the aerial, text, and inventory in combination to attempt to understand what is identified in the district and what contributes. The boundaries of Gage Park do not seem to be identified on the aerial photo or map. Thus, it is not clear whether the building labeled 5516 on map 1 of 2 is in the park. The park boundaries should be clear on the maps and aerial photos, particularly if they are an essential tool to understanding the district. To that end, the street names and numbers should be clear on the aerials, because they are needed to understand this district.

Map numbers and key. It is difficult to understand how any one map corresponds with the district. Thus, finding the location of any of these segments, or any mapped building, is very difficult. Two maps were submitted that could be categorized as keys, but both are deficient in this regard (one is on a continuation sheet; the other seems to be an official city map). One of these maps should be identified as a key to the many smaller maps, and each of the small maps should be keyed to it. It would help tremendously to sequentially number the individual sketch maps, instead of numbering them as "1 of 2" or "1 of 9." With the size of this district and the number of resources added to the National Register via this nomination, the information between text and maps must be clearly cross-referenced.

Properties without addresses, such as squares, should be assigned inventory numbers so they can be easily found on the map. Each of the maps mentioned above has a key with squares, parks, etc. numbered. These numbers could be used as inventory numbers in the text, or new inventory numbers should be assigned and used consistently in the text and on the maps. Incidentally, the two overall maps mentioned above present different numbers for sites in the higher numbers. It is not clear why the two maps are needed, but their cross-referencing should be the same.

Some major geographic areas are not shown on maps, such as the "West Park System Boulevards and Squares." Because these divisions are used to organize the nomination, they should be mapped.

UTM References and Acreage
UTM points are indicated on the submitted USGS maps, but they have not been included in Section 10 of the nomination. This correction must be made. The acreage of the district has not been submitted. This must be calculated and entered on the nomination form.

Additional Documentation
Section 7 begins with "Sections Previously Listed on the National Register" (p. 7), which is a brief discussion of properties already listed in the National Register. These nominations have been updated in the new district nomination by the inclusion of more complete inventories than were included in the original nominations (see "List of Contributing Sites/Structures/Objects along the Boulevards and within the Parks"). The new inventory data for listed properties seems to be included in the count of resources for the Park Boulevard System Historic District. This is not clear.

The appropriate means of updating listed properties is to update the original nomination via the submission of Additional Documentation (AD) on continuation sheets. Revisions to the count of resources for listed properties should constitute an update to the original nomination. Although the new inventories also can be included in the new district nomination that encompasses the old nominations, the count of contributing and noncontributing resources must be an update to the original nomination. The area surrounding the previously listed parks (adjacent buildings) should not be submitted as Additional Documentation to the old nominations, because it would constitute a boundary expansion, which would impose notification requirements. In summary, the Additional Documentation submitted for existing nominations should include updated inventories and maps, and a count of resources. The method of counting should be clear and there should be a clear distinction between what's already been counted and what's been added.

Please call me at 202-354-2252 or send an email to barbara_wyatt@nps.gov if you have any questions or if you want to discuss these comments.

Barbara Wyatt, Historian
National Register of Historic Places
4-23-12

Recommendation: __SLR__Return **Action:** ___SLR__Return___None

Documentation Issues–Discussion Sheet

State Name: IL **County Name** Cook **Resource Name** Chicago Park Blvd. System H.D.

Reference No. 12000040 **Multiple Name**

Solution:

National Significance

Problem: Large + (mostly) linear district

No Acreage given.

No UTMs on form (needed for scanning)
I coded UTMs from USGS maps EB

Resolution:

SLR: Yes No

Database Change:

United States Department of the Interior

NATIONAL PARK SERVICE
1849 C Street, N.W.
Washington, D.C. 20240

IN REPLY REFER TO:

United States Department of the Interior
National Park Service
National Register of Historic Places

Comments
Evaluation/Return Sheet

Property Name: Chicago Park Boulevard System Historic District

Property Location: Chicago, Cook County, Illinois

Reference Number: 12000040

Reason for Return
The nomination for the Chicago Park Boulevard System Historic District is being returned because of several substantive and technical problems. The resource is considered eligible, but some information is not clear and some aspects of the nomination need further explanation. Because of the size and complexity of the district, clear explanations must be provided for the boundaries of the district, evaluations of contributing and noncontributing resources, and the evaluation process

The comments in this return document begin with a brief summary of the nomination, followed by questions or a discussion of issues according to these topics:

- Boundaries
- Adjacent Districts
- Integrity
- National Significance
- Inventories
- Counting Resources
- Sketch Maps and Aerial Photos
- UTM References and Acreage
- Additional Documentation

Summary of the Nomination
The Chicago Park Boulevard System Historic District is a 26-mile stretch of the city's historic boulevard system, including adjacent parks, squares, and buildings. Chicago's boulevard system consists of 19 boulevard segments that connect eight parks. Six squares connect various boulevards. Five parks have been listed in the National Register, with reference to the multiple

IHPA
ILLINOIS HISTORIC Preservation AGENCY

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MAY 13 2014
NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

May 8, 2014

Ms. Barbara Wyatt
National Register of Historic Places
National Park Service
1849 C Street NW Suite NC400
Washington, DC 20240

SUBSTANATIVE REVIEW REQUEST

Dear Ms. Wyatt:

Enclosed for your review is the **resubmitted** National Register nomination for the Chicago Park Boulevard System Historic District in Chicago, Cook County.

Please contact me at the address above, or by telephone at 217-785-4324. You can also email me at andrew.heckenkamp@illinois.gov if you need any additional information or clarification. Thank you for your attention to this matter.

Sincerely,

Andrew Heckenkamp
National Register Coordinator

Enclosures

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NATIONAL PARK SERVICE

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 Chicago Park Boulevard System Historic District

other names/site number

2. Location

street & number Douglas Park, Gage Park, McKinley Park, Jackson Park, Sherman Park, Washington Park, Garfield Park, Humboldt Park, E. Oakwood Boulevard, S. Drexel Boulevard, Midway Plaisance, S. Dr. Martin Luther King, Jr. Drive, E. and W. Garfield Boulevard, S. Western Boulevard/Avenue, W. 31st Boulevard, S. California Boulevard/Avenue, W. 24th Boulevard, S. Marshall Boulevard, W. Douglas Boulevard, S. Independence Boulevard, N. and S. Hamlin Boulevard, N. Central Park Boulevard, W. Franklin Boulevard, N. Sacramento Boulevard, N. Humboldt Boulevard, N. Kedzie Boulevard, W. Logan Boulevard, Drexel Square, Independence Square, Garfield Square, Sacramento Square, Palmer Square, Logan Square

Returned

city or town Chicago vicinity

state Illinois code IL county Cook Code 031 zip code Multiple

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**

Signature of certifying official/Title — Date May 8, 2014

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

The Chicago Park Boulevard System Historic District | Cook County, Illinois
Name of Property | County and State

4. National Park Service Certification

I hereby certify that this property is:

___ 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:) _____

Signature of the Keeper | Date of Action

5. Classification

Ownership of Property
(Check as many boxes as apply.)

X	private
X	Public - Local
	Public - State
	Public - Federal

Category of Property
(Check only **one** box.)

	building(s)
X	District
	Site
	Structure
	Object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
2265	869	buildings
4	1	sites
36	32	structures
20	12	objects
2325	914	**Total**

Returned

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

The Historic Resources of the Chicago Park District

Number of contributing resources previously listed in the National Register

64

6. Function or Use

Historic Functions
(Enter categories from instructions.)

SEE CONTINUATION SHEET.

Current Functions
(Enter categories from instructions.)

SEE CONTINUATION SHEET.

7. Description

Architectural Classification
(Enter categories from instructions.)

SEE CONTINUATION SHEET.

Materials
(Enter categories from instructions.)

foundation: **Brick, Concrete, Stone**
walls: **Brick, Stone, Wood, Stucco, Synthetics, Terra Cotta**
roof: **Asphalt, tile**
other:

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7. Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with **a summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

The Chicago Park Boulevard System Historic District consists of an approximately 26-mile stretch of the city's historic boulevard system and includes boulevards, parks, squares, structures, objects and most adjacent buildings. The system, which is set within the densely-developed grid of the city of Chicago, is made up of 8 parks, 19 boulevards and 6 squares. These segments form a continuous arc from the southeast part of Chicago at 35th Street and Dr. Martin Luther King, Jr. Drive, south, west, north and back east, to the northwest part of Chicago, at the east end of Logan Boulevard. Five of the parks have been listed in the National Register as historic districts with reference to the multiple property cover, "The Historic Resources of the Chicago Park District." Some boulevards and individual resources have also already been listed. The nomination also includes portions of the Hyde Park Historic District and The Hyde Park Apartment Hotels thematic district. The earlier park nominations did not include adjacent buildings, whereas this one includes all of the Contributing and many Non-contributing buildings surrounding all the parks, squares and boulevards. They consist of single and multi-family residences, commercial, industrial, religious and institutional buildings, designed in the styles popular during the period of significance.

Returned

THE CHICAGO PARK BOULEVARD SYSTEM HISTORIC DISTRICT

Resources Previously Listed on the National Register

Logan Square Boulevards Historic District

In 1985, the *Logan Square Boulevards Historic District*, consisting of three boulevards: W. Logan Boulevard, N. Kedzie Boulevard, N. Humboldt Boulevard; two squares: Logan Square and Palmer Square, and the buildings surrounding these boulevards and squares was listed on the National Register. The list of Contributing and Non-contributing resources in that district nomination has been inventoried as part of this nomination and is included on a Continuation Sheet being attached to that nomination. The *Logan Square Boulevards Historic District* is encompassed within *The Chicago Park Boulevard System Historic District*. It is referenced in this nomination although the resources aren't counted. [1]

Hyde Park Kenwood Historic District

There are portions of the *Hyde Park Kenwood Historic District,* listed in 1979 and expanded in 1984 and 1986, that are encompassed within the *Chicago Park Boulevard System Historic District*. They are referenced in this nomination but are not counted.

[1] Daniel Bluestone. The "*Logan Square Boulevards Historic District*" consists of W. Logan Boulevard, N. Kedzie Boulevard, N. Humboldt Boulevard, Logan Square and Palmer Square. There was no attempt to categorize the buildings listed in the *Logan Square Boulevards Historic District* as Contributing or Non-contributing in the original nomination.

The Hyde Park Apartment Hotels

In 1985, a thematic National Register nomination, *Hyde Park Apartment Hotels*, was listed on the National Register. One of the apartment hotels, the Windermere, 1642 East 56th Street, is included in the *Chicago Park Boulevard System Historic District.* It is noted as "L" in the "Building Inventory for the Chicago Park Boulevard System Historic District", as having been listed. Like all previously-listed resources it is not counted in the total.

Individually Listed Resources

There are sixteen primary buildings, located along the *Chicago Park Boulevard System Historic District* that are individually listed on the National Register. These resources are noted as "L" in the "Building Inventory for *The Chicago Park Boulevard System Historic District*". Four of these buildings are National Historic Landmarks: the Lorado Taft House and Studio, 6016 S. Ingleside; the Ida B. Wells-Barnett House, 3624 S. Dr. Martin Luther King, Jr. Drive; the Oscar Stanton De Priest House, 4536-4538 S. Dr. Martin Luther King, Jr. Drive; and the Robert S. Abbott House, 4742 S. Dr. Martin Luther King, Jr. Drive. There is one object, a sculpture in a traffic island at E.35th and S. Dr. Martin Luther King, Jr. Drive, the *Black Soldiers Monument.* These resources are also not counted.

The Historic Resources of the Chicago Park District

Returned

In 1972, Jackson Park and the Midway Plaisance were listed on the National Register of Historic Places. In 1990 a Multiple Property Documentation Form, *The Historic Resources of the Chicago Park District* by Julia Sniderman Bachrach and William Tippins was listed. The several individual parks along the system that were previously listed as historic districts in conjunction with the 1990 multiple property form include: Garfield Park, (1993), Humboldt Park (1992), Sherman Park (1990), and Washington Park (2004). None of these nominations included the buildings surrounding the parks. Although Jackson Park is already listed on the National Register of Historic Places, the nomination did not include a review of all buildings within the park. As part of this nomination, a Contributing and Non-contributing list for Jackson Park was developed. It is included in a Continuation Sheet attached to that nomination.[2] Although detailed information on the other parks is not included in this nomination, they are briefly described in this document.

This nomination, for the entire system, goes beyond the story of the parks alone and beyond the narrative of a single segment of Chicago's contiguous park and boulevard system. It completes the story of that system by including all of its essential elements.

Parks, Boulevards, Squares and Buildings Being Listed

*The Chicago Park Boulevard System Historic District***,** includes the three parks along the system that were not previously listed on the Register: Gage Park, McKinley Park and Douglas Park.[3] The nomination also includes 15 boulevards and 4 squares south of North Avenue that were not listed. The boulevards being listed are E. Oakwood Boulevard, S. Drexel Boulevard, S. Dr. Martin Luther King, Jr. Drive, E. and W. Garfield

[2] Jackson Park was listed on the National Register of Historic Places through a nomination submitted in 1972 called *Jackson Park Historic District and Midway Plaisance*. The nomination was substantially incomplete as it only listed the Fine Arts Building as a Contributing building. Chicago Park District Historian, Julia Sniderman Bachrach, created a complete list of Contributing buildings in Jackson Park as part of this nomination.

[3] Julia Sniderman Bachrach. *The Historic Resources of the Chicago Park District*. March 22, 1990. The individual parks listed are Garfield (1993), Humboldt (1992), Sherman (1990 and Washington (2004). Jackson Park was listed in 1972.

Boulevard,, S. Western Boulevard/Avenue, W. 31st Boulevard, S. California Boulevard/Avenue, W. 24th Boulevard, S. Marshall Boulevard, W. Douglas Boulevard, S. Independence Boulevard, N. and S. Hamlin Boulevard, N. Central Park Boulevard, W. Franklin Boulevard and N. Sacramento Boulevard. The squares being nominated are Drexel Square, Independence Square, Garfield Square, and Sacramento Square. All of the buildings flanking the boulevards and those surrounding all of the parks and squares were evaluated and boundaries were drawn to include most of them. References to places can be found on system maps, in brackets.

Boundary Determination

The boundaries of *The Chicago Park Boulevard System Historic District* were generally drawn to incorporate contiguous areas with the greatest integrity. They include expanses of historic buildings as well as single or small groupings of historic buildings, often separated from each other by vacant land, if they reflect noteworthy architecture and/or capture the historic character of the boulevard architecture. Contributing and non-contributing buildings provide a frame for the boulevards, squares and parks.

Boundaries were generally drawn to exclude large areas of vacant land and new construction. Vacant blocks were generally not included in the *District* nor were blocks where 50% or more of the properties either contained vacant land or Non-contributing buildings, such as the South side of W. Garfield Boulevard between Lafayette Avenue and Perry Avenue or the west side of the 200 Block of North Hamlin Boulevard. The expanses of vacant land reflect neighborhood deterioration and, in some cases, wholesale demolition that occurred during the 1960s and somewhat later. New construction that was excluded generally does not follow the historic pattern of land development with the new buildings often being larger and taller, sited askew on the lot, set back from the street and surrounded by open space, such as the east side of the 4100 Block of S. Dr. Martin Luther King, Jr. Drive [Map 2] or the east side of the 4300 Block of S. Drexel Boulevard [Map 6]. Groups of buildings with severely compromised integrity were left out, such as the east side of the 4600 Block of S. Dr. Martin Luther King, Jr. Drive [Map 3] and at the north end of the West side of the 4400 Block of S. Western Boulevard [Map 36] . There are some areas where only single buildings or a small group of buildings were included on a block that was otherwise vacant or largely non-contributing because of their significance, such as 4336 S. Drexel Boulevard [Map 6] and 5007 and 5014 S. Dr. Martin Luther King, Jr. Drive [Map 4].

Returned

Evaluation of Resources

A survey team evaluated all of the resources in and around the parks, boulevards and squares. Primary and secondary buildings were reviewed, creating an electronic data base that was converted into inventories. All of the Contributing and the Non-contributing buildings around the parks, boulevards and squares are included in the "Building Inventory (Attachment 6)." There are similar inventories of sites, structures and objects. These are called "Site Inventory (Attachment 5)", "Structures Inventory (Attachment 7)", and "Objects Inventory (Attachment 8):**.** There are also resource inventories for the parks being listed. This information can be found on the continuation sheets identified as "Douglas Park Resource Inventory (Attachment 9)", "Gage Park Resource Inventory (Attachment 10)", and "McKinley Park Resource Inventory (Attachment 11)" . The total numbers of buildings, structures, objects and sites in and along the parks, boulevards and squares are based on these inventories. Those resources already listed on the National Register are not counted.

The buildings inventoried were categorized by address, date, building type, building style, historic name (if known), and both primary and secondary buildings were evaluated as Contributing (C) or Non-contributing (N-c). Buildings are noted "L" if they are already listed on the National Register. If the historic name for the building was known it was included. The buildings date from the 1870s to 1942, with the vast majority falling between the 1880s and the 1910s. Where specific construction dates are known they were taken from building

permits, from information located in the files of the Commission on Chicago Landmarks (including from the *Chicago Historic Resources Survey*) and from publications on Chicago architecture. Where exact dates were not taken from known sources, the dates of buildings were based on observation in the field when each of the buildings was surveyed. Architectural historians analyzed the building's style and approximated the date of the building by decade.

Contributing and Non-contributing Sites

The length of the *The Chicago Park Boulevard System Historic District* consists of one site, with each of the three parks currently being listed considered a site. Within the three additional parks being nominated here— Douglas, Gage and McKinley Parks—each of the parks is considered a Contributing site. Within these landscapes there is only one Non-contributing site— the artificial turf field at Douglas Park. Although there are artificial turf fields in McKinley and Gage Parks, they are flat and green and non-obtrusive within the historic landscape. (These are also reversible changes in the landscape.) The reason that the artificial turf field at Douglas Park has been deemed as a Non-Contributing site is that it has an enormous brightly colored logo, which is obtrusive within the historic landscape. For a list of Contributing and Non-contributing Sites, see "Site Inventory (Attachment 5)", as well as the "Douglas Park Resource Inventory (Attachment 9)", the "Gage Park Resource Inventory (Attachment 10)", and the "McKinley Park Resource Inventory (Attachment 11)."

Contributing and Non-contributing Buildings

Returned

The Chicago Park Boulevard System Historic District contains both primary and secondary buildings that are Contributing and Non-contributing. See "Building Inventory (Attachment 6)". All of the Non-contributing buildings in *The Chicago Park Boulevard System Historic District* were identified as such because they lacked integrity or did not fall within the period of significance. The "primary" buildings consist of a broad diversity of building types (single family residences, apartments, churches, schools, etc.) that falls during the period of significance, and that are located along the parks, boulevards and squares. Stylistically they range, chronologically from Italianate, Second Empire, Gothic Revival and the Queen Anne styles to the Craftsman and the Classical and Tudor Revival styles that were popular during the period of significance. There are some vernacular cottages, some bungalows and a substantial number of greystones, a building type seemingly unique to Chicago. There are 1913 Contributing primary buildings and 252 Non-contributing primary buildings in *The Chicago Park Boulevard Historic District* along the boulevards, parks and squares. There are also 11 Contributing and 3 Non-contributing buildings that are located in the parks and squares being nominated. See "Building Inventory (Attachment 6)" for a list of the Contributing and Non-contributing buildings along the boulevards, parks, and squares. For locations of the buildings in the parks see the "Douglas Park Resource Inventory (Attachment 9)", the "Gage Park Resource Inventory (Attachment 10)", and the "McKinley Park Resource Inventory (Attachment 11)" The secondary buildings are subsidiary buildings and are located in the back of the primary buildings along the system. There are 341 Contributing secondary buildings and 614 Non-contributing secondary buildings within the district. They fall within four major categories: 9 are flats; 43 are coach houses; 901 are garages, and 2 are barns.

Most of the buildings in the District are residential: single family homes (both stand-alone houses and party-wall structures), flats and apartment buildings. This is true of the buildings in the district on S. Dr. Martin Luther King, Jr. Drive, E. Oakwood Boulevard, S. Drexel Boulevard, E. Garfield Boulevard, W. Garfield Boulevard, W. 24th Boulevard, S. Marshall Boulevard, W. Douglas Boulevard, S. Independence Boulevard, N. Hamlin Boulevard, S. Hamlin Boulevard, N. Central Park Boulevard. This is also true of N. Humboldt Boulevard, of N. Kedzie Boulevard and W. Logan Boulevard, all of which are listed in the continuation sheet to the *Logan Square Boulevards Historic District.*

There are sections of the district where the majority of the buildings are industrial. These can be found along S. Western Boulevard, W. Pershing Road, W. Franklin Boulevard and N. Sacramento Boulevard.

Distinguished institutional buildings—religious, educational, medical, government and recreational—dot the entire park and boulevard system, especially along the residential segments. Commercial buildings are typically located where the boulevards intersect with historic public transportation routes or along these routes. The University of Chicago buildings in the District are located along the north and south side of the Midway Plaisance.

Contributing and Non-contributing Structures

There are 23 Contributing Structures, and 10 Non-contributing Structures, along the system (not including those within the parks); all but 1 of them consists of bridges. See Continuation Sheet "Structures Inventory (Attachment 7)" for map numbers showing location of Contributing and Non-contributing structures. The ornamental concrete overpass on N. Humboldt Boulevard has already been listed as part of the *Logan Square Boulevards Historic District.* The bridges found along the boulevard system are generally utilitarian structures and primarily are used to elevate train tracks above the streets. They are mostly found towards the west end of the boulevard system where the industrial buildings are located. Additionally, there are places where bridges cross the Sanitary & Ship Canal, Interstate 90-94, and at the north end of S. Western Boulevard to direct traffic towards Interstate 55. There is one structure that is not a bridge; it is a covered sidewalk attached to a rapid transit station at W. 49th Street and S. Western Boulevard.

Returned

There are 22 bridges located in the original South Park section of the Park Boulevard System Historic District. The bridges cross W. Garfield Boulevard and S. Western Boulevard and Western Avenue, where the boulevards skirt a major industrial area. Most of these bridges are historic and date from the period 1896 to 1913 when tracks were being elevated in this industrial corridor. They are generally constructed of simple steel girders with iron trestles and concrete or stone embankments.[4] There are 11 bridges crossing W. Garfield Boulevard: 8 are Contributing; 3 are Non-contributing. There are 11 bridges crossing S. Western Boulevard and Western Avenue: 7 are Contributing; 4 are Non-contributing. One of the Contributing bridges on S. Western Boulevard crosses the Sanitary & Ship Canal. It is an Art Deco style bridge constructed in 1939 by the Chicago Park District.

There are 11 bridges in the West Park section of *The Park Boulevard System Historic District*. Of these, 8 are Contributing: a concrete bridge on W. 31st Boulevard with Gothic detailing, an overpass on S. Marshall Boulevard with decorative braces, an ornamental concrete overpass on S. Independence Boulevard, a steel girder bridge with a rusticated concrete block base on N. Central Park Boulevard, an ornamental concrete overpass on N. Sacramento Boulevard, and the three Contributing bridges where the Lake Street Elevated crosses N. Hamlin Boulevard, N Central Park Avenue and North Conservatory Drive. There are 3 Non-contributing bridges. There are three Non-Contributing bridges. There is 1 Non-contributing bridge crossing Marshall Boulevard, between West 19th Street and West 21st Street. There are two Non-contributing bridges where S. Hamlin Boulevard and S. Independence Boulevard cross the Eisenhower Expressway, Interstate 290.

[4] *Report of the South Park Commissioners to the Board of County Commissioners of Cook County*, 1902, p.5. The South Park Commission took pains to ensure quality, including steel or iron construction, spans of sufficient length to permit the boulevard to pass beneath without obstructive bridge supports, designs that provided a maximum of light and air beneath the bridges at all points and bridge floors that were water-tight and nearly as noiseless as possible.

Additionally, the parks being added as part of this nomination feature Contributing and Non-contributing Structures. There are 13 Contributing Structures and 22 Non-Contributing Structures within the parks. See Continuation Sheets "Douglas Park Resource Inventory (Attachment 9)", the "Gage Park Resource Inventory (Attachment 10)", and the "McKinley Park Resource Inventory (Attachment 11)" for map numbers showing location of Contributing and Non-contributing structures).

Contributing and Non-contributing Objects

There are 4 Contributing Objects, consisting of sculptures/monuments on the boulevards and squares that are being nominated as part of *The Chicago Park Boulevard System Historic District*. They are:

George Washington Monument at 51st and King Drive,
American Youth and Independence Day Fountain in Independence Square,
Drexel Square Fountain in Drexel Square.
Jacques Marquette Monument at the turning point between S. Marshall Boulevard and W. 24th Boulevard.

There are some sculptures that have already been listed. The *Victory Monument* at S. 35th Street and S. Dr. Martin Luther King, Jr., Drive has been individually listed on the Register and the *Illinois Centennial Monument* in Logan Square was listed in the *Logan Square Boulevards Historic District* National Register Nomination. There are 11 Non-contributing Objects: 5 sculptures, 4 on S. Dr. Martin Luther King, Jr. Drive and 1 on W. Douglas Boulevard. There are three fountains and there are two obelisks erected in the mid 1990s. The fountains are on S. Drexel, W. Garfield and S. California Boulevard/Avenue and the obelisks are in Garfield Square and on West Douglas Boulevard. There is also one Non-contributing flagpole located at 35th Street and Dr. Martin Luther King Jr. Drive. See Continuation Sheet "Objects Inventory (Attachment 8)" for location of Contributing and Non-contributing objects.

Returned

In the parks being listed there are 16 Contributing Objects, including the *William McKinley Monument* in McKinley Park, and Prairie Style benches and lanterns in Douglas Park and 1 Non-contributing Object. See Continuation Sheets "Douglas Park Resource Inventory (Attachment 9)", the "Gage Park Resource Inventory (Attachment 10)", and the "McKinley Park Resource Inventory (Attachment 11)".

Features

As is generally the case in designed historic landscapes, including parks, boulevards and squares, there are numerous features that are not counted but that are part of the landscape. Examples include standard light poles, benches, raised planting beds and road signs. Throughout *The Chicago Park Boulevard System Historic District* there are features that are landscape and hardscape elements that contribute to the significance of the district even if they are not prominent enough to be actually counted. For instance, on South Drexel Boulevard there are paths that shadow the paths that characterized the linear garden that old postcards indicate attracted strollers. On West Douglas Boulevard the winding symmetrical paths remain a prominent part of the landscape. Lines of trees, both old and more recently planted, continue to border the roadways as they historically did on South Dr. Martin Luther King, Jr. Drive and on sections of East and West Garfield Boulevard. Parkways and sidewalks continue to line most of the boulevards. The parkways along South Marshall Boulevard were broad historically and continue to be broad.

There are also features such as drinking fountains and fencing that may not specifically add to the significance of the landscape, but are unobtrusive and have little or no impact on historic integrity. In the parks

there are other features such as baseball backstops and small bleachers that also have little visual impact and do not diminish the historic integrity of landscapes.

Although the configuration of the historic route of the system of Chicago's parks, boulevards and squares is basically intact, inevitably changes to smaller features have taken place over time—especially to the hardscape features. There are historic benches along the boulevards, noticeably along Drexel Boulevard, but there are areas with newer benches. There are no longer historic light fixtures; they have been replaced by newer looking ones and some that resemble historic fixtures. For reasons of safety, there are new traffic signals and road signs. There are bus shelters for the public transportation that now travels along the boulevard roadways. In the mid 1990s, markers were designed to showcase Chicago's historic boulevards. Even with these changes the system of boulevards, parks and squares continue without interruption; the vistas along the roadways are intact and the architectural borders provide a framework for the entire system.

GEOGRAPHIC CONTEXT: THE CITY OF CHICAGO

The Chicago Park Boulevard System Historic District laces through the city and provides it with an unusual amount of open space for a large urban center. The city of Chicago, with a population of over 2.8 million people, is the largest city in Illinois and the third largest in the country. It is situated in Cook County and covers 228 square miles. Chicago is divided into 77 Community areas.[5] Twenty-five are located along the park and boulevard system: Near South Side, Douglas, Oakland, Grand Boulevard, Kenwood, Hyde Park, Woodlawn, Fuller Park, Washington Park, New City, Englewood, West Englewood, Gage Park, Brighton Park, McKinley Park, South Lawndale, North Lawndale, West Garfield Park, East Garfield Park, Humboldt Park, West Town, Logan Square, North Center, Lake View and Lincoln Park. Many take their names from the parks and boulevards.

Returned

Chicago lies at the south end of the western shore of Lake Michigan, with two rivers flowing through it. The Calumet River is located on the far south side. The Chicago River flows into Chicago's central business district, then branches north and south, with the south branch connected to the Des Plaines River by the Sanitary & Ship Canal. This 28-mile canal was built between 1889 and 1900 as a transportation route, but primarily to redirect the flow of the Chicago River in order to divert wastes away from the Lake (Chicago's source of drinking water) to the Mississippi River system. The canal crosses the boulevard system just south of the intersection of 31st and S. Western Boulevards. Chicago is, on average, 579' above sea level and the terrain, once consisting of marsh and swampland, is emphatically flat.

There are four sections of Chicago: the Loop, the North Side, the West Side and the South Side. Chicago's early park systems, which were established in 1869, take their names from the three outlying areas in which they were located—the north, west and south sections of the city. The city is crisscrossed by a grid of streets, with the main thoroughfares running north and south following section lines platted from the original Northwest Ordinance land survey system. Diagonals transverse the system, radiating from the center of the city. Many were once Indian trails. These diagonals include Milwaukee Avenue, which intersects Logan Square and Grand Avenue, runs west of S. Western Boulevard and crosses N. Sacramento Boulevard. Ogden Avenue follows the route of the Southwestern Plank Road, which opened in 1848 and crossed the many swampy areas

[5] Chicago's Community Areas were established in the 1920s by sociologists at the University of Chicago. They refer to areas that represent fairly coherent social character within the urban fabric of Chicago. Although originally there were 75, two were added when O'Hare Airport was added in the 1950s and Edgewater was subdivided from Uptown in 1980. The community areas since then have not been changed; they remain stable, not altered to reflect change. James R. Grossman., Ann Durkin Keating and Janice L Reiff. Editors. *The Encyclopedia of Chicago.* Chicago: University of Chicago Press, 2004, p. 190.

between Chicago and Naperville. Today Ogden Avenue extends from the near west side of Chicago to Aurora, Illinois, cutting through Douglas Park.

Chicago is the rail hub of the country, for both freight and passenger traffic. It is considered the most important railroad center in North America, with more lines of tracks radiating in more directions than any other American city.[6] Dating from 1848, when the Galena & Chicago Union laid tracks toward Oak Park, Illinois, the city depended on railroads to haul grains, and later livestock and manufactured goods. Railroad companies had their corporate headquarters in the city; railroad cars were manufactured in Pullman to the south (as well as in other areas) and yards and shops were located throughout the city's railroad system. Many rail yards were located to serve the factories and warehouses flanking S. Western Boulevard, Pershing Road, N. Sacramento Boulevard and S. Marshall Boulevard.

In addition to the city's historic waterways, railroads and road systems, nine interstate highways run through Chicago, three of which intersect the park and boulevard system. Interstate 94/ Dan Ryan Expressway cuts across W. Garfield Boulevard east of Wentworth Avenue; Interstate 55/ Stevenson Expressway crosses S. Western Boulevard and Western Avenue paralleling the Sanitary & Ship Canal south of W. 31st Boulevard, and Interstate 290/Eisenhower Expressway crosses S. Independence Boulevard between W. Van Buren Street and W. Congress Parkway.

Returned

THE CHICAGO PARK BOULEVARD SYSTEM HISTORIC DISTRICT:
LOCATION AND SIZE OF THE PARKS, BOULEVARDS AND SQUARES:

The eight parks that make up *The Chicago Park Boulevard System Historic District* are Jackson Park [Maps 15-23], Washington Park [Maps 9-16], Sherman Park [Map 28,29], Gage Park [Maps 31-33], McKinley Park [Maps 38-40], Douglas Park [Maps 47-49], Garfield Park [Maps 54-58], and Humboldt Park [Maps 61-63]. The six squares are Drexel Square [Maps 8,9], Independence Square [Map 51], Garfield Square [Maps 57,58], Sacramento Square [Map 59], Palmer Square [Map 65] and Logan Square [Map 66]. The 19 boulevards are E. Oakwood Boulevard, S. Drexel Boulevard, the Midway Plaisance, S. Dr. Martin Luther King, Jr. Drive, E. and W. Garfield Boulevard, S. Western Boulevard/Avenue, W. 31st Boulevard, S. California Boulevard/Avenue, W. 24th Boulevard, S. Marshall Boulevard, W. Douglas Boulevard, S. Independence Boulevard, N. and S. Hamlin Boulevard, N. Central Park Boulevard, W. Franklin Boulevard, N. Sacramento Boulevard, N. Humboldt Boulevard, N. Kedzie Boulevard, and N. Logan Boulevard See Continuation Sheet "Park Boulevard System Map (Attachment 1)" and "Aerials of Listed Parks (Attachment 29)".

The following parks, boulevards and squares, from east to west and south to north, define Chicago's Park and Boulevard System: The parks range in size from 29 acres (Gage Park) to 543 acres (Jackson Park). The boulevards range in length from .25 miles (West 24th Boulevard) to 3.5 miles (Garfield Boulevard). The smallest square is Garfield Square (2 acres). The largest is Palmer Square (7 acres).[7]

S. Dr. Martin Luther King, Jr. Drive, 3.0 miles,* extending south from E. 35th Street to E. 51st Street. The section from E. 51st to E. 60th Street is considered the west boundary of Washington Park.

[6]James R. Grossman, Ann Durkin Keating and Janice L. Reiff. Editors. *The Encyclopedia of Chicago*. Chicago: University of Chicago Press, 2004, p. 676.
[7] Where noted by an *, the source for measurements is "Life Along the Boulevards", Chicago Department of Planning, 1989. Boulevard lengths are on p. 44; park areas are on pp. 430-42.

E. Oakwood Boulevard, .75 miles,* extending east from S. Dr. Martin Luther King, Jr. Drive to S. Drexel Boulevard.

S. Drexel Boulevard, 1.6 miles,* extending south from E. Oakwood Boulevard to E. 51st Street.

Drexel Square, approximately 4 acres, bounded on the north by E. 51st Street, on the east by S. Drexel Avenue, on the south by E. Drexel Square, and on the west by S. Cottage Grove Avenue (Washington Park).

Washington Park, 366 acres,* bounded on the north by E. 51st Street, on the east by S. Cottage Grove Avenue, on the south by E. 60th Street, and on the west by S. Dr. Martin Luther King, Jr. Drive.

Midway Plaisance, 1.0 mile, extending from S. Cottage Grove Avenue (Washington Park) on the west to S. Stony Island Avenue (Jackson Park) on the east.

Jackson Park, 543 acres, bounded on the north by E. 56th Street, on the east by Lake Michigan, on the south by E. 67th Street, and on the west by S. Stony Island Avenue.

E and W. Garfield Boulevard, 3.5 miles,* from S. Dr. Martin Luther King, Jr. Drive (Washington Park) on the east to S. Western Boulevard/Avenue (Gage Park) on the west.

Returned

Sherman Park 60 acres*, bounded on the north by W. 52nd Street, on the east by S. Racine Avenue, on the south by W. Garfield Boulevard and on the west by S. Loomis Boulevard.

Gage Park, 29 acres,,* bounded on the east by S. Claremont Avenue, on the south by W. 56th Street, on the west by S. Maplewood Avenue (south of 55th Street) and S. Artesian Avenue (north of 55th Street) and on the north by W. 54th Street.

S. Western Boulevard/Avenue, 3.1 miles*, from W. Garfield Boulevard (Gage Park) on the south to W. 31st Boulevard on the north.

McKinley Park, 69 acres,* bounded on the north by W. 37th Street, on the east by S. Damen Avenue, on the south by W. Pershing Road and on the west by S. Western Boulevard/Avenue.

W. 31st Boulevard, .5 mile*, extending west from S. Western Boulevard to S. California Boulevard/Avenue.

S. California Boulevard/Avenue, .75 mile*, extending north from W. 31st Boulevard to W. 24th Boulevard.

W. 24th Boulevard, .25 mile*, extending west from S. California Boulevard/Avenue to S. Marshall Boulevard.

S. Marshall Boulevard, .5 mile*, extending north from W. 24th Boulevard to Douglas Park (W. 19th Street).

Douglas Park, 174 acres,* bounded by W. Roosevelt Road on the north, S. California Avenue on the east, W. 19th street on the south and S. Albany Avenue on the west.

W. Douglas Boulevard, .75 mile*, extending west from S. Sacramento Drive (in Douglas Park) to Independence Square.

Independence Square, approximately 3.69 acres, bounded on the north by W. Douglas Boulevard, on the west by S. Independence Boulevard, on the south by W. 14th Street and on the east by S. Ridgeway Avenue.

S. Independence Boulevard, .90 mile*, extending north from W. Douglas Boulevard to W. Congress Parkway (Interstate 290/Eisenhower Expressway).

N. and S. Hamlin Boulevard, .3 mile*, an extension of Independence Boulevard, runs from W. Congress Parkway (Eisenhower Expressway/Interstate 290) on the south to W. Madison Street on the north.[8]

Garfield Park 184 acres,* Approximate boundaries are Lake Street on the north, N. Homan Avenue and S. Central Park Avenue on the east, W. Madison Street and W. Fifth Avenue on the south and N. Hamlin Boulevard and S. Hamlin Boulevard on the west.

N. Central Park Boulevard, .10 mile*, extends north out of Garfield Park as an extension of N. Conservatory Drive to Garfield Square (W. Ferdinand Street).

Garfield Square, approximately 2 acres, 300' x 325', bounded on the north by Garfield Square, on the west by N. Monticello Avenue, on the south by building lots, and on the east by N. Central Park Avenue.

W. Franklin Boulevard, .75 mile*, extending east from Garfield Square (N. Central Park Avenue) and Sacramento Square (N. Whipple Street).

Returned

Sacramento Square, approximately 3.69 acres. It has no distinct northern boundary, merging directly into N.. Sacramento Boulevard. On the east it is bounded by N. Sacramento Boulevard, on the south by W. Franklin Boulevard and on the west by N. Whipple Street.

N. Sacramento Boulevard, .55 mile*, extending north from Sacramento Square to W. Augusta Boulevard.

Humboldt Park, 209 acres,* bounded on the north by W. North Avenue, on the east by N. California Avenue, on the south by W. Division Street and W. Augusta Avenue and on the west by N. Kedzie Avenue.

N. Humboldt Boulevard, 75 mile*, extending north from Garfield Park (W. North Avenue) to the eastern edge of Palmer Square (N. Shakespeare Avenue).

Palmer Square, approximately 7 acres, bounded on the north and South by W. Palmer Square on the east by N. Humboldt Boulevard, and on the west by N. Kedzie Boulevard.

N. Kedzie Boulevard, .6 mile, extending north from Palmer Square to Logan Square.

Logan Square, approximately 5.5 acres, bounded approximately by W. Logan Boulevard on the north, N. Troy Street on the east, N. Kedzie Boulevard on the west and W. Bloomingdale Avenue on the south.

W. Logan Boulevard, 1 mile,* extending from Logan Square east to N. Western Avenue.

[8] It should be noted that Hamlin Boulevard is called Hamlin Avenue, Hamlin Street and Hamlin Boulevard in the short distance between Independence Boulevard and Madison Street, according to the City of Chicago street signs.

PARKS BEING LISTED IN *THE CHICAGO PARK BOULEVARD SYSTEM HISTORIC DISTRICT*

The resources described in the parks are noted on the maps for the parks and listed on the Park Inventories, Continuation Sheets **"**Douglas Park Resource Inventory (Attachment 9)", the "Gage Park Resource Inventory (Attachment 10)", and the "McKinley Park Resource Inventory (Attachment 11)".

Douglas Park

Douglas Park is a 174-acre site, located on the west side of Chicago between W. Roosevelt Road and W. 19th Street, S. California Ave. and S. Albany Avenue. It was planned in 1869 as the southernmost park of the West Park system. The park has several layers of significant history and reflects the contributions of several nationally important designers: William Le Baron Jenney, Oscar F. Dubuis, and Jens Jensen and locally prominent architects Michaelsen & Rognstad.

Over the decades, both the landscape and buildings in Douglas Park have undergone modifications and the loss of original fabric in response to frequently changing community needs. In spite of these alterations, essential character-defining features such as historic roads and paths, buildings, structures, site furnishings, landforms, water features and many historic trees are intact. The park has numerous contributing features and continues to retain sufficient integrity to be listed on the National Register of Historic Places. In order to clearly describe Douglas Park, four corresponding plans are submitted [A] William Le Baron Jenney's original plan of 1871, [B] Oscar F. Dubuis' plan of 1885, [C] Jens Jensen's record drawing of 1912 and a 1984 plot plan that was updated in 2012 to reflect the current appearance of the park [D]. A 2008 Aerial Photograph contains the same information as (D) and is marked (E) on the Continuation Sheet. In the original plan [A], Jenney designed a circuit drive [1] that would encircle the perimeter of the park with a gently curving road meant to transect at the center. It is uncertain as to whether the transecting road in the center of the circuit drive was ever executed. The outer circuit drive remains intact. Today, this curving roadway helps to define the historic character of the landscape. By the time Dubuis developed his plan of 1885 [B] Ogden Avenue [2] had been cut diagonally through the park. Since it was first installed, this roadway has bisected the park. The straight diagonal road was executed in place of the curved transecting road that Jenney had intended. Today, Ogden Avenue remains a wide, angled drive with two parallel side roads [2], closely following its historic configuration. At junction between Ogden Avenue [2] and the east end of the circuit drive [1], there is curbing that prevents vehicles travelling along the circuit drive (known as Farrar Drive at this area) to cross Ogden Avenue. (Therefore, the road doesn't fully function as it did historically.)

Returned

Jenney relied on his engineering expertise in designing a large artificial lake that was meant to have two major components, one on the north side of the park and the other on the south [A]. Despite his grand vision, only an initial portion of the lake was begun during Jenney's tenure. Dubuis revised the original plan, particularly the shape of the artificial lake [B]. Jensen's plan of 1912 [C] shows that the lagoon system [3] was reshaped again after Dubuis' period. Today, the northeast part of the lagoon [3] closely aligns with the 1912 record drawing [C]. In this area, the waterway curves and has some narrow sinuous areas that wind around a peninsula and a small island. This waterway maintains its historic configuration and as well as its spatial relationship to land areas, paths and the northeast part of the circuit drive [D]. Many of the landscape areas surrounding the lagoon have good integrity. These areas retain rolling topography and irregular groupings of canopy trees that frame vistas of the water and the historic bridges [4, 5, 6]. The edges of the lagoon include aquatic vegetation such as arrowroot and native iris. Historic photographs indicate that similar emergent plants also existed during the park's period of significance.

The carriage drive bridge [4] was constructed in 1892. It has abutments composed of cream colored cut limestone. It has a gently arching iron spandrel, wood decking and a fanciful iron handrail. With its lacey iron spandrel and ornate Victorian era handrail, this bridge retains exceptionally high integrity. The landscape areas on the east and west sides of the carriage drive bridge retain historic integrity, and the views towards the bridge are exquisite.

At the north end of the waterway, there are two footbridges. One of them, a beautiful granite boulder footbridge [5], built in 1897, still crosses over water. It is composed of large granite boulders in varying colors of grey, pink, and tan. This boulder bridge appears in many historic photos, and today it retains strong integrity. Douglas Park's other footbridge, composed of cream colored cut limestone [6], dates to the late 1890s. It previously crossed over a narrow tip of the water. In recent years, the Chicago Park District filled this small area and bricked in part of the span of the bridge. Despite this alteration, the historic footbridge remains.

South of the field house, the lagoon has a much smaller expanse of water than it had historically during both Dubuis' [B] and Jensen's [C] tenures. The area of the historic lagoon was first modified in the early 1970s, when the City of Chicago and Chicago Park District converted the area just south of the field house into a swimming lake. In the early 2000s the Chicago Park District made another significant alteration to this area by partially filling the lagoon near the field house [D] to provide space for a junior golf course [7]. Although a portion of the lagoon was restored as part of the project, the swimming lake was eliminated, and some of the original water area was transformed into useable landscape. The junior golf facility [7] is used to teach children how to golf. It is composed of artificial greens, wooden and rope fencing, and a water hazard composed of stone and concrete. The golf area is edged by ornamental grasses and other native plants which make the recreational feature less obtrusive, especially because the entire landscape surrounding the south end of the lagoon has been planted as a nature area.

Returned

Norwegian-American architects Michaelsen & Rognstad designed the Douglas Park field house [8], which was built in 1928. Executed in the Georgian Revival style, the red brick building has many details composed of Bedford limestone including an upper parapet, urns, quoins, and columns. The building is u-shaped in plan, adapting well to the contour of the lagoon, and has domed turrets at each end of the center pavilion. It has many lavish interior details such as terra cotta and ornamental plaster ornamentation, as well as beautiful terrazzo floors. The building retains strong integrity.

Just northwest of the field house, there are a few non-contributing features. One is a small parking lot just northeast of the field house. There is also a non-contributing structure, the swimming pool [9], which is surrounded by a large area of concrete decking with flood lights, enclosed by black metal fencing. The swimming pool was first installed in 1955, when the historic outdoor pool and natatorium at the southwest corner of the park were demolished. Although the original pool was installed more than fifty years ago, it is deemed non-contributing because it was placed in front of the field house blocking the views of the monumental building, and the expansion of the decking and black metal fencing were more recently installed. The swimming pool is located on what was historically part of a stretch of roadway that extended from the carriage drive bridge [5] to the western side of the circuit drive [1]. The original configuration of this road can be seen in the 1885 [B] and 1912 [C] plans. Today, there is also a basketball court made up of two half courts [26], located just north of the fenced in swimming pool deck area. This is also a more recent non-contributing feature.

In the 1950s, the Chicago Park District installed a playground with a large circular concrete spray pool just west of the swimming pool. Like the swimming pool, this feature was located in an area that was once part of the roadway that extended west from the carriage drive bridge [5]. Although the playground was later

removed, a large remnant of the spray pool hardscape remains in the landscape today [27]. This is an unsightly area of cracked concrete.

To the northwest of the field house is Collins High School [10], an enormous non-contributing building.. The school complex is composed of large buildings that are rectangular in plan with an enclosed walkway. Constructed in 1973 under the guidance of the Public Building Commission, the structure occupies what was once an expensive meadow designed by Jensen [C]. The high school campus includes two large parking lots and large expanses of black metal fencing. The compound's two adjoining structures have an institutional appearance that overwhelms the landscape and detracts from the integrity of the historic park. Fortunately, most other areas of Douglas Park's landscape retain such high levels of integrity that overall the park is worthy of designation.

South of Ogden Avenue is Jensen's 1907 Formal Garden [11] which appears in the 1912 record plan [C]. The garden includes the Prairie Style Flower Hall [12] and a rectangular water court [13] facing S. Sacramento Drive. The most formal aspect of the composition is near the busy intersection of the two streets. The stately Flower Hall is fronted by a rectangular reflecting basin with two side paths at its north and south ends. The paths are flanked by pairs of distinctive Prairie Style lanterns [14] composed of exposed aggregate concrete that matches three large benches lining the sidewalk adjacent to S. Sacramento Drive [15].

Flower Hall [12] is a garden shelter that consists of a central pavilion with an arched opening and two end pavilions, all connected by a colonnade. There is no applied ornament and the only relief on the façade is a solid void rhythm and the play of shadows cast by string courses and thin cornices."[9] The design of this garden shelter has been attributed to Schmidt, Garden, & Martin. Although there are no existing original plans, the firm produced a large collection of Prairie Style structures for the West Park Commission during the period of Jensen's leadership.

Returned

East of Flower Hall, Jensen's garden design is composed of a turf area in the center with some scattered understory trees helping to frame the view. Symmetrically placed beds of perennials follow the straight lines of the outer walks, which are edged with a long row of shrubs. As the garden extends to the east, the design becomes more naturalistic with a soft-edged oval shaped lily pond and irregularly planted trees. Today, the pond has emergent water lilies and is surrounded by several weeping willow trees. At the most easterly end of the garden, a curved row of seven concrete Prairie Style benches [16] completes the composition.

Although the level of landscape maintenance has varied over the years, the Chicago Park District has restored the garden several times. In order to provide storage for landscape equipment, the park district constructed a small one-story brick storage shed [17] on the south side of the garden in 1965. In recent years, the integrity of the garden has been improved as the Chicago Park District has carefully restored the architectural components (including the benches), repaired the lanterns, and replicated the large Prairie Style light fixture that hangs from the center of Flower Hall.

Another Prairie Style element built during Jensen's tenure was a gateway composed of two curved pergolas that flanked the Marshall Boulevard entrance to the park. Originally composed of two sets of concrete posts covered by wooden rafters, the curved pergolas stood on concrete platforms bordered by curved concrete planters and reflecting pools [C]. Sometime after the mid-1950s, the pergolas were razed. However, the concrete platforms remain and the old reflecting pools have long been used as planters. In the 1990s, the

[9] Wim de Wit and William W. Tippens, "Prairie School in the Parks," *Prairie in the City: Naturalism in Chicago's Parks, 1870- 1940*, Chicago History Museum, 1991, p. 37.

Chicago Park District built new concrete and wooden structures [18] on the original concrete platforms to convey a sense of the historic pergolas [D]. The new structures are only one-sided, however, and the wooden elements that top them are not true rafters. Despite the fact that the pergolas weren't fully reconstructed, the curved entryway retains integrity because it has the original curved concrete platform with steps and the curved planters at the street level.

Just north of the Marshall Boulevard entrance to the park is a meadow that was edged with native plants during Jensen's time that is now a combination athletic field used for baseball, football and soccer. These fields included backstops and goals and small bleacher structures. A recent addition to this large open area is an artificial turf soccer field at the east side [20]. This is considered a Non-contributing resource because it has a large red, white, and blue logo that reads "U.S. Soccer Foundation" and a white logo with the Nike company symbol and the word "Go." Adjacent to the artificial turf field is a comfort station [19]. Designed by in-house Chicago Park District architects, the brick Colonial style comfort station was built in 1936. The red brick building has been painted brown along its lower part and grey in its upper part. A walled-in area extends along the west side of the building. At the north side of the athletic field, there is a tennis court structure with 3 courts [21] that were installed after Douglas Park's period of significance.

At the outer edges of the circuit drive, the perimeter of the park provides a buffer between the park and the adjacent neighborhoods. These areas have stretches of green space with informal grouping of canopy and understory trees. North of Ogden Avenue the perimeter landscapes on the east, west, north sides each include a playground to accommodate the area's large population of young children. South of Ogden Avenue, there is one playground on the east side [28] and one on the west side. The playground on west side [29] has a relatively new spray pool. There is also a playground on the north side of the park [30] adjacent to W. Roosevelt Road.

Returned

There is a playground, which also has a spray pool, on the southwest side of the park [22]. These features are located near the historic natatorium and running track [23]. Although the natatorium was razed in the 1950s the oval-shaped running track is extant and still used today. The oval running track is currently being rehabilitated to include a rubberized running surface. There is an adjacent small brick comfort station that was built sometime around 1970 [24].

On the southeast side of the park, there is the historic stable building [25]. Built soon after the turn of the 20th-century, this complex was originally known as the barn and service yard. Rectangular in plan, the structure has an open court yard space that was once surrounded by horse stalls, with a hay loft at the upper level. Today, the building serves as a landscape maintenance facility. Some of the original windows have been bricked in and portions of the red brick building have been painted brown in response to continual problems with graffiti. In recent years, some art panels were installed on some of the exterior walls. These were part of a community arts project. A full sized basketball court [32] is located just northeast of the stable building. The park's fifth playground [31], which includes a spray pool, lies just north of the basketball court.

Throughout its history, Douglas Park has continuously provided recreational, cultural and educational programs while retaining a strong degree of historic integrity. Despite all of the modern pressures placed on this historic property, the park continues to convey its historic character and is like a tapestry representing the work of many significant landscape designers and architects. It conveys much of its historic layout, spatial characteristics, grading, design, feeling, location and setting. Improvements such as the reproduction of historic light fixtures that have been placed throughout the park, the restoration of the Flower Hall and the Formal Garden, as well as other landscape enhancements--such as the nature area--have all helped increase the overall historic integrity of this valuable historic resource.

Gage Park

Gage Park is a 29-acre site, located on the south side of Chicago at the juncture between W. Garfield Boulevard and S. Western Boulevard/Avenue. It began in 1869 as the southwesterly elbow of the boulevard system. In 1873, the South Park Commissioners acquired 20 acres of land adjacent to the intersection to develop the site into a park. In 1916, they added 9.75 additional acres to expand Gage Park at its southwestern side. The property served as an important experiment in providing breathing space and recreational facilities to its surrounding community and helped inspire a nationally influential neighborhood parks movement.

Over the years, Gage Park's landscape has undergone modifications and the loss of some original fabric in response to frequently changing community needs. Despite these changes, the landscape has good integrity in terms of spatial relationships, views, historic configuration of paths and roads, and many historic trees. In addition, the architectural features have a high degree of integrity. Overall, the property retains a great deal of fabric dating from its period of significance and is primarily composed of contributing features. In order to clearly describe Gage Park and show that it retains sufficient integrity to be listed on the National Register of Historic Places, two corresponding plans are submitted as part of this nomination: [A] a South Park Commission record plan of 1905 [B] Plan of General Development by the South Park Commissioners' in-house designers ca. 1925 and [C] a Chicago Park District plot plan of 1984, which was updated in 2012. A 2008 Aerial Photograph contains the same information as (C) and is marked (D) on the Continuation Sheet.

Returned

Gage Park is composed of four major landscape areas straddling the intersection of S. Western Boulevard/Avenue and W. Garfield Boulevard (which becomes W. 55th Street on the west side S. Western Avenue). The northwestern landscape area, located between W. 54th Street and W. 55th Street, S. Western Avenue and S. Artesian Avenue, has been largely composed of a ball field meadow [1] since the early 1900s, when the commissioners made the first substantial improvements to the park [A]. This meadow's original rectangular configuration was squared off by the widening and straightening of W. 55th Street done to accommodate the construction of the field house in the 1920s [B]. Today, this landscape area [1] remains as an actively used ball field with two backstops. A flag pole [2] is located the middle of the northern edge of the field, on axis with the entrance to the field house. Historically it was located in the center of the field north of 55th Street, but sometime before 1974 it was moved to the edge. [C].

Completed in 1928, the field house [3] was designed by South Park Commission in-house architects under the direction of Chief Engineer Linn White. Inspired by the earlier field houses designed by D.H. Burnham & Co. for the South Park Commission, the building is Classical Revival in style and is composed of exposed aggregate concrete. Facing north onto W. 55th Street, the one-and-a-half story structure measures 267' long by 148' wide. The field house is E-shaped in plan, with a center pavilion oriented east to west that includes a large auditorium space extending to the south. Two one-story extensions connect the center pavilion with outer wings that each house a gymnasiums and locker room facility.

The center pavilion has a hipped roof with three engaged gables at the primary façade. The roof, originally clad in Spanish tile, is now made of asphalt tiles. There are three arches articulated beneath the gable ends. The center arch includes the front doorway flanked by sidelights and topped with transom lights, as well as an arched window with multiple lights. The center arch is flanked by two blind arches with a decorative motif articulated in the concrete. There are two double hung windows with outer fixed sidelights beneath the blind arches. Between these openings and the center doorway, there are another pair of windows the match those beneath the blind arches. On the outer sides, there are two pairs of double hung windows without sidelights. Above each set of the windows is a medallion expressed in the concrete. (These mimic similar medallions within the two blind arches.) There is a scored pattern in the concrete surrounding the arches and

medallions extending along the entire upper level of the center pavilion. This part of the building has a front terrace that retains its original concrete balustrade. A wide set of stairs lead from the front doorway to the sidewalk below.

The field house's two outer wings have gabled roofs on the north side that intersect with hipped roofs on the south side of the building. The gable ends face the primary W. 55th Street façade. Unlike the adjacent center pavilion, these outer facades are composed of unadorned concrete, without the scoring or other ornamentation. Each of the outer wings has a segmental arched opening, housing a series of double hung windows. The east and west facades mimic some of the features of the center pavilion such as the three engaged gables, arches, and scored patterning.

The field house has many fine interior details. The lobby includes elegant terrazzo floors, original marble counters and knee walls, ornamental plaster trim, and historic light sconces. The auditorium has simplified classical elements molded into the concrete such as pilasters, stringcourses, and arches. Within the recessed area of one of the auditorium arches, there is a 1931 mural by Tom Lea. It is a colorful scene with many explorers and pioneer families under a muted sky with a "symbolic figure pointing the way and rendered in grisaille, a technique using various shades of gray."[10]

A second mural is located in an office adjacent to the lobby, which was historically used as an arts and crafts room. Painted directly on the rough surface of the concrete, the artwork was rendered in a folk style. The mural, which was most likely create by a Chicago Park District art class in the late 1930s, depicts an Eastern European family in traditional dress standing near a large wagon. The father is playing a violin, daughter holds a doll, and mother holds a pitcher while the accoutrements of a picnic lay near their feet.

Returned

Another space which includes unusual interior features is located in the basement of the field house. Used as a classroom today, this room previously served as the headquarters for a military battalion. Two sets of brown leather doors attest to this historic use of the room— one of them is labeled "Company A."

Compared with other Chicago field houses, the Gage Park building has a remarkable number of intact features, particularly within its interior. Overall, it retains a high degree of integrity. This is true, even though the concrete building has had some problems with cracking and spalling; its original exterior surfaces have been painted light tan, and some inappropriate awnings have been installed along its primary façade.

Directly south of the field house is the locker and changing room building [4]. Constructed in 1920, this one story facility has a center building, two small outer buildings, and large open air changing spaces. The entire structure is concrete and has been painted the same neutral color as the field house. The center building, which has a gable roof has handsome Greek-inspired features— Doric columns, a simple frieze, and a pediment above. Some of these elements are mimicked on the small outer buildings. Concrete walls connect the three buildings and enclose the open air changing spaces.

The locker and changing room structure [4] faces the rectangular swimming pool [5]. Although the swimming has been repaired and modernized over the years, it is in the same location and configuration as the original 1920 structure. Therefore, it has been deemed as a contributing feature. The swimming pool is surrounded by concrete decking and has metal picket fencing on its east, west, and south sides. On the west side, just south of the locker and changing room structure, chain link fencing encloses a semi circular area with a concrete wading [6] pool that was constructed in the 1980s. This pool [6], now called a spray pool, is in

[10] Mary Lackritz Gray, *A Guide to Chicago's Murals*, Chicago: University of Chicago Press, 2001, p. 174.

disrepair and cannot be used in its present form, because current safety standards require the use of spray pools instead of wading pools.

The boiler house [7] is located south of the swimming pool. Rectangular in plan, the building has a flat roof. A tall cylindrical chimney-stack extends from the roof. Like the two other park buildings, the boiler house is composed of exposed aggregate concrete which has also been painted. It has rectangular window openings. The utilitarian structure has only minimal ornamentation, such as a simple frieze with medallions extends beneath the eave.

The playground [8] is just west of the boiler house. This area has been used as a children's playground since the 1920s [B], but it has been updated many times. Today, this area has colorful playground equipment installed on a rubberized surface, and is surrounded by trees and lawn and enclosed by metal picket fencing.

North of the children's playground [8] is a lawn area [9] that historically served as the women's open air gymnasium [B]. A straight path extending from W. 55th Street to W. 56th Street separates the women's open air gymnasium and children's playground area from the tennis courts [10] and ball field [11]. This walkway is lined on both sides with historic canopy trees. Originally, the walkway was the western boundary of the park; however, Gage Park was extended westward to include an additional 9.75 acres in 1916.

To accommodate the extension, a street known as Gage Court [A] was converted to landscape. This park extension project involved razing a number of homes. The new area provided space for the tennis courts [10] and ball field [11]. Four sets of tennis courts [10] and the ball field [11] were first installed in 1920, when the swimming pool was also constructed. Recently two of the four sets [10] have been resurfaced, and the other two are in need of resurfacing. All four remain in their original locations. The ball field includes 3 baseball fields with back stops and small bleacher structures, and a combination of soccer and football fields in the center. The ball field [11] is contiguous to Rachel Carson Elementary School, a historic school building which is part of the Chicago Public School System.

Returned

The historic men's outdoor gymnasium [12] is located east of the swimming pool. This area was created in the 1920s [B]. It includes a running track [13], which follows its historic configuration. The track was recently resurfaced with limestone screenings. Within the elliptical space, there are three athletic rectangular blacktop spaces. These provide a basketball court [14], handball court [15], and a play slab [16].

On the east side of S. Western Avenue there are two landscape areas [17, 18]. One— south of W. Garfield Blvd. [17]— provided space for lawn tennis in the early 1900s [A]. In recent decades, the area, composed of lawn surrounded by trees and edged with a path, had been underutilized. To re-activate this space, the Chicago Park District installed an artificial turf soccer and football field in the center of the lawn in 2012. The turf field [17] is green. It has a small bleacher structure and some flood lights. Although it is a new feature, it does not have a major visual impact on the landscape.

The area north of W. Garfield Boulevard [18] historically featured a sunken garden that was created by the South Park Commission's in-house designers in the early 1900s [A]. The entire rectangular lawn area sloped upward from the street level, and in the center of the lawn there was a rectangular sunken lily pool with a pergola on its north side. The Chicago Park District began removing the lily pool and filling in the entire area in 1960. Today, the topography is still higher than the street level and the area is a passive green space.

In recent years, the Chicago Park District has undertaken a number of improvements that have enhanced Gage Park's historic integrity. This includes the conservation of Tom Lea's auditorium mural in 2002 by the

Chicago Conservation Center. The historic running track [13] was recently resurfaced with limestone screenings, and two sets of tennis courts [10] (which are contributing features) were resurfaced in 2008. Other recent construction projects have improved the park's appearance and usability. These include installing a new artificial turf field [17], creating a new fitness center in the field house, and installing an updated playground [8] in the original location. Today, Gage Park remains an important link to its community's past while it also provides a vital recreational center for Chicago's south side.

McKinley Park

McKinley Park is a 69-acre site located on the south side of Chicago between S. Damen and S. Western Boulevard/Avenue and W. 37th St. and W. Pershing Rd. The site was first established by the South Park Commissioners as an experimental 34-acre park in 1901. The original park, located between S. Western Boulevard/Avenue. and S. Leavitt St., proved to be such an immediate success that the commissioners expanded it eastward in 1906. (Although this was a 40-acre extension, several acres were later sacrificed when the S. Damen Avenue viaduct sliced through the park.) McKinley Park has strong significance in social history as it helped inspire a nationally-influential neighborhood parks movement.

Over the years, McKinley Park has undergone modifications and the loss of some original fabric in response to frequently changing community needs. Despite this, the property retains a great deal of fabric dating from its period of significance. The landscape retains original paths, spatial relationships, views, historic canopy trees, and much of the historic lagoon. In order to clearly describe McKinley Park and show that it retains sufficient integrity to be listed on the National Register of Historic Places, four corresponding plans are submitted as part of this nomination: [A] South Park Commission Plan of 1905 [B] South Park Commission Plan of 1906 [C] South Park Commission Plan of 1916 and [D] Chicago Park District plot plan of 1999. A 2008 Aerial Photograph contains the same information as (D) and is marked (E) on the Continuation Sheet.

Returned

When the 34-acre park was first laid out in 1901 by in-house South Park Commission designers, the ball field [1] was planned as the central feature of the design. (Although the plan labeled as [A] dates to 1905, a few years after the park was first established, it clearly illustrates the park's original features.) The experimental small park was built to be contiguous to S. Western Boulevard/Avenue, which was part of the South Park System's original boulevard system. The ball field [1] was composed of an open meadow encircled by a walkway and edged with trees and shrubs in naturalistic groupings. This landscape remained largely unchanged when the South Park Commissioners enlarged McKinley Park in 1906 [B]. Today, the ball field [1] and surrounding walkway [2] continue to retain a high degree of integrity. The ball field includes backstops and bleachers that do not have a major visual impact on the landscape. The walkway [2] closely follows its original configuration as do three circular lawn beds [3] that embellish turning points southeast, southwest, and northwest sides of the loop. These features appear on the 1905 plan [A] and still remain today [D].

On the west side of the ball field, an oblong area historically served as a lawn tennis meadow [4] [A]. By the late 1930s, the Chicago Park District had installed a paved rectangular slab with two units containing four tennis courts [4] at the southern end of this meadow [D]. Just north of the tennis courts, there is an artificial ice-skating rink [5]. Installed in 1996, the large structure has a rectangular footprint with chamfered corners. Although deemed a non-contributing feature, it is not very intrusive because of its location on the far western edge of the landscape.

The Beaux Arts style William McKinley Monument [6] is located on the northwest corner of the park. Installed in 1905, it is composed of a bronze figurative sculpture that stands on a large classically-designed exedra. The artwork was produced by sculptor Charles J. Mulligan and architects Pond & Pond. Mulligan

executed a life-like portrayal of President McKinley in historically appropriate garb holding the pages of a speech and leaning against a table or desk. The bronze sculpture stands on a base in the center of the rectangular exedra. The base is mounted on two star-shaped granite slabs set at angles to each other, with the lower slab resting on the floor of the exedra. Greek key fretwork adorns the upper part of the base, with McKinley's name and birth and death dates inscribed below it. Five steps lead up to the platform of the exedra, and at the other three sides, benches are tucked into the low walls. There are six urns mounted along the top of the three-sided wall. In the late 1990s, the McKinley Monument underwent a full conservation treatment. Although it retains good integrity, it has suffered some damage from automobile accidents and improper graffiti removal.

Historically, the area on the northeast side of the ball field served as the children's playground and wading pool [A]. It had separate comfort stations for men and women [7] and an open shelter [8]. Designed in 1901 and constructed by June of 1903,[11] the two comfort stations were both north of the shelter. Square in plan, they were composed of brick with three courses of cut stone at the foundation. The buildings had hipped roofs clad in clay tile. Currently, only the original women's comfort station remains [7]. It was converted to serve both men and women in 1949. It is quite likely that the original men's comfort station was razed at that time. Today, the comfort station's original stone and brick walls are painted brown. The window openings remain; however, they have been boarded in, and the roof is now clad in sheet metal. Despite these changes, the building's form remains intact and conveys its historic character.

Returned

The original shelter [8], which no longer exists, was constructed in 1903.[12] Rectangular in plan, the structure was composed of piers of cut stone that were similar in appearance to the foundation of the comfort stations. The floor of the shelter was made of exposed aggregate concrete with a fanciful decorative motif that included the pattern of Greek key fretwork along the two ends. Although the shelter was demolished in the mid 1960s, its floor was retained as a play slab. More than a century old, this decorative feature remains today [8], [D].

The original wading pool [9] was an irregularly shaped water feature with a sandy edge and a small wooded island in the center [A]. When McKinley Park was extended at its east side in 1906, a meandering stream connected the older wading pool area to the larger lagoon [B]. The wading pool and connecting stream [9] remained until the late 1930s.[13] The Chicago Park District filled these waterways to provide modern athletic amenities— a running track and a concrete wading pool—which were removed sometime before 1961.[14]

In recent years, this area underwent another change to accommodate recreational needs. With the increasing popularity of soccer in this park, the Park District determined that an artificial turf field would be beneficial for park users. The Parkways Foundation raised funds for this amenity, and the artificial turf field [10] was installed in 2008 [D]. The field includes two small bleachers. Its green surface blends in well with the surrounding lawn. The existing soft surface playground [11] is slightly more obtrusive because it has low walls that enclose the equipment and the loose wood chip surface [D].

[11] The comfort stations appear in numerous plans beginning with South Park Commission, Brighton Park, 1901, and they are also identifiable in *Chicago Daily News* photographs dated June 13, 1903, in the collections of the Chicago History Museum. ichicdn-0000581 and ichicdn-000584.
[12] McKinley Park Lagoon photograph shows the construction of the shelter dated June 13, 1903, Chicago History Museum ichicdn-0000580.
[13] McKinley Park Rehabilitation Plan prepared by the Chicago Park District Landscape Design Section, April 7, 1939.
[14] McKinley Park Location of Fixed Bleachers, Chicago Park District, 1961.

Despite the changes in this area, the walkways that surround the historic children's playground area remain fully intact [2], as they generally are throughout the park. The original drive that extended along the north and east sides of the park, however, no longer exists. Today, the entire northern perimeter from the McKinley monument to S. Damen Avenue is composed of lawn and irregular groupings of canopy trees. At the far eastern end of this perimeter there is a paved rectangular strip containing two units of tennis courts, one with four courts and one with six courts. [12]. The courts are deemed as Non-contributing features because they were installed sometime around the late 1950s, after the period of significance. Just west, a remnant concrete slab is left from earlier hand ball courts that are no longer in the park [13].

One of McKinley Park's most visually compelling historic features is the lagoon [14]. The existing lagoon dates to the park's 1906 expansion [B]. It originally connected to the earlier naturalistic wading pool by a narrow stream. In its historic configuration, the main body of the lagoon was roughly U-shaped in form, with a wider expanse of water on the west end. The lagoon originally had five small wooded islands, and four of those remain today. Historically, the lagoon had a soft edge of turf grass. The Chicago Park District began stocking the lagoon in the 1940s to offer fishing in the park. This use contributed to problems with the erosion of the lagoon's banks.

Over the decades, as fishing became more popular, there was an increasing need for erosion control as well as improved access for fisherman. In the 1990s and early 2000s, several different techniques were used to accomplish this. Portions of the lagoon are now edged with concrete, while some areas have cut stone walls, and others have a system that includes piles of stone obscured by emergent plants. Fishing access is provided by a T-shaped pier on the southwest side of the lagoon and several platforms throughout. The east side of the lagoon was filled in 1960 to accommodate the construction of the S. Damen Avenue viaduct [D]. Despite this, the lagoon conveys its historic character and retains good integrity.

Returned

Built in 1960, the S. Damen Avenue viaduct [15] is a major roadway that bisects the easternmost part of the landscape. Its ramp increases in elevation as it extends to the north. The remaining landscape area east of the roadway is composed of lawn and some trees and is largely underutilized. Just west of the roadway is the remaining portion of an original meadow in this area. This was truncated by the viaduct project.

A small stretch of the walkway at the southeastern corner of the park is one of the few parts of the original path system that has been changed in its configuration since the implementation of the 1906 plan [B]. Despite the minor change here, it still leads to the historic plaza area [16] that is located along the southernmost edge of the lagoon [14]. The plaza is composed of a stretch of walkway that is somewhat wider than the rest of the path system. Marking each of its two ends is a circular paved area. The center of each circle originally contained a fountain.

Along the south side of the plaza is a classically-designed low concrete wall, with portions that gently curve at its two ends. The center of the wall has an opening with a set of stairs leading to the lawn area to the south. A series of rectangular posts are built into the wall which support a row of concrete urns. (Although there were originally urns along this wall, these are likely replacements dating to the early 1990s.) Backless concrete benches with wooden slatted seats line the wall.

The entire area was originally used as a concert space, allowing for bands to play on the plaza with audiences sitting on the lawn to the south. The Chicago Park District rehabilitated the plaza [16] and its concrete elements in the early 1990s. This included repairs to some of the original fabric, although much of the work involved reconstruction. The lawn area [17] has been composed of turf and scattered trees since the implementation of the 1906 plan [B].

The historic bathhouse [18] was one of McKinley Park's original features. Beaux Arts in style, the one-story building was designed by in-house South Park Commission architects. Composed of brick sheathed in concrete panels, the building originally had a series of intersecting gable roofs clad in clay tile. Each of its facades included simple classical elements, such as engaged Ionic columns, some of which sat on Classically-designed posts, and featured pilasters, an entablature, and pediments.

The original bathhouse [18] was composed of three connected pavilions— two of which were oriented north- south and a center pavilion, which was oriented east-west. Its u-shaped configuration created a center courtyard space. Originally, within this space there was a u-shaped peristyle with plants set into its flat roof. The peristyle surrounded a small rectangular building that housed an office for the lifeguards. A small boiler house was located east of the bathhouse. The bathhouse facilities provided changing rooms and bathrooms for swimmers. Just north of the bathhouse, a naturalistic swimming pool extended from the courtyard space. This irregularly-shaped water feature, edged by sand, was designed to accommodate 300 bathers.

Today, only the east side of the historic bathhouse [18] remains. The Chicago Park District filled in the pool and demolished the two other sides of the building along with the boiler house, peristyle, and lifeguard building in 1951. The bathhouse's remaining portion was then renovated and used as a facility for the Park District's landscape maintenance department. In doing so, the Park District filled in some doors and other openings with concrete blocks. In conjunction with this project, the area just to the east was converted into a maintenance yard. After serving as a maintenance building and yard for more than 50 years, the facility was recently closed down by the Park District. Today, the future of the bathhouse is uncertain. The area that was once occupied by the west pavilion of the bathhouse is now an asphalt slab, providing for one unit of basketball courts containing three playing areas [19]. To the north, the site of the original swimming pool is now a ball field [20].

Returned

The Chicago Park District constructed the existing swimming pool [21] in 1950. It occupies the former men's open air gymnasium area. It is a standard rectangular pool [21], surrounded by concrete decking. Just to the east, the Chicago Park District installed a parking lot by the mid 1930s in the area that had been the women's open air gymnasium. The southwestern part of this parking lot [22] was converted into an interactive water play area in 1998 [23]. It includes a shallow oval-shaped basin with colorful equipment.

The boiler house [24] is located south of the water play area. Rectangular in plan, the building has a flat roof. A tall cylindrical chimney-stack extends from the roof. The building is composed of exposed aggregate concrete, which unlike the field house, retains its original unpainted exterior surfaces.

Built in 1916, the field house [25] was designed by South Park Commission architects under the direction of Chief Engineer Linn White. Its Beaux Arts style was inspired by the earlier field houses that had been produced by D.H. Burnham & Co. for the South Park Commission. Composed of exposed aggregate concrete, the building's exterior is now painted pale beige. The roof, composed of a series of intersecting gables, was originally clad in green clay tiles. Today, it is sheathed in green asphalt tiles. Despite this and some other relatively minor changes, such as an accessible ramp at the primary façade, and original wooden doors that have been replaced with ones of metal, the building retains strong integrity.

Facing north towards the ball field, the one-and-a-half story field house is E-shaped in plan, with three large pavilions that are oriented north-south and two connecting pavilions extending east-west. The center pavilion houses a large auditorium space; the two end pavilions originally featured the men's and women's gymnasiums.

The building's front entrance is symmetrically placed in the center pavilion, within a tall elliptical arched opening. Above the front doorway is a large transom following the form of the elliptical arch. It is divided into three panels and has multiple lights with numerous muntins configured in a union-jack motif. The arched opening is flanked by two pairs of engaged Ionic pilasters, each with a long rectangular window composed of three lights oriented vertically. On both sides, the pilasters are capped by entablatures with Greek key fretwork at the architrave and an ornate swag and urn detail in bas-relief at the frieze. Above the arched opening, beneath the gable end, additional bas- relief ornamentation is larger in scale. This includes swags, bows, torches, and a shield-like medallion in the center. At the end of the gabled roof, an overhanging eave with brackets and dentils follows the roof-line.

Flanking the center pavilion are the connecting pavilions which extend east-west. These have intersecting gable roofs with flat roofed extensions that project to the north. At the far east and west sides of the facades of the connecting pavilions, there are openings that provide porticoes for secondary entrances. Each opening has a set of steps leading up to an entrance plaza. Both sets of steps are flanked by Doric columns and classical balustrades. Adjacent to the openings are the flat roofed extensions which have paired pilasters flanking double hung windows. In the 1990s, the Chicago Park District created custom-designed metal security grills which cover these windows. There are small decorative medallions above the pilasters and windows. Cornices extend along the roofline of both of the connecting pavilions with balustrades above them.

The two end pavilions have identical north facing facades. In the pediment space at the upper level of each, there is bas-relief ornamentation depicting foliage and fruit. The ornamentation surrounds a porthole window that is centered beneath the peak of the gable. A simple string course and a course of dentils separate the pediment from the lower part of the façade which is symmetrically divided by three sets of window openings. The lower windows are fixed and have two lights over two lights. Between the lower and upper windows, there is a concrete band with a simple circular architectural detail. The upper windows mimic the lower ones; however, these are hopper windows that allow for ventilation. The lower windows are covered with security screens, while the upper ones are exposed. Four bas-relief rosettes are symmetrically placed between the windows. Along the east and west exterior facades, the upper and lower two-over-two windows are repeated. The rosettes and simple circular details also appear on these facades.

Returned

North of the field house, the walkway [2] edges the south end of the ball field [1]. This walkway pre-dates the 1916 construction of the field house and has been a constant feature in each of the park's plans [A, B, C, and D]. It has been widened slightly over the years. Edging this walkway, there are a number of formally planted historic canopy trees. There are also several magnificent old gingko trees located closer to the field house [25]. On axis with the field house's center pavilion, there is a shallow set of concrete steps [26] that lead from the walkway [2] to the sunken ball field [1]. There is a flag pole [27] located just to the north of the center point of these steps. A flag pole has been in this location at least since the construction of the field house [C, D].

In recent years, the Chicago Park District has undertaken a number of improvements that have enhanced McKinley Park's vitality to the community without jeopardizing its historic integrity. These include several projects to address the erosion of the lagoon's banks and provide improved access for fishing. The new ice-skating rink [5] and artificial turf field [10] have also served the area's recreational needs without creating a detrimental intrusion to the historic landscape. Although McKinley Park's landscape was affected by the construction of the 1960 S. Damen Avenue viaduct [15], it continues to strongly convey its historic character. Today, McKinley Park retains its lovely naturalistic landscape while providing a much-needed recreational center for the surrounding neighborhood.

PARKS IN *THE CHICAGO PARK BOULEVARD SYSTEM HISTORIC DISTRICT* ALREADY LISTED ON THE NATIONAL REGISTER

The following parks, which are included in the system, have already been listed on the National Register. A detailed description can be found in the relevant individual historic district nominations as well as the Multiple Property Nomination, *The Historic Resources of the Chicago Park District.* These already-listed parks are included in this nomination by reference.

Jackson Park

Jackson Park was listed on the National Register, in 1972.[15] It was part of the 1055-acre "South Park" which was created by legislation in 1869 and also included the Midway Plaisance and Washington Park. Known originally as the "Eastern" or "Lower Division," the 593- acre Jackson Park is bounded by E. 56th Street on the north, Lake Michigan on the east, E. 67th Street on the south and W. Stony Island Avenue on the west. This park is the only one in *The Chicago Park Boulevard System Historic District* that has the distinction of being designed at three points in time by landscape architect Frederick Law Olmsted.

Jackson Park retains a high degree of integrity from Olmsted's last plan of 1895 (by his firm of Olmsted, Olmsted, & Eliot), the principle elements of which were lagoons, Lake Michigan and landscaped fields. This design was inspired by Olmsted and Vaux's original 1871 plan and was executed following the park's interim design by Olmsted as grounds for the 1893 World's Columbian Exposition. The fair's sole surviving major building is the Fine Arts Building located at the north end of Jackson Park, which was essentially the only area developed before the fair. Originally designed by D. H. Burnham & Company and reopened in the 1930s as the Museum of Science and Industry, the Classical Revival structure's main façade is oriented south toward a series of landscaped lagoons.

Returned

Jackson Park has an area of landfill extension known as the 63rd Street Beach, which was created in 1914. This beach has a large Classical Revival-style bathing pavilion designed in-house by the South Park Commission and completed in 1919. The park has an outer and an inner harbor as well as two bathing beaches along the lakefront. The park has a series of lagoons and the Wooded Island, which retains a historic Japanese Garden. The park also has landscaped fields accommodating various sports as well as one of the oldest public golf courses in the Midwest. It also retains historic roads and paths and several historic buildings. These buildings include a 1900 golf shelter designed by the South Park Commission in-house architects; another D.H. Burnham & Co. golf shelter of 1912, and La Rabida hospital. The hospital was constructed in 1932 on the south harbor's peninsula and designed by Graham, Anderson, Probst & White, the successor firm of D.H. Burnham & Co.

Washington Park

Washington Park was listed on the National Register in 2004.[16] Its integrity is strong and reflects much of the original 1871 original plan by Olmsted & Vaux. Comprised of 367 acres, Washington Park is bounded on the north by E. 51st Street, on the south by E. 60th Street, on the east by S. Cottage Grove Avenue, and on the west by S. Dr. Martin Luther King, Jr. Drive. It was created as the "Western" or "Upper Division "of the 1055-acre South Park. Washington Park is rectangular, organized around a central circuit drive (with adjacent walks

[15] "Jackson Park Historic Landscape District and Midway Plaisance" was prepared by Paul Sprague and listed on the National Register 12/15/72.
[16] Washington Park was prepared by Julia Sniderman (Bachrach) and submitted to the National Register 2/6/2004.

and bridle path) that follows a figure eight, made up of a north and a south loop. The park's north loop encircles a large meadow known as the "South Open Green." The driveway of this loop leads to major entries in the northeast and northwest corners of the park. West of the meadow is the "Public Forum," a gathering place constructed by the WPA in 1936. Today, this figure-eight system does not differ substantially from its original configuration except for the top of the north loop, which was removed in the 1970s to construct the existing school building. The Midway Plaisance provides a grand entrance to Washington Park near its southeast corner. On axis and just west of this entry is a colossal concrete sculpture, the recently-restored1922 *Fountain of Time,* by the distinguished Chicago sculptor Lorado Taft. The park's south loop encircles this fountain and the following major features: a small lagoon called the "Pool" (at its north end), a large meandering lagoon called the "Mere" (at its south end), an undulating landscaped area called the "Seven Hills" (in the northeast), and the formally landscaped, "Mall" with its cross-axis (west of the Mere). There is a wooded island surrounded by the Mere that was originally a peninsula and reconfigured in 1904 to accommodate boaters.

One of Washington Park's most significant historic buildings is the 1891 Refectory designed by Burnham & Root. This building has a swimming pool complex that was built by the Chicago Park District in the 1936 and renovated in the late 1990s. Most of the park's other buildings are sited on the outer perimeter as Olmsted had intended. South of the Garfield Boulevard entrance on the park's western border is the 1954 field house. A string of basketball and tennis courts, south of the field house, occupies the site of a road for fast driving that was located there between 1889 and 1911.

Returned

The rolling landscape and paths along Washington Park's south perimeter are largely intact. The parks' east perimeter is lined primarily by buildings. From south to north these include the South Park system's laundry (1914), power house (1906), stable and roundhouse (1880, by Burnham & Root) and administrative headquarters (1910, now the Du Sable Museum of African American History), as well as the 79,000 square foot General Richard L Jones Armory (1928).

Sherman Park

Sherman Park was listed on the National Register, in 1990.[17] Collaboratively designed by the Olmsted Brothers, landscape architects, and D.H. Burnham & Company, architects, it opened in 1905. Sherman Park is one of the seminal and best preserved of the South Park Commission's neighborhood parks. Comprised of sixty acres, Sherman Park is bounded on the north by W. 52nd Street, on the east by S. Racine Avenue, on the south by W. Garfield Boulevard and on the west by S. Loomis Avenue. This rectangular park's landscape is defined by a circuit drive and a meandering lagoon that surrounds a large central island with ball fields. Much of the landscape is characterized by a naturalistic design. In contrast, the north edge of the park is more architectural and formal, with classically-detailed buildings, symmetrically arranged around a central swimming pool, and formally planted trees. The field house has a series of murals executed in 1912 by students of John Warner Norton from the School of the Art Institute. The Chicago Park District restored the architecture in the late 1990s and the murals in 2004.

[17] Sherman Park's National Register nomination was prepared by Julia Sniderman (Bachrach) and Will Tippens. It was entered into the register 3/22/1990.

Garfield Park

Garfield Park was listed on the National Register in 1993.[18] First known as Central Park, it was the centerpiece of the original ensemble of West Park System parks—Humboldt, Central, and Douglas parks. (Central Park was also the western-most of the three major "pleasure grounds" in the West Park System. Original plans for the entire system were prepared by William Le Baron Jenney. Improvements were made incrementally, however, and often not following the original plans.

Garfield Park's 185-acre park grounds lie in a long rectangle running north and south abutted by a square section in the center of the east side. The largest portion of the park lies west of N. Central Park Avenue. It is bounded on the north by a railroad embankment (just north of W. Carroll Avenue), on the west by N. and S. Hamlin Avenue and on the south by W. Fifth Avenue. An additional, abutting square section of parkland (the original location of the park's formal eastern entrance) lies east of N. Central Park Avenue. It is bounded on the north by W. Lake Street and on the south by W. Madison Street. Several major roadways and transit routes cut through the park from east to west, including (from the south) W. Jackson Boulevard, W. Madison Street, W. Washington Boulevard, W. Lake Street and the elevated CTA/Green Line tracks. The park was opened sequentially, with the western and center sections ready for public use in 1887, the area north of W. Lake Street in 1891 and the area south of W. Madison Avenue in the 1890s.

Jenney completed his plan for Central Park in 1870. He complained that the natural conditions of the site were poor and suggested the commissioners should first focus on the eastern and central part of the landscape. This area included his original artificial lake. Work on the first portion was completed within the first few years and the park officially opened to the public in 1874.[19] During the 1880s through the 1890s, improvements followed in the other areas of the park. Oscar F. Dubuis guided many of the landscape improvements, such as the extension of the artificial lake to the west side of Central Park Boulevard. There are two historic buildings designed by Joseph L. Silsbee and constructed in 1896. One is a fanciful bandstand that was constructed in 1896, and the other is a Flemish Revival style powerhouse.

Returned

Renowned landscape architect Jens Jensen designed significant improvements to Garfield Park between 1906 and the late 1910s. These include the formal garden north of the bandstand, the addition of sculptures such as Charles Mulligan's *Lincoln the Railsplitter,* and the 1908 Conservatory designed by Jensen in conjunction with architects Schmidt, Garden & Martin and New York greenhouse experts Hitchings & Company. Another major period of improvements resulted from a major bond issue that was approved in 1927. This funded several buildings designed by architects Michaelsen & Rognstad. These include a 3-story warehouse located in the maintenance area on the north side of the park, the Horticulture Hall and office addition to the conservatory, and an enormous Spanish Revival style Administration Building (the "Gold Dome building") in the center of the park overlooking the west lagoon. Today this building is Garfield Park's field house.

[18] Garfield Park National Register Nomination prepared by Julia Sniderman (BAchrach), Bart Ryckbosch and Joan Pomaranc. Entered into the National Register on 8/31/1993.
[19] *Inspired by Nature: The Garfield Park Conservatory and Chicago's West Side,* Julia S. Bachrach and Jo Ann Nathan, 2007, pp 9-10.

Humboldt Park

Humboldt Park was listed on the National Register, in 1992.[20] This park, which was included in William Le Baron Jenney's original plans for the parks and boulevards in the West Chicago Park System, is the northernmost of the three large landscaped parks in the West Park System. It is 207 acres, with the main portion of the park lying west of N. California Avenue, bounded by W. North Avenue on the north, N. Kedzie Avenue on the west and W. Division Street on the south. An additional square section lies south of W. Division Street bounded by N. Sacramento Avenue on the east, W. Augusta Boulevard on the south and N. Kedzie Avenue on the west. N. Humboldt Boulevard bisects the main section of the park. A circuit drive circles the perimeter of the park. The park's landscape has two interconnected lagoons as well as Jensen's seminal "prairie river," which was restored by the Chicago Park District in 2004. Mature trees, pedestrian paths, open meadows, playing fields and several small specialty gardens enhance the park. The park includes the large Queen Anne style 1895 Receptory Building designed by Frommann & Jebsen (now the Institute of Puerto Rican Arts & Culture), the 1907 Prairie Style Boathouse/Refectory by Schmidt, Garden & Martin, the 1928 eclectic Field House by Michaelsen & Rognstad and the 1913-1914 Prairie Style Natatorium by William Carbys Zimmerman. Numerous small comfort stations and service buildings can also be found in Humboldt Park. There are many sculptures in the park, including the 1892 portrait sculpture of naturalist *Alexander von Humboldt*, for whom the park is named, the 1893 sculpture of *Fritz Reuter* by Franz Englesman and the 1901 statue of *Leif Erickson* by Sigvald Asbjornsen.

Returned

BOULEVARDS AND SQUARES IN *THE CHICAGO PARK BOULEVARD SYSTEM HISTORIC DISTRICT*: TYPES AND DESCRIPTIONS

Boulevard Types

The 19 boulevards contained in the nomination are patterns of six different types, illustrated in "Life on the Boulevards" and reproduced on Continuation Sheet "Boulevard Types (Attachment 4)".[21] These are:

TYPE 1--divided drives with center median and parallel service roads
TYPE 2--center drive with parallel service roads
TYPE 3--divided drives with center median
TYPE 4--boulevard paired with an arterial street
TYPE 5--center drive with broad parkways
TYPE 6--simple roadway

TYPE 1: The divided drives with center median and parallel service roads type applies solely to the Midway Plaisance. This 700-foot wide road has a broad, sunken median that is flanked by one-way roadways whose traffic flows in opposite directions. These roadways, in turn, are flanked by narrower service drives that are also one-way. A median separates the roadways from the service drives and a parkway borders the outside of the service drives.

TYPE 2: The center drive with parallel service road type characterizes S. Dr. Martin Luther King, Jr. Drive, N. Sacramento, N. Humboldt, S. Kedzie and N. Logan Boulevards. This is the second most common pattern in the

[20] Humboldt Park National Register Nomination prepared by Julia Sniderman (Bachrach) & Ellen S. Berkelhamer. Entered into the National Register on 2/20/1992.
[21] "Life on the Boulevards", p 44.

system, with rights-of-way ranging from 200' to 310'. It consists of a two-way center drive separated by median strips from parallel one-way service roads.

TYPE 3: The divided drives with center median is the most common type in the system, with rights-of-way ranging from 200' to 250'. S. Drexel, E. and W. Garfield, W. Douglas and S. Independence Boulevards are characterized by this pattern which consists of a broad, tree-studded median separating two one-way drives.

TYPE 4: The boulevard paired with a major arterial type is largely found in non-residential areas along the system and includes S. Western Boulevard/Avenue, S. California Boulevard/Avenue and W. 31st Boulevards. This pattern, in which rights-of-way vary from 200' to 250', was designed for industrial areas in an effort to keep trucks off the boulevards. It consists of a wide central median separating flanking multi-lane roadways in which traffic flows in both directions.

TYPE 5: The center drive with broad parkways type applies only to S. Marshall and W. 24th Boulevards, both of which have 250' rights-of-way. A center drive carries two-way traffic and the broad flanking parkways give the impression of expansive front yards to the homes along these boulevards.

TYPE 6: The simple roadway type applies to E. Oakwood Boulevard, parts of S. Dr. Martin Luther King, Jr. Drive between 51st and 55th Streets, and parts of Logan Boulevard. It is comprised of a conventional center road with two-way traffic and flanking planted parkways. .

Returned

Descriptions: South Park System Boulevards and Squares

S. Dr. Martin Luther King Jr. Drive. The original 3-mile boulevard section of the street extends from E. 35th Street on the north to E. 51st Street on the south. It has a 200' wide right-of-way and was known during most of the period of significance as Grand Boulevard, which was created by widening an existing street, formerly Kankakee Avenue. Its name was changed in 1925 to South Parkway, then in 1968 to S. Dr. Martin Luther King, Jr., Drive. It is a ***Type 2*** boulevard. The center drive, 55' wide, is comprised of four lanes, while each of the service drives, 25' wide, has a single traffic lane. South of 51st Street, S. Dr. Martin Luther King Jr. Drive becomes a simple roadway, *Type 6.*

Separating the center drive from each of the service roads are flanking medians, approximately 30' wide. The service drives are bordered, in turn, by parkways approximately 6' wide and by concrete sidewalks. Landscaping of both the medians and parkways consists of grass and of trees planted in formal rows along the curb. Crosswalks are often found between the sidewalk and curb in front of residential and commercial properties. While crosswalks are regularly located across the medians at street intersections, they are rare elsewhere on the medians.

As on all of the boulevards, the lighting, signage, traffic signals and bus shelters are non-historic. No bridges cross Dr. Martin Luther King, Jr. Drive, however an abandoned concrete embankment is located between E. Oakwood Boulevard and E. 40th Street.

S. Dr. Martin Luther King, Jr. Drive deviates in three places from the norm described above—at E. 35th Street; at E. 47th Street and at E. 51st Street In all three places there are works of art, although the art works at E. 47th Street, which commemorate the Chicago Blues District, are non-historic.

Dr. Martin Luther King, Jr. Drive begins at E. 35th Street with a central, elongated, triangular median island, approximately 50' wide and 250' long. Three lanes of traffic are channeled on each side of the

landscaped island where the Type 3 section of this boulevard transitions into the prevailing Type 2. In the center of the median island at 35th Street is a sculpture known as the *Victory Monument*, erected in 1927 and previously listed on the Register. Also commonly called the "World War I Black Soldiers Memorial", it has a circular, white granite base decorated with four bronze panels separated by fluted pilasters. Three of the relief panels are adorned with life-size figures: an African American woman who represents motherhood, an African American soldier with a sword, shield and eagle, and Columbia displaying a tablet listing the regiment's battles.[22] The fourth panel lists the honored dead and responsible officials, as well as supervising architect John Nyden, sculptor Leonard Crunelle, manufacturer AM Art Bronze Foundry, Chicago, and bronze founders Jules Berchem and Son. The "doughboy" sculpture atop the column was placed there in 1936. New landscape and hardscape consisting of a flagpole and concrete plaza were added in 1996. t Including in the plaza are decorative bronze tablets honoring African American military heroes. [23]

There are four tall pedestals topped by sculptures of blues musicians in the medians at each corner of South 47th Street and Dr. Martin Luther King, Jr. Drive. They were installed in 2004 and are therefore Non-contributing to the historic district. The sculptor was Ed Dwight.

As S. Dr. Martin Luther King, Jr. Drive nears the northwest entrance to Washington Park (531 feet north of E. 51st Street) its right-of-way broadens to approximately 350', providing sufficient space to accommodate a graceful eastward curve of the central drive. The service roads continue along the east and west sides of this square, which is landscaped with grass and trees. This enlarged section of the boulevard was part of the original design concept and was known as "Grand Boulevard Entrance to Washington Park" until it was renamed "Washington Monument Square" in 1904. The central roadway within the square has varied over time between angled and curved.

Returned

Along the west side of the central roadway, approximately 100' north of E. 51st Street, is an equestrian statue of *George Washington*. Erected in 1904, the bronze statue is set atop a pink granite base raised above two broad steps and a low flared pink granite plinth. The simple oblong base is unadorned, although "Washington" is incised on the north face of the base. The sculpture depicts General Washington, arm and sword raised, as he took charge of the American Revolutionary Army in 1775. Daniel Chester French designed the figure of Washington, which incorporates a head modeled on a life bust of Washington executed by Jean-Antoine Houdon. French collaborated with Edward Clark Potter, a former assistant, who sculpted the horse. The sculpture retains a high degree of integrity although it was originally set in the center of the roadway in an open plaza. The statue is a contributing object.

E. Oakwood Boulevard*.** This segment of the system, created from an existing street called Oakwood Avenue, is only .5 miles long. Historically it connected S. Dr. Martin Luther King, Jr. Drive (Grand Boulevard) on the west and S. Drexel Boulevard on the east. It is the simplest boulevard along the system, the only entire one that is a ***Type 6. It is 100' wide with the road flanked by 6' grass parkways with a simple line of trees. Crosswalks are common, with narrow ones in front of residential properties and wide ones in front of the several institutions on this short street. Trees are a mix of new and mature with relatively few gaps. The configuration of Oakwood Boulevard retains a high degree of integrity except for its intersection with S. Cottage Grove Avenue and S. Drexel Boulevard, where it originally flared out to a width of approximately 240'. Historically, the boulevard ended here and a city street, Oakwood Avenue, continued east of Drexel Boulevard.

[22] Ira J. Bach and Mary Lackritz Gray. *A Guide to Chicago's Public Sculpture*. Chicago: The University of Chicago Press, 1983, p. 216.
[23] The spot where this monument is located had previously been occupied by a large horse fountain in the 19th-century and an ornamental fountain in the early 20th-century.

S. Drexel Boulevard S. Drexel Boulevard is 1.6 miles long. It angles parallel to the curve of the lakefront for the northern ¼ mile of its length before turning south and ending at E. 51st Street across from Drexel Square. It was created by widening and joining existing Drexel Avenue with Elm Street, a street that angled parallel to the lake. Drexel is a ***Type 1*** boulevard and is 200' wide. It is comprised of a central median, approximately 90' wide, flanked by two roadways. Each of the roadways has two lanes of traffic and is bordered by a 6'parkway edged with a concrete sidewalk.

The central median has a slightly undulating surface, park-like plantings, and winding asphalt paths that are historic. This park-like landscape has a combination of mature and young trees. Some benches, both historic and non-historic, are placed within the median near E. 43rd Street.

At the north end of S. Drexel Boulevard, the west driveway and median cul-de-sac terminate in a non-historic park whose northern border is E. Oakwood Boulevard and whose western border is a fence running along the rear property line of S. Cottage Grove Avenue. The east driveway intersects with E. Oakwood Boulevard. The park dates from 1998. The north end of Drexel Boulevard, at the park, contains a non-historic, tiered, concrete fountain, new concrete benches and walks and concrete light poles with globes.

Drexel Square, approximately 4 acres, is located immediately south of S. Drexel Boulevard and east of the northeast corner of Washington Park. It is bordered by E. 51st Street on the north, S. Drexel Avenue on the east, E. Drexel Square on the south and S. Cottage Grove Avenue on the west. The roadways of S. Drexel Boulevard cross E. 51st Street and, channeled by two traffic islands, converge to become E. Bowen Drive, which gently curves westward through Drexel Square and aligns with Payne Drive in Washington Park. E. Bowen Drive consists of four traffic lanes. The landscape of the square is park-like with grass, trees and shrubs. Concrete sidewalks border the north, east and west sides of the square. The square was originally designed with a center median that separated the roadways. The present road configuration dates from the 1930s.

Returned

Located on the north side of Bowen Drive within the square is *Drexel Fountain,* which was erected in 1882 and designed by Philadelphia sculptor Henry Manger. The fountain rests in a pool that was enlarged in 1888. This pool, which measures approximately 36' x 36', has a granite curb that is rectangular, with chamfered corners and curved sections at the center of each side. The tiered monument, one of the oldest in the city, is raised on a granite base. Four beautifully modeled, arched relief plaques adorn the sides of the base. Crowning the top of the elaborately decorated monument is a life-size statue of Philadelphia banker and Chicago land speculator Francis Drexel (1792-1863). Daylilies and shrubs surround the pool. The *Drexel Fountain* is a Contributing object. Owned by the City of Chicago, this monument was restored by the Department of Transportation.

E. and W. Garfield Boulevard Built out originally as Pavilion Boulevard, at the location of E. 55th Street, Garfield Boulevard is the longest of the boulevards, extending 3.5 miles. On the east, it begins at S. Dr. Martin Luther King, Jr. Drive across from Washington Park, and aligns with the short segment of road inside the park that bears the same name. On the west, it ends in Gage Park. Garfield Boulevard is 200' wide and is a ***Type 3*** boulevard. The center median, which generally measures approximately 65', has a park-like landscape. Each of the side drives that flank the median has three traffic lanes and a parking lane. Parkways approximately 6' wide line the outside of the drives and are bordered by concrete walks. A single row of trees in the parkway is a mix of mature and young specimens with some gaps.

Railroad bridges span Garfield Boulevard in five areas. Generally these bridges are simple steel girders with iron trestles and concrete or stone embankments. Railroad crossings along Garfield Boulevard were elevated between 1896 and 1913.

The first of these bridges is located between S. Calumet Avenue and S. Prairie Avenue and supports the CTA/Green Line. It is a steel bridge with a pair of steel supports on cement plinths flanking both sides of the roadways. This bridge is Non-contributing. The second crossing consists of two bridges between S. Perry/S. Federal Street and S. LaSalle Street just east of Interstate 90-94/Dan Ryan Expressway. The new bridge is Non-contributing and the other, which is steel with steel supports and a stone embankment, is Contributing.

There are large rail yards north of Garfield Boulevard and these yards feed the third and fourth rail crossings. The third crossing is just east of S. Stewart Avenue. It is the fourth bridge. It is a wide steel bridge with five pairs of concrete supports and a stone or concrete embankment at each end. The fourth crossing is between S. Normal Boulevard and S. Lowe Avenue (just east of S. Wallace Street on the north side of Garfield Boulevard). This series consists of three steel bridges and carries five tracks. The decks are carried on steel supports set on concrete plinths positioned at each end of the median. There is a concrete embankment on each side. These bridges are all Contributing.

The fifth and final crossing is between S. Hoyne Avenue and S. Oakley Avenue and it carries tracks that lead into rail yards to the south. It consists of three bridges. Two are similar.: both are steel with concrete sides and supports and a concrete embankment. They are Contributing. A third bridge is broader, carrying two tracks, and is steel throughout. This third bridge is Non-contributing.

Returned

Near the east end of Garfield Boulevard, immediately west of S. Wentworth, the boulevard passes over the multiple lanes of the depressed Interstate 90-94/Dan Ryan Expressway, which was opened in 1962. The bridge is Non-contributing, concrete and dates from the 1980s. At the far west end of the W. Garfield Boulevard central median, there is a non-historic tiered concrete fountain, which is fronted on the east by a rectangular plaza with benches. The fountain is Non-contributing.

The center two miles of Garfield Boulevard, from S. State Street to S. Ashland Avenue, were originally built as a center drive with flanking service roads. This section was rebuilt between 1896 and 1905, so that for its entire length Garfield Boulevard's configuration would be uniformly divided drives with a center median.

S. Western Boulevard/Avenue, 3.1 miles long and 200' wide, is a boulevard paired with an arterial street, a ***Type 4.*** Western Boulevard was created by the original 1869 South Park legislation. It was constructed adjacent and to the east of the existing S. Western Avenue, which was laid out as a plank road in the 1850s. Today S. Western Avenue serves as an arterial road. S. Western Boulevard parallels it north from W. Garfield Boulevard in Gage Park to the Sanitary & Ship Canal. A broad central median, approximately 100'wide, separates the two roadways, each with four lanes of traffic. Today, the eastern roadway is called S. Western Boulevard, while the western roadway is called S. Western Avenue. The central median is park-like; the flanking parkways are lined with trees, although sparse in some areas.

There are three railroad crossings. The first crossing, at W. 49th Street, has two bridges. One is all-steel and carries two tracks and is Contributing. The other carries the CTA/Orange Line elevated train and has two tracks. This bridge is steel with steel sides and has a concrete embankment and supports; it is Non-contributing. The median north of these bridges is occupied by an elongated shelter and drop-off drives; it is one of the only places along the boulevard system where the median has been removed.

The second crossing is very broad and cuts diagonally across W. 39th Street. Three side-by-side all-steel bridges carry eight tracks at this crossing. All three of these bridges are Contributing.

The third crossing, with two bridges, is at W. 36th Street; an all-steel bridge carrying two tracks is beside a new concrete bridge with concrete supports carrying two tracks, the latter being the continuation of the CTA/Orange Line elevated train. The all-steel bridge is Contributing; the new concrete bridge is Non-contributing.

S. Western Avenue and S. Western Boulevard are aligned along the length of the central median, from Gage Park up to W. 34th Street. At W. 34th Street, shortly before they reach the Sanitary & Ship Canal, the roadways cross and S. Western Boulevard is carried over S. Western Avenue by a Non-contributing, non-historic bridge consisting of concrete supports and an iron bed. This bridge connects c. 1940 historic embankments. S. Western Boulevard and S. Western Avenue then pass under two non-historic, Non-contributing bridges, also having concrete supports and steel beds that carry the travel lanes of Interstate 55, Stevenson Expressway (opened in 1964). S. Western Avenue and S. Western Boulevard continue under a historic Contributing bridge carrying railroad tracks. This bridge has geometric Art Deco detailing on its concrete supports and has a steel bed. North of this bridge, S. Western Avenue and S. Western Boulevard are carried over the Sanitary & Ship Canal (opened in 1900) by a C. 1940 bridge that has Art Deco detailing on its concrete supports and on its limestone pinnacles. The bed of this bridge is steel. Immediately north of the Sanitary & Ship Canal, S. Western Boulevard curves west and becomes W. 31st Boulevard.

Returned

The Connection Between the Two Park Systems

The connection between the West Chicago Park System and the South Park System was to prove challenging for the two groups of commissioners. Western Boulevard/Avenue would need to be carried over (or under) numerous transportation links: railroad tracks, the Illinois & Michigan Canal and the West Branch of the South Fork of the Chicago River. This complexity was multiplied in the late 1890s by the construction of the new Sanitary & Ship Canal.

After much negotiation with the canal managers and the railroads, the two systems were first connected in 1894 with the construction of a drawbridge over the Sanitary & Ship Canal on S. Western Boulevard. However, the intersection of W. 31st Street and S. Western Boulevard continued to be a major traffic bottleneck until it was relieved by the construction of a major new overpass and underpass system from 1939-41 as part of the Public Works Administration's (PWA) improvement program. The multi-ramped system that exists at this transportation hub today is substantially original to the 1940 design.

The side walls of the ramps are cast in a rough aggregate concrete with Art Deco concrete pylons on the bridges, matching low pylons, shallow relief panels on the ramp walls and small curved platforms over each of the pedestrian tunnel entrances. The concrete bridges have beautifully-detailed concrete supports, with stylized reeding and dentils throughout. The bridge over the canal has limestone pylons with the same Art Deco detailing as the concrete of the ramps, square limestone anchors at either end with prismatic tops and cast aluminum ornamental railings with floral designs in the open panels and reeded supports. The bridge has unusually heavy riveted steel plates between the traffic lanes that provide a clue to its original configuration. The bridge as originally constructed was a lift bridge but the extensive superstructure once used to raise the bridge has been removed.[24] There are at least four original Art Deco street lamp bases on the ramp and bridge

[24] http://www.historicbridges.org/b_c_il_cook.htm, see "Western Avenue Bridge"., Http://forgottenchicago.com/ffeatures/chicago-infrastructure/south-western-avenue improvement/

system with zigzag cast ornament. A large bronze sign on the northwest bridge pylon documents the many engineers, designers and public officials involved in the project, as well as the PWA project number. The Stevenson Expressway/Interstate 55 passes east-west over the entire ramp system.

Descriptions: West Chicago Park System Boulevards and Squares

S. Western Boulevard/Avenue. The section north of the Sanitary and Ship Canal is .2 miles long, extending from the canal on the south to where it meets W. 31st Boulevard on the north. Although most of Western Boulevard/Avenue is a **Type 4**, there is no greenway on S. Western Boulevard north of the canal. The route was laid out in 1881 and plans were drawn in 1886. It was not until 1914 that this section achieved its current configuration, after a land swap with the Sanitary District to improve the corner of S. Western Boulevard and W. 31st Street. The intersection with W. 31st Boulevard remains awkward. On the west side of the boulevard is a large lawn area with some trees and much shrubby growth along the canal's edge. This lawn area runs west to the huge four-track railroad crossing that spans the canal and the boulevard near S. Rockwell Street.

W. 31st Boulevard. . Only .5 mile long, this section of the boulevard system runs roughly east-west from S. Western Boulevard to S. California Boulevard. Two major railroad overpasses cross the roadway near S. Rockwell Street. The west overpass has the characteristic early 20th-century concrete facing with inset panels and Gothic arches and is Contributing. The reinforced concrete substructure appears to be of more recent date. The overpass no longer carries railroad tracks. The east overpass is more classical in design inspiration and is difficult to date. It has heavy concrete anchors with shallow inset panels and prismatic tops. The anchors are painted white. Underneath is an exposed steel structure. This overpass is Non-contributing.

Returned

W. 31st Boulevard is 250' wide and has a winding path; it starts out south of the arterial, W. 31st Street, but then crosses to the north at the intersection with S. Rockwell Avenue. Only the section west of S. Rockwell Avenue has any significant accessible green space. The green space has a long, winding earthen berm in it, a very unusual feature on the western boulevards. This boulevard is a ***Type 4***, a boulevard paired with an arterial street, and it appears relatively empty since there are no buildings on the south side and only Cook County Corrections land and a large school on the north side. The parkway has loosely-shaped mounds with trees planted in rows adjacent to the road and planted in informal groupings in the center of the parkway.

S. California Boulevard/Avenue. This segment of the boulevard system is .75 mile long. It runs north-south from W. 31st Boulevard to W. 24th Boulevard. It is approached on the north by a sweeping curve from W. 24th Boulevard. S. California Boulevard/Avenue is a ***Type 4***, 250' wide and similar in character to W. 31st Boulevard. Trees are planted in rows adjacent to the road and informally on the interiors of the broad parkway. It is crossed by W. 25th Street and W. 26th Street and by grade-level railroad tracks (no longer in use) on the south side of W. 26th Street. Like the boulevard segment at S. Western Boulevard/Avenue, the west roadway is an arterial called S. California Avenue and the east roadway is a boulevard, called S. California Boulevard. There is a tiered concrete fountain at the south end of S. California Boulevard/Avenue that is Non-contributing

W. 24th Boulevard. W. 24th Boulevard is only.25 mile long, providing a short east-west connection between S. Marshall Boulevard on the west and S. California Boulevard on the east. It is 250' wide and is a **Type 5**. The south side of the street has a wide lawn; the north side has the large and imposing Carter H. Harrison Technical High School.

At the intersection of W. 24th Boulevard and S. Marshall Boulevard, on the southwest corner, is a monument to *Jacques Marquette.* Designed by Hermon Atkins MacNeil in 1926, the bronze sculpture powerfully depicts Marquette holding his cross with Louis Joliet on his left and an Algonquin Indian on his

right.[25] It is set on a rectangular granite base with a series of low steps leading up to it on all four sides. The front panel on the base depicts a canoe being portaged and bears the inscription:

> *This monument was erected by the Trustees of the Ferguson Monument Fund to commemorate the discoveries and the sacrifices of the Jesuit missionary Pere Marquette. Dedicated MCMXXVI.*

The base is badly weathered and difficult to read. The monument is set on a diagonal in the broad parkway, facing across the intersection, with beautiful mature trees shading it.

S. Marshall Boulevard.. Marshall Boulevard is a short segment, 5 mile long. It runs north-south, connecting the south end of Douglas Park (W. 19th Street) with W. 24th Boulevard. It is a ***Type 5***, a center drive with broad parkways and is crossed by two railroad bridges between W. 19th Street and W. 21st Street. The northernmost overpass is the older of the two and is Contributing. It is a standard height viaduct with large rusticated block walls in the underpass. The southern overpass is carried on unusually high reeded concrete pillars and is Non-contributing. It has some decorative braces that give a nod to the ornament found on earlier railroad bridges on the boulevards. On the 250' wide boulevard trees are planted in rows adjacent to the road and in informal groupings in the center of the parkway.

W. Douglas Boulevard. This segment is .75 mile long. It runs east-west, connecting the western edge of Douglas Park (S. Albany Avenue) to Independence Square. It is a ***Type 3*** boulevard. This boulevard was part of the original plan for the West Chicago Park System with land acquisition taking place immediately and plans drawn up in 1871. The boulevard was built between 1873 and 1881, making it one of the earliest West Park segments to be opened to the public. Its design clearly reflects this early date, with a winding concrete path down the center of the median, (the only such path in the entire West system) and informal groupings of both trees and shrubs. Rows of trees line the roadway and modern light fixtures carry street lights and lower pedestrian lights on a single pole. There are a considerable number of Non-contributing features, resources not counted, along W. Douglas Boulevard. These include concrete benches of various types and seating areas with game tables at St. Louis Avenue. There is a non-historic modern object, a sculpture at S. Kedzie Avenue. and raised planters at Homan Avenue.. Another Non-contributing object, a concrete obelisk denoting the "historic Boulevards" stands at the entrance to Douglas Park.

Returned

Independence Square lies at the intersection of W. Douglas Boulevard and S. Independence Boulevard. It is bounded on the north by W. Douglas Boulevard, on the west by S. Independence Boulevard, on the south by W. 14th Street and on the east by S. Ridgeway Avenue. Although the roadway now cuts off the northeastern corner of the square, it still remains an important visual turning point in the boulevard system. What gives it this important presence is the *American Youth and Independence Day Fountain* that rises at the center of the square. This monument, a Contributing object, designed in 1902 by Charles Mulligan, was the first and only sculptural fountain commissioned by the West Chicago Park System. The round granite pool of the fountain rests on a raised area in the square. At its center is a fifteen-foot high granite pedestal which originally had four cast bronze plaques around the base. The bronze sculpture depicts the excitement and joy of Fourth of July patriotism, with two boys and two girls waving flags, blowing horns and beating drums as they march with high knees and faces raised to the sky. Unfortunately, the plaques from the base are now missing and the fountain no longer functions. A few small pieces from the top sculpture are missing as well, and the entire fountain is now

[25] http://www.waymarking.com/waymarks/WM7JW7_Jacques_Marquette_Monument_Chicago_IL. This website also notes that the monument was erected after the Ferguson Fund "received a petition signed by 15,000 schoolchildren asking that a monument be created." The monument is positioned to be seen every day by the elementary school children of the John Spry Public School immediately behind it on Boulevard Way and the high school students at Carter Harrison High School on the opposite side of West 24th Boulevard.

encased in chain-link fencing to keep vandals out. The poor condition of the fountain is matched by that of the square. The square has little surviving landscaping, with just a few scrubby trees on the edges of the lawn area south of the fountain. There is also a Non-contributing building located in the southeast corner of the square.

S. Independence Boulevard. Approximately .90 mile long, S. Independence Boulevard runs north-south from W. Harrison Street (Interstate 290/Eisenhower Expressway)) to W. Douglas Boulevard. It is a ***Type 3,*** divided drives with a center median and is crossed by a railroad overpass between W. Taylor and W. Fillmore Streets.[26] This overpass is the ornamental concrete type introduced throughout much of the West System in the 1910s. Rows of trees line the roadway. The landscaping has trees close to the roadway in rows and more informally planted inside the green median.

S. and N. Hamlin Boulevard, .3 mile long, is the north-south extension of Independence Boulevard. S. Hamlin Boulevard runs from W. Congress Parkway (Interstate 290/Eisenhower Expressway) on the south to W. Madison Street on the north and then it becomes N. Hamlin Boulevard, skirting the western edge of Garfield Park the entire way. North of W. Lake Street N. Hamlin Boulevard becomes N. Hamlin Avenue and continues to the north boundary of Garfield Park. It also skirts the western edge of the park. Although it is a ***Type 3***, a divided drive with a center median, throughout, the green median widens considerably south of W. Gladys Avenue. Between W. Monroe and W. Adams Streets the parkway has been carved away to almost nothing in order to accommodate four lanes of traffic. This narrow parkway is planted with a relatively recent row of trees and clumps of ornamental grasses. In the broad section of the median near W. Congress Parkway, trees are planted informally and create a shady grove.[27]

Returned

N. Central Park Boulevard, .10 mile long and 250' wide, N. Central Park Boulevard runs north out of Garfield Park as an extension of N. Conservatory Drive to Garfield Square (W. Ferdinand Street). It is a ***Type 2*** and is crossed by a railroad overpass at the northern edge of the park. This bridge carries multiple tracks and is plain and Non-contributing, constructed of steel girders with rusticated concrete blocks on the underpass walls. Sidewalks flank the roadway through the underpass.

Although the land for this segment was acquired immediately after the West Park Commission was formed, plans were not finalized for this segment until 1903. The drives were widened in 1921 in response to the increasing amount of automobile traffic on the boulevards.

Garfield Square lies at the turning point between N. Central Park Boulevard and W. Franklin Boulevard. It is an irregularly-shaped rectangle, roughly 300' x 325' and is bounded on the north by a road named Garfield Square, on the west by N. Monticello Avenue, on the south by building lots, and on the east by N. Central Park Avenue. It is bisected by W. Ferdinand Street, which becomes W. Franklin Boulevard. The square contains a Non-contributing concrete obelisk in the northeast corner, erected in 1996 denoting the "historic boulevards". A pedestrian pathway runs through a lawn area that is planted with numerous groupings of trees.

W. Franklin Boulevard,— which is .75 mile long and 250' wide, runs west-east between Garfield Square (N. Central Park Boulevard) and Sacramento Square (N. Whipple Street). It is a ***Type 2*** boulevard, a center drive with parallel service roads separated by median strips, and was laid out in 1903, although not completed until 1911. Its drives were widened in 1921. This boulevard is landscaped with groupings of small trees and more mature single trees. There are a few elms remaining and a grouping of crabapple trees at N. Homan Avenue.

[26] This overpass carried a freight line of the Chicago & Great Western Railway when originally built. It now carries the lines of the Baltimore & Ohio Railroad.
[27] It should be noted that the street signs on the northern section of Hamlin shift among "Street", "Avenue" and "Boulevard" throughout the distance between Washington Boulevard and Gladys Avenue.

Sacramento Square lies at the turning point of W. Franklin Boulevard and N. Sacramento Boulevard. It has no distinct northern boundary, merging directly into N. Sacramento Boulevard. On the east it is bounded by N. Sacramento Boulevard, on the south by W. Franklin Boulevard and on the west by N. Whipple Street. Although part of the original West Chicago Park system plan, the square has been altered several times over the years. Especially notable is the redesign in 1909 to accommodate the newly-acquired Sacramento Boulevard extension to the south.[28] Today the dominating presence of intersecting roadways leaves little green space at this important turning point for the boulevard system. It retains only one of its original corners, the southwest, and has just a few informal groupings of trees and shrubs. This square is embedded in what has always been an industrial part of the west side, with massive train yards to the east, and factories on all sides. The embankment to the south once carried railroad tracks and is now the planned location of a recreational path.

N. Sacramento Boulevard, This segment is .55 mile long and runs south-north from Sacramento Square to W. Augusta Boulevard. The Boulevard is 263' wide from Sacramento Square to W. Grand Avenue and 400' wide from W. Grand Avenue to W. Augusta Boulevard. It is crossed by a Contributing ornamental concrete railroad overpass in the Gothic style just south of W. Chicago Avenue. This bridge once carried trains into and out of the railroad yard to the east.[29] The boulevard is a ***Type 2*** and has some informal groupings of trees and shrubs in the parkway. Between W. Grand Avenue and W. Chicago Avenue the east service drive has been removed along with the eastern border of trees. Some of the large trees lining the western roadway are still in place. Parking space has been carved from the parkway between W. Chicago Avenue and Sacramento Square. N. Sacramento Boulevard has relatively few crossings and, of these, only W. Grand Avenue is a major arterial.

Returned

BOULEVARDS AND SQUARES ALREADY LISTED ON THE NATIONAL REGISTER

Midway Plaisance was listed as part of the 1972 Jackson Park nomination None of the buildings flanking the Midway were included as part of the 1972 nomination. The Midway is approximately 1 mile long, and 700' wide. It is a ***Type 1***, the only one in the system. It connects the south end of Washington Park with the north end of Jackson Park. It is bounded by E. 59th Street on the north, E. 60th Street on the south, S. Cottage Grove Avenue on the west, and S. Stony Island Avenue on the east. A broad central depressed median is flanked by roadways with two lanes of one-way traffic. These roadways are then separated by a median from service drives bordered by a parkway. A row of trees borders the grass-covered parkways and medians along the length of the Midway. This simple landscape treatment is only varied between S. Woodlawn and S. Ellis, where a skating rink is located in the center of the depressed median and a garden is planted along much of the north median. Several sculptures are located on the Midway Plaisance. These include the *Carl Von Linne Monument*, by Frithiof Kjellberg, designed in 1891 and relocated from Lincoln Park in 1976; the *Thomas G. Masaryk Monument*, by Albin Polasek, dedicated in 1955, and the Cheney-Goode Memorial, designed by the South Park Commission architect and installed in 1932. [30]

[28] Sacramento Avenue was purchased from the City in 1903 in order to create Sacramento Boulevard, thereby creating a more direct connection between Garfield Park and Douglas Park for automobile traffic.
[29] The overpass originally carried the Chicago, Minneapolis & St. Paul Railroad.
[30] http://www.chicagoparkdistrict.com/facilities/fountains-monuments-sculptures.

The following boulevards and squares were listed as part of *The Logan Square Boulevards Historic District:*

N Humboldt Boulevard is .75 mile long, extending north from Garfield Park (W. North Avenue) to the eastern edge of Palmer Square (N. Shakespeare Avenue). It is a ***Type 2,*** with formal rows of trees lining the roadway and informal groups of shrubs in the parkway. The parkway has been slightly built up to provide mounds for the plantings. It is crossed by an ornamental concrete railroad overpass at W. Bloomingdale Road.

Palmer Square is approximately 7 acres, bounded on the north and south by W. Palmer Square, on the east by N. Humboldt Boulevard and on the west by N. Kedzie Boulevard. It is roughly oblong. The square has an oval jogging path around its perimeter, a concrete sidewalk along its north and south sides and three north-south sidewalks: one in the middle and one at either end. There is a boulevard kiosk, dating from c. 1996, at the square's west end, and a modern play area featuring mounds and whimsical forest animals at the center. There are a number of old growth trees throughout the square.

N. Kedzie Boulevard. N. Kedzie Boulevard is approximately .8 mile. It runs north-south and connects Palmer Square to Logan Square. It is a ***Type 2*** boulevard, with a center drive and parallel service drives.

Logan Square is approximately 5.5 acres, bounded approximately by the service drives of W. Logan Boulevard on the north and south, N. Troy Street on the east, and N. Kedzie Avenue on the west. The *Illinois Centennial Column*, dating from 1918 and designed by Henry Bacon and Evelyn Beatrice Longman, stands in the center of the square. There is a small building facing southwest on Milwaukee Avenue.

Returned

N. Logan Boulevard. N. Logan Boulevard is approximately 1 mile long, extending from Logan Square east to Interstate 90/Kennedy Expressway. It is a ***Type 2*** boulevard, with a center drive and parallel service drives. The .35 mile section of N. Logan Boulevard between the Kennedy Expressway and the Chicago River has no greenway, is largely flanked by newer buildings and was not included in the National Register *Logan Square Boulevards Historic District* that is referenced in this nomination.

INTEGRITY OF THE SYSTEM

The integrity of the overall configuration of *The Chicago Park Boulevard System Historic District* is very high. Except for three squares in the West Park System (Independence, Garfield and Sacramento) the sizes of the parks, boulevards and squares have not changed markedly since 1942. The three squares are somewhat reduced in size from their original 400' x 400' dimension to facilitate traffic flow.

On the boulevards, the location, width of rights-of-ways, and configuration of roadways, parkways and medians has changed relatively little since 1942, the end of the period of significance for *The Chicago Park Boulevard System Historic District.* This is apparent in Continuation Sheet "System Aerials (SA), 2013 (Attachment 2)". One exception is found on S. Western Boulevard/Avenue, where a covered walkway and public transit station occupies the median, at W. 49th Street (Map 34).

Overall, the integrity of the boulevard landscape ranges from good to fair. The flat topography has changed little; the narrow parkways bordering the streets still mostly consist of grass and trees planted in lines, and the medians still retain their overall impression of continuous, linear parkland. Landscaping along the boulevards generally is formal (characterized by rows of shade and ornamental trees), informal (characterized by groves and masses of shade and ornamental trees) or park-like (grouped areas of shade trees interspersed with isolated specimen and ornamental trees, mostly found in squares and along wide medians.) Based on

available historic images and descriptions, this general statement expresses how the boulevards were historically envisioned. A limited collection of drawings also provided information.

Although some of the trees are quite old and many new trees have been planted, the number of trees along the boulevards is far fewer than during the period of significance.[31] Disease and pollution have resulted in the eradication of several tree species once widely used, such as elm and ash. The practice of salting roads has also impacted the quality of turf and trees. Forest management practices have led to the substitution of trees now seen as invasive, such as the Ailanthus/tree of heaven. Maintenance practices and labor costs have also had their effect on the boulevards' landscape, as many workers with hand mowers who were once able to maintain trees closely spaced in lines gave way to fewer workers and larger mowers. Floral displays, common on Drexel Boulevard, were also found on Western Boulevard and Garfield Boulevard, although only in small areas. They no longer exist. Still, the historic landscape style of each boulevard, based on the elements that remain—be it formal or informal—is largely discernible. The ghosts of the configuration of historic walkways survive on S. Drexel Boulevard and there are still paths on W. Douglas Boulevard.

There are some understory and ornamental trees as well as shrub groupings on the boulevards and in the squares. Typically these can be found next to railroad crossings and at locations where roadways cross the boulevards, such as at W. 13th Street on S. Independence Boulevard and at S. Homan Avenue on W. Douglas Boulevard. As with the large shade trees, time, lack of maintenance and environmental factors have taken their toll and there are no longer as many shrubs and ornamental trees as there were during the period of significance.

Returned

Non-historic elements in the boulevards and squares exist. There are some pieces of sculpture and fountains that have been placed there since 1942. Many were installed in the 1990s. There are two obelisks, one in Garfield Square and the second where W. Douglas Boulevard meets Douglas Park. Three tiered-concrete fountains were installed, in the at the north end of S. Drexel Boulevard, at the west end of W. Garfield Boulevard and in front of the Cook County Criminal Courts Building at W. 26th Street and S. California Boulevard/Avenue. At the intersection of E.47th Street and S. Dr. Martin Luther King, Jr. Drive the "Chicago Blues District" is celebrated. There are four non-historic sculptures representing jazz musicians, installed in 2005.

Concrete came into use for curbs, gutters and sidewalks around the turn of the century, as did asphalt for roadways. Most of the original materials have been replaced in kind. Asphalt roads have been resurfaced in asphalt, and concrete sidewalks have been replaced by concrete. Historically, crosswalks were rare on medians except at intersections, and they continue to be. They are common, however, on the parkways in front of residences, commercial and institutional buildings.

The presence of light fixtures, regularly spaced along the boulevards, was common during the period of significance. All early light fixtures have been replaced with modern fixtures that are a mixture of the cobra variety and fixtures that mimic the historic fixtures. Traffic signals along the boulevards were standardized during the period of significance, but no historic signals remain.

Non-historic introductions along the system include bus shelters and signage, the latter being placed on light and traffic fixtures or on metal poles. In addition, electrical and phone junction boxes as well as signal control boxes can be found at intervals throughout the system.

[31] There have been recent efforts to reinforce the historic planting patterns. For instance, Open Lands has been working with the Chicago Department of Transportation (CDOT) to follow the original planting designs for S. Western Ave. The Chicago Park District supplied them with South Park Commission historic plans. This wasn't a strict restoration, but it was an attempt to reinforce the historic formal planting patterns.

Despite the landscape changes that inevitably take place over time and the transformation of hardscape features, the system of greenways that make up *The Chicago Park Boulevard System Historic District* remains and has left a powerful imprint on the City of Chicago. The system of parks linked by boulevards and squares is particularly evident when viewed in aerial photographs, as seen in Continuation Sheet "System Aerials (SA), 2013 (Attachment 2)". A continuous arc of green, from 35th and Dr. Martin Luther King, Jr., Drive, extending south, then west and north to the east end of Logan Boulevard, embraces the city and today reflects its early development history.

ARCHITECTURE LINING *THE CHICAGO PARK BOULEVARD SYSTEM HISTORIC DISTRICT*

As might be expected in a historic district with hundreds of buildings, there are many different building types represented. The styles of buildings in the *Chicago Park Boulevard System Historic District* embody in microcosm, the architectural styles prevalent in Chicago between the 1870s and 1942, and there is great stylistic variety. Much of the architecture along the park and boulevard system is distinguished. In addition, it generally is site specific. The buildings, no matter what their type, were consciously designed to accommodate their setting--to take advantage of nearby transportation systems, to respond to area demographics and to relate to the landscaped parks and the boulevards they surround. Although the buildings differ in type, size and style, they frequently tend be of higher architectural quality than the buildings along the side streets, which did not carry the prestige of living or working on the parks, boulevards or squares. Design quality, in general, characterizes the buildings in *The Chicago Park Boulevard System Historic District*.

Returned

Building Types

Examples of the various building types and styles are keyed into *The Chicago Park Boulevard System Historic District* maps of the Boulevards, Squares and Parks. There are 67 maps, referenced by four pages of keys. See Continuation Sheet "Chicago System Boundaries, Keys and Maps (Attachment 30)".

Residential Buildings

Of the 1913 primary Contributing buildings in the historic District, 87.5% are residential. There are 294 single family homes, 34 bungalows, 15 four squares, 2 split levels, 598 two-flats, 276 three-flats, 65 four-flats, 107 six-flats, 15 eight-flats, 169 multi-unit buildings, 59 courtyard apartment buildings and 41 townhouses that were built as a grouping of similar dwellings. Although most of the buildings fronting on the parks are residential, there are locations that are exceptions. The exceptions include the east boundary of Washington Park, the north boundary of Douglas Park, and the north boundary of Humboldt Park (W. North Avenue); all of which are largely commercial. The east side of Douglas Park is lined by several institutions. The south boundary of McKinley Park is made up of industrial buildings that are part of the Central Manufacturing District. The boulevards that are not predominantly residential are: the south end of S. Western Boulevard/Avenue, W. 31st Boulevard (which serves as a connector and has no structures facing it), S. California Boulevard/Avenue between W. 26th Street and W. 31st Street, and N. Sacramento Boulevard between W. Chicago Avenue and W. Franklin Boulevard. The buildings facing these boulevards are largely industrial, with only a handful of residential buildings.

Party wall and smaller detached single-family houses, two-flats and three-flats were built on narrow lots and tend to have small front lawns with uniform setbacks. The exception to this configuration is found along Marshall Boulevard, on the south side of W. 24th Boulevard, and on the east side of S. California Boulevard/Avenue between W. 24th Boulevard and W. 26th Street, where the houses have deep front lawns.

Most of the smaller residential buildings were constructed between the late 1880s and 1920. There are some areas, as along S. Drexel Boulevard, where there are larger houses on more spacious lots.

Most of the buildings facing the boulevards are masonry, especially in the more middle to upper class sections along S. Dr. Martin Luther King, Jr. Drive and S. Drexel Boulevards on the south and along the segments north of W. 24th Boulevard.

There are 415 Contributing buildings containing four or more individual residential units—4-flats to tall apartment buildings along the boulevards and parks with an additional 87 buildings in the already listed *Logan Square Boulevards Historic District.* All are brick structures, many with stone trim. One prolific type is characterized by tiers of sun porches facing onto the boulevards and parks. Only a small number of the apartment buildings along the boulevards and parks are taller than four stories. Courtyard buildings, which are typically 3-1/2 stories with apartments facing a front courtyard, range from large-scale structures along Drexel Boulevard to ½ courtyards facing Franklin Boulevard and Douglas Boulevard. Courtyard buildings are scattered throughout the system. The largest concentrations of apartment buildings containing more than six units may be found along S. Drexel Boulevard, W. 51st Street, W. Douglas Boulevard, W. Franklin Boulevard, and along N. Kedzie Boulevard, N. Humboldt Boulevard and W. Logan Boulevard in the already-listed *Logan Square Boulevards Historic District.*

There are a variety of vernacular residential building types along the park and boulevard system. They range from gable and gambrel front cottages to bungalows and four squares to greystones of varying sizes. The bungalows, four squares and greystones have features that enable them to be categorized by style.

Returned

The vast majority of the vernacular residential building types in the Chicago Park Boulevard System Historic District—466—are rough-faced or smooth-faced Bedford limestone greystones. There are an additional 97 greystone buildings in the already listed *Logan Square Boulevards Historic District.* Beginning in the late 1880s the builders of this building type, seemingly unique to Chicago, embraced a variety of architectural styles from Queen Anne and Romanesque, early on, to Classical Revival. Some greystones, with turrets and crenellations, columns and pilasters, brackets and towers, and a variety of unusual details are difficult to categorize. Although many are eclectic, each tends to be dominated by a particular style with the less dominant secondary styles used as applied detailing. Greystones are located throughout the entire system. Some, because of demolition, are scattered; others, as along S. Drexel Boulevard, are found in concentrations. There is a particularly dense concentration along S. Dr. Martin Luther King, Jr. Drive and along W. Douglas Boulevard. There are also many along W. Logan Boulevard in the already-listed *Logan Square Boulevards Historic District*.

Those residences of all sizes along the parks and boulevards that are not greystones were designed in a variety of styles—ranging from Italianate in the 1870s to Art Deco and Moderne in the 1930s, with the vast majority of buildings designed in a variety of styles bearing historic references from Queen Anne and Romanesque to Classical and Tudor Revival. The largest concentration of Italianate houses is found on Oakwood Boulevard. There are only a few Art Deco residences, and these are found on Dr. Martin Luther King, Jr. Drive. Those referencing historical styles are located throughout the system. Numerous residential buildings of all sizes were inspired by Craftsman architecture, characterized by geometric massing with stone trim. Craftsman dominates the streetscape along the south side of Jackson Park, some stretches of S. Dr. Martin Luther King, Jr. Drive, W. Garfield Boulevard, and S. Western Boulevard/Avenue. Some of the larger brick apartment buildings, typically those built in the 1920s, incorporated Tudor, Classical or Craftsman detailing. There is considerable diversity of building types and styles in the residential buildings along the park and boulevard system, yet there is a consistency of scale and materials and a general commitment to design quality..

Some of the residential buildings in the Chicago Park Boulevard System Historic District were designed by architects who have an established reputation for design quality. There are residences, for example, designed by Burnham & Root (442 E. Oakwood Boulevard [Map 5], 4545 and 4941 S. Drexel Boulevard [Map 7, 8]), Henry Ives Cobb (4920-48 S. Drexel Boulevard [Map8]), 1130 E. 59th Street [Map 14], and 1144-46 E. 59th Street [Map 16]), Frost and Granger (4801, 4935 S. Drexel Boulevard [Map 8]), Holabird & Roche (3614 S. Dr. Martin Luther King, Jr. Drive [Map 1] and 2240 W. 37th Street [Map 39]) Ernest A. Mayo (4321 S. Dr. Martin Luther King, Jr. Drive [Map 2]), Pond & Pond (923-937 E. 60th Street, Midway Plaisance [Map 16]), Rapp & Rapp (1642 E. 56th Street [Map 17]) and Treat & Foltz (4851 S. Drexel Boulevard [Map 8]). A great many of the houses by well-known distinguished architects were built along S. Drexel Boulevard and S. Dr. Martin Luther King, Jr. Drive, areas that attracted a wealthier clientele.

Large numbers of residential buildings in the district were designed by competent lesser-known architects. There are residences, for instance, designed by Edbrook & Burnham (3961, 3963 and 3965 S. Drexel Boulevard [Map 6]), Henry L. Newhouse (4310-12 and 4724-28 S. Dr. Martin Luther King, Jr. Drive [Map 2,3]), William H. Pruyn (4314-16 and 4318-20 S. Dr. Martin Luther King, Jr. Drive [Map 2]), Andrew Sandegren (415 E. 60th Street [Map 13]) and Horatio Wilson (4512, 4518, 4628-30 and 4805 S. Drexel Boulevard [Map 7]). Throughout the system there are distinguished single family houses and apartments of varying sizes by architects who are virtually unknown.

Returned

There are excellent representative examples of residential architectural styles along the park and boulevard system. These include a fine Italianate six-flat at 620-622 Oakwood Boulevard [Map 5], the Richardsonian Romanesque mansion Treat & Foltz designed for Martin Ryerson at 4851 S. Drexel Boulevard in 1887 [Map 8], the Chateauesque style house Henry Ives Cobb designed for John A. McGill at 4920-48 S. Drexel Boulevard in 1891 [Map 8], the Classical Revival house at 4626-4628 S. Drexel Boulevard designed by Horatio R. Wilson in 1893 [Map 7], and a Tudor Revival residence at 1722 W. Garfield Boulevard designed by N.K. Pruyn in 1916 [Map 30]. In addition there are many examples of a variety of architectural styles in the *Logan Square Boulevards Historic District*, included by reference in this nomination.

The already-listed *Logan Square Boulevards Historic District* is predominantly residential, consisting mainly of brick and stone masonry single family houses and detached 2- and 3-flats. It also has some low-rise apartment buildings, courtyard buildings and Craftsman apartments with tiered sun porches. There are a number of greystones in the district with Romanesque and Classical detailing. The buildings were generally designed between the mid-1880s and late 1920s, most by architects who are not well-known. There are only a small number by architects recognized for their significance: these include George Maher (2701-03 W. Logan Boulevard, 1907 [Map 67]) and Horatio Wilson (2302 and 2308 N. Kedzie Boulevard [Map 65]).

Mixed-Use Commercial Buildings

Although the majority of buildings along the boulevards are residential, there are some mixed-use commercial buildings, with stores or restaurants on the first floor and apartment units above. These buildings are located along the arterial streets facing the parks and where major arterial streets cross the boulevards at public transportation intersections. There are excellent examples of mixed-use buildings located at the transportation nodes of Garfield Boulevard near the Garfield CTA/Green Line stop: (315-317 E. Garfield Boulevard [Map 26]) and at the southwest corner of W. North Avenue and N. Kedzie Avenue (1550 N. Kedzie Avenue/3201 W. North Avenue [Map 63]). There are 90 mixed-use buildings, 78 that contribute to the significance of the district located along the park and boulevard system with an additional 14 mixed-use

buildings in the already listed *Logan Square Boulevards Historic District*. These buildings were constructed from the early 1890s through the 1920s.

Mixed-use buildings tend to stand two to four stories and are built right at the front lot line. They are rectangular buildings, with glazed storefronts. Windows above the first story, where apartments are located, are often double hung. Some of these buildings are large with several stores on the first floor. Others are smaller and contain a single business. The buildings are all masonry: some entirely brick, some faced in stone and some sheathed in terra cotta. The Humboldt Building, at 2747-53 W. North Avenue, at the southeast corner of W. North Avenue and N. California [Map 63], is an excellent example of a large terra cotta building that marks a transportation crossing. One particularly interesting example of a small commercial building with apartments above is the Schlitz Tavern building located at 3456 S. Western Avenue [Map 40]. This building, which has a corner tower, stands two stories, is built of brick with stone trim and is unique in the district.

The design of these mixed-use commercial buildings is usually dominated by a particular style. Examples include buildings at 3458 W. Lake Street (Queen Anne) [Map 56], 735 W. Garfield Boulevard (Tudor Revival) [Map 27], 305 E. Garfield (Craftsman) [Map 25], and 317 E. Garfield (Craftsman [Map 25]). The Humboldt Building is Renaissance Revival.

There are 42 commercial buildings (40 are Contributing) in the district, many of which are dedicated to a specific enterprise. One is the Liberty Life Supreme Life Insurance Company Building at 3501-11 S. Dr. Martin Luther King, Jr. Drive [Map 1]. It was designed in 1921 by architect Albert Anis. The only bank constructed along the boulevards is the Classical Revival Kenwood National Bank, located at 4636 S. Dr. Martin Luther King, Jr. Drive, designed in 1921 [Map 5]. The only hotel is the eight-story Sutherland Hotel, which stands at the corner of E. 47th Street and S. Drexel Boulevard at 4657-59 S. Drexel Boulevard/900 E 47th Street [Map 7] . It was designed by Henry L. Newhouse in 1917.

Returned

In the already-listed *Logan Square Boulevards Historic District*, there are 3 commercial buildings. One such example is a 3-story store and auditorium building designed by Worthman & Steinbach at 2535-47 N. Kedzie Boulevard in 1911 [Map 66].

Churches and Synagogues

Of the many prominent religious, institutional, educational, and municipal buildings located in *The Chicago Park Boulevard System Historic District* there are 32 churches and synagogues. There are an additional 4 churches in the *Logan Square Boulevards Historic District*. All of them were imbedded in residential segments of the boulevards, close to the homes of their congregants. All of them are Contributing buildings.

Churches and synagogues often occupy prominent corner sites. Some, such as the church designed in 1897 by S.S. Beman for the First Church of Christ, Scientist at 4017-23 S. Drexel Boulevard [Map 6], are relatively small. Others such as Corpus Christi Church at 4910-20 S. Dr. Martin Luther King, Jr. Drive [Map 4], are large complexes. Although the buildings have not been substantially altered, in most cases denominations have changed. There are a number of buildings constructed as synagogues along Independence and Douglas boulevards that today serve Christian denominations.

All of the churches and synagogues tend to be high style, many designed by prominent architects. Built between the 1880s and the 1930s, they reference a variety of architectural styles. Most of the synagogues were built in the 1910s and 1920s and were inspired by Classical architecture. Examples include Congregation Anshe Sholom at 754 S. Independence Boulevard designed in 1926 by Henry L. Newhouse & Bernham [Map 53] and

Sinai Congregation at 4600-4622 S. Dr. Martin Luther King, Jr. Drive designed in 1909 by Alfred Alschuler [Map 3]. Corpus Christi, a Catholic church, 4920 S. Dr. Martin Luther King, Jr. Drive is also Classical Revival. It was designed by Joseph McCarthy in 1916 [Map 4]. Handsome examples of Romanesque Revival structures include two churches on Oakwood Boulevard. One, the Oakland Missionary Baptist Church, built in 1903, is at 649 E. Oakwood [Map 5]; the other, Memorial Baptist Church, designed in 1899 by Patton, Fisher & Miller, is located at 729 E. Oakwood [Map 6]. An excellent example of a Gothic Revival religious building, Visitation Church, built 1898-99, is found at 843 W. Garfield Boulevard [Map 27].

The already-listed *Logan Square Boulevards Historic District* has several religious buildings. They include a Catholic church located at 2523-25 W. Logan Boulevard by Worthmann & Steinbach, built in 1906 [Map 67]; the Eleventh Church of the Christ Scientist by Leon Stanhope at 2836-40 W. Logan Boulevard built in 1916 [Map 67], the Christ English Lutheran, now Norwegian Memorial Lutheran Church, at 2608-12 N. Kedzie Boulevard by Charles Sorenson built in 1908 [Map 66], the First English Evangelical Church at 3058-70 W. Palmer Square by Lowe & Bollenbacher built in 1923 [Map 65] and St. Sylvester Church at 2163-69 N. Humboldt Boulevard/2157 W. Palmer by Egan & Prindiville built in1905 [Map 65] . There is one synagogue building, B'nai David Ohave Zedek, by David Saul Klafter, built in 1919. It is located at 1908-10 N. Humboldt Boulevard [Map 64].

Hospitals

Returned

There are 12 hospitals facing the park and boulevard system, not including the hospital buildings on the University of Chicago campus. They are large complexes, with buildings that have been added to over time. Two face Douglas Park: St Anthony Hospital, at 2851-67-75 W. 19th Street [Map 47] , and Mt. Sinai Hospital, at 1501 S. California Boulevard [Map 63]. The Municipal Contagious Diseases Hospital is located at 3000 S. California Avenue [Map 43]. Norwegian-American Hospital is located at 1044 N. Francisco Avenue, on the east side of Humboldt Park [Map 61]. The Franklin Boulevard Hospital, now Sacred Heart Hospital, is located at 3234-40 W. Franklin Boulevard [Map 59]. In addition to these five hospitals, the Sinai Schwab Rehabilitation Center is located next door, to the north, of Sinai Hospital. There are several hospital buildings that are part of the University of Chicago on the north side of the Midway Plaisance.

The first structure built for St. Anthony Hospital was designed in 1897 by Henry Schlacks. With Flemish gables, the building does not easily fit into any specific architectural category. Mt. Sinai is a complex of buildings with its original Beaux Arts design dating from1919. The Municipal Contagious Diseases Hospital was designed in the Classical Revival style in 1914 by Charles W. Kallal. The five-story Norwegian American Hospital is a brick building in the Classical Revival style with stone trim and detailing. The Franklin Boulevard Hospital is a four-story Classical Revival building of light colored brick with minimal ornamentation, much of it in the bay containing the main entrance.

Community Centers

There are two important community centers located in *The Chicago Park Boulevard System Historic District*. Both occupy prominent sites. One is Lincoln Center, located at 700 E. Oakwood Boulevard [Map 5]. This rectangular brick building stands six stories tall. Designed by Frank Lloyd Wright and Dwight Perkins in 1898-1903, it has the pared down simplicity associated with the Prairie Style although it doesn't strictly reference the style. By contrast, the Jewish Peoples Institute at 3500 W. Douglas Boulevard, designed in 1926 by Klaber & Grunsfeld at the intersection of W. Douglas Boulevard and S. St. Louis Avenue [Map 50], is an elaborate (and unusual) Moorish Revival building.

Educational Buildings

There are 64 educational buildings (29 are contributing, 7 are Non-Contributing, and 28 are already listed on the National Register) located all along the park and boulevard system and 1 in the already- listed *Logan Square Boulevards Historic District*. Some were built as public schools. A small number were built as private schools associated with religious institutions. All are large, prominently sited and located in residential neighborhoods. In addition, there are the many educational buildings associated with the University of Chicago located along the Midway Plaisance.

The two styles favored for the design of school buildings were Classical Revival and Tudor Revival. Four of them, all designed by Arthur Hussander in the 1910s, (Carter H. Harrison Technical High School at 2832-2850 W. 24th Boulevard [Map 45], Hyde Park High School at 6200-6220 S. Stoney Island Avenue [Map 19], Theodore Herzl Elementary School at 3701-3725 W. Douglas Boulevard [Map 51], and Nathanial Pope Elementary School at 1832-1858 S. Albany Avenue [Map 47]) are Classical Revival. Tudor Revival was popular somewhat later. One such example is Providence St. Mel at 115-119 S. Central Park Avenue, designed in 1929 by Morrison & Wallas [Map 55].

Collegiate Gothic, because of its association with collegiate accomplishment, dominated the architecture of the University of Chicago from 1893, when the first buildings along the north side of the Midway Plaisance were constructed. These include Nancy Foster Hall designed by Henry Ives Cobb in 1893 at 1126/30 E. 59th Street [Map 16]and the University President's House, also by Cobb, in 1895 at 1144-1146 E. 59th Street [Map 16]. Following the pattern, James Gamble Rogers designed the University of Chicago Laboratory School for primary and secondary students at 1362 E. 59th Street in 1903 [Map 15]. Later buildings at the University were equal in quality to these and tended to respect the Collegiate Gothic idiom.

Returned

Government Buildings

Although Cook County buildings have a strong presence along S. California Boulevard/Avenue because of the prison buildings, all of which are recent and Non-contributing, there is one significant historic building, the Cook County Criminal Courthouse, 2600 S. California Avenue [Map 44]. It is a stately Classical Revival building designed in 1927 by Eric E. Hall. Other government buildings that contribute to the significance of *The Chicago Park Boulevard System Historic District* include a fire station at 5218 S. Western Avenue [Map 33], and the Western Avenue Pumping Station at 4919-4959 S. Western Boulevard, designed in 1927 by Charles W. Kallal [Map 34].

Industrial Buildings

There are 50 industrial buildings (factories and warehouses) in *The Chicago Park Boulevard System Historic District.* Of these, 40 are Contributing. They range in size from small buildings to large complexes. Most are concentrated along the south end of Western Boulevard/Avenue, on W. Pershing Road facing McKinley Park and on Franklin and Sacramento boulevards. These factory and warehouse buildings are all located adjacent to railroad lines and/or along Chicago's river and canal system.

The industrial buildings in the district are typically brick, timber frame, steel frame or concrete frame construction, with their interior frame expressed on the building's exterior. Some of them, such as those along Western, Franklin and Sacramento boulevards stand two to four stories tall. They tend to be small buildings; others, like the Cribben and Sexton Company Building at 620-722 N. Sacramento Boulevard [Map 60], and the Sprague Warner Company Building at 405-61 N. Sacramento Boulevard [Map 59], are low- rise but large,

sprawling complexes. The industrial buildings making up the Central Manufacturing District (CMD) along W. Pershing Road are considerably taller; they are large block-like buildings, standing six to seven stories tall. The vast majority of all the industrial buildings are red brick loft structures with stone or terra cotta trim. They are built up to the front lot line with embellishment concentrated around doorways and rooflines. Some, such as the building for GAW O'Hara Envelope at 500 N. Sacramento Boulevard, have towers [Map 59]. The Central Manufacturing District Tower, 2001 W. Pershing Road [Map39] stands alone, with an ornamental clock, marking the location of the complex.

The industrial buildings in *The Chicago Park Boulevard System Historic District* represent a range of styles. Many of them, especially those that were built as part of the CMD, are architecturally distinguished and particularly noteworthy for their stylistic detailing. Styles represented include Craftsman (2165-2211 W. Pershing Road, Samuel Scott Joy, 1922 [Map 39]; 500 N. Sacramento Boulevard, 1910's [Map 59]), Classical Revival (2225 W. Pershing Road, Alfred S. Alschuler, 1923 [Map 39]; 700 N. Sacramento Boulevard, 1920s [Map 60]), Gothic Revival (2139 W, Pershing Road, A. Epstein, 1927 [Map 39), and Art Deco (461-605 N. Sacramento Boulevard, A. Epstein, 1941 [Map 59]).

Several important architects designed the industrial buildings along the boulevard system, especially those in the CMD. They include Alfred Alschuler, who designed the L. Fish Furniture Company building at 2225-2235 W. Pershing Road in 1923 [Map 39], and the Parisian Novelty Company at 3510-3524 S. Western Boulevard in 1927 [Map 40]; A. Epstein, who designed 2139 W. Pershing Road for Standard Brands in 1927 and 2159 W. Pershing Road for Albert Pick Co. in 1936 [Map 39], as well as the Art Deco Sprague Warner complex at 461-605 N. Sacramento Boulevard [Map 59], and. S. Scott Joy who designed the Westinghouse Electric Company Building, in the CMD in 1922 [Map 39], as well as a factory/warehouse at 4401 S. Western Boulevard, 2165-2211 W. Pershing Road in 1914 [Map 39]. John Ahlschlager designed the Schulze Baking Company building at 20-40 E. Garfield Boulevard in 1914 [Map 36]. It is already listed on the National Register.

Returned

Architectural Styles

Italianate

The earliest houses in *The Chicago Park Boulevard System Historic District* were built in the Italianate style. The Italianate, along with Gothic Revival, developed as a reaction to the formal Classical ideals that had dominated architecture for over 150 years --the Georgian, then Federal and Greek Revival architecture that had set the tone for residential construction from the early 1700s until the mid-1850s. By comparison, Italianate architecture was a more Romantic style inspired by informal Italian farmhouses. Most Italianate houses, especially the simpler versions, were not architect designed.

Andrew Jackson Downing popularized the Italianate style through pattern books he published in the 1840s and 1850s. With examples of plans and elevation drawings taken from these books, local carpenters and craftsmen could easily build these homes. The style was most commonly used between 1855 and 1880. Those in the Chicago area tend to have been built in the late 1860s or 1870s.

Typical Italianate houses stand two to three stories tall. They are characterized by low-pitched roofs with deep, bracketed cornices, tall narrow windows topped by segmental or curved arches and projecting bays.. Double doors with arched detailing are characteristic, and in city houses they open off a raised front porch.

There are only 19 Italianate houses in *The Chicago Park Boulevard System Historic District*, a relatively small number compared to other style buildings that were constructed later. The largest concentration is along Oakwood Boulevard. The six-flat at 620-622 E. Oakwood Boulevard [Map 5] is a representative example of the style. Built of brick, it stands three stories with a raised front entrance porch. Windows are double hung, tall and narrow and topped by ornamental stone hoodmolds with curving corners and a raised keystone. The three units to the west have a projecting polygonal bay; the three to the east have a rectangular bay. The building has a deep cornice supported by prominent brackets. A less elaborate example of the style can be found at 608-610 E. Oakwood Boulevard [Map 5]. It is red brick with corner bays and a shallow bracketed cornice. Like the other Italianate houses on the block, it has tall narrow double-hung windows. There are a small number of cottages with Italianate detailing that feature paired ornamental brackets and limestone hoodmolds. These are scattered throughout the more working class areas of the District. One example is located at 1629 S. California Avenue [Map 48].

Second Empire

The Second Empire Style takes its name from the reign of Napoleon III, who established the Second Empire in France, transforming much of the city of Paris into grand boulevards lined with stately buildings topped by mansard roofs. It was at this time, beginning in the 1850s, that the Louvre, built for Louis XIV in the 17th-century by Francois Mansart, was expanded. The Second Empire style is also called the Mansard Style after the architect of the Louvre.

Returned

Second Empire buildings are generally topped by a steep double-pitched roof known as a "Mansard roof," which typically encloses an entire floor of livable space. Sometimes they are topped by steeply pitched hipped roofs. Many Second Empire buildings have projecting dormers that break through the cornice line, shutters, French doors and prominent chimneys. These buildings tend to be stately and imposing.

There are only seven houses and flats along the boulevards designed in the French Second Empire style which was popular from the 1880s through the turn of the Twentieth century. Modeled after the townhouses of mid-19th-century Paris, the sophisticated design of these houses appealed to boulevard residents. Examples include housing at 1819 S. California Avenue [Map 48] and 1636 W. Garfield Boulevard [Map 30]. There is a concentration of Second Empire buildings on E. Oakwood Boulevard, including three single-family residences at 517, 637 and 639 E. Oakwood and a three-flat at 624 E. Oakwood Boulevard [All Map 5].

Gothic Revival

Gothic Revival architecture was, like Italianate, a popular style during the mid to late 19th-century. For housing, there were cottages built in a romantic interpretation of Gothic architecture inspired by pattern books published by Andrew Jackson Downing in the 1840s; for churches, a more literal interpretation of the style was generally adopted.

Gothic Revival architecture was reminiscent of the Middle Ages, when the church ruled supreme. Verticality, pointed arches, cross gables, stained glass windows and towers characterized Gothic churches. These elements were adopted selectively for residential designs. They were combined in a manner that sometimes resembled their European ecclesiastical precedents.

There are 27 Gothic Revival structures in *The Chicago Park Boulevard System Historic District* that are not affiliated with the University of Chicago: of these, three are churches. The largest concentration of Gothic Revival residential architecture is along S. Dr. Martin Luther King, Jr. Drive. These include high style

greystone single family houses at 3616 [Map 1] and 3936 S. Dr. Martin Luther King Dr.[Map 2] , and 4510 and 4512 S. Dr. Martin Luther King, Jr. Drive [Map 3]. There is one Gothic Revival frame cottage, located at 2906 W. North Avenue [Map 63] that stands two stories.. It is unusual in the district because it is at the rear of the lot, behind a street-front building. There are also multiple-unit apartment buildings on the boulevards built in the Gothic Revival style. One is located at 3650-54 W. Douglas Boulevard [Map 51]. Examples of Gothic Revival churches include Rockefeller Chapel, designed by Bertram Goodhue at 1156-1180 W. 59th Street [Map 14], and Visitation Church at 843 W. Garfield Boulevard [Map 27].

Collegiate Gothic

Collegiate Gothic is a sub-category of Gothic Revival architecture. They are similar in that both are inspired by Medieval Gothic architecture. Because of its association with the architecture of the prestigious Oxford and Cambridge Universities in England, the style came to symbolize knowledge, strength and respectability.

The quadrangle organization and Gothic detailing, particularly the incorporation of square towers associated with English Gothic architecture, characterize Collegiate Gothic buildings. Universities, like the University of Chicago, that were built in the late 19th- and early 20th-century, respected the highly organized planning of Oxford and Cambridge. In Chicago, the influence of the 1893 World's Columbian Exposition, with its tightly ordered buildings and boulevards representing a "stately system of organization," also had a particularly profound influence on campus planning.[32] This influence is highly visible at the University of Chicago in Henry Ives Cobb's master plan for the school. Cobb organized the campus around quadrangles. The quadrangles, which added a sense of intimacy to the overall scheme, resemble those of English universities as well as of older American campuses, such as Yale and Harvard. The, architecture, with limestone buildings and Gothic detailing, is stylistically associated with the older English Gothic buildings.

Returned

Collegiate Gothic university buildings were constructed on the north side of the Midway between 1893 and 1932. Following the precedent Cobb set in his design for Foster Hall, subsequent architects, including James Gamble Rogers, Shepley, Rutan & Coolidge, Bertram Grosvenor Goodhue Associates and Coolidge & Hodgdon, continued designing buildings in the Collegiate Gothic tradition. There are 44 buildings in the Collegiate Gothic style in *The Chicago Park Boulevard System Historic District*; all are located on the University of Chicago campus.

Queen Anne

Queen Anne architecture was named and popularized by a group of 19th-century English architects led by Richard Norman Shaw (1831-1912), whose sprawling manor houses were well known to American architects.[33] Ironically, the historic precedents Shaw and his followers drew from had little to do with Queen Anne or the formal Renaissance architecture that was dominant during her reign (1702-1914). Instead Queen Anne architecture borrowed most heavily from the models of the preceding Elizabethan and Jacobean eras.

By the 1880s, the Queen Anne style spread throughout the country via pattern books and *The American Architect and Building News*.[34] Precut parts, including a variety of shaped shingles (made possible by the

[32] Stephen Sennett, Editor. *Encyclopedia of 20th Century Architecture*. New York: Fitzroy, Dearborn Publishers, 2004. "Campus Planning."
[33] John S. Poppeliers, Allen Chambers and Nancy B. Schwartz. *What Style Is It?,* Washington: The Preservation Press, National Trust for Historic Preservation, c. 1977. p. 24.
[34] Virginia and Lee McAlester. *A Field Guide to American House*. New York: Alfred A. Knopf, 1985, p. 268.

perfection of the band saw after the Civil War) and spindles (made possible by the power lathe), were readily available and distributed easily by the country's expanding railroad network. These wood parts provided decorative detailing that gave a house individual character, even when the house was predominantly masonry.

The Queen Anne style is characterized by a variety of surface materials, window configurations and roof types, as well as irregular massing. The overall effect is asymmetrical and picturesque, with an emphasis on richly decorative textures and multiple colors. Many Queen Anne houses were built with a variety of molded or specially-shaped bricks and saw-tooth, fish scale, square, or rounded shingles. Windows, frequently filled with leaded or stained glass, were incorporated into bays and towers that had polygonal or conical roofs. Groupings of casements were typical as were upper panes outlined with squares of colored glass. Tall brick chimneys were common. Almost every Queen Anne house featured some kind of porch and/or balcony.

The Queen Anne style is prevalent in *The Chicago Park Boulevard System Historic District*; there are 124 Queen Anne style buildings. Some stand alone; others are party wall structures. Many greystones feature Queen Anne detailing. Queen Anne houses are of all sizes. Those found at corners can be quite exuberant, although most midblock townhouses tend to be simpler and more disciplined.

Excellent examples of Queen Anne houses are located at 1408 [Map 28] and 1656 W. Garfield Boulevard [Map 30] and 3135 W. Douglas Boulevard [Map 50]. A Queen Anne cottage is located at 1649 S. California Avenue [Map 48] and several are found between 3011 and 3035 W. 19th Street [Map 47]. There is a large, flamboyant red brick Queen Anne house at 3056 S. Dr. Martin Luther King, Jr., Drive, designed in 1885 by architect William W. Clay [Map 1]. It is a surviving remnant of the large single family homes that occupied the corners on this boulevard in the 1890s. Commercial Queen Anne structures may be found at 3458 W. Lake Street [Map 56] and 3456 S. Western Boulevard [Map 40].

Returned

Richardsonian Romanesque

The Richardsonian Romanesque style, named for the architecture of Henry Hobson Richardson, grew out of an interest in the rugged Romanesque forms utilized by Richardson, a Boston architect who designed three buildings in Chicago including, in 1886, the John J. Glessner House at 1800 S. Prairie Avenue. The other two buildings have been demolished.

The Richardsonian Romanesque style is characterized by rough, rock-faced masonry, round-headed arches, a picturesque footprint and a bold geometric simplicity. It was a highly original style that was immensely popular in Chicago during the late 1880s and 1890s, influencing the work of John Wellborn Root, Henry Ives Cobb, Louis Sullivan, Frank Lloyd Wright and many other Chicago architects.

There are 214 Richardsonian Romanesque structures in *The Chicago Park Boulevard System Historic District*. Numerous rough-faced stone party-wall Richardsonian Romanesque houses line Dr. Martin Luther King, Jr. Drive, S. Drexel Boulevard, W. Garfield Boulevard, and S. Independence Boulevard. A high percentage of these are greystones. There is a Richardsonian Romanesque mansion, the Martin Ryerson House at 4851 S. Drexel Boulevard, designed by Treat and Foltz in 1887 [Map 8]. Richardsonian Romanesque was also a popular style for churches, reminiscent of their Medieval precedents and similar to the several Richardson had designed in Boston. Four of the Richardsonian Romanesque buildings in the district are churches. These include the Metropolitan Apostolic Church at 4100 S. Dr. Martin Luther King, Jr. Drive [Map 2] and the Monumental Baptist Church at 725-729 E. Oakwood Boulevard [Map 5].

Classical Revival

The Classical Revival style gained in popularity following the 1893 World's Columbian Exposition, held in Chicago's Jackson Park. Dominated by monumental Classical buildings, the fair was widely photographed and attended by thousands of people. Even several smaller state pavilions, built on a more domestic scale, were Classical Revival. As a result of the fair, Classical Revival commercial and institutional buildings dominated architecture for several decades.

Classical Revival was a style particularly well suited to buildings such as banks and art museums, institutions that wanted to project an image of stability, monumentality and timelessness.. The style was sometimes favored for churches and frequently for synagogues. Because of its monumental scale, appropriate for large structures, the full-blown Classical Revival style, typified by two-story columns, was less commonly applied to residences. Classical detailing, however, was attractive to Chicago builders and homeowners, many of whom had visited the fair. The enduring popularity of Classical architecture, with its familiarity, simple beauty and stately image had substantial appeal.

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Classical Revival residences feature porches with roofs supported by classical columns that have Doric, Ionic, or Corinthian capitals. Sometimes pilasters are used instead of actual columns. Frequently the entry porch is capped by a pediment and embellished with Classical details. A classical cornice with dentils is common.

Returned

There are numerous Classical Revival townhouses and flats stretching along the system. It is, in fact, the most dominant style in *The Chicago Park Boulevard System Historic District*. There are 560 Classical Revival buildings; the majority are residential structures.

The Classical Revival style was particularly favored for greystones. Whereas the Columbian Exposition was called "The White City" because the exteriors of the major buildings simulated white marble, smaller scale houses and flats built along the boulevards could actually have stone fronts. Architects and builders constructed elegant greystone single family houses and flats of various sizes for their clients. The multiple-unit apartment building at 3323-3325 W. Douglas Boulevard is a fine example of a Classical Revival greystone flat building [Map 50]. A row of stately single family residences was constructed in 1901 from plans by the architectural team of Peabody & Beauley. They are located at 4941, 4943, 4949, 4955, and 4959 S. Dr. Martin Luther King, Jr. Drive [Map 4].

Classical Revival was a style favored for Christian Science churches and for synagogues. Abandoning the then-popular Gothic or Romanesque Revival style, Solon S. Beman embraced classicism and established the architectural style for the Christian Science denomination in his design for the First Church of Christian Science at 4025 S. Drexel Boulevard. His churches were simple, impressive and dignified, featuring tall colonnades.

Designs for synagogues tended to follow the style that was popular during the year they were built. Classicism was frequently adopted in the 1910s and 1920s. Alfred Aslchuler designed the building housing Sinai Congregation at 4600-4622 S. Dr. Martin Luther King, Jr. Drive in the Classical Revival style in 1912 [Map 3]. Kehilath Anshe Mayriv Synagogue, at 4953 S. Drexel Boulevard, was designed in the Classical Revival style by Henry L. Newhouse in 1923-24 [Map 8]. Today it houses Operation Push.

The Classical Revival style was also popular for school buildings. Hyde Park High School at 6220 S. Stony Island Avenue [Map 19] and Carter Harrison Technical High School at 2832-2850 W. 24th Boulevard [Map 45] are both stately buildings designed by Arthur F. Hussander in the Classical Revival style.

Colonial Revival/Georgian Revival

The Colonial Revival style became popular after the 1876 Centennial Exposition in Philadelphia and became, to many, a national style. The interest in Colonial architecture was reinforced by the Classical architecture of the 1893 World's Columbian Exposition. Colonial Revival architecture, with its Classical detailing, order and symmetry offered an alternative to the picturesque Queen Anne style. Features of Colonial Revival architecture include rectangular form, symmetry, gable or hip roofs (frequently with dormers), double-hung windows with multi-pane glazing, shutters, bay windows, paneled doors topped by transoms, fanlights or pediments and front doors (sometimes) flanked by sidelights.

Georgian Revival architecture is a popular subtype of the Colonial Revival style. Georgian Revival buildings often share classical features with Colonial Revival structures but are typically red brick masonry and almost always have a front portico–either one or two stories. Roofs are usually hipped, and symmetrical; chimneys are often prominent. Georgian Revival buildings tend to be grand and fairly close to their Georgian precedents. The more stately examples have several classical elements including cornices with modillions and dentils. Balustrades, columns, and pilasters are also common and found their way into the style just after the Columbian Exposition.

There are six Colonial Revival and three Georgian Revival buildings in the *The Chicago Park Boulevard System Historic District*. Colonial Revival examples may be found at 1442-1450 E. 59th Street [Map 15], 1509 W. Garfield Boulevard [Map 28] and 5801 W. Madison Street [Map 55]. One handsome example of a Georgian Revival building is located at 1365-1375 E. 60th Street [Map 15], along the Midway Plaisance. Built in 1918 by Coolidge & Hodgdon as St. Paul's on the Midway Church, the building now houses the Sonia Shankman Orthogenic School. The red brick Chicago Orphan Asylum at 5114-5120 S. Dr. Martin Luther King, Jr. Drive (now the Chicago Baptist Institute) was designed by Shepley, Rutan & Coolidge in the Georgian Revival style [Map 4].

Returned

Beaux Arts

The Beaux Arts was an elaborate style favored for grand homes and public buildings including train stations, clubs and hotels. Stately Beaux Arts buildings were constructed in prosperous urban centers from the late 19th-century through the 1920s. Although often adapted to large elegant buildings, the style percolated down to smaller townhouses and flats, and there are some, although not many, examples along the boulevard system. There are three Beaux Arts buildings (the Boiler House [Maps B,C,D, 7], Field House [Map C,D, 3] and Locker and Changing Room [Map C, D 4] in Gage Park and three (the Boiler House [Map C,D,E, 24], Field House [Map C,D,E, 25] and Landscape/Maintenance Building [Map B,C,D, E, 18] in McKinley Park. These are noted in the Continuation Sheet "Gage Park Resource Inventory (Attachment 10)" and "McKinley Park Resource Inventory (Attachment 11)".

The Beaux Arts style takes its name from the Ecole des Beaux Arts in Paris, the world's premier architectural school, where many of America's earliest important architects studied. Beaux Arts is a style based on Classical precedents, symmetry and order, yet embellished by lavish decorative detailing including swags, escutcheons, decorative brackets, canopies, paired columns, arched openings, pilasters and ornamental panels with floral or foliate carving. These lavish treatments were adopted on smaller buildings to express the significance of the building's architecture and its association with grander examples. Beaux Arts planning principles, based on symmetry and order, found expression in Henry Ives Cobb's quadrangle plans for the University of Chicago.

There are fourteen examples of Beaux Arts housing in *The Chicago Park Boulevards System Historic District.* Because of their sophisticated designs they tend to be architect designed. Among the examples is a single-family residence at 4321 S. Dr. Martin Luther King, Jr. Drive, constructed in the 1910s from a design by architect Ernest A. Mayo [Map 2]. Another is a 6-flat located at 622-624 S. Independence Boulevard designed by the architectural team of Marquandt & Brunte in 1900 [Map 53].

Tudor Revival

The Tudor Revival style was popular in America between approximately 1893 and 1940, although the great surge in popularity occurred in the 1910s and the 1920s, Tudor Revival architecture evoked an image of English country living, a way of life that came to symbolize a homeowner's elevated economic status and implied respectability. Tudor Revival houses of various types were constructed by builders but often designed by experienced architects.

Features of Tudor Revival style buildings include picturesque massing; steeply-pitched, front-facing gable roofs; tall narrow windows, often configured as groups of multi-pane casements; decorative (not structural) half-timbering; and doorways topped with Tudor (flat pointed) arches or flat arches with shoulder ends. Some entrances have a projecting vestibule covered with a gable or a steeply-pitched asymmetrical "catslide" gable roof. Unlike the greystones along the boulevards, Tudor Revival residences have walls of brick, sometimes with stone or stucco trim.

Returned

There are 270 buildings in *The Chicago Park Boulevards System Historic District* designed in the Tudor Revival style. Although some are single-family houses, such as that at 4732 S. Dr. Martin Luther King, Jr. Drive [Map 3] or those designed by Frost & Granger in 1901 at 4801 and 4935 S. Drexel Boulevard [Map 7,8], most are multi-family, including courtyard buildings and flats. Examples of Tudor Revival courtyard apartment buildings are found at 1524-34 E. 59th Street on the Midway Plaisance [Map 15] and at 1418 W. Garfield Boulevard [Map 28]. There is a heavy concentration of Tudor Revival courtyard buildings on the south perimeter of Jackson Park. These include an apartment located at 1801-1809 E. 79th Street that was designed by architect Z. Erol Smith in 1924 [Map 22]. A Tudor Revival 3-flat can be found at 511 E. Oakwood Boulevard [Map5]. Additionally, there is a 6-flat designed by Henry L. Newhouse in 1905 located at 4310-4312 S. Dr. Martin Luther King, Jr. Drive [Map 2] and an 8-flat at 4314-4316 S. Dr. Martin Luther King, Jr. Drive by William H. Pruyn Jr. in 1913 [Map 2]. There are also industrial buildings, such as the factory located at 2001 W. Pershing Road [Map 39], that were inspired by Tudor architecture.

Chateauesque

Compared to other examples of revival style architecture, the incidence of buildings influenced by stately French chateaux is comparatively rare. The style became somewhat popular after World War I in the late teens. Americans who had served in World War I came home with first-hand knowledge of the French prototypes and the publication of books and articles on the architecture of France helped to popularize French architecture.

Principal identifying features of Chateauesque architecture include steeply pitched roofs, prominent cylindrical towers topped by conical roofs and stone facades. The majority of buildings constructed in this style are formal and imposing despite their generally picturesque massing.

There are only three buildings in the District that were clearly influenced by French chateaux, one two-flat and two single family houses. They all date from around the turn of the century, and they are all architect

designed. Examples include the stately house designed in 1891 by Henry Ives Cobb at 4920-48 S. Drexel Boulevard (today multifamily) [Map 8] and flats at 4724-4728 S. Dr. Martin Luther King, Jr. Drive designed by Henry L. Newhouse in 1903 [Map 3]. The Chateausque building located at 1306 S. Albany Avenue is a 2-flat designed by W. Schneider in 1897 [Map 49].

Spanish Revival

The Spanish Revival style became popular after the Panama-California Exposition held in San Diego in 1915, reaching its peak of popularity during the 1920s. With buildings imitating elaborate Spanish prototypes, it received worldwide attention. Spanish architecture is most common in the southwestern states (especially California) and in Florida, areas that were settled by the Spanish and where Spanish Colonial building actually occurred. Yet Hollywood, and the romance of movies, influenced the development of Spanish Colonial architecture and the style was frequently adopted for movie houses and apartment buildings

Features of Spanish Revival architecture include yellow-cream brick wall surfaces, low-pitched red tile roofs, usually with narrow or no eaves, arches and twisted columns. Sometimes there is a suggestion of a bell tower.

There are fourteen examples of the Spanish Revival style in *The Chicago Park Boulevards System Historic District*, including several courtyard buildings constructed in the 1920s. One courtyard apartment building located at 214-222 S. Hamlin Boulevard [Map 54] was designed by Dubin & Eisenberg in 1925. There is a multiple unit building at 4619 S. Drexel Boulevard [Map 7] and one at 1934 W. Garfield Boulevard designed by E.J. Males in 1926 Map 30]. The Midwest Athletic Club at 3800 W. Madison Street is also Spanish Revival. It stands twelve-stories tall and was designed by Michaelsen & Rognstad in 1926 [Map 56]. This building is among those in the District listed on the National Register of Historic Places.

Returned

Italian Renaissance Revival

Italian Renaissance Revival architecture was never as popular as Classical or Tudor Revival styles, but it was attractive to the designers of some stately houses. Beginning in the late 19th-century, many American architects and their clients visited Italy, giving them first-hand familiarity with Italian villas and palazzos. Italian Renaissance Revival structures designed by these architects mimicked their Italian predecessors quite closely. This authenticity distinguishes Italian Renaissance Revival buildings from the Italianate buildings that preceded them. Italianate buildings were based on pattern book drawings by builders who had no first-hand visual experience with Italian buildings.

The typical Italian Renaissance Revival house has a low-pitched hipped or flat roof. The hipped roofs are covered in red or green ceramic tile; the flat-roofed type sometimes has a prominent cornice and roofline balustrade. The houses are often, but not always, symmetrical. Classical detailing, including columns and Palladian windows, is common. Trim is generally of stone. Some examples of Italian Renaissance Revival houses are long and low, others tall and stately. All of them are formal and quite elegant. Very often Italian Renaissance Revival buildings are architect-designed.

There are three examples of Italian Renaissance Revival buildings in *The Chicago Park Boulevard System Historic District*. These include a 6-flat designed by C. Frank Jobson in 1910 at 5036-5038 S. Drexel Boulevard [Map 8] and an architect-designed single-family residence at 4805 S. Drexel Boulevard, designed by Horatio R. Wilson in 1910 [Map 7].

French Renaissance Revival

French Renaissance Revival is a style that is loosely based on French architecture of the 16th and 17th Centuries. It was among the variety of styles that were popular in the first three decades of the Twentieth Century. Americans who had been abroad gained first had familiarity with French architecture. Others acquired knowledge from photographs of French houses that were published in periodicals and journals. Architects who had studied at the Ecole des Beaux Arts had considerable knowledge of the style.

Many examples of French Renaissance Revival architecture evolved from Gothic architecture and display Gothic arches and elaborated detailing. Roofs are often Mansard or hipped. Towers, through-the-roof dormers and classical elements are also characteristic. There are seven French Renaissance Revival buildings in *The Chicago Park Boulevards System Historic District*. Examples of the style are located at 1216 S. Albany Avenue [Map 49], 3135 W. Douglas Boulevard [Map 49], a single-family residence designed by Zachary T. Davis in 1901 located at 726 W. Garfield Boulevard [Map 27], and a 2-flat built in 1903 at 1653 W. Garfield Boulevard [Map 30]. There is a fine example of a French Renaissance Revival multi-use terra cotta building located at 2747-2753 W. North Avenue [Map 63], opposite the northeast corner of Humboldt Park. This building features a commercial space on the first floor and apartments on the upper floors.

Moorish Revival

Returned

Moorish Revival architecture is derived from the Islamic architecture of North Africa and parts of Spain and Portugal. Although it is associated with exotic, romantic places and frequently adopted for theaters, hotels and garden pavilions, it was also popular for synagogues. This is likely because Medieval Spain, where Moorish architecture was prevalent, enjoyed a tolerant climate and had been a welcoming country during the golden age of Jewish culture. So the Moorish association was attractive for Jews seeking a style for their buildings

There are three Moorish Revival buildings in *The Chicago Park Boulevard System Historic District*. The Jewish People's Institute at 3500-3516 W. Douglas Boulevard incorporates Moorish arches and the style's colorful mosaics into the design of the building. The JPI was designed by Klaber & Grunsfeld in 1926 [Map 50]. Additionally, the style was applied to a synagogue located at 3620-3624 W. Douglas Boulevard designed by J.W. Cohn & Co. in 1926 [Map 50]. There is also a Moorish Revival multi-unit apartment building located at 5001-5007 S. Dr. Martin Luther King, Jr. Drive [Map 4].

Arts and Crafts/Craftsman

The Arts and Crafts or Craftsman style, as it is sometimes called, originated in the United States slightly before 1900. It developed as a reaction against the complicated massing and elaborate detailing of Victorian period styles (Italianate, Gothic Revival, Second Empire and Queen Anne) and as well as the formalism of Classical Revival architecture. The style grew out of the Arts and Crafts movement in England, which originated in the late 19th-century as a reaction to the negative effects of industrialization. It stressed simple designs, natural materials and fine craftsmanship. The style flourished into the 1920s.

Arts and Crafts residences received extensive publicity. Publications such as the *Western Architect*, *The Architect*, *House Beautiful*, *Good Housekeeping*, *Architectural Record*, *Country Life in America* and *Ladies' Home Journal* familiarized the nation with the style. As a result, pattern books offering plans for Arts and Crafts/Craftsman homes flooded the market; some even offering pre-cut packages of lumber and detailing to be

assembled by local craftsmen.[35] Craftsman bungalows were very popular as were two- and three-story craftsman flats.

Craftsman style houses were uncomplicated, efficient, and neat, with straightforward profiles and clean lines. They were neither ornate nor cluttered; there was no attempt to express social status or present an ornate display. Using machine technology in the initial construction stages lowered labor costs, but finish work was often done by hand. The Arts and Crafts/Craftsman house or flat building seldom referenced historical styles. It became a distinctly American style that was comparable in its approach, through the use of natural materials and geometric detailing, to the more artistically-developed Prairie Style architecture of Frank Lloyd Wright and his followers.

An important feature of the style relates to the expression of a building's construction. The Arts and Crafts/Craftsman house typically has exposed rafter ends and roof beams or triangular knee braces, set under gables. Almost all of the houses or flats have some type of bay or porch, either open or glazed. In flats, the porches are typically stacked. Windows are usually double-hung, often three over one or four over one. The inherent natural color of the materials used--whether wood, brick, stucco or stone--is respected.

There are 449 Craftsman flats, single-family homes, townhouses and bungalows in *The Chicago Park Boulevard System Historic District.* The buildings are predominantly red or cream-colored brick with sparsely-applied stone trim adopted for window sills, string courses and lintels. Geometry dominates, both in terms of massing and detailing. Some buildings, like 3055 W. 19th Street [Map 47], have polygonal bays; some, like 3616-3618 W. Douglas Boulevard, have tiers of rectangular bays [Map 51].

Returned

Arts and Crafts features are typically found on four squares and bungalows. There are high style craftsman bungalows at 1735 W. Garfield Boulevard [Map 30] and 1908 W. Garfield Boulevard [Map 30] and at 5339 S. Racine Avenue [Map 29]. There is a characteristic 2-flat at 2435 S. California Avenue [Map 45] and one at 3550 W. Douglas Boulevard [Map 50].

Industrial buildings also employed the Craftsman style due to its basic simplicity and cost effectiveness as well as its association with fine workmanship. The Westinghouse factory building at 2211-2265 W. Pershing Road, designed in 1922 by Samuel Scott Joy {Map 39], is an excellent example of the style.

Sullivanesque

Sullivanesque architecture reflects the influence of architect Louis Sullivan (1856-1924). The style, which became popular in Chicago and other parts of the country between the 1890s and 1920, is characterized by wall surfaces displaying an intricate weaving of stylized foliate and geometric forms executed in terra cotta or plaster. The patterns are typically symmetrical, sometimes set in panels. Sullivan's ornamentation was integral to the building, not applied to it and bears no resemblance to historical precedent. Sullivan typically applied this kind of ornamentation to his designs for steel frame commercial buildings. There are four examples of Sullivanesque architecture, including examples at 20-40 E. Garfield Boulevard [Map 25] and 1146 S. Independence Boulevard [Map 52].

[35] McAlester. p. 454.

Prairie School/Prairie Style

The Prairie School of architecture or Prairie Style, as it is sometimes called, developed in the Midwest and is considered a uniquely American style of architecture. Although influenced strongly by the Arts and Crafts movement, the style was developed by Frank Lloyd Wright and was practiced by many of his followers, hence the name "Prairie School. It was popular from 1890 to around 1915, although some practitioners designed Prairie Style buildings into the 1930s. The style is primarily residential, although it was also employed in the design of other types of buildings that are generally small scale.

Prairie Style buildings are simple and express the horizontality of the Midwest's prairie setting. Most Prairie Style residences stand two stories, have low pitched (usually hipped) or flat roofs, wide cornices, and details that emphasize the horizontal. Detailing includes narrow Roman brick, horizontal banding, ribbons of windows (usually casements), and projecting wings. There is little, if any, applied ornament, except that windows frequently contain leaded or stained glass in geometric patterns. Geometry, not historicism, governs the design.

Sometimes Prairie detailing is grafted onto building types like the American four square and the bungalow. While both the Prairie Style house and the Arts and Crafts house are simple and incorporate natural materials, Prairie houses are usually larger, more sophisticated in their designs, and often architect-designed; builders, however, also adopted the style.

Returned

There are only six buildings in *The Chicago Park Boulevards System Historic District* that are Prairie Style. Two are flats, a 6-flat at 138-140 S. Hamlin Avenue [Map 55] and a 2-flat at 1643 N. Humboldt Boulevard [Map 63], one is a single-family house, at 1122-1124 W. Garfield Boulevard and one is a pool house designed in 1914 by William Carbys Zimmerman [Map 28]. It is located at 3041 W. Augusta Boulevard [Map 61]. There is also a Prairie Style apartment building at 755-757 S. Independence Boulevard [Map 53].In addition, the Rath House, at 2703 W. Logan Boulevard [Map 67], in the *Logan Square Boulevards Historic District,* is included by reference in this nomination.

Art Deco

Art Deco is an elegant style that takes its name from the world's fair held in Paris in 1925, known as Exposition Internationale des Arts Decoratifs et Industriels Modernes. The style was popular during the late 1920s and 1930s. The 1925 Paris exposition introduced forms to the world that, when taken collectively, characterized a whole new view of design.

Art Deco, characterized by linear, hard-edged, angular geometric shapes, was often embellished with stylized decoration, generally in low relief. Ornament was sometimes executed in the same material as the building, frequently cut stone, or it was applied in various metals, tile or glazed brick. Often round or polygonal windows were introduced. Metal casements are typical. Geometry dominates, especially in a building's decorative trim. Human figures are sometimes integrated into the designs, especially figures of people working.

The Art Deco style is not particularly prevalent in *The Chicago Park Boulevards System Historic District* because most of the building construction occurred before this style became popular. However, there are distinguished examples of Art Deco design elements found in the railroad viaducts, street overpasses and bridge lampposts where S. Western Boulevard crosses the Sanitary & Ship Canal.

There are thirteen commercial, residential and industrial buildings with Art Deco styling in *The Chicago Park Boulevard System Historic District.* Examples include two courtyard apartment buildings located at 901-909 and 911-923 S. Independence Boulevard, both designed by A.I. Lurya in 1928 [Map 52]. There is a multi-use building at 1618 W. Garfield Boulevard [Map 30] and one at 5501 S. Prairie Avenue [Map 24]. The Sprague Warner factory building at 461-505 N. Sacramento Boulevard is a stunning example of the style, one that features a stone tower at the intersection of W. Franklin Boulevard and S. Sacramento Boulevard [Map 59]. The complex was designed by A. Epstein in 1941. The same architect designed an Art Deco factory building in the Central Manufacturing District at 2151-2159 W. Pershing Road in 1936 [Map 39].

Moderne

The Moderne style developed in the late 1930s and is much like the simple, geometric Art Deco architecture that preceded it—with one major difference: it is characterized by streamlining. A fascination with speed influenced all aspects of design. Even static objects, including buildings, adopted smooth rounded forms, parallel horizontal stripes--dynamic elements that expressed the efficiency and speed of automobile, train and airplane travel. Round windows and glass blocks were used.

Hollywood popularized the Moderne style by showcasing the association between streamlined architecture and luxury liners and glamorous movie theater interiors and fancy hotels. The Moderne style was particularly adaptable to small commercial buildings, shops and factories as well as buildings associated with travel, such as gas stations and bus terminals. Chicago's 1933-34 Century of Progress Exhibition offered designers the opportunity to put new materials, construction techniques and forward-looking designs before the public, and many embraced it. World War II and its resulting devastation subsequently ended the country's romance with speed.

Returned

There are nine examples of the style in the District. All were built in the 1930s. Examples can be found at 3001-3017 W. Franklin Boulevard [Map 59], 4043-47, and 2015 S. Marshall Boulevard [Map 46]. Streamlined Moderne features are integrated into the office section of the Sprague Warner factory building at 461-505 N. Sacramento Boulevard [Map 59].

No Style or N/A

When a building has no features that clearly reflect a particular architectural style, it can usually only be described as "No Style." There are 57 buildings in *The Chicago Park Boulevard System Historic District* that are No Style. They date from 1890 through the 1930s. Some of them are architect-designed; most are not. They tend to be very simple. Some No Style buildings conform to the typical size and materials along the parks and boulevards but have had non-historic alterations made. These changes include the removal of identifying ornamental features, the replacement of front porches or the application of siding, which may cover identifying features of a style. If these non-historic additions were removed, perhaps a style could be identified. Because the materials, massing, original openings and roof shapes have been maintained, these No Style buildings are considered Contributing to the significance of the district.

An example of a No Style building may be found at 5231 S. Racine Avenue:, a bungalow clad in siding [Map 29]. Another example is a simple stripped down two-flat at 3406 W. Franklin Boulevard [Map 58]. There is a similar simple commercial building at 548 N. Sacramento Boulevard [Map 59] that is also "No Style." The six-story building located at 700 E. Oakwood Boulevard, originally known as the Abraham Lincoln Center, was designed by Frank Lloyd Wright and Dwight H. Perkins and constructed between 1898 and 1903 [Map 5]. The building is described as No Style not because of alterations but because it breaks from established architectural

precedent, creating a very simple building that cannot be categorized. The description N/A is used to describe three buildings in Douglas Park. These are a Comfort Station built c. 1936. [Maps D, E, 19]. Collins High School, which was designed in 1973 [Mas D, E, 10], and a Storage Shed, constructed in 1965 [Maps D. E, 17]. These two are Non-contributing buildings in *The Chicago Park Boulevards System Historic District*. They are simple, utilitarian looking buildings, with no embellishment.

Vernacular Building Types

Vernacular residential architecture refers to buildings that are not high style and have little to define them stylistically. Instead, they are described by form (upright and wing houses, for example), roof shape (houses with gambrel- or gable-front roofs), placement of rooms, or building materials (like many cottages). Although some vernacular buildings cannot easily be categorized, other building types, including four squares, bungalows and ranch houses (subtypes of single family houses), were built in large numbers and are easily described by common characteristics. These are typically identified with particular time periods. Four squares were popular between 1900 and 1930. Bungalows were built roughly between 1900 and the mid-1920s. Ranch houses were generally built from the 1940s through the 1960s. Duplexes, townhouses, flats, and apartment buildings are categorized by function. Vernacular houses were most often built without the assistance of a trained architect. They may have been put up by a builder, a carpenter or by the homeowner.

Returned

After the 1880s mass-produced, standardized building materials became more widely available.[36] By the turn-of-the-century, four squares and bungalows were mass-produced and widely advertised in periodicals and catalogues featuring pre-cut houses. They were more likely to be built by a local contractors or carpenters than by the owner. Some four squares and bungalows were architect-designed and contained ornamental features identified with current architectural styles such as Craftsman or Colonial Revival.[37] The more high style a vernacular building is, the more likely it was designed by an architect.

Greystones and brick Chicago bungalows represent building subtypes believed not to be found elsewhere. There are a relatively small number of bungalows in *The Chicago Park Boulevard System Historic District* (35 bungalows), but a huge number of greystones of all sizes (466 with an additional 97 in the *Logan Square Boulevards Historic District*). Greystones have an architectural style applied to their façade with the greystone type assigned because of material usage—a smooth or rough-finished Bedford limestone.

Most of the vernacular residential buildings are found near the industrial areas along the boulevards. It is here where bungalows and four squares, as well as gable front and gambrel front houses and small cottages tend to be located. There are 70 vernacular houses along the boulevards. Of these, 58 are gable front and 12 are gambrel front.. Several of these residences are located at the west end of the north side of Garfield Boulevard, near the industries on S. Western Boulevard. They are located at 2106, 2112, 2122, 2124, 2128, 2134, 2141 and 2142 W. Garfield Boulevard [Map 31]. Of these, both 2134 and 2141 W. Garfield Boulevard are gable front, while the remaining addresses are gambrel front.

There are very few vernacular non-residential building types in *The Chicago Park Boulevards System Historic District*. They tend to be located in the parks and can be described as Other: Late Victorian. Victorian architecture tends to be associated with an era, a time period, not a style--specifically the reign of Queen

[36] Alice Edwards Novak and Karen Lang Kummer. "The Architectural/Historic Resources of Quincy's Northeast Neighborhood, Survey Report, Phase Two."
[37] A considerable amount of this discussion on defining vernacular architecture is drawn from the draft of "National Register Bulletin: Surveying and Evaluating Vernacular Architecture" prepared by the Midwest Vernacular Architecture Committee, Edited by Barbara Wyatt, Madison, Wisconsin, April 1987.

Victoria--from 1837 to 1910. There are two such buildings in the parks being added to the Register; one is the Stables in Douglas Park (c. 1908) Maps C,D,E,25] ; the other is a Comfort Station in McKinley Park (1903) [Maps A-E, 7]. They are both simple, handsome utilitarian buildings with no defining stylistic characteristics.

Residential Vernacular Building Types

The Cottage

Some of the earliest modest single-family houses in Chicago were cottages, and there are several sprinkled throughout *The Chicago Park Boulevards System Historic District*. They are sometimes referred to as "workers' cottages." The oldest ones in the District date from the 1870s and are brick, constructed as a reaction to the destruction of the city's frame building stock by the 1871 Fire.

There are many brick cottages in *The Chicago Park Boulevard System Historic District*. For survey purposes, those without any characteristic stylistic elements were classified as "cottages" A number of them were built before the city's streets were raised to accommodate sewers; as a consequence they stand two stories tall but have one story beneath ground level. The cottages located at 1241 (Map 49] and at 2419 S. California Boulevard [Map 45] exhibit the gable-front cottage massing and are brick, the typical primary material. There are 41 cottages in the District.

Returned

The Four Square

Although the four square is a house type, it is frequently associated with a particular style of architecture because of its detailing. Four squares may be very simple or they may have elaborate decorative detail associated with Craftsman, Prairie, Classical or Colonial Revival architecture

The standard four square is balanced and symmetrical, stands two stories and has a large attic, sometimes finished. Large dormers that commonly extend from each side of the home's hipped roof make the attic livable. A porch is an important hallmark of the four square, but it does not resemble a Victorian verandah. It is rectangular, lacks decorative detailing, and extends across the front of the house. Often the porch on a four square has a solid wall rather than a balustrade enclosing its lower half. If there are posts and balusters they tend to be square rather than turned. Sometimes, however, a bay or turret breaks the box, linking the house stylistically to the Queen Anne style. Colonial Revival four squares have Classical detailing, including Palladian windows. Craftsman and Prairie Style four squares are recognizable by their horizontal banding, broad eaves and stucco walls.

Preference for the square shape can also be seen as a matter of economy. (The cube yields the most interior space for the money spent on foundation, framing and roof.) Although the four square was built in rural areas as well as in cities and suburbs, it was well suited to small lots, prefabricated parts, and the growing housing needs of middle class families. Variants on American four squares appeared in virtually every pattern book, including both the Sears and Radford catalogues, published between 1900 and 1925. Different models offered options in window styles, porch parts, siding, and interior elements.[38]

There are 15 four squares in *The Chicago Park Boulevards System Historic District*, all contributing, with a concentration at the west end of Garfield Boulevard. Simple examples of four squares, may be found at

[38] "National Register Bulletin: Surveying and Evaluating Vernacular Architecture" prepared by the Midwest Vernacular Architecture Committee, Edited by Barbara Wyatt, Madison, Wisconsin, April 1987, p. 29.

1102 [Map 28] , 1106 [Map 28] , and 2311 W. Garfield Boulevard [Map 31], as well as 2442 W. 54th Street [Map 32], all of which feature Craftsman detailing. There is a four square with Classical Revival detailing located at 2315 W. Garfield Boulevard [Map 31]. The four squares at 432 and 434 N. Central Park Boulevard [Map 58] have no decorative detailing and are defined as No Style.

The Bungalow

The bungalow, as we have come to know it, refers to relatively modest one-story houses. The term "bungalow" actually is derived from a kind of travelers' shelter that was popular in 18th-century British-ruled India. Located along India's roads, these "bungalos" or "bangalloas" were low-roofed cottages built of unbaked brick, surrounded by a wide porch or verandah. Carried to England, the word was first used to describe small resort cottages and symbolized a "Bohemian" life style.

By the first decade of the 20th-century the term bungalow began to replace the word "cottage" to define a small, single-story (or at most 1 ½-story) American dwelling. Because costs of labor, construction, and heating systems were soaring, the middle class homeowner sought to build a house that was economical and efficient. Social historian Gwendolyn Wright notes, "The ideal middle class dwelling underwent a major transformation: from an exuberant, highly personalized display of irregular shapes, picturesque contrasts, and varieties of ornament, supposedly symbolizing the uniqueness of the family, to a restrained and simple dwelling."[39]

Returned

The typical bungalow is a 1- or 1 ½-story structure with a low profile and a horizontal orientation and is usually built on a raised basement. It has a broad (frequently tiled) roof with a low pitch, wide projecting eaves that often are supported by exposed brackets, a large front porch or projecting front bay, a prominent chimney, and many windows. Dormers are common. Unlike the four square, which was meant to be contained, the bungalow blended indoor and outdoor spaces as much as possible through the use of natural materials like clapboards, split shakes, or brick. Bungalows often embodied many features associated with the Craftsman style; the differences relate primarily to size. They were particularly popular in the 1910s and 1920s.

There are 35 bungalows (34 are Contributing) in *The Chicago Park Boulevard System Historic District*: Several are on the north side of Garfield Boulevard, some quite large. One example may be found at 1720 W. Garfield Boulevard [Map 30]. There are many more in the 2100 and 2200 blocks of W. Garfield Boulevard [Map 31]. Bungalows can also be found at 2250 W. 37th Street [Map 39] and at 2425 S. California Boulevard [Map 45].

Indigenous Chicago Residential Building Types

The Chicago Bungalow

The Chicago bungalow is a specific local building type commonly found in large numbers in a crescent shaped area between the industrial neighborhoods and Chicago's suburbs.[40] This crescent is commonly referred to as the "bungalow belt." Some were constructed along Chicago's boulevards and parks. Two-flats and three-flats, which resemble tall bungalows, were especially popular.

[39] This background material is largely taken from Jakle, pp. 170-173; he quotes Gwendolyn Wright, *Moralism and the Model Home: Domestic Architecture and Cultural Conflict in Chicago, 1873-1913*, Chicago: The University of Chicago Press, 1980, p. 3.
[40] *The Chicago Bungalow*. The Chicago Architecture Foundation. Edited by Dominick A. Pacyga & Charles Shanabruch. Chicago: Arcadia Publishing, 2001, p. 8.

Typical Chicago bungalows are built of solid brick construction, rest on a lot that is 25' to 37' wide and 125' deep, are surrounded by landscaping and have a garage at the rear of the lot. They are set back 10' to 25' from the street and often have face brick on the front and common brick on the side and rear elevations. Chicago bungalows are rectangular and stand 1 ½ stories with dormer windows. The entrance is generally off-center, set under a small open porch. Next to the entrance is a rectangular or polygonal bay filled with windows, an extension of the living room. The windows in the more elaborate examples contain stained glass. Other textures and additional color are provided by patterned face brick. Limestone inserts and banding are used for trim. Often there are window boxes and trellises.

The design of Chicago bungalows and the flats resembling tall bungalows, with similar treatments on each floor, were influenced by the simple, clean lines of the Arts and Crafts movement. This simplicity is also found on the interior, which generally consists of six rooms—a living room, dining room, bath, two bedrooms and a kitchen, with an unfinished basement and an attic. Bungalows could be ordered through periodicals such as the *American Builder* magazine or through organizations like The American Face Brick Association.[41] Often, more elaborate Chicago bungalows can be found on street corners. Chicago bungalows were popular in the 1910s and 1920s.

There are two large, handsome Chicago bungalows located at 1700 and 1735 W. Garfield Boulevard [Map 30] in *The Chicago Park Boulevard System Historic District*: Smaller, more typical, examples are located around Gage Park, towards the west end of W. Garfield Boulevard, between the 1700 and the 2200 blocks, near the factories on S. Western Boulevard. Examples of these e Chicago bungalows include 5339 S. Racine Avenue [Map 29] and 2130 W. Garfield Boulevard [Map 31].

Returned

The Greystone

The greatest number of any one type of building along the boulevard system are the greystones, a type seemingly unique to the city of Chicago. Chicago greystones are buildings sheathed in grey limestone. They are found in a variety of building types and sizes. There are 466 greystones within *The Chicago Park Boulevard System Historic District* and another 97 within the already-listed *Logan Square Boulevards Historic District*. Greystones are found in a variety of residential building types, including single family (one-flats), two- and three-flats, six-flats, eight-flats and large apartment buildings. Sometimes the greystone is free-standing, sometimes it is a party-wall residence. There are often several in a row. Typically limestone was reserved for the front facades only; side and rear elevations were either face brick or common brick.

Greystones were generally constructed between 1890 and 1920 and reflect the styles most popular during the last decade of the 19th-century and the first two decades of the 20th-century. There are many Queen Anne, Romanesque Revival, Renaissance Revival and Classical Revival greystones as well as examples of the type that combine styles. One style generally dominates each building.

Although greystones are found throughout Chicago, large numbers may be found in the neighborhoods of Logan Square, North Lawndale, West Garfield Park, Lakeview, Englewood and Washington Park. At the time the greystones were built these were middle class neighborhoods. Because limestone was relatively more expensive than brick and probably the most expensive building material of the time, it was one that only middle- upper-middle or upper-class families could afford.[42] Stone was only used on the front to save money

[41] *Ibid*, page 42, 50.
[42] Roberta M. Feldman and Jim Wheaton, Editors. *The Chicago Greystone in Historic North Lawndale*. Chicago: City Design Center in the College of Architecture and the Arts at the University of Illinois at Chicago, 2006, p. 86.

and to reflect the owners' stature. It is quite common in Chicago for a building to put its finest front to the street, with lesser grade materials (like common brick) and Spartan detailing relegated to the sides and rear.

The most desirable sections of the various community areas, because of their attractive park-like setting, were along the boulevards. Brent D. Ryan, in his essay on "What is a Chicago Greystone" in Roberta Feldman's book on greystones notes that "Chicago's Greystone Era neighborhoods ring the city in a coherent geographical pattern along the paths of the city's boulevard system….These boulevards can be thought of as the core of Chicago's 'Greystone Belt'."[43] Greystones were built on the most prestigious streets, those with the highest visibility, the most amenities and the easiest accessibility—i.e. the residential boulevards.[44]

Greystones are located throughout the park and boulevard system. There is a particularly dense concentration (110) along S. Dr. Martin Luther King, Jr. Drive. Some are architect-designed. Architects who built greystones include Andrew Sandegren, Charles M. Palmer, Henry L. Newhouse, John Ahlschlager, Edbrooke & Burnham and Horatio Wilson of Wilson, Marbel & Lamsen.

The most popular style for greystones was Classical Revival. Single family residences in the Classical Revival style can be seen at 4941, 4943, and 4949 S. Dr. Martin Luther King, Jr. Drive, designed by Peabody & Beauley and built in 1901 [Map 4]. Peabody & Beauley also designed two Gothic Revival residences in 1901 at 4947 and at 4953 S. Dr. Martin Luther King, Jr. Drive [Map 4].

Returned

The second most popular style for greystones was Richardsonian Romanesque. Examples of this style can be found at 3961, 3963 and 3965 S. Drexel Boulevard [Map 6]. These three-flats were designed by the team of Edbrook & Burnham in 1887. There is an Italianate greystone was built at 3551 S. Dr. Martin Luther King, Jr. Drive [Map 1]. There are also historical revival greystone two-flats and three-flats. A Tudor Revival two flat can be found at 3341 W. Douglas Boulevard (1907) [Map 50]. There are many fine greystones located in the already-listed *Logan Square Boulevards Historic District*. Examples include those at 2050 N. Humboldt Boulevard [Map 64], 2228-2230 [Map 65] , and 2337 [Map 66] N. Kedzie Boulevard, and 2801-2803 [Map 67] and 3024 W. Logan Boulevard [Map 66].

Multifamily Building Types

Flats

There are numerous multiple-family dwellings along the parks and boulevards. These buildings sometimes have multiple addresses. They range in size from 2- and 3-flats to 8-flats to buildings taller than three stories. They typically feature replicated floor plans for each story. Often the 2-,3-, 6- and 8-flat buildings were constructed on raised basements to accommodate ground floor apartment units. Main entrances are up a half-story and there is sometimes an entrance under the staircase. Multiple-family buildings in *The Chicago Park Boulevard System Historic District*: were first constructed in the 1890s. These buildings have rounded front bays and are a variation on the Queen Anne house, but simplified. Examples include "The Carolyn" and "The Pearl," located at 3830-3832 and 3836-3838 S. Dr. Martin Luther King, Jr. Drive [Map 1]. Some 2-flats have two entrance doors; some are buildings with units accessed through an interior hall and have a single entrance.

[43] *Ibid.*
[44] *Ibid.*

There are many rows of greystone flat buildings lining the park boulevard system. These were constructed from the late 1880s through the 1910s. There are also large concentrations of red brick flat buildings, with stacked, glazed front porches and stone trim. These are mainly Craftsman style buildings, sometimes described as tall bungalows. Many may be found on S. Dr. Martin Luther King, Jr. Drive and along W. Garfield Boulevard. There are also apartment buildings that have unusual detailing and were designed in a variety of styles. The already-listed Belmonte Flats, designed by Patton & Fisher in 1893 at 4257-59 S. Dr. Martin Luther King, Jr. Drive [Map 2] resembles many apartment hotels that were constructed for the 1893 World's Columbian Exposition.

Numerous examples of multifamily buildings, executed in a variety of styles, may be found in *The Chicago Park Boulevard System Historic District*. They include the following: Gothic Revival: 2231 E. 67th Street/6700 Crandon (designed by Henry K. Holsman, built 1926 [Map 23]) and 3650-3654 W. Douglas Boulevard [Map 51]; Craftsman: 1935 W. Garfield Boulevard (built in 1915) [Map 30] and 4313-15 S. Dr. Martin Luther King, Jr. Drive [Map 2]; Classical Revival: 515-517 E. 60th Street [Map 13] and 4700-4712 S. Drexel [Map 7]; Tudor Revival: 2536 S. California Avenue [Map 45] and 1118 W. Garfield Boulevard [Map 28], and Spanish Revival: 1934-1936 W. Garfield Boulevard (designed by E.J. Males, built in 1926) [Map 30] and 4625-4637 S. Drexel Boulevard [Map 7].

Courtyard Buildings

Returned

There are 61 brick courtyard buildings (59 are Contributing) in *The Chicago Park Boulevard System Historic District*:, They frequently have multiple addresses. The courtyard building is a specific building type that proliferated throughout suburban areas that were incorporated into the City of Chicago in the large annexation. of "suburban" areas that took place in 1889. They are typically "U"-shaped, surrounding a grassy interior courtyard. They are brick, with face brick on the elevations visible from the public way. Trim is either stone or terra cotta. It may be lavish or Spartan and may reference Tudor or Classical styles. Some have Craftsman trim. Entrances are located on the interior court, with each entrance accessing a block of six apartment units. The interiors tend to feature homey elements that include fireplaces, hardwood floors and built-in bookcases.

Courtyard apartment buildings were popular during the 1910s and 1920s and sometimes replaced large single-family homes that had accompanying coach houses. This is the case in some sections of S. Drexel Boulevard and S. Dr. Martin Luther King, Jr. Drive. Examples of the courtyard type are located at 1801-1809 E. 67th Street (Tudor Revival; designed by Z. Erol Smith and built in 1924) [Map 22], 3600 W. Franklin Boulevard (noted as W. Garfield Square Drive on the map) (Gothic Revival) [Map 58], 5611-5625 S. Cottage Grove (Craftsman) [Map 12], 4901 S. Drexel Boulevard, (Spanish Revival; built in 1926) [Map 8], 3410-3418 W. Douglas Boulevard (Classical Revival) [Map 50], and 911-923 S. Independence Boulevard (Art Deco) [Map 52].

Secondary Structures

When *The Chicago Park Boulevard System Historic District* was surveyed, the surveyors drove down alleys in back of the buildings to ensure that all secondary structures associated with the buildings facing the parks, boulevards and squares were included. They were categorized according to building type as coach houses, garages, flats or barns. They were also rated by observation as Contributing or Non-contributing based on their integrity or date of construction relative to the period of significance. There are 341 Contributing secondary structures: 42 coach houses, 292 garages, 5 flats and 2 barns. There are 614 Non-contributing secondary structures: 1 coach house, 609 garages, and 4flats. There are 8 secondary structures already listed on

the National Register of Historic Places: 4 coach houses, 3 garages, and 1 flat building. Some coach house, like that in back of the Martin Ryerson House at 4851 S. Drexel Boulevard were 2-stories and were designed to match the style of the house [Map 7]; others are simple common brick buildings that have living quarters above garages. There are many of these along the alleys behind Dr. Martin Luther King, Jr. Drive. Garages are generally simple brick or wood structures and stand a single story. There are also two- to three-story brick structures located along alleys that are flats. One may be found at 2328 S. Marshall Boulevard [Map 46]. There are two barns, located at 4030 S. Dr. Martin Luther King, Jr. Drive [Map 2] and 3427 S. Western Boulevard [Map 40].

INTEGRITY OF THE ARCHITECTURAL STREETSCAPE

The integrity of the architectural streetscape of *The Chicago Park Boulevard System Historic District* as a whole is very good. There are some areas with dense concentrations of historic buildings. This is true of the most of the streets lining the parks and squares and many sections of S. Dr. Martin Luther King, Jr. Drive [Maps 1-4] and S. Drexel Boulevard [Maps 6,7,8], most of E. Oakwood Boulevard [Map5] and W. 24th Boulevard, the north end of S. California Boulevard [Map 45], all of S. Marshall Boulevard [Maps 46,47], sections of W. Douglas Boulevard [Maps 49-51], and all of N. Sacramento Boulevard. It is also the case along the already-listed Logan Boulevard, Kedzie Boulevard and Humboldt Boulevard. [Maps 65-67] The already-listed north-side of the Midway Plaisance, framed by many buildings owned by the University of Chicago, displays excellent integrity [Maps 14.15].

Returned

Where more than 50% of a given block contains historic buildings, the block was typically kept in the historic district. Examples include sections between S. Kedzie Avenue and S. Homan Avenue along Douglas Boulevard [Map 50] and between S. May Street and S. Carpenter Street along W. Garfield Boulevard [Map 28] as well as between W. 52nd Street and W. 53rd Street along S. Loomis Boulevard, facing Sherman Park [Map 29].

Small groupings or single buildings are within the District in several places, largely because the buildings are particularly architecturally noteworthy. Examples of single residential buildings included on a block include 5428 S. Dr. Martin Luther King, Jr. Drive [Map 11] and 1146 S. Independence Boulevard [Map 52]. Provident St. Mel School at 115-119 S. Central Park Boulevard is the only building on its block, facing Garfield Park [MAP 55]. Fine examples of a small grouping of buildings are found at 725, 747-49 E. Oakwood Boulevard [Map 5] and at 4711 and 4719 S. Drexel Boulevard [Map 8]. A third example of a small grouping of noteworthy buildings is found at 1135 and 1145 Independence Boulevard [Map 52].

Practically all the buildings in *The Chicago Park Boulevard System Historic District*:—Contributing and Non-contributing—face the boulevards, squares and parks, providing a frame. Generally, the historic commercial and industrial buildings and some of the institutional and multifamily buildings directly border the sidewalk, while the residences have a shallow front yard. However, in some areas, the sides of buildings face the boulevards, squares and parks. These buildings are within the district boundaries because they typically fall within the period of significance and their proximity to the sidewalks continues the sense of a street wall. Examples include the bungalows and apartment buildings facing the side streets between S. Leavitt Street and S. Damen Avenue on the north side of McKinley Park, along W. 37th Street, [Map39] and the houses facing the side streets bordering the south edge of Gage Park at 56th Street [Map 32].

Where buildings are oriented toward the side streets, but are built after the period of significance and set back from the sidewalk behind side yards, they are typically omitted from *The Chicago Park Boulevard System Historic District*: Such generous set backs do not form a frame for the green space they face. This is the case on

the south side of E. 67th Street between the east side of S. Jeffery Boulevard and S. Constance Avenue, where the new construction consists of two gas stations and houses and flats that have wide side yards facing Jackson Park [Map 22]. The area adjacent to 67th Street developed through the 1940s and 1950s.[45]

Where there are large expanses of vacant land lining the boulevards in the district, they are left out. This is rarely true around the squares and parks. Often these expanses, found along some of the boulevards, reflect demolition. For example, between East 37th Street and east 39th Street on the east side of S. Dr. Martin Luther King, Jr. Drive public housing was torn down [Map 1]. Another example is found on E. and W. Garfield Boulevard on either side of the Dan Ryan Expressway, from Garfield Park to Wallace Street [Maps 26,27]; there are pockets of historic buildings. The pockets are kept within the district. The vacant land between them has all been omitted since it doesn't reflect the historic character of the district. There are also smaller pockets of vacant land. For instance, at the southeast corner of S. Kedzie Avenue and W. Douglas Boulevard, three of the corners are vacant [Map 50]. Today they are abandoned parcels, not parking lots but sometimes just used to park cars. These smaller pockets also don't reflect the historic streetscape. For the system as a whole, however, the architectural development is clearly apparent.

Vacant corner lots are left in the historic district if they are part of an expanse of historic buildings. This is the case, for example, on the south side of W. Garfield Boulevard between S. Halsted Street and S. Lowe Avenue [Map 27]. When they have been redeveloped with incompatible new construction, corner lots are almost always taken out of the district. Gas stations, fast food restaurants and strip malls that were built after the District's period of significance and are not part of the historic character of *The Chicago Park Boulevard System Historic District* were omitted. An example would be the two gas stations on the east and west sides of South Jeffrey Avenue facing Jackson Park [Map 23]. Other new construction was deliberately left out of the District if it was not compatible with historic development patterns in terms of massing, height, siting, materials and the amount of surrounding open space. One example is a high rise apartment building set well back from the street found on the northwest corner of E. 47th Street and S. Drexel Boulevard [Map 7]. A second example, the irregularly-shaped Schwab Rehabilitation Institute, is found at the northeast corner of Ogden Avenue and S. California Boulevard, 1401 S California Boulevard [Map 49].

Returned

The boundary of *The Chicago Park Boulevard System Historic District* contains the buildings that reflect the historic development of the system during the period of significance. Most (72%) are contributing. Those buildings that are Non-contributing tend to be new construction, built after 1942, with a smaller number that have inappropriate remodeling. These tend to be interspersed with the historic buildings that are included in the district.

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[45] *Chicago Historic Resources Survey: an Inventory of Architecturally and Historically Significant Structures,* Chicago: Chicago Department of Planning and Development, Commission on Chicago Landmarks, 1996. pp. 327-333.

The Chicago Park Boulevard System Historic District | Cook County, Illinois
Name of Property | County and State

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.)

Property is:

- [ ] 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.

Returned

Areas of Significance
(Enter categories from instructions.)

Community Planning and Development
Landscape Architecture
Architecture

Period of Significance
1869-1942

Significant Dates
N/A

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

Cultural Affiliation
N/A

Architect/Builder
SEE CONTINUATION SHEETS.

Period of Significance (justification)

The period of significance for *The Chicago Park Boulevard System Historic District* begins in 1869, which is the year state legislation was passed establishing Chicago's park and boulevard system. Construction along the system began within two years. The period extends until 1942, when America's entrance into World War II curtailed Federal funding, and substantial improvements to the system ended. The Federal funding that had been used to rehabilitate and upgrade Chicago's parks, squares and boulevards ran out, and little construction followed. Most of the buildings in the District were built during this same time period, 1869-1942,

with the great majority of those constructed along the system completed in the last decade of the 19th-century and in the first two decades of the 20th-century. The buildings located along the system represent in microcosm the types and styles of buildings that were constructed in Chicago during the period of significance.

Criteria Considerations (explanation, if necessary)

Narrative Description

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance and applicable criteria.)

STATEMENT OF SIGNIFICANCE SUMMARY PARAGRAPH

The 26-mile-long Chicago Park Boulevard System Historic District is nominated under Criterion A and Criterion C for listing on the National Register. It is nationally significant under Criterion A for Community Planning and Development as the first comprehensive system of greenways for a major city in the United States. It was created in response to the belief that it would not only foster healthful, accessible and livable neighborhoods, but would also spur residential real estate development in what was then the outskirts of the city. Because of Chicago's prominence, the design of the system was seminal in the creation of park and boulevard systems in cities nationwide. Designed by several of the country's most noteworthy early landscape practitioners, who created a large connected system of artistically-designed parks, boulevards and squares on a scale unlike any other landscape endeavor in Chicago, it is therefore locally significant under Criterion C for landscape architecture. It is also locally significant under C for architecture, representing in microcosm the stylistic development of the numerous types of buildings in the city constructed during the period of significance. Higher caliber real estate development being a goal of the system's early promoters, it is noteworthy that in many cases the buildings are of a more distinguished quality of design than those built outside the system. Although landscape and hardscape treatments have changed over time, the integrity of the configuration of the system is high, with the location and landscape character of the roadways, parks and squares generally intact. The buildings lining the system have suffered deterioration but little in the way of insensitive remodeling. Where there are dense concentrations of buildings, the integrity is generally excellent. Despite the demolition that has occurred in some areas with urban renewal, there is sufficient architectural integrity throughout the system to reflect the framework that defined and continues to define the edges of the system's parks, boulevards and squares.

Returned

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

CRITERION A

Community Planning and Development

The Chicago Park Boulevard System Historic District, enabled by the legislation passed in 1869, is nationally significant under Criterion A for being early and influential. The system was designed and executed by some of the nation's greatest luminaries in the field of landscape architecture. Among them were Frederick

Law Olmsted, William Le Baron Jenney, Horace William Shaler Cleveland and Jens Jensen. Not only was the Chicago park and boulevard system associated with important early landscape architects, it was the first major comprehensive system in the country. Because of Chicago's prominence, the design of the system was seminal in the creation of park and boulevard systems in cities nation-wide.

Ted Turak, the author of a biography of William LeBaron Jenney, early designer of Chicago's West Park System, stated that the city's park proponents:

> …intended to give Chicago what no American city yet had—a planned park system integrated into the urban fabric. Even Olmsted's great Central Park in New York remained aesthetically apart. It was inserted into the grid pattern of streets and stands in splendid rectangular isolation to its environment…Chicago's planners, on the other hand, saw parks in series forming a green belt around the city.[46]

The ambitious 26-mile system making up *The Chicago Park Boulevard System Historic District* was created in response to the belief that it would not only help create healthful, accessible and livable neighborhoods, but would also spur residential real estate development in what was then the outskirts of the city. As anticipated, the park and boulevard system attracted real estate development and in the process created one of the city's most recognizable and lasting urban features.

Returned

For the first time in Chicago, urban growth was thoughtfully planned and executed on a city-wide scale. The park and boulevard system not only provided a structure for orderly real estate development, it also provided an amenity that elevated the sophistication of the city by enriching both its visible character and its quality of life.

CRITERION C

Landscape Architecture

The Chicago Park Boulevard System Historic District is locally significant under Landscape Architecture because the size and configuration of the system's greenscape expresses a comprehensive artistic quality unlike any designed landscape in the city. Completed over a period of time, it is associated with the productive careers of significant figures in American landscape architecture, including Frederick Law Olmsted, William Le Baron Jenney, Jens Jensen, Horace W. S. Cleveland, and Oscar F. Dubuis. Chicago's system is noteworthy because of design elements characteristic of the work of these early landscape architects, men who established and developed what evolved into the ambitious and comprehensive park and boulevard system that influenced other American cities and landscape designers..

Architecture

The architecture along *The Chicago Park Boulevard System Historic District* is locally significant and represents the distinctive characteristics of the multitude of building types and styles that were popular during

[46]Theodore Turak. *William Le Baron Jenney: a Pioneer of Modern Architecture*. Ann Arbor, Michigan: UMI Research Press, 1986. p. 78

the time that Chicago's parks and boulevards were being developed. They reflect, the stylistic progression of Chicago's architectural styles from 1869 through 1942. The architecture represents work by some of Chicago's most talented practitioners: some recognized, others proficient but not well-known. These architects and builders all designed buildings in the then-fashionable styles. Among Chicago's most noteworthy architects who designed buildings in the District were Henry Ives Cobb, Shepley, Rutan & Coolidge, Holabird & Roche, Frank Lloyd Wright, Alfred Alschuler and Solon S. Beman. Many of the buildings in the district, whether or not they were designed by significant architects, are of a very high caliber.

Developmental history/additional historic context information (if appropriate)

THE NATIONAL SIGNIFICANCE OF *THE CHICAGO PARK BOULEVARD SYSTEM HISTORIC DISTRICT*

The Chicago Park Boulevard System Historic District, composed of designed parks linked by a series of landscaped boulevards connected by squares, is nationally significant in the area of community planning and development. Not only was the Chicago park and boulevard system associated with the country's most important early landscape architects, it was the first such system designed on a major scale. The design was seminal in the creation of park and boulevard systems nation-wide.[47]

Returned

Association with Important Landscape Architects

Several important early landscape architects contributed to the design and development of the Chicago Park and Boulevard System. An authoritative perspective on the national significance of their achievement comes from respected author and educator Charles A. Birnbaum, FASLA, FAAR, founder and president of The Cultural Landscape Foundation (TCLF):

> Designed by America's most talented and influential early landscape architects, Chicago's park and boulevard system set the standard nationally for many subsequent endeavors. Frederick Law Olmsted, Sr., as well as H. W. S. Cleveland, William Le Baron Jenney and Jens Jensen all contributed to the design of this unrivaled system of parks linked by a ribbon of greenways. Boston, Minneapolis and numerous other cities were to follow suit, but Chicago was the progenitor of this type of design and historically it had a wide-reaching and lasting impact.[48]

The most significant of these early practitioners was Frederick Law Olmsted, who defined and dominated the profession of landscape architecture in the second half of the 19th-century. According to Olmsted scholar Victoria Post Ranney:

[47] The manuscript for the statement of national significance was reviewed by Charles Birnbaum, FASLA, FAAR, founder and president of The Cultural Landscape Foundation (TCLF).

[48] Charles Birnbaum. E-mail to Susan Benjamin, Benjamin Historic Certifications; Andrew Heckenkamp, National Register Coordinator, State of Illinois, and Terry Tatum, Coordinating Planner I, Historic Preservation Division, Dept. of Housing and Economic Development, City of Chicago. May 7, 2011.

> Virtually all landscape architects of the nineteenth century were influenced by Olmsted [Sr.]. By 1893 and the opening of the Columbian Exposition, many significant…landscape architects had known or collaborated with him. Some had received their training in his firm; others had read his reports and articles or studied his landscapes firsthand.[49]

Even before 1870, when Olmsted's firm, Olmsted, Vaux & Co., designed Chicago's South Park System, Frederick Law Olmsted had played an important inspirational role in the creation of the city's park and boulevard system. The complex social, economic and aesthetic philosophy Olmsted developed for New York's Central Park gave Chicago boosters such as Paul Cornell and J.Y. Scammon a visionary framework for their city. His interaction during the Civil War years with key movers and shakers, such as Ezra McCagg and William Bross, inspired them to take legislative action to create the Chicago system. The design Olmsted subsequently created with Calvert Vaux for South Park (today Jackson Park, Washington Park and the Midway Plaisance) and its connecting boulevards was a masterful application of his mature philosophy.

Although historically overshadowed by Olmsted, Vaux too was important. In addition to being Olmsted's co-designer of Central and Prospect parks, he brought to the Chicago project his prior experience as the partner of Andrew Jackson Downing, one of America's earliest landscape theorists and champion of public parks. In fact, because of his field experience under Downing, Vaux "was likely the best-trained landscape designer then in North America" when he collaborated with Olmsted to produce their winning 1857 entry in the Central Park competition.[50] Chicago's South Park System was the last such project Vaux designed with Olmsted. By mutual consent, they dissolved their partnership a year after submitting their 1871 report and plan for Chicago.

Returned

Horace William Shaler Cleveland was a contemporary of Olmsted and a talented pioneer landscape architect in his own right. To his position as landscape architect for the South Park Commission Cleveland brought experience as a surveyor in Illinois, a scientific farmer in New Jersey[51] and a partner with Robert Morris Copeland in their successful Boston landscape architecture firm. He also spent a brief period of time working for Olmsted supervising plantings for Prospect Park. In 1869, Cleveland moved to Chicago where his work included an extension to Chicago's landscaped Graceland Cemetery. Cleveland served as "Landscape Architect of the South Park and connecting Boulevards" until 1874 when, because of the national financial panic of 1873, his salary was stopped. Cleveland was largely responsible for executing Olmsted & Vaux's plan for Washington Park, Drexel Boulevard and Grand Boulevard. He went on to become one of the most well-known Midwestern landscape designers, laying out suburbs, estates and campus plans. His most famous park system work was a skillfully conceived plan" for the St Paul and Minneapolis regional park system.[52]

William Le Baron Jenney, the initial designer of the West Park System, was influenced by Olmsted as well as by the great parks and boulevards of Paris that were constructed while he was a student at the Ecole Centrale des Arts et Manufactures. Jenney had no previous experience with park design when he was hired to

[49] Victoria Post Ranney. "Frederick Law Olmsted: Designing for Democracy in the Midwest,. *Midwest Landscape Architecture*. Ed. William H. Tishler. Urbana: University of Illinois Press, 2000. p. 41.
[50] Pregill, Philip and Nancy Volkman. *Landscapes in History: Design and Planning in the Western Tradition*. New York: Van Nostrand Reinhold, 1993. p.426.
[51] Cleveland became associated with Andrew Jackson Downing and Frederick Law Olmsted during this time through his involvement in the National Pomological Congress. Cleveland was one of the founders of this organization. **The National Pomological Society is the oldest fruit organization in North America, founded by Marshall P. Wilder in 1848 to foster the science and practice of fruit growing and variety development. http://americanpomological.org/.**
[52] Tishler, "Horace Cleveland: The Chicago years," p. 35.

design the West Park System (although he had worked with Olmsted on Riverside, Illinois, one of the nation's first planned communities). Even so, he is considered by landscape architecture professor Reuben M. Rainey, PhD, to be "one of the more gifted American park designers of the nineteenth century, worth of inclusion in the ranks of Frederick Law Olmsted Sr., Calvert Vaux, Horace Cleveland, William Hammond Hall and Jacob Weidenmann." [53]

Jens Jensen, the acclaimed dean of the Prairie Style of landscape architecture in America, made his contributions to the design of the West Park System in the early 20th-century. Jensen's knowledge of plant material and his design skills were honed as he worked his way up from West Parks laborer to superintendent of Humboldt Park in the 1890s and General Superintendent of the entire West Park System in 1905. Designing private estates for wealthy clients and his work for the Special Park Commission in the early 20th-century also provided Jensen invaluable experience. Jensen scholar Robert E. Grese, in his biography, *Jens Jensen: Maker of Natural Parks and Gardens,* summarizes Jensen's significance by quoting landscape architecture scholar Darrel Morrison: "…scholars are rightfully placing Jensen 'alongside the other landscape greats----Andrew Jackson Downing, Frederick Law Olmsted, H.W.S. Cleveland, John Nolen, and the like.'"[54]

Early and Seminal Park System: The Parks Movement and Rise of the Profession of Landscape Architecture

Chicago's park and boulevard system and the designers who created it were in the forefront of two closely-related developments in the second half of the 19th- century—the parks movement and the rise of the profession of landscape architecture. Thus, in addition to its masterful designers, the Chicago park and boulevard system is nationally significant as an early and seminal development in what would become a national movement to establish urban park systems.

Returned

The parks movement is well explained by Pregill and Volkman in their *Landscapes in History: Design and Planning in the Western Tradition*:

> Throughout the English-speaking portions of North America, pastoral parks became the civic norm and an expected part of the infrastructure for any progressive city. These parks and park systems also became a mainstay of landscape architectural practice. [55]

The Central Park competition in 1857 inaugurated an era of park building that would begin in earnest after the Civil War. The parks and park systems referenced by Pregill and Volkmann would continue to be created throughout America until World War II and would endow the nation with some of the most lasting and beneficial of its urban amenities.

Addressing social, environmental, and aesthetic concerns for the livability of cities, the parks movement was dominated by the man whose writings and designs brilliantly articulated it—Frederick Law Olmsted. Through these writings Olmsted built an enormously successful national practice for himself. In doing so he enlarged the scope and influence of the then-limited practice of landscape gardening, which quickly matured to

[53] Reuben M. Rainey. "William Le Baron Jenney and Chicago's West Parks: From Prairies to Pleasure-Grounds". *Midwest Landscape Architecture*. Urbana: University of Illinois Press, 2000, p.57.
[54] Robert E. Grese. *Jens Jensen: Maker of Natural Parks and Gardens*. Baltimore: The Johns Hopkins University Press, 1992. p. 187.
[55] Pregill and Volkman, *Landscapes in History: Design and Planning in the Western Tradition*, p. 441.

become the profession of landscape architecture. The name "landscape architect" was chosen by Olmsted and his partner Calvert Vaux for their profession.[56] Olmsted's success and his writings created a national demand for the services of professional landscape architects.[57]

Central Park proved that properly-designed landscapes were not merely civic amenities but critical to both the physical and economic development of cities. Because of the nationally-acclaimed success of Central Park, Olmsted and Vaux were subsequently hired for scenic landscape park projects by rival cities seeking to similarly elevate their status. In these early designs the partners refined and developed the park and park system concept, enriching it with the addition of parkways and boulevards, creating not just a single amenity but one fully integrated into the urban fabric. Elizabeth Barlow Rogers explains:

> Olmsted and Vaux felt that a single park's role as a civilizing influence, ameliorating the noise and hectic pace of the metropolis, was still somewhat limited. They envisioned the carriage drives within parks being extended to become parkways, tree-canopied transportation corridors connected to other parks, the whole forming a new framework superimposed over the grid, a green skeleton guiding the city's expansion.[58]

Based on a review of the characteristics of America's park and boulevard systems, their defining elements appear to be:

Returned

- At least one park, often including a large sheltering structure or pavilion and a variety of landscape amenities such as a water feature, winding paths, and meadows providing scenic vistas and places for relaxation, repose and recreation. If topography and acreage permitted, these parks included separation of pedestrian, horse, and vehicular traffic.

- Boulevards or parkways creating a network of greenways that connected the parks to one another, their surrounding neighborhoods, and often creating a continuous greenway encircling or arcing around the city.

- Squares or circles, sometimes containing monuments or fountains, at the turning points in the boulevard system.

Early Park and Boulevard Systems

The early Olmsted-associated parks that included boulevards were located (in chronological order) in Brooklyn, Chicago, Buffalo and Boston. The Chicago and Buffalo park and boulevard systems were designed at approximately the same time and were the first ones in which several parks are connected by boulevards or parkways. Because of its greater scale and sophistication, however, Chicago can justly be considered the first comprehensive system of parks and inter-linking pleasure drives.

[56] Elizabeth Barlow Rogers. *Landscape Design: A Cultural and Architectural History*. New York: Harry N. Abrams, 2001, p.344.
[57] Pregill and Volkman. *Landscapes in History*, p. 431.
[58] Rogers. *Landscape Design*, p.346.

Brooklyn

Brooklyn, the first city to hire Olmsted and Vaux after their work on Central Park, also gave the partners their first opportunity to advocate for a broader approach to parks, one that included parkways. Although authorization from the state legislature to create Prospect Park was secured in 1859 and land for it obtained in the early 1860s, Olmsted and Vaux were not hired to design the park until 1865, following the Civil War.

In the first report which Olmsted and Vaux submitted to Brooklyn's park commissioners in 1866 they proposed a series of "special roads that would make travel to the park through the city romantic and fun."[59] They suggested a drive leading to the Atlantic Ocean beaches to the south that would be bordered by trees and shrubs. They also suggested a lengthy inter-city eastern pleasure drive that linked Brooklyn's Prospect Park with New York's Central Park and the Hudson River beyond. The portion within Brooklyn was proposed to traverse undeveloped country and take in scenic natural views along waterways. [60]

Olmsted and Vaux elaborated on the value of such landscaped pleasure drives in their second report of 1867, urging the commissioners to consider early adoption of this concept.[61] Emphasizing Brooklyn's destiny as essentially a pleasant residential suburb of New York City, Olmsted and Vaux saw these streets as a method for encouraging middle class housing development that would increase real estate tax revenues to the city of Brooklyn. It would also bring fresh air to the neighborhoods and provide a means of moving traffic through the congested city. Unfortunately, the commissioners were reluctant and Olmsted and Vaux's parkway plans were never fully implemented.

Returned

In Olmsted's plan only Brooklyn's 6,600 foot long Eastern Parkway (built 1870-74, stretching east from Prospect Park to Atlantic Avenue) and Ocean Parkway (built 1874-80, stretching south from Prospect Park to Coney Island) were completed. When they were first built, these parkways provided an excellent example of the broad pleasure drive with a landscaped median that Olmsted felt was an essential component of the best city plans. He describes this type of drive in his 1871 proposal for the South Park Commission: "[this drive is] planned more especially with reference to the rapid movement of a great number of persons driving, riding or walking, being planted openly with straight tows of clean trunked trees."[62] Olmsted and Vaux's concept for a third Brooklyn parkway was never carried out; still, the success of Eastern and Ocean Parkways was so great that the city built another 38 miles of parkways over the next 50 years.[63]

Although Olmsted and Vaux's plan for Brooklyn held the germ of the fully-blown park and boulevard systems that Olmsted would create for Chicago and Buffalo, it did not yet have the essential element of large, landscaped neighborhood-based parks linked by a series of boulevards. In Brooklyn, Olmsted and Vaux were only successful in establishing boulevards that connected important geographic points to Prospect Park, rather than connecting the park to other large, landscaped pleasure grounds.

Only a portion of the Brooklyn system is on the National Register of Historic Places: Prospect Park was placed on the National Register in 1980 and Ocean Parkway in 1983.

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[59] Francis R. Kowsky. *Country Park and City: The Architecture and Life of Calvert Vaux*. New York: Oxford University Press, 1998. p. 180.
[60] Rogers. *Landscape Design*, p. 346.
[61] Rogers. *Landscape Design*, p. 181.
[62] Olmsted, Vaux & Co. *Report Accompanying Plan for Laying Out the South Park.* Chicago: Evening Journal, 1871, p.28.
[63] Witold Rybczynski. *A Clearing in the Distance*. New York: Scribner, 1999,. p.283.

Buffalo

After their work in Brooklyn, Olmsted and Vaux's advice was subsequently sought by many cities (including Newark, New Jersey, Philadelphia, Pennsylvania, Newburgh and Albany, New York) regarding the benefits of acquiring land for future pleasure drives as well as parks. However, in Buffalo, New York, the partners were afforded the opportunity to both plan and carry out a park and boulevard system. Olmsted had been consulted in 1868 by a group of Buffalo citizens who were considering three sites for a park. Instead of choosing one, he advised them to use all three and linked them together with parkways that followed the existing street pattern.

Although built out a decade later, Buffalo's park and boulevard system was conceived at about the same time as the Chicago system. This is the plan that most closely resembles Chicago's. It is much smaller in scope, however. Initially planned with three parks, three parkways, three linking circles (as opposed to Chicago's squares) and one "place," Buffalo's design was exhibited at the Centennial Exhibition in Philadelphia in 1876 and, before that, at the 1868 Paris Exhibition, where it had won an honorable mention for Olmsted.[64] Of the plan's three parks, only one was large and contained the characteristic Olmsted design features, including a large meadow, a lake and a circuit drive. This park was 376-acre Delaware Park, located at the north edge of the city. "The Front," a park located on a bluff overlooking the Niagara River and Lake Erie, encompassed just 32 acres but provided a spectacular setting right in the heart of the city's commercial district. "The Parade" (later Humboldt Park and now Martin Luther King, Jr. Park), at 56 acres, was due west of the downtown in an area of the city that had not yet developed. The size of the parks, compared to those in Chicago, was small.

Returned

Buffalo's parkways were to be "broad thoroughfares planted with trees and designed with special reference to recreation as well as for common traffic."[65] Like Olmsted's plan for Chicago's South Park system, Buffalo's parkways primarily followed existing streets. This was the case with Delaware Street, which was widened into a parkway. In Buffalo, Olmsted and Vaux were able to create some new parkways as well; two examples are Humboldt Parkway and Bidwell Parkway. Some of these parkways had the straight, traffic-focused character of Olmsted's Eastern Parkway in Brooklyn and Chicago's Grand Boulevard. Others were more like Chicago's Southgrove Parkway (today's Drexel Boulevard): "designed with a view to more quiet and leisurely movement…its principal feature is a walk or series of walks passing somewhat indirectly through a grove with frequent interludes of shrubbery, fountains and arbors to invite rest and contemplation."[66]

Buffalo's system, like Chicago's, was designed to provide "breathing spaces" for residents of a city where industrial and residential areas were closely knit. It also provided residential areas access to a greater number of parks. In addition, it was expected to provide a structure to the city's outward growth and a spur to orderly real estate development that would increase property values. For Buffalo, Olmsted and Vaux proposed a series of parks and linking parkways rather than "a single large recreation area like New York City's Central Park."[67] The parks were to be connected "in a wide arc…so that one could travel the six-mile distance from The Front to The Parade under a canopy of green."[68] While both the Buffalo and Chicago park and boulevard

[64] In their initial plans for the comprehensive systems in Brooklyn and Buffalo, Olmsted and Vaux called these new roadways "parkways". In Chicago, however, Olmsted called them "boulevards," after the Parisian models they were based on.
[65] Kowsky. "The Parkway System."
[66] Olmsted, Vaux & Co., p.28.
[67] Frank Kowsky. http://preserve.bfn.org/bam/kowsky/kowold, "Olmsted and Vaux's Park Plans."
[68] *Ibid*.

systems do share the basic concept of an arc-shaped series of parks and linking boulevards, the Buffalo plan was far smaller and less sophisticated than that for Chicago's 26-mile boulevard system.

Most of the Buffalo system was placed on the National Register in 1982. A thematic nomination for the entire system was accompanied by nominations for Martin Luther King, Jr. Park, Delaware Park & Front Park, Cazenovia Park and Riverside Park. Parkside East and Parkside West, two related residential developments, were placed on the National Register in 1986. Although the three original parks, the circles and most of the original parkways remain, Humboldt Parkway has been lost.

Chicago

Following the early park developments in the East, Chicago became the first western city to design and implement a city-wide park system; this was done through its three park commissions.[69] Only one other city, Buffalo, had previously initiated a park system that included interconnecting pleasure drives and, in comparison, Chicago's was a colossus.

The contiguous, arc-shaped system around Chicago that ultimately resulted from the original 1869 legislation was comprised of five large designed parks (Jackson, Washington, Douglas, Garfield and Humboldt) and six small squares (Lincoln Park was meant to be connected via Diversey Parkway, but because of the lack of funds and political problems, the Lincoln Park Commissioners never succeeded in developing Diversey as a landscaped boulevard.) The entire system was approximately 26 miles in length including boulevards connecting the parks and squares. Although the West and South park systems hired separate designers (William Le Baron Jenney and Olmsted & Vaux, respectively) aesthetic unity was achieved system-wide because of the pervasiveness of Olmsted's park philosophy.

Returned

Substantial portions of Chicago's park and boulevard system were laid out in freshly-annexed and almost entirely undeveloped portions of the city. The undeveloped nature of the land meant that the Chicago park commissioners were able to acquire much of the land soon after the legislation was passed. The Chicago park and boulevard plan was an ambitious project and was complicated by administration being divided among separate park systems. As a result, construction of the system continued into the early 20th-century.

Boston

In Boston legislation was passed in 1869 authorizing one large or several small parks. Five years of heated public debate ensued, with both Cleveland and Olmsted adding their comments in favor of a park system approach. They were joined by Cleveland's former partner, landscape architecture pioneer Robert Morris Copeland, who also championed the idea of a Boston park system in his 1872 publication "The Most Beautiful City in America: Essay and Plan for the Improvement of the City of Boston."[70]

As in New York and Chicago however, Olmsted, not Cleveland, was chosen as the designer. This occurred in 1875. A system approach was adopted and Boston's famed "Emerald Necklace" was strung together by Olmsted in a series of commissions that lasted the rest of his professional life.[71] The necklace was comprised of five major parks--- the "jewels"--Back Bay Fens, Leverett Park (now Olmsted Park and the Riverway),

[69] Pregill and Volkman. *Landscapes in History*, p. 441.
[70] "Robert Morris Copeland." Cultural Landscape Foundation website http://tclf.org/content/robert-copeland.
[71] Rogers. *Landscape Design*, p. 350.

Jamaica Park, Arnold Arboretum and Franklin Park--that were linked by "the strands" of parkways consisting of Charlesgate, Fenway, the Riverway, Jamaicaway, and the Arborway. The parks and parkways surrounded much of the city's northern and western edges. Unlike Buffalo, the system in Boston also linked to the pre-existing historic public parks--the Boston Common (created 1634) and the Public Garden (created 1837).

The plan for Boston's park and boulevard system is both similar to and different from Buffalo's and Chicago's. All three systems have a series of parks linked by greenways but the systems in both Buffalo and Boston connected directly to the city's old commercial core. In Boston the system was conceived as linking not only parks but also open spaces with a didactic purpose, including the zoo in Franklin Park, the Arnold Arboretum and historic sites such as Charlestown Heights and Castle Island on Boston Harbor.

Although Olmsted's plan for Boston included a large country park, it was his first large park without a substantial lagoon. Designed in 1884 and named Franklin Park, it is considered one of Olmsted's masterworks. Franklin Park did not have a lagoon, but the system included many natural water features, including Boston Harbor, the Back Bay and the many wetlands and rivers. .

Boston's rugged topography also played a role in defining the system. Boston's system has a much more picturesque quality to it than Olmsted's designs for Chicago and Buffalo. As in Buffalo, Olmsted was largely constrained by the city's existing street system—a system that was an amalgamation of winding Colonial-era roads and various 19th-century grids. He was able to create some new parkways in the more distant areas around Franklin Park, but for the most part his plan enhanced or worked within the pre-existing roadways. The Boston system, as in both Buffalo and Chicago, had numerous simple tree-lined traffic-moving arteries (for example, Commonwealth Avenue and Beacon Street). It also had broad linear parks like the Back Bay Fens and the Jamaicaway.

Returned

The Boston system does not appear to have been driven by the impulse for real estate development, as the systems in Brooklyn, Buffalo and Chicago, to a large extent were. In Boston, Olmsted and his clients sought "the desired tranquilizing and restorative effect on city dwellers."[72] There was also, from the beginning, a desire to protect both water quality and unusual natural features and to provide educational components--like the Arnold Arboretum and Franklin Park Zoo. The Boston park system reflects the strong moral commitment and reform motive found in that city at the end of the 19th-century.

Boston was one of the first cities to build small parks and playgrounds, including active play areas for both adults and children of the working classes.[73] First conceived of in 1887, these small parks were added to the system starting in 1891. Chicago was soon to follow in the small parks and recreation movement. Chicago's neighborhood park concept began with two experimental parks along the boulevard system, McKinley and Gage Parks. After the success of these, the Olmsted Brothers and D.H. Burnham & Co. designed a series of additional neighborhood parks in Chicago, including Sherman Park which connects with the park and boulevard system. These parks provided national models in terms of both design and programming.

The Boston system has been declared eligible for the National Register, but only some of it has been placed on the Register. . Those areas along the system currently listed are: Arnold Arboretum, Boston Common and Public Garden, Charlestown Heights, Chestnut Hill Reservoir Historic District, Neponset Valley

[72] Cynthia Zaitzevsky, *Frederick Law Olmsted and the Boston Park System.* Cambridge: Harvard University Press, 1982, p. 75.
[73] *Ibid*. pp. 96-7.

Parkway, Old Harbor Reservation Parkways, Stony Brook Reservation Parkways, Truman Parkway, VFW Parkway, Winthrop Parkway and Winthrop Shore Drive.

Later Park Systems

Chicago's early park and boulevard system inspired many other American cities to plan their own systems. The city was influential in this national movement for several reasons. Olmsted himself went on to design other systems, with the experience of Chicago behind him. He worked on the systems in Boston and Rochester, New York, in the late 1880s and Louisville, Kentucky, in the early 1890s. Chicago's park and boulevard system was early and sophisticated and became well-known because of the city's prominence. Chicago was wealthy and powerful by virtue of key industries located there. In addition, the city held a strategic location with transportation networks connecting to both coasts. Chicago ranked among America's top cities, particularly in the last quarter of the 19th-century. Termed "Nature's Metropolis" by historian William Cronon, [74] it culturally influenced smaller cities in the vast hinterland of its economic orbit. Examples of Midwest cities whose park systems resembled Chicago's and which are now justifiably well-known are Minneapolis, Milwaukee, Kansas City, and Indianapolis.

Minneapolis

Minneapolis has a park and boulevard system designed by Horace William Shaler Cleveland, the man who initially executed Olmsted's plan for Chicago's South Park. In 1883, Cleveland began work on the Minneapolis Park System, a project that was considered to be "the crowning achievement of his career."[75] Inheriting already-existing beautiful water features—lakes connected by Minnehaha Creek, he laid out a system of interconnected lakes, parks and parkways that encircle the city. Although called parkways not boulevards, the plan was conceptually similar to Chicago's system, consisting of parks linked by greenways. Water, because of the city's many lakes and Minnehaha Creek, was an important feature of the Minneapolis system. The parkways mix curvilinear and rectilinear segments, whereas Chicago's boulevards are all straight. The system continued to expand during the 20th-century.

Returned

In 1906 Theodore Wirth was hired by the Minneapolis Board of Park Commissioners to build upon Cleveland's master plan. He acquired more land, built additional parks and parkways, and beautified the park land. In addition, he oversaw the design and construction of the city's first golf course. Just before his retirement in 1935, he worked on a plan, in collaboration with the State Department of Highways, to develop a metropolitan park system. Today a park is named in Wirth's honor. The park system of Minneapolis, as established by Cleveland and continued by Wirth, remains one of the most outstanding in the country.

Milwaukee

Frederick Law Olmsted, along with numerous other landscape architects, was involved in the gradual growth of the Milwaukee park and boulevard system. When first designed in the 1890s, Milwaukee's plan had six parks connected by boulevards. Frederick Law Olmsted & Company was hired to design Lake, West (Washington) and River (Riverside) parks in 1892. Frederick Law Olmsted, Sr.'s son, John Charles, implemented the design of the parks with Warren H. Manning responsible for the planting designs. Plans

[74] William Cronon. *Nature's Metropolis: Chicago and the Great West*, New York: W.W. Norton & Company, 1991, pp. 278-295.
[75] "Horace William Shaler Cleveland". *Pioneers of Landscape Design* Charles A. Birnbaum and Robin Carson, Eds. New York: McGraw-Hill, 2000. p. 63.

generated by the Olmsted firm included Newberry Boulevard, which connected Lake Park to River (Riverside) and West (Washington) parks. A lakefront drive adjacent to Lake Park was also proposed by the firm. It was not developed by the city until 1929, however, and was based on a later plan by architect Alfred C. Clas.[76]

Today the Milwaukee park and boulevard system has dozens of parks and 84 miles of boulevards throughout the metropolitan area. Although extensive, the Milwaukee system is fragmentary; the boulevards do not connect continuously to the parks or to one another. It bears the hallmarks of a plan that was planned incrementally rather than being conceived as a whole and executed in stages. The system was listed on the National Register in a Multiple Property Documentation Form entitled "Milwaukee County Park System" in 2008.

Kansas City

Kansas City has an extraordinarily intact park and boulevard system designed largely by George Edward Kessler (1862-1923).[77] Kessler arrived in Kansas City in 1887 to work on the picturesque Hyde Park subdivision. Following the formation of a park board in 1892, Kessler designed a comprehensive system with three large parks, three smaller community parks and four boulevards. By 1920, the system would grow to include 67 parks and boulevards. The system effectively ties together the many quadrants of the metropolitan area through a series of loops and parallel boulevards. As in the Chicago plan, Kansas City incorporated some existing streets into its many segments and used the city's grid as its underlying geometry. Also like Chicago, the boulevards were conceived of as pleasure drives and commercial traffic was excluded for many years. Unlike Chicago, however, Kansas City's boulevards were mostly 100' wide right-of-ways that only allowed for a single broad roadway bordered by deep tree-lined parkways. The boulevards are not as varied in configuration as Chicago's.

Returned

Indianapolis

Although many parks were built in Indianapolis in the late 19th- and early 20th-century, it took the 1908-1909 master plan of George Kessler to tie them together with a network of boulevards.

Created during the height of the City Beautiful movement, the Indianapolis plan reflects this movement's impulse for health, beauty and order. Kessler's plan, one of eighteen he designed for American cities, closely follows the tenets laid out by Olmsted in his plan for Chicago's South Park system.[78] It stresses the importance of fresh air, the value of a plan for growth and the need for easy travel between one part of the city and another. It also makes use of the city's natural river features and "beautiful possibilities" to give it a local character.[79] Kessler's special skill was in being able to quell local political disputes and get his plans executed.[80] His Indianapolis plan included a major regional park in every quadrant of the city, each with its own character. Unlike Chicago's, Kessler's plan had meandering parkways to connect the parks rather than the

[76] Long, Christine, Emily Pettis and Christina Slattery. "Milwaukee County Parkway System". National Park Service Multiple Property Documentation Form, 2008.
[77] The information on Kansas City's system comes from Janice Lee et al, eds. *A Legacy of Design: An Historical Survey of the Kansas City, Missouri, Parks and Boulevards System, 1893-1940*. Kansas City Center for Design Education and Research, Kansas City, 1995.
[78] National Park Service, "Indianapolis Park and Boulevard System," (2002), Section 7, p. 2. John Olmsted had created a limited park plan for Indianapolis in 1895.
[79] *Ibid*. Section 8, p.28.
[80] http://www.nps.gov/nr/travel/indianpolis/kessleressay.htm.

straight and angular parkway system of Chicago.[81] In addition to the character of the parkways themselves, Kessler's plan showed a City Beautiful concern for flood control and protection of water resources. Although its roots are in the 19th-century, the Indianapolis system is a park and boulevard plan developed in the 20th-century.

Kessler died in Indianapolis while supervising construction of a new belt road in 1923. He was succeeded by Lawrence Sheridan, a past Park Commissioner and Harvard School of Landscape Architecture-trained professional, who implemented and augmented Kessler's plan over several decades. The legacy of Kessler and Sheridan's work was the establishment of the planning foundation for much of Indianapolis' park system. .

The nomination of "Indianapolis Parks & Boulevards" was placed on the National Register of Historic Places in 2002. It is the largest Multiple Property Nomination in the state. The contribution of George Kessler to the urban park system heritage of Indiana was recognized again in January, 2011, with the listing on the National Register of the "Fort Wayne Park and Boulevard System Historic District" as an example of a comprehensive public space and transportation system developed from 1909 to 1955.

Conclusion

Returned

To quote Daniel Bluestone, Director, Historic Preservation Program and Professor of Architectural History, School of Architecture, University of Virginia:

> What Chicago achieved in its park and boulevard development provided a model and a standard to which other growing cities aspired to but rarely accomplished. The talented designers, who shaped the Chicago system, ranging from Frederick Law Olmsted and Calvert Vaux to Horace William Shaler Cleveland, William Le Baron Jenney and Jens Jensen, were all pioneers in landscape architecture. They took the lessons and experience of Chicago and applied them to other urban park systems around the country.[82]

The Chicago Park Boulevard System Historic District is of national stature. Chicago's system was one of the earliest projects undertaken as part of the nationally-significant parks movement. More importantly, the Chicago Park and Boulevard System was a significant milestone in the development of that movement--significant because of its plan and because of its sophistication as an integrated system of parks and boulevards. Chicago was the first "western" city to conceive and carry out such a system and, with national status and economic reach, it served as a role model for the development of other such systems. Finally, in addition to being an early and innovative park and boulevard system, located in a city that was on center stage nationally, its design quality--established by the many nationally acclaimed landscape architects who conceived and implemented it-was outstanding.

[81] *Ibid*.
[82] Daniel Bluestone. Letter in e-mail to Susan Benjamin; Andrew Heckenkamp, National Register Coordinator, State of Illinois', and Terry Tatum, Coordinating Planner I, Historic Preservation Division, Dept. of Housing and Economic Development, City of Chicago, dated May 17, 2011.

HISTORY AND DEVELOPMENT OF *THE CHICAGO PARK BOULEVARD SYSTEM HISTORIC DISTRICT*

Summary: History and Development of the System Between 1869-1942

The desire to create a continuous arc of parks and boulevards encircling the city came close to reality after the Civil War when, in 1869, the Illinois Legislature created three independent park commissions under separate acts of legislation—the South Park Commission, the West Chicago Park Commission and the Lincoln Park Commission.

The South Park Commission initially created the 1055-acre South Park, now Jackson and Washington Parks, and the Midway Plaisance. Its early boulevards were: Grand Boulevard (S. Dr. Martin Luther King, Jr. Drive), S. Drexel Boulevard, E. Oakwood Boulevard, E. and W. Garfield Boulevard and S. Western Boulevard/Avenue. Drexel Square was created to connect S. Drexel Boulevard and Washington Park. Gage Park, McKinley Park, and Sherman Park were later added adjacent to the original boulevards. The West Chicago Park Commission created Humboldt, Central (Garfield) and Douglas Parks. The boulevards that connected the parks were: S. California Boulevard/Avenue, S. Marshall, W. 24th, W. 31st, W. Douglas, S. Independence, N. Hamlin, S. Hamlin, N. Central Park, W. Franklin, N. Sacramento, N. Humboldt, N. Kedzie, and W. Logan. Independence Square connected W. Douglas Boulevard and S. Independence Boulevard. Sacramento Square connected N. Sacramento Boulevard and W. Franklin Boulevard. Palmer Square connected N. Kedzie Boulevard and N. Humboldt Boulevard. Logan Square connected N. Kedzie and W. Logan Boulevards.

Returned

The original intention of the three park systems was to connect the West Chicago Park System with the Lincoln Park System via Diversey Parkway. Diversey Parkway, which was under the jurisdiction of the Lincoln Park Commission, was never built out as a wide green boulevard with a landscaped median. Thus only the South and West Park Systems became continuous.[83]

The South and West systems each hired their own designers (Olmsted, Vaux & Company and William Le Baron Jenney respectively) to lay out the original parks and boulevards; both firms were influenced by landscape trends in Europe and cemetery design in the United States. Although most of the plans were quickly established, implementation occurred more incrementally, and other skilled landscape architects had a hand in the design process. The catastrophic Chicago fire of 1871and the subsequent national financial panic presented hardships for both commissions in the early 1870s; however, the South Park system was largely completed by the time the World's Columbian Exposition was hosted there in 1893. The West Chicago Park system continued to labor under many difficulties and was only partially completed in time for the fair.

In the years following the 1893 Worlds Columbian Exposition, as the City of Chicago grew exponentially, the parks and boulevards developed in response to new technology and park philosophy. With electricity and the growing importance of the automobile, durable road surfaces and traffic management became increasingly important, and sections of the park and boulevard system were changed, beautified and

[83] **In 1869, ownership and management of Lincoln Park was transferred from the City to the Lincoln Park Commission, which was given the authority to enlarge the park to new boundaries between Diversey Ave. at the north and North Avenue at the South. The Lincoln Park Commission enhanced Lincoln Park and a stretch of Lake Shore Drive.**

completed. Gage Park was improved and expanded; McKinley and Sherman parks were created then enlarged to provide beautiful landscapes, recreational programs and social services as part of what became known as the Small Parks Movement. Douglas Park was improved with changes guided by Jens Jensen.

In 1934, the three individual park districts, along with 19 smaller park districts that had been created between the 1890s and early 1930s, were consolidated into a single agency, the Chicago Park District. After the consolidation of the Chicago Park District, substantial improvements were funded by the Works Progress Administration (WPA) These federal funds dwindled as America entered World War II. The Chicago Park District benefitted from this New Deal program until December of 1942, when Federal funding, which had been used since the mid 1930s to maintain and enhance the system, ended. Most of the buildings lining Chicago's parks, boulevards and squares were built between the 1870s and 1942.[84]

EARLY HISTORY: THE YEARS BEFORE 1869

Parks Movement: The 1850s

As early as the mid-1850s, Chicagoans began pressing for park development as they looked toward the future growth of the city. Although the city, which was incorporated in 1837, was less than twenty years old, with a population in 1850 of just under 30,000, there was already a need for a comprehensive park system. By this time, Chicago had relatively small parks, most of which had been created by real estate interests to boost property values. Among them were Washington Square (1842), Union Park (1853), Jefferson Park (now Skinner Park, 1850), and Vernon Park (now Arrigo Park, 1857). There were also two lakefront parks owned by the City of Chicago: Dearborn Park (1839) and Lake Park (1836), marking the beginning of what would become Grant Park. The early parks were developed in a piecemeal fashion and the city had no formal policies, nor a plan to create a more cohesive system.

Returned

Advocates warned that if provisions weren't soon implemented for the development of parks throughout Chicago there could be serious public health consequences. In 1853, an early citizen wrote several letters to the editor of the *Chicago Daily Tribune*, each entitled "A Plea for Public Parks." The writer presented strong arguments that there was still ample land available for parks to be built throughout the entire city. He suggested "…that there is need of relief to the interior sections of the city from the malaria which in the abundance of vegetation is wafted from the prairie…--from the unhealthy air which necessarily rises from the river with its growing commerce—and from the noxious exhalations of the decaying pavement…the city demands as a means of drainage a source of pure air and a preservative of health the establishment of Parks."[85]

[84] The Chicago Park District served as the steward for Chicago's Park and Boulevard System from 1934 until the Second Consolidation Act of 1959. Under this agreement the City of Chicago assumed control of the boulevards and transferred a number of municipal parks to the Chicago Park District. At that time a large collection of records and plans relating specifically to the boulevards were transferred from the Chicago Park District to the City of Chicago. These records, unfortunately, have been lost. The Chicago Park District discovered a cache of plans and drawings relating to the history of the parks, however, in 1987. After the discovery of the historical plans and drawings, the Park District developed an historic preservation initiative that included generating a Multiple Property Documentation National Register Form entitled "*The Historic Resources of the Chicago Park District*," approved in 1990. This document established a context for all of the historic parks. Subsequent to its adoption, the Chicago Park District created individual National Register historic district nominations that fit within this context. Jackson Park and the Midway Plaisance were previously listed, in 1972.

[85] "A Plea for Public Parks," *Chicago Daily Tribune*, April 8, 1853, p. 2

Landscape Influences: Parisian Parks and Boulevards and the Rural Cemetery Movement

At the same time as citizens were advocating for parks in Chicago, local newspapers published articles about the parks and boulevards of Paris. The French model served as an inspiration to Chicago's civic leaders. In 1853, Napoleon III appointed George-Eugene Haussmann to develop an innovative new plan for Paris that included the creation of broad tree-lined boulevards radiating through the city and connecting parks and other important locations. Baron von Haussmann dramatically reconfigured Paris to improve efficiency, provide better drainage and public lighting and to make the city more desirable for the burgeoning middle class. Hausmann's new boulevards captured the imagination of the world. Chicago papers reported glowingly of their civilizing influence and overall beauty. A Chicago newspaper of 1859 described the boulevards of Paris as "grand beyond description."[86] In 1867, the *Chicago Daily Tribune* reported that the garden of the Tuileries with the Champs-Elysees was "the finest urban promenade in the world."[87]

Many of Chicago's early park proponents were well-traveled, had visited Paris, and were familiar with European parks and boulevards. William Butler Ogden (1805-1877), a savvy and cultured resident of the north side of Chicago and Chicago's first mayor (1837-38), was a prime example. He was inspired by his travels to Europe in the early 1850s and sent letters to Chicago newspapers urging the creation of major institutions and amenities including public libraries, museums, parks and boulevards.[88] Such amenities, he argued, would not only promote quality of life and elevate real estate values, they would give Chicago a competitive edge over rival cities. Parks and boulevards created elegant natural settings for costly private dwellings in the affluent neighborhoods of European cities. In Chicago, where the geography of its flat plain afforded virtually no natural sites to attract high-end development, parks and boulevards would provide distinguishing characteristics and be magnetic. Despite Ogden's vision for Chicago, the city did not yet have any formal policies or legislation that would enable the development of a comprehensive park and boulevard system.

Returned

With the deficit of parkland, people in Chicago often visited local cemeteries to commune with nature. There was a trend, particularly in eastern cities, known as the rural cemetery movement, in which burial grounds were designed as beautiful green spaces to provide solace and refuge for the living. Mount Auburn, the first rural cemetery, was begun in 1831 outside Boston.

Chicago's oldest rural cemetery, Oak Woods, was incorporated in 1853 and designed by "arguably the foremost cemetery designer in the United States in the 19th-century," Adolph Strauch (1822-1883).[89] Strauch was the designer of the seminal Spring Grove Cemetery in Cincinnati. His revolutionary "lawn plan" aesthetic, with its emphasis on a unified landscape treatment and well-designed outbuildings, was admired and studied by his contemporary Frederick Law Olmsted as well as by the succeeding generation of landscape masters, including Ossian C. Simonds.[90] Simonds would recall that "Olmsted used to say that when he needed inspiration he visited Spring Grove."[91] Picturesque landscaped cemeteries were developed on the outskirts of Chicago in the late 1850s and early 1860s by many of the elite gardeners and civic leaders, including Paul

[86] The Boulevards of Paris," *Chicago Times*, May 14, 1859.
[87] *Chicago Tribune,* 1867. Exact date unknown. Clipping Collection, Chicago Park District.
[88] Ogden's letters appear in the *Daily Democratic Press,* 26 January, 20 February, 23 March and 26 June, 1854. Daniel F. Bluestone, *Constructing Chicago.* New Haven: Yale University Press, 1991. pp. 22, 212.
[89] Noel Dorsey Vernon. "Adolph Strauch: Cincinnati and the Legacy of Spring Grove Cemetery." Midwestern Landscape Architecture: Edited by William H. Tishler. Chicago: University of Illinois Press in cooperation with Library of American Landscape History/ Amherst, Massachusetts, 2000, p. 5.
[90] *Ibid.*
[91] *Ibid*.

Cornell, who would also play major roles in first advocating for, and then carry out, the creation of the park and boulevard system.[92]

The rural cemetery movement was important to the development of Chicago's park and boulevard system. These cemeteries exposed to the upper and middle classes the new naturalistic style of landscape and predated the parks as a place for pastoral strolls. In addition, the visitors and cemetery developers, including Cornell, would form a constituency for development of parks and boulevards in Chicago. The cemeteries also set a standard for design excellence in public landscapes because of the talent of their designers, who included future west parks designer, William Le Baron Jenney.

Importance of Real Estate Interests

Chicago real estate speculators and developers, such as Paul Cornell on the south side and Isaac Hitt of Hitt, Harden and Hitt on the West side, played a pivotal role in the development of the city's park and boulevard System.[93] Writing in 1884, historian A.T. Andreas underscored the role of these real-estate men, "This class of our citizens, by their energy and foresight have been among the most earnest promoters of the park system, and to their indefatigable perseverance the success of the movement may be largely ascribed…."[94]

The father of the south park system is generally identified as Paul Cornell, the founder of Hyde Park. In 1853, Cornell had purchased the initial 300 acres for his community seven miles south of the city center. The coming of the railroad to Chicago in the early 1850s spurred the creation of many suburbs radiating from the city. Hyde Park was one of them. Cornell sought competitive advantage among these for his vision of a cultured, sylvan, industry-free community, accessible to Chicago, for middle and upper class business and professional men and their families. Thus, he adopted as one of his principle development strategies the creation of parks connected to the city by landscaped boulevards. The very name of the community was derived from Hyde Park, London, an urban locale of pleasure grounds and boulevards. [95]

Returned

Hitt, a West Chicago Park commissioner, owned many blocks of land in the area that is today Humboldt Park and Humboldt Boulevard. William Ogden owned a substantial amount of land around today's Sacramento Square. These men, along with Cornell, were among the most earnest early promoters, recognizing the integral relationship between the establishment of beautiful parks and boulevards and the opportunity to make huge profits. This positive relationship between parkland and the desirability of real estate was of utmost importance to the creation of a system of parks and boulevards in a city historically obsessed by speculation. a city in which real estate underlay the largest fortunes. The creation of New York's Central Park in the 1850s had demonstrated the principle of adjacent real estate appreciation on a grand scale. Boulevards later referred to as

[92] The treasurer of Oak Woods Cemetery, located south of the city, was Hyde Park real estate developer Paul Cornell, who would go on to help establish Chicago's south park system. A similarly civic-minded real estate speculator, Thomas Barbour Bryan, purchased 80 acres on the city's north side in 1861 to create a beautiful burial ground so he could properly inter his son. It was named Graceland Cemetery. This cemetery evolved over a period of years, benefitting from a host of talented landscape professionals, including future west parks designer William Le Baron Jenney and Ossian Cole Simonds. Known for contributing to the development of the Prairie Style in landscape architecture, Simonds created an environment at Graceland Cemetery that gave it national significance. He also served as the consulting landscape gardener for Lincoln Park for a series of years between 1903 and 1921.
[93] Everett Chamberlin. *Chicago and its Suburbs*. Chicago: T. A. Hungerford & Co. 1874. pp. 313-336. Chamberlin lists many names of developers along the South and the West park systems.
[94] A. T. Andreas. *History of Chicago from the Earliest Times to the Present in Three Volumes*. Chicago: A. T. Andreas, 1884, p 172.
[95] Jean Block. *Hyde Park Houses* Chicago: University of Chicago Press, 1978, p. 6.

"parks strung out," would improve the scenic value, but they would also spread the financial benefit of living along a park to a greater number of property owners.[96]

Arguing that land should be acquired both in the city and beyond the city limits where it was less expensive, park advocates also created a constituency favoring the creation of a park system by tapping into a new generation of mid-19th-century middle and upper class residents. These residents were hungry for the physical, moral and mental separation of work and home—but within a comfortable distance of city conveniences. Migration away from city centers was already a pattern of the "more fortunate classes" in Paris, London, Vienna, Berlin, New York, Boston and Philadelphia.[97]

Escalation in real estate values along parks and boulevards in Chicago did indeed come to pass. Writing in 1874, historian Everett Chamberlin noted that "…the south and west parks have been for five years the principal stimulus to land speculation and investment and the key to the situation of the Chicago real estate market."[98]

But, the boulevards offered the public more than just scenic improvements and real estate appreciation. They resulted in comfortable, well-constructed paved roadways for a city used to coping with ruts in the dry season and mud in the wet season. The boulevards also created systematically planted, tree-lined streets that gave a modern, cosmopolitan air of sophistication to the city. If imitation can be equated with financial approbation, it is interesting to note that some of Chicago's large developers, such as Samuel E. Gross and Samuel J. Walker, would ultimately follow the park commissioners' example of coordinated tree plantings along the boulevards by offering the same in their developments along prestigious Michigan and Ashland Avenues.[99]

Returned

Social Betterment

Many of Chicago's early civic leaders, like William Ogden, were concerned about the corrosive effects of business pursuits on the social character of the city. They felt that the antidote was close contact with the natural landscape, the effect of which was to ennoble the individual character and foster a more tranquil and virtuous state of mind.[100] They were also serious gardeners themselves, with landscaped grounds around their homes. One such person was Jonathan Y. Scammon (1812-1890). He was an organizer of the Chicago Horticultural Society who would play an important role in the parks movement. Scammon was a pioneer Chicagoan, wealthy lawyer, connoisseur of art and literature, railroad promoter and friend of Abraham Lincoln. Scammon was also owner of one of the city's most renowned private gardens, which was located to the south of the city in Hyde Park.[101] Naturalistic landscapes like that belonging to Scammon, were far removed from the city but located near enough for their owners to enjoy the city's benefits. The park and boulevard system would offer the general public this same attraction.

In addition to cultivating good character, parks and boulevards were hailed as a vehicle for social harmony. They afforded the opportunity for classes to mix in a shared urban space through promenading and

[96] *Chicago Tribune*, June 16, 1872. Cited in Bluestone, *Constructing Chicago*, p. 54.
[97] Victoria Post Ranney. *Olmsted in Chicago.* Chicago: R. R. Donnelly & Sons, 1972, p 11.
[98] Chamberlin. *Chicago and Its Suburbs*, p.313.
[99] Bluestone, *Constructing Chicago*, p. 52.
[100] *Ibid*. p.9.
[101] *Ibid.*

other leisure activities. Chicago's lakefront park (today Grant Park) and the street that became Michigan Avenue had, by the 1840s, become a small stage on which residents practiced the custom of promenading. In both European and major eastern cities, this custom had been performed since the beginning of the 19th-century in grand urban settings such as Battery Park in New York, Charleston's Battery and Philadelphia's Fairmount Park. In reality, promenading was an upper and middle class pastime of see-and-be-seen. Promenading as a concept, however, with its attendant associations of intermingling and class harmony, gave parks and boulevards broad intellectual and social appeal in Chicago, a fast-growing city of native-born and immigrant newcomers. As the city grew, promenading was to become a favored activity in the new parks and boulevards system.[102]

Concern for Public Health

By 1860, Chicago's population had escalated to over 110,000, more than tripling since 1850. As the pace of population growth and real estate development accelerated in the 1850s, so did awareness of the associated psychological, social and health problems they brought. Population growth also brought an expanded awareness of the idea that parks served as a healthy antidote to these problems.

Dr. John Henry Rauch (1828-1894), played an important role in spurring the parks movement. Rauch was an articulate spokesman for the positive role parks could play in the health of the city. He linked public health and parks through his study of the public health threats created by the city's lakefront cemetery, which was partially incorporated into what became Lincoln Park. The public health controversy surrounding the creation of Lincoln Park led to broadened awareness of the need for a more systematic approach to the creation of parks in all three divisions of the city.[103]

Returned

Creating Legislation for the Park and Boulevard System

The Civil War put direct advancement of the parks issue on the back burner, but it provided an indirect benefit. During the Civil War the national and local organizing efforts of the United States Sanitary Commission, the forerunner of the American Red Cross, brought together a group of capable and civic-minded men who saw the importance of parks to the health of city dwellers.[104] Most notably, the group included Ezra Butler McCagg (1825-1908) whose wife was William Butler Ogden's sister and whose law partner was south side park proponent Jonathan Y. Scammon.[105] Frederick Law Olmsted (1822-1903) the famous landscape architect who designed Central Park, was chosen to head the national organization.[106] A Chicago branch of the Sanitary Commission was soon formed with McCagg, serving as president. He and Olmsted formed a close friendship and McCagg soon became a leader in the parks movement.[107] Olmsted enjoyed the hospitality of McCagg's north side home, including its handsomely-landscaped grounds and extensive hothouses.

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[102] Bluestone, *Constructing Chicago*, p.18.

[103] In the 1850s, Rauch's detailed studies and activism had aroused not only influential organizations and people, but the general public. Rauch impressed on north side citizens the public health threat caused by decaying bodies in shallow sandy graves on the lakefront, threatening the spread of cholera and small pox through the city's water supply. An unused portion of the lakefront City Cemetery was designated as Lake Park in 1860. In 1865, after the assassination of president Abraham Lincoln, the park was renamed Lincoln Park, with Swedish landscape gardener Swain Nelson creating the original plan for the park.

[104] The Sanitary Commission was formed during the Civil War with the mission of coordinating relief for wounded soldiers.

[105] Victoria Post Ranney, ed. *The Papers of Frederick Law Olmsted* . Baltimore: Johns Hopkins University Press, 1990. pp 427-433

[106] Olmsted was chosen to head the United States Sanitary Commission as general secretary. This was because of the extraordinary skill he demonstrated in the organization of work and personnel involved with the construction of Central Park.

[107] Victoria Post Ranney, ed. *The Papers of Frederick Law Olmsted,* p. 24.

In 1867, Scammon entrusted McCagg to draft the first bill submitted to the Illinois legislature attempting to establish a park south of the city.[108] According to historian Daniel Bluestone, Scammon suggested that the "bill be based on New York's Central Park Statute."[109]

As south side proponents were crafting their first attempt at park legislation, there was a broader awareness of the need for a citywide system of parks and boulevards. In 1866, the *Chicago Times* had published an illustration of a 14-mile system of "Drives and parks for Chicago." The article stated that this project would give Chicago "the finest drives, parks and building sites on the continent." The plan, which is simple and rectilinear, shows building lots lined with a drive and parkland that forms a squared-off arc extending along the north, west and south sides of the city. Roads lead out from the center city and link to the proposed system of lots and parkland. This early vision foreshadows the development of a park and boulevard system that would surround the city.[110]

Although the first park bill was defeated, the park movement was gaining momentum.[111] Immediately after the Civil War the persuasive Frederick Law Olmsted sparked the interest of yet another pivotal Chicagoan during an 1865 meeting in Yosemite Valley, Chicago's William Bross. Bross was the owner of the *Chicago Tribune*, a City Council member and Lieutenant Governor (1865-1869) at the time that the parks legislation was finally passed. Bross later described the conversation he had with Olmsted:

> …we discussed nothing so much…as the Central Park of New York. And both Colfax [Speaker of the U.S. House of Representatives] and Olmsted agreed with me that nothing was needed to make Chicago the principal city of the Union but a great public improvement of a similarly gigantic character. My return being hastened by my ardent desire to have the thing attended to, I at once consulted the principal citizens of Chicago.[112]

Returned

By 1868, the south side leaders were revising their bill and citizens on the north and west sides were drafting legislation for new parks in their areas. Concerted efforts to unify the three systems were under way. An article titled "Parks and Boulevards" was published in the *Chicago Tribune*, January 24, 1869, supporting a plan for a connected system. It states: "this grand highway, when planted, will form a handsome connection between the several parks and the several divisions of the city. It will, in fact, so connect all the public grounds as to make them practically but parts of a continuous park extending around the entire limits of Chicago."[113]

For many decades, historians have credited civic booster John S. Wright with the original idea for Chicago's interlinking park and boulevard system. In 1914, the *Chicago City Manual* published a lengthy essay entitled "The Public Parks of Chicago: Their Origin, Former Control, and Present Government," which includes an opening statement under the heading: "The Prophet John S. Wright." This essay suggests that in 1849 a local newspaper printed a letter from Wright in which he presented a grand vision to "surround the city with a

[108] Bluestone. *Constructing Chicago*, p. 26.
[109] *Ibid*. p. 26.
[110] *Ibid*. p. 21.
[111] Voters defeated the 1867 park legislation for several reasons. These included disagreement over the specific location of the park by south side interests and working class resistance to paying higher taxes for a park, especially one far removed from their neighborhoods.
[112] Bluestone, *Constructing Chicago,* p. 26.
[113] "Parks and Boulevards," *Chicago Tribune*, January 24,1869,

magnificent chain of parks and parkways that have not had their equals in the world."[114] Although this quote has been published many times, Julia Sniderman Bachrach, Chicago Park District historian, believes it is doubtful that the ambitious scheme had been proposed by a single individual or at such an early date. Wright did not present this idea in his book *Chicago: Past, Present and Future*. And even if Wright did present his visionary scheme, credit for the inception of the city's seminal park and boulevard system clearly goes to a larger group of park advocates including Cornell, Rauch, Scammon and McCagg.[115]

The three separate park bills were passed by the Illinois legislature in 1869, creating the South, West Chicago and Lincoln Park Commissions. The three commissions would act independently, but with the goal of creating a continuous park and boulevard system to encircle the city. Unfortunately this goal was never totally realized. The combined effect of early funding constraints and litigation affecting the Lincoln Park Commission hindered the opportunity to develop Diversey Parkway as a boulevard that would join Lincoln Park and a section of Lake Shore Drive to the West Chicago Park System.[116]

Within six months of the passage of the park legislation, the editor of *The Land Owner*, a local real estate newspaper wrote excitedly, "Our grand system of parks will be the finest in the world before the next quarter of a century…"[117] In March 1871 he wrote:

> When the citizens of Chicago, with a clearness of vision and foresight scarcely ever equaled, voted upon themselves heavy taxes for the purpose of purchasing ground, laying out and improving a system of parks and boulevards, they had in their mind's eye a future for the city that events are corroborating even faster than the most sanguine believer in our greatness anticipated.[118]

Returned

CHICAGO'S GROWTH AND ITS IMPACTON THE DEVELOPMENT OF *THE PARK BOULEVARD SYSTEM HISTORIC DISTRICT*:1869-1893

By 1869, Chicago was already a city of accomplishment. As a major trading port and railroad hub Chicago prospered and had grown tremendously during the Civil War. In the years immediately following the war the city's leaders foresaw that Chicago would continue to play a preeminent role in the nation's commerce. The city's cultural life began to expand as well, with museums, libraries and theaters all beginning to take shape in the 1860s.[119]

At the same time as the state legislature created the park systems they also enabled Chicago to annex a vast area of land. This annexation, to the west, was to contain all three of the parks—future Humboldt, Garfield and Douglas—and all the boulevards for the West Park System. While the city was annexing land to accommodate growth, residential development continued to move westward and southward. The South Park district was contained within three separate towns, South Chicago, Lake and Hyde Park. These would not be

[114] *Chicago City Manual*, 1914, p. 7.
[115] This recent scholarship is attributed to Julia Sniderman Bachrach, historian for the Chicago Park District and author of *The City in a Garden: A History of Chicago's Parks* (Revised edition). Chicago: Center for American Places at Columbia College, 2012, See footnote on page 179.
[116] Lake Shore Drive was listed as part of the Lincoln Park Historic District National Register nomination.
[117] *The Land Owner*, v. I, no. 3 (9/1869), p.60.
[118] *The Land Owner*, v. III, no. 3 (3/1871), p.75.
[119] For example, the Chicago Academy of Sciences was founded in 1857 and chartered in 1865; the Art Institute grew out of the Chicago Academy of Design that was founded in 1866, and theatres had long been a presence in the city, notably the McVickers' Theatre that burned in the fire of 1871.

annexed until 1889, when the city incorporated vast land areas on all three sides totaling 125 square miles and adding nearly a quarter of a million residents to Chicago.[120] By 1890, Chicago's population topped 1 million.

On October 8, 1871, Chicago suffered a disastrous fire that destroyed an area 3-1/2 miles square including the city's business district and leveled 18,000 buildings. Following the fire, the city's expansion began to boom, with the city's population jumping from 300,000 in 1870 to 500,000 in 1880. By January of 1872 *The Land Owner*, which hadn't been published since August 1871, was back in print and resumed its promotion of real estate development throughout the city, including news about the parks and boulevards in each monthly issue. In April, 1872, the editor predicted a 33% population growth in the coming year and urged the park commissioners to push ahead with the work on the parks so "that the public may have a place to take themselves and families for recreation, out of the turmoil and dust of the city, to breathe a little pure air, and give a pleasant relaxation to overtaxed brains and muscles."[121] It was also hoped that the fresh air would encourage the public to purchase house lots and houses, since real estate promotion was an important part of the park and boulevard scheme from the very beginning. During this time, the West Chicago Park Commission was being formed.

With the topography so flat and empty, the grid made the siting of the parks and boulevards relatively straightforward. By the 1860s, Chicago's grid was already in place, with major roadways following the section lines of the Northwest Ordinance Survey. Some of these roads would be widened to become boulevards along the city's park and boulevard system. The only diagonals in this framework were the waterways, the old plank roads of the original settlers (including Ogden Avenue and Milwaukee Avenue) and the radiating spokes of the railroads. From their start in 1848 the railroads had expanded rapidly, with Chicago quickly becoming the hub for all mid-continent freight and passenger operations. By 1869, ten railroad lines ran out of the city and two additional lines ran north and south through the near west side. Several of these lines were already providing commuter rail service to the suburbs.[122] In addition, there were horse-drawn streetcar lines which would continue to expand their range throughout the early years of the park and boulevard development. The parks and boulevards had to fit within this existing and expanding transportation framework as much as possible.

Returned

The railroads and streetcars were to have enormous impact on both the character and the pace of development in and around the parks and boulevards. The railroads were used to bring raw materials to the parks that would be used to improve the soils, build fences, lay drainage pipes, construct waterways and bridges and build buildings. But the railroads also crossed the west and south boulevards in several places, creating hazardous conditions for these planned pleasure drives. The story of the parks and boulevards is one of frequent negotiation with Chicago's railroad operators, streetcar lines and, eventually, elevated railroads. Railroad viaducts are still a defining feature of many boulevards; in almost every instance, the last boulevard sections to be developed were ones that either had intractable disagreements over rights-of-way with a railroad or that did not have adequate streetcar service to encourage residential development.

In addition to the street grid and the railroads, the other important defining feature for Chicago's parks and boulevards was water. Throughout both the south and west systems the land was flat and swampy and the soil was poor. In the west system, in particular, drilling wells to provide water for the newly-planted landscapes and trees, draining water from the flat, hard soils, and creating new bodies of water where none had existed were all early planning projects important to the initial development of the park and boulevard system.

[120] *Encyclopedia of Chicago*. Chicago: University of Chicago Press, 2004, pp. 22-23.
[121] *The Land Owner*, v. IV, no. 4 (4/1872), p. 50.
[122] West Chicago Park Commission, *Second Annual Report*, 2/28/1871, p.53.

SOUTH PARK SYSTEM HISTORY: 1869-1893

Summary Paragraph

Legislation in 1869 created the South Park Commission, which immediately set out acquiring lands legally specified for a large park and connecting boulevards. They hired the nation's leading landscape architecture firm, Olmsted, Vaux and Co., to design the system. Despite early financial challenges, it began to be built out from the most populated areas to the least, with construction on the boulevards taking place first. Horace William Shaler Cleveland was hired in 1872, after some work had begun, to implement the plans for the South Park System. Work progressed on S. Drexel, Grand (now S. Dr. Martin Luther King, Jr. Drive), E. Oakwood, E. and W. Garfield and S. Western Boulevards. A fountain was constructed in Drexel Square. Landscaping, drainage, roadways, sidewalks and utilities were given continued attention. The system was completed in time for the 1893 World's Columbian Exposition, which was held in the then largely-undeveloped Jackson Park and Midway Plaisance.

Legislation Creating the South Park System

The initial acts creating the South Park Commission were approved by the Illinois legislature on February 24 and April 16, 1869. These acts were subsequently approved by a vote of the people of the towns that the Commission would serve—i.e. South Chicago, Hyde Park and Lake, a geographic region spanning from the Chicago River south to 138th Street and from Lake Michigan west to Cicero Avenue.

Returned

As chartered by the State of Illinois, the South Park Commission was an independent agency and responsible for the largest of the three park districts created in Chicago in 1869. The lands under its jurisdiction were specified in the legislation. They were comprised of a 1,055-acre park, initially referred to as "South Park" (but subsequently called Jackson Park, Washington Park and the Midway Plaisance), and boulevards that would become Grand, S. Drexel, E. and W. Garfield and S. Western. The boundaries would be amended in 1872 to include Drexel Square and E. Oakwood Boulevard.

The act also provided for a board of five members, the South Park Commission, which was empowered to acquire, administer and maintain the system. The first South Park Commissioners were appointed by the Governor on April 16, 1869. They were Judge John M. Wilson, Leverett B. Sidway, Paul Cornell, Chauncey T. Bowen and George W. Gage. The Commissioners were wary of this method of appointment. They preferred "to secure as far as possible the selection of good men and to keep the administration out of politics." [123] Thus, legislation the next year provided that the appointment of future board members would be made by the judges of the Cook County Circuit Court. The logic was that more than one party was represented and the judges, "rank[ing] considerably above average men," would ascertain the qualifications of potential appointees. According to Sidway in 1908:

> It would, I imagine, be difficult, even if possible, to find another great city corporation controlling the employment of so many men and expenditure of so much money, which had for about forty consecutive

[123] South Park Commissioners, *Report of the South Park Commissioners for a Period of Fifteen Months from December 1, 1906 to February 29, 1908, inclusive,* Chicago, 1908, p.66.

> years kept as free from all political influences as had the South Park Commission, or whose administration has met with so little criticism by the people.[124]

The South Park commissioners of this period, and well into the 20th century, were generally civic-minded, capable and dedicated, many serving for long periods of time. A number of them were well known and respected leaders of their day in the areas of banking, law, industry and real estate. The commissioners included: John M. Wilson one of the original members who, when appointed, was the former Chief Justice of the Superior Court of Chicago (served 1869-1872); Paul Cornell,(served 1869-1883) real estate magnate Potter Palmer (served 1871-1874); the powerful president of the Union Stock Yards, John B. Sherman (served 1877-1902); philanthropist and civic leader Charles Hutchinson (served 1906-1924) and Judge John Barton Payne (served 1910-1924) whose leadership in the National Parks movement led to his serving as Secretary of the Interior in the cabinet of President Woodrow Wilson.

The Designer: Olmsted, Vaux & Co.

Soon after passage of the parks legislation Dr. John Rauch wrote Frederick Law Olmsted that he was working to have Olmsted make a comprehensive study of all of the Chicago parks, a possibility Olmsted relished. But it was not to be.[125] Instead Olmsted, Vaux & Co., the nation's most experienced and prestigious landscape architecture firm, was hired in 1869 only by Chicago's South Park commissioners to prepare plans for the parks and boulevards in their system. While the legislation creating the South Park System specified the location of parkland and boulevards, the design was left to the commissioners.

Returned

Frederick Law Olmsted and his English partner Calvert Vaux (1824-1895) had received wide-spread acclaim for their design of Central Park. The naturalistic style they developed put them in great demand. Olmsted, like sophisticated early Chicagoans, had traveled to Paris in the 1850s and was enamored with what Baron von Haussmann had achieved there. In articles he sent home documenting his European travels, Olmsted described the city's new boulevards, particularly noting the beautiful new avenue de l'Imperatrice (now avenue Foch). Olmsted carried the idea and the image of Haussmann's boulevards back to America and ultimately to Chicago.

Olmsted came to Chicago in 1863 to examine the wooded area on the banks of the Des Plaines River ten miles west of the city that was the proposed site for the new suburb of Riverside. His plan of curving picturesque streets around a central park and train station included a proposal to build a parkway connecting the suburb to the city. He hoped to provide a transportation alternative to the train as well as a pleasure drive for those traveling over the bare, flat prairie between Chicago and his garden-like suburb.[126] Although the city streets were in place, the boulevard Olmsted envisioned connecting Chicago to his garden suburb was not to be fully realized.

The Plan for the South Park System

Calvert Vaux consulted with the South Park commissioners in October 1869 while he was in Chicago working on the design of Riverside. The South Park commissioners were occupied with acquiring parkland and

[124] *Ibid.*
[125] Victoria Post Ranney. *Olmsted in Chicago*, p. 16.
[126] The original Northwest Ordinance Survey Map of Chicago shows the grove of trees at Riverside as the first shady spot west of the Chicago River.

so set the first priority for the landscape firm to be surveys, plans and specifications for the two boulevards that would provide the link between the1055-acre park and the city to the north. These two boulevards would later be called S. Drexel and Grand boulevards.[127] Six months later, in April 1870, the partners were hired to design South Park. Within the month the firm ceased working on Riverside and focused their attention on the South Park project.

Following a careful topographic survey, Olmsted and Vaux submitted a 53-page report and detailed plan in 1871. The report was compelling not only philosophically, in its well-written advocacy of the need for parks, but also in the quality, complexity and clarity of its planning and design vision. Emphasizing many of the purposes that inspired the creation of Chicago's park and boulevard system, Olmsted and Vaux nurtured a vision of Chicago as one of the future great cities of the world and the south side as the most prosperous section of it. The partners urged the commissioners to seize the opportunity afforded by their blank slate of undeveloped land to design and build a system that would meet the needs of a city that would eventually encompass the entire South Park system. Furthermore, they urged the commissioners to envision their project as one part of a system essential to the improved health, attractiveness and prosperity of the whole city of Chicago. With wisdom born of experience, Olmsted and Vaux advocated honesty and commitment to quality so that the south park system would be commensurate with the future greatness of the city and would not be compromised in the short-term by corruption or public stinginess.

Throughout the document, Olmsted and Vaux repeatedly state that a well-executed plan would promote economic gain. They cite as examples both New York's and Brooklyn's experience with the "great increase in the value of real estate" once Central Park and Prospect Park were opened. They noted that the "character of the improvements…really advance(d) the rank of the city in the public estimation and suddenly caused a new class of expectations to be formed of its future…"[128] Their report contrasted this result with the experiences of Baltimore and Philadelphia, whose "more superficial and commonplace" improvements produced "no very extraordinary increase of value in neighboring real estate."[129] The South Park commissioners would follow the successful development path of New York's Central Park and Brooklyn's Prospect Park,

Returned

The Olmsted & Vaux report further urged the South Park commissioners to recognize and capitalize on new urban trends. They write in the report that the new park, though located outside the city, would ultimately serve as more of an urban park, and explained why with insights from their experience. Olmsted and Vaux had designed Central Park to be at the center of a city of "two millions," but when it was built it seemed remote to most New Yorkers.[130] Citing the new trend of suburban expansion outside the city, Olmsted and Vaux put the development of the South Park system in a broader urban planning context. They explained that people who were to move to lots along the parks and boulevards would expect a more desirable place to live. These expectations included improved healthfulness, larger lots, single-family homes distinctly separate from "commercial quarters," wide streets and public spaces. Parks, by improving drainage and visual quality, would also improve the value of surrounding residential property.

[127] Victoria Post Ranney. *Olmsted in Chicago*, p. 27.
[128] Olmsted, Vaux & Co., Landscape Architects, *Chicago South Park Commission Report Accompanying Plan for Laying Out The South Park*. Chicago: Evening Journal, Book and Job Printing House, 1871. pp. 19-43.
[129] *Ibid*. p. 44.
[130] Charles E. Beverage & Carolyn R. Hoffman, eds. *The Papers of Frederick Law Olmsted: The Years of Olmsted, Vaux & Company, 1865*-1974. Baltimore: Johns Hopkins University Press, 1992. p.551.

The plan Olmsted and Vaux unveiled for South Park was one that did not preserve nature as they found it. The site was not a promising one. In the words of South Park commissioner Leverett Sidway, it was "flat, sterile and uninteresting."[131] Olmsted, Vaux & Co.'s design, however, brilliantly played off the unpromising site's flat topography with meadows, its shallow water table with lagoons, and its lakeside location with amenities that included a pier and promenade. Foremost of all was the concept that "the park of any great city, is [the]…antithesis to its bustling, paved, rectangular, walled-in streets."[132]

Within the park, Olmsted and Vaux provided for the simultaneous but mutually-exclusive pursuits of solitary contemplation of natural scenery and group activities. While the majority of spaces were designed naturalistically, there were a small number of formal settings, including promenade grounds and carriage drives. Olmsted and Vaux advocated against novelty features and urged the commissioners to hold fast to the main concepts of the plan: "simple visual unity and a subordination of detail to general effect."[133] Olmsted and Vaux also stressed that the fundamentals of drainage and turf and foliage health should always remain top priorities. The South Park commissioners would heed this wisdom over the succeeding twenty years as they created both the parks and boulevards.

The drawing that accompanies the 1871 plan is very detailed for the large South park with its two divisions and the Midway Plaisance but it shows only stubs of the three boulevards emanating from Washington Park. The written report did, however, supply details pertaining to the design of these three boulevards. Two principal approaches from the city led to the north corners of Washington Park.

Returned

The western approach, named Southopen Parkway in the report (later Grand Boulevard), is described as being "planned more especially with reference to the rapid movement of a great number of persons driving, riding or walking, being planted openly with straight rows of clean trunked trees."[134]

The eastern boulevard described in the report was named "Southgrove Parkway" (later S. Drexel Boulevard). It was designed "with a view to more quiet and leisurely movements, and its principal feature is a walk or series of walks passing somewhat indirectly through a grove with frequent interludes of shrubbery, fountains and arbors to invite rest and contemplation."[135] Olmsted & Vaux were dissatisfied, however, with the way that the street was "at present laid down on the maps," turning "abruptly at right angles a few hundred feet away from the Park". They were equally critical of the "wholly inadequate" entrance where the boulevard met the park, concluding that "some considerable improvement will inevitably be required."[136] The report recommended this situation be remedied "before any houses are erected in the neighborhood." Citing as a model, the street in London between fashionable Pall Mall and Regent Street, Olmsted & Vaux recommended "an extension of the parkway on a scale commensurate with the importance of its position and having a marked artistic character of its own."[137] Dubbed the "Parkway Quadrant," this extension was a square cut diagonally by a curved road. "[T]he curved line of the approach," opined the firm, will "have a sufficiently bold sweep to be easy and agreeable in connection with the long straight line of Southgrove Parkway, and the main Park entrance

[131] *Report of the South Park Commissioners*, 1908, p.61.
[132] Olmsted, Vaux and Co., Landscape Architects, *Chicago South Park Commission Report Accompanying Plan for Laying Out The South Park*. p.18.
[133] *Ibid*. p.XXX
[134] *Ibid.* p.28.
[135] *Ibid.*
[136] *Ibid.* pp. 51-52.
[137] *Ibid.* p.51.

to which it leads will be relieved of any appearance of awkwardness."[138] This advice would later be heeded and Drexel Square was created to serve as an elegant transition to Washington Park.

The third "grand approach" was located on the west side of the park (later Washington Park) where congregating spaces—such as a concourse for carriages, a music stand, grandstand and refectory—were planned. This congregating area was called "The Pavilion" in the report. Thus, "the grand approach from the west entering the park in front of the Pavilion was named "Pavilion Parkway" (later Garfield Boulevard) by Olmsted and Vaux.[139]

The report wisely concluded that, because improvements would be carried out over a long period of time, it was "not to be expected that a plan will be made at the outset so complete, that no additions to it or modifications of it in detail will be admissible…." The conclusion emphasized, however, that "it is of the utmost consequence that the essential ends should be clearly seen before the work is organized and that…these great ruling ends should be pursued with absolute consistency."[140] The South Park commissioners would heed this counsel as they proceeded to execute the plan.

Development and Construction of the Boulevards: South Park System

The process of acquiring the lands designated in the 1869 legislation began almost immediately after the South Park commissioners were appointed; so too did the difficulties obtaining them. Original commissioner L.B. Sidway reminisced many years later that

> …hard times made the labor and responsibilities of the commissioners so great during the first six or eight years that I doubt if any one of us would have accepted the position if we had anticipated what had to be gone through with for the public good. I certainly would not.[141]

Returned

The main problems were insufficient funding, litigation, and financial setbacks associated with catastrophic local and national events.

From the beginning the commissioners were handicapped because of insufficient funding. Speculation caused the land to cost much more than was anticipated and the monies provided for purchase, improvement and maintenance were simply not adequate. In the early years the graduated assessment system (by which property contiguous to parkland bore the greatest tax burden) failed to bring in enough revenue because so much land was unimproved.

Just two years into the project came a multi-year stretch of hard times as a result of the Great Chicago Fire of 1871, followed by the national financial panic of 1873. The fire destroyed all the Commission's records, including the tax assessment roles, so no money was available until 1873. Immediately following the fire, operations were suspended for several months and Commissioners Sidway and Bowen used their personal

[138] *Ibid*. p.52.
[139] *Ibid*. p.29.
[140] Olmsted, Vaux and Co., Landscape Architects, *Chicago South Park Commission Report Accompanying Plan for Laying Out The South Park*, p.54.
[141] South Park Commissioners, *Report of the South Park Commissioners for a Period of Twelve Months from March 1, 1908 to February, 28, 1909, inclusive.* Chicago: 1909, pp. 58-71.

savings and professional banking connections in Chicago and New York to help the commission meet its obligations. [142]

Litigation was also a source of delay, with challenges on a variety of fronts, including the validity of the south park legislation and the Commission's ability to levy taxes and assessments. Litigation over land purchase was also a source of expense and delay. Nonetheless, the Commissioners had acquired the majority of the lands by 1875 and work had actually begun on some sections of the boulevards of the South park System earlier.

Development of the south park system began with construction of boulevards. The major focus of the early Commissioners was on the boulevards, especially the two leading to the north end of Washington Park name them that would bring people from the city. Olmsted had strongly advised earlier clients of the wisdom of creating a direct approach into the park. Writing in 1867 to the chairman of the Committee on Plans of the Park Commission of Philadelphia, he explained:

> A Park may…be well considered…and may yet incompletely fulfill its proper function in the general municipal economy of a great City, if…the approaches to it are of an indirect, meager and unattractive character, and liable to be so crowded by common commercial traffic, as to cause general inconvenience or even apprehension to the feeble, the timid or the weary….it is therefore very desirable that in connection with the general scheme in its earlier stages, a clear leading idea should be formed of an ultimate plan to be adopted in regard to the streets that connect the Park entrances with the heart of the City….[143]

Returned

The overall strategy of the South Park Commissioners was "to begin at a point nearest the largest population and make all improvements continuous to the farthest point." Furthermore, "they … made no improvement at any point that could not be reached from the city over park roads."[144]

In order to implement their strategy the South Park commissioners had hired Horace William Shaler Cleveland. In 1872, despite problems, the commission was again functional following the devastation of the October, 1871, Chicago Fire. Upon the recommendation of Frederick Law Olmsted, the Commissioners hired Cleveland as "Landscape Architect of the South Park and connecting Boulevards."[145] Olmsted's work and design philosophy were familiar to Cleveland, who had worked for Olmsted on Prospect Park. As reported by Cleveland, he was hired with the understanding

> …that the plans furnished by Messrs. Olmsted and Vaux were to be carried out in their general features and that the work of designing and generally directing the details of ornamental arrangements and planting, was entrusted to me. The necessity of rigid economy was strictly enjoined upon me. I was instructed to confine myself exclusively to such works as were immediately and essentially necessary…[146]

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[142] *Ibid*., p. 60.
[143] *The Papers of Frederick Law Olmsted,* p. 232.
[144] *South Park: Acts of the General Assembly Relating to the same, and the collection of Assessments. Decisions of the Supreme Court Relating Thereto. Ordinances Synopsis of Improvements*. Chicago: Beach, Barnard and Co., Legal Printers, 1875, p.82.
[145] *Report of the South Park Commissioner to the Board of the County Commissioners of Cook County* (1908), p.68.
[146] *Report of the South Park Commissioners to the Board of the County Commissioners of Cook County*. Chicago: Jameson & Morse, 1873, p 15.

By the time of Cleveland's arrival, the west boulevard leading to the park, later named Grand Boulevard,[147] had been created by widening existing Kankakee Avenue 132' to the west in accordance with the South Park act. [148] Then called South Park Boulevard, it extended two miles from 35th Street south to 51st Street. In 1873 its name would be changed again to Grand Boulevard, which it would be called through the first quarter of the 20th-century. Following precedents in Europe and Riverside, and as described by Olmsted in the 1871 report, Grand Boulevard was designed to move people expediently from existing neighborhoods north of the system into Washington Park. The design provided for formal plantings separating foot, equestrian, carriage and commercial traffic. Specifically, the 200'wide boulevard included a central 55'wide pleasure drive for carriages flanked by medians lined with rows of trees. These medians separated the main drive from the narrower side roads, which were intended for commercial traffic and which had adjacent parkways and sidewalks. Grand Boulevard opened to 345'wide where it entered Washington Park at its northwest corner.

Grand Boulevard was the boulevard most frequently traveled by carriages, not only "because of the length and width of the drive," but also "because of the display it afforded for fast driving."[149] Beginning in 1873, the eight mile per hour speed limit was suspended at appointed times to allow for fast driving. In 1874, the east side drive of Grand Boulevard was only open two days a week; by 1877 it was in constant use. In 1882, from 47th to 51st, the distance of one half mile, the east drive was made into a speeding track.

In 1878, an enormous hexagonal stone drinking fountain was erected at Grand Boulevard and 35th Street, where the boulevard was entered from the city to the north. The fountain was so large that 12 teams of horses could drink from it at once.

Returned

The construction of the east boulevard, named Drexel Boulevard by 1873,[150] was also underway by the time of Cleveland's arrival. Land for the thoroughfare's right-of-way had been purchased 100' on each side of a center line of the existing Drexel Avenue from 51st to 43rd Street. It continued northward and then diagonally 200'wide along the existing Elm Street (what is today the diagonal portion at the north end of S. Drexel Boulevard) until terminating at Oakwood Avenue.[151] In his report to the South Park commissioners at the end of the year, Cleveland explained that the original plan for the 1.5 mile-long boulevard envisioned a central, naturalistically ornamented space of 100 feet wide, arranged with paths, grass, trees and shrubbery. A portion of this space had been laid out but poorly graded and seeded. During construction of the flanking driveways it became necessary to take off 5' from each side of the central planting space, which in turn necessitated the, "making such changes of interior arrangement, that… it was deemed necessary to rearrange the whole design which was one of the first duties I was called upon to perform."[152] By summer, 1873, the entire median had been properly graded and a lush lawn had been developed, along with winding gravel paths and irregularly planted trees and shrubs. Thousands of visitors were drawn to Drexel Boulevard that summer

The greatest excitement, however, was created by the "tasteful display of brilliant masses of flowers on the sections between 45th and 47th," with Cleveland recommending that such ornamental flower gardens be

[147] This west boulevard had been named Southopen Parkway in the Olmsted and Vaux report.
[148] Chamberlin *Chicago and its Suburbs*, p.321.
[149] *Report of the South Park Commissioners to the Board of the County Commissioners of Cook County*. 1882, p.8.
[150] This east boulevard had been named Southgrove Parkway in the Olmsted and Vaux report, Before being called Drexel Boulevard, it was known as Grove Parkway.
[151] *South Park Commissioners: Statutes and Special Ordinances*. Chicago: The Gunthorp-Warren Printing Co. 1908. p. 402.
[152] *Report of the South Park Commissioners to the Board of the County Commissioners of Cook County*, 1873, p.17.

expanded at various points along this boulevard "as extensively as may be done, consistently with the necessary condition of constant care and supervision." In his year-end report to the Commissioners, Cleveland noted that "the sudden transformation of these grounds from a sandy waste…,was as great a surprise to the public as it must have been gratifying to you."[153] By the following year (1874), historian Everett Chamberlin described the construction of the street as essentially complete, with the 90' median flanking 40' carriage roads bordered by 15' sidewalks.[154] Through most of its history this street would be called Drexel Boulevard, but in the 1870s it was called Grove Parkway.

From 1873 until early in the 20th-century, Drexel Boulevard's extensive floral displays were renowned for their beauty and intricacy. The 1877 *Annual Report* called them the most popular feature of the south park system. By 1883, the *Annual Report* noted that the display had a national reputation—little wonder when, for example "new and unique designs" in the 1885 flower beds included the American flag, a sun dial and a portrait of General Grant. These designs ran contrary to Olmsted's idea of a naturalistic landscape for the boulevard, but the commissioners desired a showpiece and the South Park system's landscape gardener Frederick Kanst produced spectacular displays year after year. According to early Chicago historian Everett Chamberlain, the Avenue l'Imperatrice in Paris, considered the finest street in the world, was the model for Drexel Boulevard. [155] Winding walkways curved around flowers and shrubbery and were occasionally accented with trellises, rustic seats, fountains or vases. The South Park commissioners took care to control the cost and quality of bedding plants as well as of the large trees and shrubs. By 1875, enough greenhouses had been built by the commissioners to supply the plant material needed for the South Park system's walks and drives.[156] Also by this time, a uniform building line of 40' had been established for the entire length of Drexel Boulevard, while on each side of the street property holders had planted large elm trees.[157]

Returned

Olmsted & Vaux's recommendation to improve Drexel Boulevard's entry into the northeast corner of Washington Park was realized in 1872. The segment of existing 51st Street, that originally connected the south end of this boulevard with the park, was widened. First known as the "Drexel Entrance to Washington Park", it was described by Chamberlin as being 450' wide and extending an entire block from its east to its west side. Through most of its history however, the entrance has been known as Drexel Square.

As early as 1873, plans were being made for a large fountain at the south end of Drexel Boulevard in what came to be known as Drexel Square. A spectacular fountain was erected, but not until 1881, when the South Park Commissioners reported that those "public spirited gentlemen of Philadelphia," brothers Francis A. and Anthony J. Drexel, offered:

> "…a costly and superb bronze fountain in memory of their father, after whom the beautiful Boulevard is named. The design has been submitted to the commissioners and accepted by them. The location, in accordance with the wish of the donors is to be at the turn of the Boulevard at 51st St. The granite basin will be paced this winter and the fountain itself, now being cast at Berlin, will be in place, probably by mid-Summer."[158]

[153] *Ibid.*, p. 12.
[154] Chamberlin, *Chicago and Its Suburbs*. p. 321.
[155] Chamberlin. *Chicago and its Suburbs,* p 323.
[156] *South Park: Acts of the General Assembly Relating to the same, and the collection of Assessments. Decisions of the Supreme Court Relating Thereto. Ordinances. Synopsis of Improvements*. Chicago: Beach, Barnard and Co., Legal Printers, 1875, p.82.
[157] Chamberlin. *Chicago and its Suburbs,* p 323.
[158] *Report of the South Park Commissioners to the Board of the County Commissioners of Cook County*. 1881, p. 15.

The year before, the commissioners had renamed Grove Parkway to honor Francis M. Drexel (1792-1863), a Philadelphia banker and early Chicago real estate speculator. Drexel had partnered in the subdivision of land along Drexel Avenue and had donated land for the street to help foster development of nearby property he owned. [159] By 1883, the life-size statue of Francis Drexel, which completed the $40,000 bronze fountain structure, was installed, as were the water connections. The sculptor of the piece was Philadelphia resident Henry Manger (1833-?), a German immigrant about whom relatively little is known. In 1888, the Drexel brothers paid an additional $5,000 for the granite basin of the Drexel Fountain to be enlarged 10' on all sides.

Following the successful examples set by Olmsted and Vaux's Central Park and Prospect Park projects, a small area at the north end of Washington Park, which was the end closest to the city, was also improved at the same time as the construction of the first boulevards. Consequently, by 1873 visitors could enjoy a pleasure drive of four miles along the two substantially-completed boulevards and through the north end of Washington Park. Horace Cleveland reported that Grand and Drexel Boulevards now presented "the appearance of well-kept grounds" so appreciated by the citizenry that they "throng there."[160] On Grand Boulevard an average of 3,000 carriages per hour were counted in 1873: in subsequent years these numbers would continue to rise.[161]

There was still a "much needed and beautiful connecting pleasure way from Grand Boulevard to Grove Parkway [Drexel Boulevard]."[162] It was to be Oakwood Boulevard, completed in 1877. The existing Oakwood Avenue was widened to 100' in accordance with legislation passed in 1871, two years after the original 1869 act.[163] The boulevard's "fine, smooth and clean driveway" was one-half mile long and 100' wide, with cobblestone gutters and 7.5' parkways on each side that were lined with a "large number" of elm and maple trees.[164] Sidewalks that were 10' wide flanked the parkways. Oakwood Boulevard was further embellished in 1878, when an ornamental cast iron fountain was erected in the wide, grassy, triangular space at its intersection with Drexel Boulevard.[165]

Returned

With the completion of Oakwood Boulevard, a circuit could be completed by citizens out to enjoy a continuous pleasure drive down Grand Boulevard, across the north side of Washington Park, up Drexel Boulevard and across Oakwood Boulevard. People could take their own carriages or rent them from the South Park system. A broad range of social classes took part in this outing, frequenting the boulevards and the parks and fulfilling the vision of Olmsted and Chicago's civic leaders. In 1876, responding to the desire of those who did not own a carriage, the South Park commissioners began offering phaeton rides over the boulevard circuit at "a very moderate expense."[166] The response was overwhelming: "in the first 117 days of operation, 24,733 passengers paid ten cents each."[167] The rides became not only self-sustaining, but a source of income for the South Park Commission until 1897.

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[159] Dan Rottenberg, *The Man Who Made Wall Street: Anthony J. Drexel and the Rise of Modern Finance*, p.47.
[160] *Report of the South Park Commissioners to the Board of the County Commissioners of Cook County*. 1872, p.19.
[161] *Ibid*., p. 15.
[162] *Report of the South Park Commissioners*, 1877.
[163] Daniel F. Breen ed. *Historical Register of the Twenty-Two Superseded Park Districts.* Compiled under the supervision of the Division of the Secretary, Chicago Park District, by the Works Progress Administration. Project 30160. 1941, p.405.
[164] A. T. Andreas, *History of Chicago from the Earliest Times to the Present in Three Volumes*. Chicago: A. T. Andreas, 1884, p. 170.
[165] *Report of the South Park Commissioners to the Board of the County Commissioners of Cook County*, 1878, p. 9.
[166] *Ibid*., 1877, p 8.
[167] Bluestone, *Constructing Chicago,* p.57.

Attention was also focused, in the early 1870s, on the improvement of Garfield Boulevard (55th Street), which was initially named Pavilion Boulevard, as suggested in the original 1871 Olmsted and Vaux report.[168] By the 1870s, most of the land had been acquired.[169] As specified in the original 1869 South Park legislation, 55th Street was widened an additional 134' to the south, making for a 200'wide boulevard, 3.5 miles long, from Washington Park west to Western Avenue. The boulevard was originally planned by the South Park commissioners to combine two different roadway configurations. Along the half-mile from Washington Park to S. State Street, it was to have a configuration like Drexel Boulevard, with a central median 90' wide flanking driveways 40' wide and, at the outer edge of each driveway, a 15' sidewalk. From S. State Street west to Reuben Street (later Ashland Avenue), a distance of 2 miles, the boulevard was planned in a configuration like Grand Boulevard, with a 75' central driveway flanked by 36' medians, a 24' roadway on each side and an outer 15' sidewalk, with enough parkway for rows of trees. The last mile, from Reuben Street west to Western Avenue, was to be improved the same as the first half-mile.[170] By 1874, the entire length of the boulevard had been graded with the 40' roadways as planned and with a 75'center roadway separated from the side roads by medians. By 1877, it was decided that the 75' central roadway would be reduced to 50'.[171] Through the 1880s and early 1890s, the medians and parkways would continue to be graded and planted out; sidewalks would be built, and roadways would be surfaced as the build-out proceeded westward.

Western Avenue dates from the 1850s, when it was a plank road known as Blue Island Avenue. Western Boulevard, 200' wide, was constructed on land specified in the original 1869 South Parks ordinance as adjacent to and east of existing Western Avenue. By 1874, .25 miles of the 3.1 miles of land selected for the boulevard by the South Park commissioners was left to be acquired. An idea of the relative isolation of its location at this time is obtained from the South Park Commissioners' 1878 *Annual Report*. This report records that although "Western Avenue Boulevard's" central planting space was filled with trees almost its entire length, at the request of numerous owners, the space was enclosed by a fence to protect the new trees from injury by roving cattle.[172] In 1875, it was part of a 15-mile driving circuit along the south park system boulevards that stretched from Western Avenue, through both Washington and Jackson parks to the lakeshore and along the Midway.[173] It was in keeping with the advice Olmsted had penned just two years before to the chairman of the Committee on Plans of the Park Commission of Philadelphia:

> Experience has also shown that the distance which can be passed over easily in the course of a pleasure drive is much greater than can be furnished in a City Park, …and it becomes desirable therefore, to prepare at the outset for an ultimate extension of the rural drive far beyond the boundaries of the Park itself.[174]

Chicago's South Park system would provide this experience. By 1882, Western's 40' wide east (boulevard) drive was open for travel from the Illinois & Michigan Canal to W. Garfield Boulevard. The boulevard continued to be improved through the remainder of the 1880s and the early 1890s with a crushed stone surface, gutters, catch basins, hydrants and trees.

Returned

[168] In 1881 the name was changed to Garfield Boulevard upon petition of a large number of property owners. *Report of the South Park Commissioners,* 1881, p. 15.
[169] Daniel F. Breen, ed. "*Historical Register of the Twenty-Two Superseded Park Districts.*" p. 88.
[170] *Report of the South Park Commissioners to the Board of County Commissioners of Cook County*, 1874, p. 9.
[171] *Ibid.* 1877, p. 30.
[172] *Ibid*. 1878, p. 7.
[173] I*bid*. 1875, p.16.
[174] Beverage et al, *The Papers of Frederick Law Olmsted*. p.232.

In their execution of the South Park system's infrastructure, the Commissioners heeded Olmsted and Vaux's advice that proper drainage was as essential to success as well-constructed roadways. Thus from the outset, road beds were not only constructed "in the most substantial and durable manner" they were built with sewers.[175] The drainage system of Drexel Boulevard, for example, was completed by 1873, with a cement sewer pipe carrying off water from the road and planting surfaces and connecting with the Hyde Park sewer system.[176] In their 1874 *Annual Report*, the commissioners ask for the public's understanding of the expense and slow progress of creating "boulevards and drives" from "scarcely broken country roads" by echoing Olmsted and Vaux's conviction that sewers were "a most real, practical benefit to adjacent property owners." [177]

In the mid-1870s, cement pipe gave way to improved brick sewers and catch basins. On Oakwood Boulevard this cost was borne jointly by the South Park commissioners and the Village of Hyde Park, with the system being connected to the village drainage system. Drainage in the less affluent Town of Lake, west of Hyde Park, was less sophisticated, and arrangements for a permanent outlet for the drainage of Garfield Boulevard into the Illinois & Michigan Canal were not made until 1882.

Excellent road surfaces were as important as drainage. The boulevards were heavily used and over time, the South Park commissioners adopted road construction and surfacing methods to maximize their performance. Experiments with different materials were made prior to constructing Grand Boulevard, the first boulevard. There, they initially graded the surface then added cobble stone and applied a top dressing of screenings (marble chips) or Joliet limestone gravel. Gutters were covered by asphalt, cobblestone or blast furnace slag.[178] Crushed limestone macadam appears to have been the most common surfacing material for the boulevards in the 1880s and early 1890s. The ubiquitous cobblestone gutters of the 1870s and 1880s gave way in the 1890s to combined curbs and gutters made of granite concrete. The carriage-riding public eagerly took advantage of the new, improved roads.

Returned

Landscape improvements to the boulevards were, like drainage and road surfacing, given significant attention. Again heeding Olmsted and Vaux's advice, the South Park commissioners invested much time and effort into establishing new plantings and developing effective growth and management practices for them. In this regard, the employment of landscape professional Horace William Shaler Cleveland was a milestone. When he arrived in 1872, the only planting that had been done was on Grand Boulevard. The need for professional services there at this point was critical, as Cleveland's report that year attested:

> The central drive-way had been made and a row of elms planted on each side in the center of the spaces reserved for the ornamental borders. The trees had been brought from the forest, and presented the gaunt and ill-proportioned appearance usual with such trees before they have had time to develop new foliage to conceal their spindling trunks and limbs. The borders in which they were planted had not been graded to a rounded surface, but presented the appearance of flat beds rising abruptly several inches above the level of the roadway. The attempt had been made to secure a growth of grass on these beds, but it had proved a failure, and their only covering was a growth of weeds and oat stubble.[179]

[175] *Ibid.*
[176] *Ibid.*
[177] *Report of the South Park Commissioners to the Board of County Commissioners of Cook County,* 1874, p.7.
[178] Beverage et al, *The Papers of Frederick Law Olmsted.* p.322.
[179] *Report of the South Park Commissioners to the Board of County Commissioners of Cook County,* 1873, p.13.

By the end of the year, Cleveland had remedied the situation on Grand Boulevard, with the ornamental borders on each side of the main drive graded so as to drain properly with a "gracefully curved surface" and the whole covered "with a rich sward" of grass.[180] In the early 1870s, both Grand and Drexel boulevards were planted with large forest trees—principally elm, maple, ash and linden because they were known to be hardy.

As soon as possible, the South Park commissioners gained control of cost, quantity and quality by establishing their own nursery "in which such young trees and shrubs as were considered desirable for park purposes, were planted."[181] With the able Frederick Kanst hired for the job. by 1875 the commissioners could report: "This nursery has been a complete and perfect success, and now furnishes several thousand first class trees each season…."[182] Established in Washington Park in 1870, the nursery moved to increasingly outlying sites in the south park system. In 1882, it moved from the south end of Washington Park to the Midway Plaisance, and in 1892 it moved to Gage Park.

Trees were planted in formal "lines" in the parkway between the outer roadbed and the sidewalk and also, in some places, in the medians. Elms were very popular for this purpose and, in the 1870s, were planted along all the South Park system boulevards. By 1878, Grand Boulevard, the most formal, was finished along its entire length with six lines of elms in the medians on each side of the main roadway, a feat requiring 1,524 trees.[183] Hard maples, linden and ash also continued to be planted in association with the landscaping of the boulevards.

Returned

A great deal of energy went into developing effective establishment, growth and management practices for the soil and grasses of the boulevards and parks. Olmsted and Vaux had strongly driven home the point that healthy soil was one of the essential elements that must be achieved if the park system was to be a success. In his report of 1873, Cleveland described the method resulting in attaining a "rich velvet sward, as thick and firm as if the whole ground had been sodded." This required repeatedly plowing the soil, heavy dressings of stable manure, seeding, close cutting and watering from hydrants during drought.[184] For much of the period, manure was supplied to the South Park system from the nearby Union Stock Yards, located north of Garfield Boulevard and west of Western Avenue/Boulevard. On Drexel Boulevard lawn sprinklers were set out when necessary to keep new grass, shrubs and flowers fresh. Once established, the lawns of the boulevards were regularly mowed and kept in good condition.

Although Drexel was the boulevard most abundantly planted with flowers, others were as well. By 1875, the South Park commission had enough greenhouses to substantially increase the amount of flowers on the boulevards and in the parks. The following year the central median at the north end of Western Boulevard and Western Avenue, near the Illinois & Michigan Canal, was planted from 35th to 39th streets "in the same manner as on Grove Parkway [Drexel Boulevard], with trees, shrubs and flowers. The walks throughout the planting spaces were finished and graveled.[185]

[180] *Ibid*.
[181] *South Park: Acts of the General Assembly Relating to the same, and the collection of Assessments. Decisions of the Supreme Court Relating Thereto. Ordinances. Synopsis of Improvements*. Chicago: Beach, Barnard and Co., Legal Printers, 1875, p. 82.
[182] *Ibid*.
[183] *Annual Report of the South Park Commissioners* 1878, p. 9.
[184] *Ibid. 1873,* p.23.
[185] *Ibid. 1876,* p 8.

Sidewalks laid along the boulevards during the period were generally between 8' and 10' wide. Until the 1890s, when concrete-based material, began to be used for sidewalks on all the boulevards, S. Drexel and Grand Boulevards' sidewalks were stone, with bluestone and Euclid (Ohio) sandstone being specifically mentioned in the South Park Commissioners'*Annual Report*s. On Oakwood and Garfield Boulevards, clay and lake-shore gravel walks that had been laid in the 1870s were improved with asphalt or stone sidewalks in the 1880s .[186] The walks winding through plantings on the medians that ran the length of Drexel Boulevard and were located in isolated areas on some of the other boulevards were generally crushed stone.. On Drexel, which received heavy use, they were improved in the early 1880s with asphalt. Granite crosswalks at intersections became common beginning in the late 1880s.

Utilities were incorporated in initial construction of the boulevards or they were integrated later into existing rights-of-way. Water pipes were being installed along Oakwood Boulevard by the town of Hyde Park in 1874. The South Park Commission was laying its own pipe for sprinklers the same year. In the mid-1870s, no water main existed on W. Garfield Boulevard, but water was obtained from hydrants owned by the Town of Lake. Water pipe was still being laid on W. Garfield and Western boulevards in the early 1890s. Pipe was being laid by several gas companies in the mid-1880s in sections of Grand, Drexel, Oakwood and Garfield boulevards, and lamp posts were erected by village and town authorities along these pipelines at intervals from 75' to 100'. The installation of these improvements made living and working along the boulevards all the more desirable.

Returned

Development of the Parks of the South Park System: Washington Park, Jackson Park and the Midway Plaisance, Gage Park

Washington Park

Washington Park, Jackson Park and the Midway Plaisance were developed as a result of the 1869 legislation. Washington Park was the Western or Upper Division of the 1055-acre "South Park" that was planned by Olmsted & Vaux in 1871. The South Park commissioners hired the highly-regarded landscape architect Horace William Shaler Cleveland (1872-1874), and by the late-1880s this park had been landscaped substantially as planned. Washington Park was listed on the National Register in 2004 as an addition to the *The Historic Resources of the Chicago Park District,* with significance cited for both history and architecture.

Named Washington Park in 1881, the 367-acre site was generally developed from north to south. The pastoral emphasis of the original design was conveyed most strongly by the iconic great meadow of the South Open Green. Two lagoons were also included in this design that succeeded in accomplishing Olmsted's goal of providing urban dwellers a place of refuge and relaxation among nature. Sometime after the Great Fire of 1871, Washington Park became the headquarters of the South Park System. While Washington Park has adapted over time to changing needs, it retains the genius of its original design, as well as buildings by significant architectural firms, including Burnham and Root (stables and roundhouse, 1880), D.H. Burnham & Co. (administration building, 1910) and Perkins, Chatten and Hammond (armory, 1928).

[186] These sidewalks also attest to the quality of the boulevards in a city-wide context, given that in 1889 stone sidewalks only accounted for 156 miles of Chicago's 2,000 miles of sidewalk, 1800 miles being of wood and only 27 of concrete. Bessie L Pierce, *A History of Chicago*. New York: Alfred A. Knopf, 1937-1957. Vol. 3, p 313.

Jackson Park and the Midway Plaisance

Jackson Park and the Midway Plaisance were also part of the 1055-acre "South Park," created by the legislation in 1869 and designed by Olmsted, Vaux and Co. in 1871. Originally, Jackson Park was known as the "Eastern" or "Lower Division;" the "Midway Plaisance," a mile-long boulevard, connected it to the "Western" or "Upper Division." The Eastern and Western Divisions were respectively named Jackson and Washington Parks in 1881. Jackson Park has the distinction of being designed at three points in time by the firm of famed landscape architect Frederick Law Olmsted: Olmsted, Vaux and Company's original plan of 1871, Olmsted's involvement with Henry Codman, Daniel H. Burnham and John W. Root to design the 1893 World's Columbian Exposition, and the Olmsted, Olmsted and Eliot plan of1895, which transformed the site back into useable parkland. During the early 20th Century, the Olmsted Brothers also contributed to the development of the park. Jackson Park and the Midway Plaisance were listed together on the National Register in 1972, with significance cited for history and architecture.

Relatively little of the 1871 plan submitted by Olmsted and Vaux had been executed by the time the park was designated in 1890 as the site for the World's Columbian Exposition. Olmsted and his then-partner Henry Codman were chosen to be the landscape designers of the fair's spectacular grounds, whose centerpiece was a formal aquatic basin lined with classically-inspired buildings. After the fair, Olmsted's original concept, which was characterized by an imaginative interconnected lagoon system, was largely executed by his firm Olmsted, Olmsted and Eliot and, after Olmsted's retirement, by its successor firm, Olmsted Brothers headed by his sons. The only major building remaining from the fair is the Fine Arts Building, originally designed by D. H. Burnham and Company's chief designer, Charles Atwood. It was reopened in the 1930s as the Museum of Science and Industry.

Returned

The Midway Plaisance was also part of the World's Columbian Exposition. It served as the area where amusements were concentrated, including the 264-foot-high Ferris Wheel. Like Jackson Park, the Midway Plaisance was largely completed after the fair. Although both Olmsted's 1871 and 1895 plans called for a canal through the center of the Midway linking the lagoon systems in Jackson and Washington Parks, this feature continually proved cost prohibitive and was never realized. As built out, however, the Midway's central lawn was depressed and its flanking roadways were formally planted with lines of trees. In the later 20th-century a small number of sculptures were placed on the Midway, while in the early 21st-century new gardens were planted on its north side and a skating rink was constructed on the exact location of the historic Ferris wheel.

Early Efforts to Create Gage Park

Gage Park began in the 1870s as a small green square at the intersection of S. Western Avenue and Garfield Boulevard. It sat precisely at that turning-point of the southwesterly end of the South Park Commission's portion of Chicago's boulevard system. In 1873, the commissioners decided to acquire land adjacent to this intersection to create a 20-acre park. Two years later, as land acquisition was underway, one of the board members, George W. Gage, died in office, and the remaining commissioners adopted a resolution naming the unfinished 20-acre park in his honor.[187]

Born in Massachusetts, George W. Gage (1812- 1875) came to Chicago with his brother David in 1853. They became the proprietors of the Tremont House, making it one of the area's most successful hotels, and

[187] *Report of the South Park Commissioners from December 1, 1874 to December 1, 1875*, p. 6.

George W. Gage went on to own a second hotel. A public-spirited citizen, Gage served as a member of the South Park Board of Commissioners from its inception in 1869 to his death in 1875. Described as "an energetic, thorough, and intelligent member of the commission," he served as board's auditor for three years during this period.[188] Although the commissioners had acquired the 20-acre site by the time of Gage's death, it remained largely unimproved until after the World's Columbian Exposition of 1893.

South Park System Readies for the World's Columbian Exposition

When Chicago was selected by the United States Congress in 1890 to host the World's Columbian Exposition,[189] the South Park Commissioners agreed to lease the open Midway Plaisance and largely-unfinished Jackson Park as the site for the fair. Although pressured for permission to include Washington Park as part of the fairgrounds, they refused, concerned that the delicate ecosystem so patiently and expensively created there would be ruined.

Management of the fair was quickly decided upon, with Chicago architect and planner Daniel H. Burnham as director of works and George R. Davis as director-general.[190] The country's leading architects competed for the honor of designing one of the fair's many buildings and Frederick Law Olmsted, in a return to Chicago, was engaged to lay out the extensive grounds.

Returned

While the fairgrounds were leased to the fair managers, the responsibility for readying the boulevards so that people could access the fairgrounds fell to the South Park commissioners. Portions of Grand, S. Drexel, Garfield and S. Western Boulevards were resurfaced and concrete gutters and curbing were installed. The west end of Garfield's south drive (Ashland to Western), and a portion of Drexel Boulevard (from the Union Stock Yard Railroad to 47th Street) were reconstructed. New granite concrete walks were built along portions of Grand Boulevard including its medians. Granite crosswalks were laid spanning its drives. Drexel Square was improved with a new 30' wide, macadam-surfaced driveway constructed along the south edge of the square. New granolithic concrete gutters, curbs and a sidewalk were constructed and a line of elm trees was planted.[191] Considerable planting was done on Garfield Boulevard nearest to Washington Park, and stretches were improved farther west with lines of trees, sidewalks, and finished or reconstructed roadways. The Western Boulevard roadway was completed all the way south to its end, at W. Garfield Boulevard; walks and gutters were laid, and trees were planted.

Chicago underwent an electrical revolution between the 1880s and the 1910s, with important consequences for the parks and boulevards. The first electric arc lamp was demonstrated on the north side of the city on the evening of April 25, 1878.[192] Its intensely bright light,"turned the darkness back into day,"[193] and changed the nature of urban streets and street life forever. Just two arc lamps generated more illumination than

[188] "George W. Gage," *Chicago Daily Tribune,* Sept. 26, 1875, p. 12.
[189] The fair was eagerly sought by America's cities as a sign of their own status and as a way to stimulate their economies and local real estate values. The choice came down to New York City vs. Chicago, with Chicago emerging the victor.
[190] Pierce, *A History of Chicago,* p.899.
[191] Granolithic is concrete with granite aggregate mixed in.
[192] The demonstration was held at the City's Water Tower, one of the few buildings to survive the great Chicago Fire of 1871. Harold L. Platt. *The Electric City: Energy and the Growth of the Chicago Area, 1880-1930*. Chicago: The University of Chicago Press, 1991, p. 3.
[193] *Ibid.*

650 of the standard gas streetlamps generally in use.[194] Characteristically, the South Park Commissioners chose to control this new technology in-house by constructing their own electrical plant, which was to be in continuous operation. Located at 58th Street in Washington Park, it opened in November, 1892. That year, arc lamps powered by the plant were placed on the boulevards nearest the fair site—throughout Grand, Drexel and Oakwood Boulevards, on Garfield Boulevard from Washington Park to State Street and along the sides of the drives in Washington Park. The 261 lamps installed were "supported from ornamental cast-iron post placed on the edge of the drives at intervals averaging about 300'."[195] The upcoming 1893 Columbian Exposition promised to astound visitors by daylight. Its revolutionary and dramatic use of electric lighting, however, would astonish and dazzle them by night. The surrounding parks and boulevards would both complement and enhance the fair.

WEST CHICAGO PARK SYSTEM HISTORY: 1869-1893

Summary Paragraph

The West Chicago Park Commission, created by legislation in 1869, hired William Le Baron Jenney to design the system of three parks and connecting boulevards established under the law. Implementation of Jenney's original plans of 1870-1871 was hampered during this period by financial challenges and political corruption, as well as by land conditions that included poor soil and drainage. Oscar F. Dubuis later succeeded William Le Baron Jenney as chief engineer. Garfield and Humboldt Parks were substantially completed by the 1880s and considerable work was finished on Douglas Park. Construction on the boulevards was sporadic and not fully completed during this period.

Returned

Legislation Creating the West Chicago Park System

The act to authorize the West Chicago Park system was passed in February 1869.[196] At the same time as the state legislature created the park commissions, it allowed Chicago to annex a vast area of land lying between Western Avenue and Crawford Avenue (40th Street, now Pulaski Road) extending from the Illinois & Michigan Canal to North Avenue. This western annexation was to contain all of the West Park System's parks and boulevards. The West System's parks were laid out in areas that in 1869 were largely rural and it was only the rapid population growth of the third quarter of the 19th-century that proved the wisdom and foresight of the original legislative act. As Jens Jensen was to note, "When these improvements were advocated it was stated that they were too large and so remote that they would never be used by Chicago citizens."[197]

In the West Park System, the Governor would be responsible for appointing the commissioners, which he promptly did following approval of the legislation by public vote in March, 1869. As soon as the legislation was passed, the governor appointed a park commission that began its work in May of that year. The

[194] *Ibid*. The brightness of the standard gas fixture was twelve to sixteen candlepower, while that of the arc lamp approached 2000 candlepower.
[195] *Report of the South Park Commissioners to the Board of County Commissioners of Cook County*, 1892, p. 11.
[196] The West Chicago Park System boundaries are as follows: From N. Western Avenue at Belmont south to the North Branch of the Chicago River. Running south on the river to the South Branch and along the Illinois & Michigan Canal to S.46th Avenue [which no longer meets the canal]. North on 46th to W. 12th Street [now Roosevelt Rd.] then west on 12th to S. Austin Avenue [now Boulevard]. North on Austin to W. North Avenue then east on North Avenue to N. Kedzie Avenue. North on Kedzie to W. Belmont Avenue. East on Belmont to N. Western Avenue.
[197] City of Chicago, *Report of the Special Park Commission to the City Council of Chicago on the subject of a Metropolitan Park System*. (compiled by Dwight Heald Perkins) Chicago: W.J. Hartman Co., 1905, p. 24.

Commission had seven members with staggered terms plus a President and a Treasurer.[198] The fact that the commissioners were appointed by the Governor, rather than elected by popular vote, as they were in the Lincoln Park system, or appointed by the Judges of the Cook County Circuit Court, as they were in the South Park system, meant that throughout the history of the West Park System the commissioners would be politically beholden to whoever was in the State House. The South Park commissioners were more savvy and civic-minded professionals; the west siders were real estate developers, property owners and attorneys. They were generally not people with a long-term stake in the neighborhood nor were they men (and later, women) who went on to make other civic contributions.[199] Throughout the history of the West Park System, the challenge for the commission would be the dearth of civic-minded residents. Unlike Hyde Park, the west side did not have a strong group of professional-class residents who could serve as advisors. With few commissioner choices and a political appointment system, the West Park System would quickly face charges of corruption, financial waste and, eventually, rampant patronage. These problems plagued the West Park System throughout its history.

The West Chicago Park Commission was officially seated on May 5, 1869, and it seems clear from the speed at which they proceeded to get down to business that a great deal of discussion and planning had already taken place while the legislation was making its way through the voting process. By July, the commission already had ten plans in place to show to the public. They were exhibited for ten days and the public was invited to donate the land upon which the parks and boulevards were to be built. Not surprisingly, there was little interest in donating land so the Commission pared down the proposals to three and once again submitted them to the public for perusal. During this second round enough land was offered to the commissioners that they felt they could safely choose a plan with which to proceed. Thus, the locations of the three parks and the routes of all but one of the boulevards (originally part of Southwest/now Marshall Boulevard) were determined by November 1869.[200]

Returned

The initial hope that land could be acquired through generous donations or simple acquisition proved completely unrealistic. It quickly became clear that land prices were going to be driven up by speculation, rapidly pushing up the cost of acquisition. Once the park bills were confirmed, "The prairie around the site of the proposed parks and boulevards…was covered with people looking over the ground."[201] "Prices immediately advanced to an exorbitant figure on all the lands selected."[202] Land prices in some areas increased tenfold in just a few months.[203] Never-the-less, by the end of 1869 the commissioners had purchased 450 of the 761 acres needed and by the end of 1870 they had in hand most of the acreage they would need to build the parks and boulevards.

The three commissioners charged with locating the parks "made an effort to locate the parks where they would be accessible from public means of travel, and, at the same time, not so far from business and residence centers as to make them inaccessible to pedestrians and carriages."[204]

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[198] Daniel F. Breen, ed. *Historical Register of the Twenty-two Superseded Park Districts*, Works Progress Administration Project 30260, 1941, pp.423-424.
[199] Extensive biographical material on West Park commissioners has not been found. Of the initial group, Henry Greenebaum was later incriminated for dealing fraudulently with Park Commission funds. Isaac Hitt moved to Evanston by 1871, but not before making a great deal of money by investing in land around the proposed parks and boulevards. Eben Runyan, a lawyer, was also President of the Board of Education while serving as a park commissioner.
[200] *Ibid*, For the route of Southwest Boulevard see *Chicago Daily Tribune*, 1/9/1881, p.10.
[201] *The Land Owner,* v. I, no. 4 (10/1869), p.86.
[202] Chamberlin. p. 326.
[203] *Ibid.* pp. 332-336.
[204] Chamberlin, p. 326.

According to the terms of the legislation, the northernmost park was to be north of Kinzie Street, a minimum of 200 acres and cost $250,000 to develop. The central park was to be between Kinzie and Harrison streets, a minimum of 100 acres and cost $400,000 to develop. The southernmost park was to be between Harrison Street and the Chicago, Burlington & Quincy tracks (now the Burlington, Northern & Santa Fe), a minimum of 100 acres and cost $250,000 to develop. Originally the legislation specified that the boulevards were not to be developed until the parks were complete, but the commissioners soon realized that the boulevards were too important—as links, both actual and visual—to develop them at a later date. The commissioners hoped to develop a system where each piece would have its own character, but a character that was harmonious with the whole.[205] The parks would be naturalistic and the boulevards would be "formal and stately," like "elongated parks."[206]

The Designer: William Le Baron Jenney

William Le Baron Jenney (1832-1907) was the first Architect & Engineer for the West Chicago Park System. Hired in early 1870, Jenney would create plans for the system of three large parks and connecting boulevards—the system that today encompasses Douglas Park, Garfield Park, Humboldt Park and the west side boulevards. An engineer, architect and planner, trained at Harvard University and in Paris at l'Ecole Centrale des Arts et Manufactures, Jenney is best known for his contributions to the development of the skyscraper. He served at Vicksburg during the Civil War where he met Frederick Law Olmsted. The two became friendly and examples of correspondence between them remain in the Olmsted Papers in the Library of Congress. In 1868, when Olmsted designed the planned community of Riverside, Illinois, with architect Calvert Vaux, they hired Jenney as architect as well as supervisor for the implementation of the landscape.

Returned

The Plan for the West Chicago Park System

William Le Baron Jenney's plan created an arc of parks and boulevards running through the far west side of the city. The north and south parks lay between California and Kedzie Avenues. The central park was ½ mile further west, between Central Park Avenue and Hamlin Boulevard at W. Madison Street, with a square segment projecting east to Homan Avenue. The system began on the North Branch of the Chicago River with W. Logan Boulevard running west to N. Kedzie Boulevard, then south on N. Kedzie Boulevard to Palmer Square. From Palmer Square, N. Humboldt Boulevard was to run south to the northernmost park, Humboldt Park. From the park, N. Sacramento Boulevard (originally Central Boulevard) ran south to Sacramento Square, the first of the formal squares that were designed to mark turning points in the system. From Sacramento Square, W. Franklin Boulevard (originally part of Central Boulevard) ran west into Garfield Square (originally Central Square). A short segment of boulevard, now called N. Central Park Boulevard, connected Garfield Square to Garfield Park (originally Central Park). Within the park, North Conservatory Drive had park land on the west and private buildings on the east. S. Hamlin Boulevard ran south from Madison Avenue on the western edge of Garfield Park to Gladys Avenue. S. Independence Boulevard (originally Douglas Boulevard) ran south out of Garfield Park from its southwest corner, turning at Independence Square to connect to W. Douglas Boulevard and then into Douglas Park on its northwest edge. S. Hamlin and S. Independence boulevards met at the southwest corner of Garfield Park. From Douglas Park the boulevard system took a series of jogs to reach the Illinois & Michigan Canal. This entire southern section of the system, first laid out in 1881, was originally

[205] West Chicago Park Commission, *Second Annual Report*, 2/28/1871, p. 53.
[206] *Ibid* p. 53 and p. 71.

called Southwest Boulevard but now consists of S. Marshall Boulevard, S. California Boulevard, W. 24th Boulevard, W. 31st Boulevard and a small section of S. Western Boulevard.

None of Jenney's original plans for the boulevards survive so what little information we have about the form of the boulevards comes from his written recommendations in the *Annual Report*s of the West Park Commission. In addition to the lack of plans for the boulevards, there are only a limited number of early photographs of the west side boulevards in the late 19th and early 20th centuries. As a result, our knowledge of the west side boulevards is much less complete than it is for the south side. Finally, money problems that plagued the west side system throughout its history seem to have limited the plantings on the boulevards. Initially, rows of trees predominated. Much later, shrubs would be added. But elaborate floral displays seem not to have been part of the execution on the west side boulevards. Without a finished loop of roadway and beautiful mansions and gardens to attract Sunday pleasure drivers, the west side was never as popular a spot as the south side for the weekly "promenade."

The boulevards initially were planned to be 250' wide with varying layouts. Central Boulevard and Humboldt Boulevard were to have a central 50' drive flanked by 51' lawns, 25' service roads and 24'sidewalk and parkway areas. Douglas Boulevard was to have a 100' central lawn flanked by 50' drives and 25' of sidewalk and parkway. The three primary segments of the system, where land acquisition, planning and construction took place during the first round of construction, maintained this 250' width. Later segments were more variable, with the railroad viaduct on W. 31st Boulevard narrowing the roadway to just 70'. The boulevards were "to furnish traffic roads as well as pleasure drives."[207] The central drive or drives were for pleasure and the side drives were for deliveries and other local traffic. It was anticipated that the boulevards would be planted with straight rows of trees along the roadways. The squares were to relieve the monotony of the straight and formal boulevards and be more "in keeping with our style of parks."[208]

Returned

Development and Construction of the Boulevards: West Chicago Park System

The West Park commissioners faced numerous challenges early on. Unfortunately, the initial legislation for the parks and boulevards had grossly underestimated the cost of land acquisition and development and overestimated the potential real estate tax increases. Thus work on the parks during the initial decades happened more slowly than anticipated.

In the West Park System the commissioners attempted to get nearly the entire plan underway at once so people throughout the west side would feel as if progress was being made, but they were unsuccessful. Despite frequent pleas from both commissioners and the public to focus their efforts in order to complete one area,[209] the commissioners were unable to finish any of the boulevards until more than twenty years had passed. Garfield Park and Humboldt Park were both substantially complete by the early 1880s, but Douglas Park remained a work in progress for several more decades. Both commissioners and the press publicly expressed a desire to see one park or one boulevard segment that was complete as planned but the management style, cash flow and neighborhood demands prevented it.

Raising money to develop the park and boulevard system develop was challenging from the beginning and took many years. Since it became clear almost immediately that the proposed funding structure of the

[207] West Chicago Park Commission, *Fifth Annual Report*, 2/28/1874, p. 7.
[208] West Chicago Park Commission, *Thirteenth Annual Report*, 2/28/1882, p. 18.
[209] West Chicago Park Commission, *Second Annual Report*, 2/28/1871, p. 81.

original legislation was inadequate, a special bond issue to fund more park and boulevard work was approved in 1879. A second $1 million bond issue was passed in 1891 in order to bring the system to completion in time for the Columbian Exposition. Although not yet fully landscaped, the majority of the system north of Douglas Park was in use by 1893.

The West Park Commissioners placed their park and boulevard system on land west of the Chicago River that was open prairie "without appreciable undulation of surface or a single specimen of forest growth worthy of preserving."[210]. The lack of topographical features would be the first challenge that Jenney faced. The soils and the drainage were to be equally, if not more, challenging.

The soils were clay and required the addition of enormous quantities of organic material in order to be readied for planting of trees and grass. In dry seasons the soil turned rock hard and in wet seasons it was slippery and heavy. One of the first jobs of the park commissioners was arranging to have trains on their way to the stockyards drop loads of manure at the south end of what was to become Douglas Park. For several decades this compost pile was a major feature of the landscape just north of the Illinois & Michigan Canal. The commissioners also grew corn in the parks in the early years in order to break up the soil and to provide a cash crop.[211] Grading, digging, planting and growing were all activities that were essential, but difficult in the tough prairie soils.

Returned

The flatness of the terrain meant that there was little natural drainage. Early photographs of the parks show water sitting in pools. It would be necessary to create adequate drainage for both the parks and the boulevards since there were no city drains in this area for many years. The West Park commissioners were challenged by water problems during the early years. In the first year of its existence the West Park commission had three wells drilled: one in each park and one near present-day Sacramento Square (the lowest point in the system). With the city's own sewage system at capacity, drainage proved to be an enormous headache for the commissioners. It was suggested that the west side would need to build its own sewers (at that point, open ditches) by digging a ditch that would run north and south into the branches of the Chicago River.[212] Eventually, however, with the growing awareness of the health hazards of open ditches, drainage would be placed underground in pipes.[213]

Finally, the distance of the West Park System lands from the core of the city meant that large areas were still in use by farmers. The commissioners had to purchase and install miles of fencing in order to protect their trees, crops and grass from roaming, grazing cattle. Fencing the border of each of the three parks was the first job that was undertaken by the West Park Commission.[214]

Jenney was responsible for the first park and boulevard plans and it was under his direction that construction got underway. The commissioners themselves were also responsible for much of the day-to-day supervision during these early years.[215]

[210] West Chicago Park Commission, *Second Annual Report*, (2/28/1871), p. 53.
[211] West Chicago Park Commission, *Twelfth Annual Report*, 2/28/1881, p.25.
[212] West Chicago Park Commission, *Second Annual Report*, (2/28/1871), p.53.
[213] West Chicago Park Commission, *Fourth Annual Report*, 2/2/1873, p.52.
[214] West Chicago Park Commission, *Second Annual Report*, 2/28/1871, p.77.
[215] In 1882, the commissioners were asking to hire "a man familiar with surveying, road building and landscape gardening" to relieve them of personal responsibility. West Chicago Park Commission, *Thirteenth Annual Report*, 2/28/1882, p. 8.

Construction of the parks and boulevards on the west side seemed to start all at once in the 1870s: wooden curbs were placed, roadways were graded, lawn areas were manured and trees were planted. This work occurred on N. Humboldt, N. Sacramento and W. Douglas Boulevards as well as in Sacramento Square. But none of the boulevards were officially opened in the 1870s. There was still much work to be done, including providing safe crossings for the trains throughout the system.

One of the enduring challenges in the West Park System was the charges of corruption and waste that would plague the commission throughout its 65 year history. In 1877, the Governor would remove and replace the sitting board as a result of both internal and external problems. His actions were challenged in court by some of the commissioners, but the state Supreme Court upheld his authority and the new commission members were confirmed in July of 1878. Only three of the members of the previous commission were reappointed. This would happen six more times over the course of the West Park commission's history, sometimes with dramatic reorganization accompanying it. Inevitably the new commissioners would inherit debt and labor problems and, often, neglected parks and boulevards. In 1878, the new commission inherited $425,000 in debt, leading them to request money from the new bond issue, the first of many such bail outs that the legislature would need to authorize. Given the turmoil in the West Park Commission it's remarkable that work on the system continued to move forward.

The commissioners had financial difficulties in the 1870s, and Jenney often had problems receiving payment for his work. By the end of 1874, he shifted his position from Architect & Engineer to Consulting Engineer, and in 1875, he resigned from the West Park Commission to focus on his private practice and begin a teaching position at the University of Michigan. By 1881, his place was taken by his employee Oscar F. Dubuis who remained in charge until 1893[216]. During Dubuis' long tenure the parks and boulevards were substantially developed, often with modifications suggested by him.[217] His work is especially evident in Douglas Park and on all the segments of Southwest Boulevard (S. Marshall Boulevard, W. 24th Boulevard, S. California Boulevard/Avenue, W. 31st Boulevard and S. Western Boulevard/Avenue).

Returned

The 1880s saw a similar pattern to the '70s: a strong start with little work done after 1883. In 1881, the commissioners were able to reach agreement with four railroads about the location of their crossings on N. Humboldt, N. Sacramento, W. Douglas and S. Marshall boulevards. This smoothed the way for work to continue on the latter three segments. On N. Humboldt Boulevard additional trees were planted and preparation work for the side lawns was complete by the time it was opened to the public in 1882. On N. Sacramento Boulevard trees were planted but only 11,000' of drive were complete when the railroad crossing at Taylor Street opened in 1885. Similarly, W. Douglas Boulevard was only partially complete in 1890. On Southwest Boulevard Dubuis created a fresh set of plans in 1886 and work was begun in 1888.[218] By 1886, Sacramento Square, Franklin Boulevard and Independence Square had been planted and cultivated.

From the beginning the west system seems to have understood that different parts of the boulevards would carry different types of traffic and, therefore, would need different surfacing materials. They expected the main drives on the boulevards to be used primarily by carriages and other horse-drawn passenger vehicles. It was expected that the side drives would receive less traffic but the traffic would include wagons and delivery vehicles. It was understood that providing decent driving surfaces would be key to encouraging real estate

[216] Julia S. Bachrach and Jo Ann Nathan, *Inspired by Nature: The Garfield Park Conservatory and Chicago's West Side*, 2008, p.11.
[217] *Ibid*.
[218] Today's Marshall, W. 24th, S. California and W. 31st Boulevards.

development in the area.[219] In 1884, the *Chicago Daily Tribune* complained, "Why the West Park Board has such a hard time finding a dressing for its boulevards, while the South and North side people seem to be so successful, I don't understand."[220]

The commissioners had several choices of materials. Packed earth or cinders was the cheapest and easiest road surface, but it did not hold up well to heavy traffic or to rains. Chicago had long favored wooden block paving, or Nicolson pavers, thanks to the ready availability of lumber.[221] By the time the parks were formed, the blocks were commonly made of cedar to increase their longevity. It is possible that Nicolson pavers were used in numerous places during the West Park System's early years, although the only record we have of them is on the railroad crossing and side drives on Humboldt Boulevard.[222]

As early as 1873, macadam was being used for the central drive on N. Humboldt Boulevard.[223] Macadam was an 18th-century invention of Scotsman John Loudon McAdam. Its hard surface was created by laying broken stones in "symmetrical, tight patterns" and covering them with smaller stones.[224] It would remain the greatest advancement in road building well into the 19th century. Macadam was to be the surface most used on the boulevards until the advent of asphalt in the 1890s. In fact, macadam was still in recorded use in the West Park System as late as 1907.[225] In 1879, the West Park commissioners used a cinder bed with a 7" layer of "rolled cement gravel" surface on Central Boulevard.[226]

In 1891, the legislature approved the second bond issue. There would then be $1 million raised, in order to accelerate construction and prepare the park and boulevard system for the World's Columbian Exposition.[227] Every park and boulevard saw work under this bond issue. Electric lights were added to N. Humboldt, N. Sacramento and W. Douglas Boulevards and roads were improved. It was during this period that the West Park Commission first experimented with cement for roads and sidewalks. As traffic increased earlier surface materials were not holding up well and smoother and sturdier surfaces were needed.

Returned

During the feverish activity of the 1890s, both macadam and the newer asphalt were used.[228] Asphalt blocks were first used in Paris in 1824, but the modern asphalt road—gravel mixed with hot tar to bind it—did not appear in the United States until 1868.[229] Much experimentation with various formulations ensued. In 1876, President Ulysses S. Grant urged its use on Pennsylvania Avenue in Washington, D.C., thereby proving its longevity under heavy traffic conditions. The West Park commission, with heavy road use throughout its system by the 1890s, was quick to adopt this new, durable road surface.[230]

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[219] *The Land Owner*, Vol. I, no. 1 (7/1869), p.6.
[220] *Chicago Daily Tribune*, 10/5/1884, p.24.
[221] http://forgottenchicago.com/features/chicago-infrastructure/wood-block-alleys/
[222] West Chicago Park Commission, *Twenty-fifth Annual Report*, p.80.
[223] *Chicago Daily Tribune*, 5/4/1873, p.2.
[224] http://inventors.about.com/library/inventors/blasphalt.htm?p=1
[225] West Chicago Park Commission, *1907 Annual Report*, p.24.
[226] West Chicago Park Commission, *Tenth Annual Report*, 1880, p.8.
[227] West Chicago Park Commission, *Twenty-Third Annual Report*, 1892, p.7.
[228] West Chicago Park Commission, *Twenty-fifth Annual Report*, p.79.
[229] http://web.archive.org/web/20010124023700/http://rockbinders.com/asphalt.html
[230] Concrete was never adopted by the West Park Commission for road surfaces, although it began to appear in the 1890s as sidewalk material throughout the system.

As part of the 1891 bond issue, complete landscape plan for W. Douglas and S. Independence Boulevards were prepared by P.S. Peterson & Son, one of the earliest local nursery and landscape contracting firms.[231] These plans were Victorian in character, with each segment of the boulevard parkway having a unique design. The designs alternated between single paths and double paths, geometric and curvilinear. All of the designs included vast numbers of trees and shrubs and, on a few blocks, large flower beds. Allées of maples, lindens and elms alternated with large beds of flowering shrubs. These are the only segments of boulevard in the West Park System that are known to have received this extensive landscaping treatment

Development of the Parks of the West Chicago Park System: Douglas Park, Garfield Park, Humboldt Park

Although Douglas Park was one of the three parks originally envisioned in the 1869 legislation that established the West Park System, it was not listed on the National Register of Historic Places; it has not been previously nominated as part of the multiple property nomination form "*The Historic Resources of the Chicago Park District*" and it is included in this nomination. Garfield Park and Humboldt Park are being included by reference.

Douglas Park

Early Conception and Development: the 1870s

Returned

Douglas Park was conceived as the southernmost of the three original parks of the West Park Commission. The site's name honors Stephen A. Douglas (1813-1861), a United States senator who served from 1847 to 1861 and helped bring the Illinois Central Railroad to Chicago. He is well remembered for his pre-Civil War presidential defeat by Abraham Lincoln, despite his superb oratorical skills during the famous Lincoln/ Douglas debates. Three major landscape designers contributed to Douglas Park's development between the 1870s and 1910s— William Le Baron Jenney, Oscar F. Dubuis, and Jens Jensen.

The park commissioners appointed William Le Baron Jenney as Engineer and Architect for the West Park System in February of 1870.[232] He had begun creating plans for the northern part of the boulevards several months before.[233] By the end of 1871, Jenney had completed original plans for the entire ensemble of Douglas, Garfield, and Humboldt parks and the connecting boulevards. Jenney drew inspiration from the work of Frederick Law Olmsted Sr. in America, as well as from the French parks and boulevards by Jean-Charles Adolphe Alphand and Baron von Haussmann that were under construction when Jenney was a student in Paris in the 1850s.

Although Jenney's 1871 original plan for Douglas Park was only minimally implemented, it clearly conveyed both sources of inspiration. Jenney referenced French design in his use of monumental entrances, formal esplanades, and elliptical drives marked with sculptures or fountains, and grand terraces and plazas.

[231] P. S. Peterson & Son, Nurserymen, Douglas Boulevard. N.d. This is a set of six sheets in the archives of the Chicago Park District. They are all labeled Douglas Boulevard, but half of them are for Independence Boulevard. Pehr Peterson came to Chicago from Sweden in 1850 and was so successful in his landscaping business that he was eventually knighted by the Kind of Sweden. His sons carried on the business into the 1920s after his death in 1903. The preceding information was provided by Julia Sniderman Bachrach, Chicago Park District Historian.
[232] Proceedings of the West Chicago Park Commissioners, v. 1 February 3, 1870, p. 57.
[233] Proceedings of the West Chicago Park Commissioners, v.1, November 4, 1869, p. 38.

Olmsted's influence was conveyed through a large natural-looking lagoon with a picnic island, small grassy meadows, and trees and shrubs used to shape scenic views.

Jenney believed that transforming the three natural sites into usable parkland would be particularly challenging. "The unimproved west park sites were flat, swampy, and dreary."[234] They had poor soil conditions, few trees worth saving, and the most pressing issue— poor drainage. Relying on his engineering expertise, Jenney created artificial lakes "in each park with banks sufficiently raised above the water level to form a reservoir and receive the natural drainage. The earth removed for the formation of these lakes furnished a portion of the material needed to secure graceful undulations of surface."[235] In Douglas Park, Jenney focused on the northern area, excavating a large portion of the lake and adding wagonloads of sand and manure from the Chicago Stock Yards along its edges. Approximately 66 acres of finished parkland opened to the public in 1879, with formal ceremonies a few years later.

Douglas Park Evolves: Late 1870s to Early 1890s

In the late 1870s, Oscar F. Dubuis (1849 – 1906), a Swiss-born engineer, carried on Jenney's west park work. After studying engineering, Dubuis apprenticed for an architect in Switzerland[236]. He settled in Chicago in 1870, and began working for Jenney. Dubuis succeeded Jenney as engineer for the West Park Commission in 1878 and continued in this position until 1893. Although little is known about Dubuis, some of his work indicates that he considered the natural attributes of the Midwest landscape in his designs. In writing about improving Garfield Park, he asserted: "We must bear in mind that it is obviously impossible to produce in the vicinity of Chicago such scenery as will affect the mind as it is affected by mountain scenery."[237] He suggested less dramatic topography, and planted masses of wild shrubbery along the edges of the lagoon in Garfield Park.

Returned

Dubuis began the next major stage of development for Douglas Park in the mid 1880s. His plan of March 1, 1885 [B], indicates the improvements that had been completed by this date. In it, Ogden Avenue, which had already existed as a wide angled thoroughfare outside of the park, now cuts through the park. Running diagonally, the wide road replaced an earlier winding drive to accommodate a streetcar line. North of Ogden Avenue, Dubuis' lake occupied a smaller area than had been shown on Jenney's earlier plan. The revised water feature had an undulating shape, with a small bird island and a narrow stream adjacent to a peninsula with winding paths. During this period, improvements to the park also included a barn, a fountain, a building for parties and special events knows as the Casino (not related to gambling) and a greenhouse building.

By this period, each of the three parks had its own greenhouse to propagate flowers and other plants, but the structures were not intended as display houses for the public. By the early 1880s, the West Park Commissioners wanted to have a small conservatory with show houses in each of the three parks. "As early as 1870, William Le Baron Jenney had envisioned a fine conservatory for Chicago's Central (Garfield) Park… This plan called for one of America's first public conservatories, but funds fell short. Instead the commissioners built small utilitarian hothouses in Humboldt, Garfield and Douglas Parks "[238]

3 Julia S. Bachrach and Jo Ann Nathan, *Inspired by Nature: The Garfield Park Conservatory and Chicago's West Side*, 2008, p.8.
[235] A.T. Andreas, *History of Chicago From the Earliest Period to the Present Time*, v. III, p. 179, 1886.
[236] Bachrach and Nathan, p. 11.
[237] *Fourth Annual Report of the West Chicago Park Commissioners*, (1883) p.16
[238] *Inspired by Nature*, p. 60.

By the late 1880s, Dubuis began improving the area south of Ogden Avenue. The project included a conservatory and flower garden. The new garden was sited on the south side of Ogden Avenue, adjacent to the southern extension of the park's artificial lake which was designed by Dubuis as shown in his 1885 Plan [B]. . In 1888, Jenney designed the garden which included a whimsical conservatory known as the Winter Garden.[239] At the time, Jenney served as consulting architect and landscape engineer to the West Park Commission. This was the only Jenney-designed conservatory in the West Parks. The conservatories in Garfield and Humboldt parks were both designed by the architectural firm known of Fromann and Jebesen. All three of the small conservatories were demolished approximately twenty years later. In *Chicago The Garden City: Its Magnificent Parks Boulevards and Cemeteries*, the Winter Garden is described: the "building and its surroundings, although simple in detail, combine to produce an elegant effect and are unique in the park system of Chicago."[240]

The Winter Garden opened in 1890, but the commissioners were not yet satisfied with the conditions of the park. At the time, eighty-three acres of the parkland remained as unimproved prairie. The commissioners outlined a plan to levy a 1 million special assessment to make improvements throughout the West Park System. In Douglas Park they intended to building additional water features with "rugged waterfalls over grotto work" as well as artificially heated ponds for "lilies and other water plants which have been imported from South America."[241] The proposed work also included boat houses, pavilions, cafés, lawns, sidewalks, and drives.[242] Although the entire list of Douglas Park improvements was not realized at the time, by 1892, the commissioners had made significant repairs and completed many landscape beautification efforts throughout the entire system to make a good impression to the throngs of visitors arriving in Chicago to visit the World's Columbian Exposition of 1893.

Returned

Garfield and Humboldt Parks

Garfield Park, which was listed on the National Register in 1993 with significance given to both its architecture and its history, is one of the three original parks called for in the 1869 legislation authorizing creation of the West Chicago Park System. The first plans for what was then known as Central Park were drawn up by architect and engineer William Le Baron Jenney. Jenney considered the natural conditions to be very poor, and referred to Central Park as "the first battle ground."[243] He recommended implementing improvements to the eastern forty acres in the center of the park so that the public could see how the finished landscape would look. The park's original 40-acre acre officially opened in 1874. The next major stage of improvements were undertaken by Jenney's successor, Oscar F. Dubuis. His work, undertaken in the early 1880s, included expanding the park's lagoon to the west.

Architecturally and historically significant, Humboldt Park, which was listed on the National Register in 1992, was the first park in the West Park System to be fully completed. Originally designed by Jenney in 1871, it opened to the public in 1877. Like all three of the original landscaped "pleasure grounds" designed by Jenney, Humboldt Park was meant to be a place of refuge from the city, providing passive recreation among picturesque

[239] The Plans for "Winter Garden for Douglas Park, WLB Jenney Architect & Landscape Engineer" are in the Chicago Park District Special Collections.
[240] Andreas Simon, ed., *Chicago The Garden City: Its Magnificent Parks Boulevards and Cemeteries,* 1893, p. 86.
[241] "To Beautify the Park, Work Being Done to One of the West Side Parks," *Chicago Daily Tribune,* Nov. 9. 1891, p. 9.
[242] "West Side Parks and Boulevards: How They Are To Be Beautified and Improved," Chicago Daily Tribune, Dec. 31, 1890, p. 7.
[243] *Twelfth Annual Report of the West Chicago Park Commissioners,* 1881, p. 8.

trees and meandering lagoons. Oscar F. Dubuis, Jenney's successor as West Park System engineer, continued Jenney's work and made several important modifications during the late 1870s and early 1890s.

THE SOUTH PARK SYSTEM: 1893-1934

Summary Paragraph

The South Park system's Jackson Park was redesigned as the site of the 1893 World's Columbian Exposition and the Midway Plaisance was developed as the fair's amusement area. Following the fair, both areas were redesigned and completed in the spirit of Olmsted and Vaux's original 1871 plan. The new concept of small parks was realized along the system with the development of McKinley, Gage and Sherman Parks. The boulevards were maintained and upgraded with concrete curbs, gutters and sidewalks. Overall, the boulevards changed relatively little, except for Garfield Boulevard. Garfield was reconstructed from being two boulevard types to a single uniform type. Railroad crossings were elevated on both S. Western Boulevard/Avenue and E. and W. Garfield Boulevard. Grand Boulevard was beautified at each end with sculpture. Substantial effort was invested in adapting the South Park system to the automobile and electricity.

The World's Columbian Exposition

Returned

The World's Columbian Exposition of 1893 was to prove a watershed moment for both Chicago and the nation. The design for the fair was momentous. Its impact was widespread.

In *The City in a Garden: A History of Chicago's Parks*, Julia S. Bachrach explains that Olmsted was asked to help identify the site for the fair. "Stressing the importance of views of Lake Michigan as the fairground's backdrop and noting the unfinished state of Jackson Park, he suggested building the World's Columbian Exposition there."[244] Working with architects Burnham & Root, Olmsted and his associate Henry Codman planned "a gleaming campus of monumental buildings oriented around a formal Court of Honor basin and along adjacent interconnected lagoons."[245] Although fair organizers wanted the exposition to occupy Washington Park as well as the Midway Plaisance, the South Park Commissioners wanted to protect the completed landscapes of that park. Thus the Midway, not Washington Park became part of the fair. A series of ethnic displays and amusements, including the enormous Ferris Wheel, were located there. These were intended both to entertain and to educate visitors.

In the six months that the fair was open, 20 million people from around the world walked through the gates and took away with them a vision of both the "ideal" world of the Court of Honor as well as the "real" world of the Midway Plaisance.[246] Because of its monumental main exhibition buildings, most of which were whitewashed and designed in the Classical style, the World's Columbian Exposition became known as the "White City". These exhibition halls were built around a large lagoon that was surrounded by broad terraces and magnificent sculptures.

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[244] Julia S. Bachrach, *The City in a Garden: A History of Chicago's Parks*, Center for American Places at Columbia College, Chicago, 2012, p. 13.
[245] *Ibid*.
[246] There are dozens of sources for information on the Columbian Exposition, but an excellent summary can be found in *The Encyclopedia of Chicago*, pp.898-902.

The success of the fair was a phenomenon, particularly in light of the worldwide financial depression that struck in 1893. The Columbian Exposition was to set the standard for the numerous worlds' fairs that were to follow. The Beaux Arts plan of the Court of Honor was also to provide the impetus for cities to undertake more professional formal plans for their civic centers during the early years of the 20th-century.[247] The neoclassicism of the Court of Honor would lead architects away from the eclecticism of the Victorian era. The fair's electric lights were an inspiration, showing both homeowners and cities just what the possibilities were for this new, "clean" light. Automobiles, which were to have lasting impacts on the boulevards in Chicago, were first shown as novelties at the fair and it was here that Henry Ford saw the internal combustion engine demonstrated. Lectures, postcards, newspaper coverage and the exhibits themselves were all to spread the influence of the Columbian Exposition far and wide. The fair catapulted Chicago into the top tier of America's cities, not just because of its burgeoning population or its railroads or its trading volume, but now for its cultural aspirations.

John W. Root died suddenly in 1891, and Daniel Burnham, continued on as the Fair's Director of Works. He, and his crews worked feverishly to prepare the fair for its opening on May 1, 1893, the city was experiencing an equally explosive drive to ready itself for this world-class event. Particularly noticeable was the push to improve the city's streetcar and commuter rail system. Horse cars and omnibuses had been in place in Chicago since 1852, with lines running west from the city center as well as north and south on major arteries like S. State, S. Halsted, S. Ashland and S. Western Avenues.[248] On the south side the Chicago City Railway, by the 1880s, was running the nation's most extensive cable car system.[249] Traffic congestion on the city's streets and the cost and sanitation issues of employing horses for streetcar locomotion pushed several entrepreneurs to try to obtain right-of-way and the technology for elevated ("el") steam-powered railroads. The first passenger el, the "Alley El", opened in 1892 and went from downtown Chicago to the south side,[250] with electrification following soon after in 1894. Burnham's plan for the fair included a large rail terminal at the southwest corner of the Court of Honor as well as the two existing stops on the Illinois Central line that ran through the eastern end of the Midway.

Returned

The years following the World's Columbian Exposition saw Chicago continue its upward trajectory: more trade, continued expansion of its rail connections throughout the nation, expansion of its streetcar and el lines, more industry and of course more people to fuel all this economic activity. There was also frenetic real estate activity in the city. From worker housing to mansions, boarding houses to hotels, warehouses to skyscrapers, Chicago's building stock grew from the early 1890s up to World War II, albeit intermittently because of the 1893 and 1929 Depressions and World War I. Many new residents continued to stream into the city. The population would increase by 500,000 to 600,000 every decade between 1880 and 1930. This would be the period of the most significant building activity along the boulevards and around the parks.

[247] Rogers, *Landscape Design*, p.368-9.
[248] Grossman et al. *Encyclopedia of Chicago*, p.791.
[249] Bruce G. Moffatt. *The "L": The Development of Chicago's Rapid Transit System, 188-1932*. Chicago: Bulletin 131 of the Central Electric Railfans' Association, 1995, pp. 21-26.
[250] Known as the Alley L, the line carried its first passenger in May of 1892. It was joined by the line to Logan Square on the northwest side (1890), the Lake Street line to the west (1892), and the Humboldt Park, Garfield Park and Douglas Park lines (1895). Although they struggled to make money throughout their existence, the els continued to extend their lines to reach new residential development into the 1910s.

Continued Development of the South Park System Boulevards

In the decades between the 1893 World's Columbian Exposition and the consolidation of the park districts into the Chicago Park District in 1934, the original boulevards, including the Midway Plaisance, retained the basic configuration, that was established in the 19th-century; the exception was Garfield Boulevard. Modifications were made on a few of the boulevards, including Grand Boulevard, generally in conjunction with the incorporation of sculpture or traffic control. Some of these modifications involved beautification.

Attention in the first decade of the 20th-century focused on the south end of Grand Boulevard where it widened into the area previously called the "Entrance to Washington Park." The ideals of the City Beautiful Movement which grew out of the 1893 fair inspired civic beautification nation-wide at this time. The experience of the fair, creating an idealized city, one that was more beautiful, functional, orderly and efficient, could be applied to cities throughout the country. In Chicago, this urge for beautification and public monuments provided the impetus for sculptures to be placed on the boulevards and in the formal squares that marked the turning points for the boulevard system.

In 1902 a group of public-spirited citizens interested in the beautification of the south park system, organized by civic leader Charles Hutchinson, agreed to fund a significant portion of the cost of erecting an equestrian statue of George Washington. The donors were some of Chicago's wealthiest art patrons and powerful civic leaders.[251] Designed by nationally renowned sculptor Daniel Chester French, the bronze statue of Washington was a duplicate of one recently erected in Paris. Hutchinson had seen the original in French's Paris studio and decided the same would be appropriate to herald the main entry to Chicago's Washington Park.[252] The South Park commissioners committed to funding the remaining cost of the statue and providing the necessary base and site.

Returned

Before the statue was erected, however, the South Park commissioners prepared immediate surroundings for it that were suitably "formal, dignified and imposing."

> A plan… [was] adopted which provides for a large formal plaza surrounded with close plantation and stone seats with ornamental lamps, and posts at the driveway and walk entrances. The monument will stand in the center of the plaza, on axis of the central driveway of Grand Boulevard, and a new straight driveway leading from the plaza to the park, a distance of 600 feet there connecting with the present park drives. This new drive will be 60'wide with planting spaces and walks 15' wide on either side. Lines of large elm trees will be placed in the planting spaces, and dense plantations will be made back of the walks. These improvements will add greatly to the appearance of this, the main driveway entrance to the park, as well as provide more room for carriages, which was badly need.[253]

The monument and its new environs, renamed Washington Monument Square, were quietly completed in 1904. Uncharacteristic of the times, the donors requested that no dedicatory or unveiling exercises be held.

[251] The donors included Clarence Buckingham, E. B. Butler, R.T. Crane, B.F. Ferguson, Daniel C. French, William A. Fuller, H. N. Higginbotham, C. L. Hutchinson, Thos. Murdock, Byron L. Smith and Otto Young. .Annual Report of the South Park Commission for the Fiscal Year 1904, Chicago: 1905.
[252] Bach and Gray. *A Guide to Chicago's Public Sculpture*. Chicago: The University of Chicago Press, 1983, p. 284.
[253] *Report of the South Park Commissioners to the Board of County Commissioners of Cook County*, 1903. p. 26.

In the beginning of the second decade of the 20th-century, at 35th Street, the north end of Grand Boulevard, the oversized fountain installed in the late 1870s was removed. Work began on replacing it with an ornamental fountain that sent a spray of water 20' into the air. This fountain was enclosed by a 4.5' low concrete wall measuring 60' x 80' that was landscaped with trees and shrubs.[254]

Grand Boulevard's name was changed to South Park Way in 1925, in order to make it uniform with the names of the streets that continued north and south of it.[255] That same year the area of the boulevard immediately south of the fountain was widened to relieve traffic congestion.

By this time, Grand Boulevard near 35th Street had become home to the elite of the African-American middle class. The growing African-American community lived in the surrounding area. In 1925, their representatives began requesting a site just south of 35th Street on the boulevard to locate a monument commemorating the "Negro" soldiers of the 370th Infantry who had lost their lives in World War I. The monument had been approved by the Illinois General Assembly. Racial tension underlay a controversy over locating the proposed monument on this site. The measure finally passed in September, 1926, and the monument was erected in 1927. The sculptor was French-born Leonard Crunelle, and the supervising architect was John A. Nyden, then State Architect.

Considerable work took place on Garfield Boulevard. Between 1893 and 1901; the double roadway at the west end of Garfield, from Ashland Avenue to S. Western Boulevard, was being finished with catch basins, a crushed limestone surface, granite concrete sidewalks and curbs. The median was also being completed.

Returned

In 1896, the railroad tracks crossing Garfield Boulevard were elevated. At the same time, the central portion of the boulevard, between State Street and Princeton Avenue, was reconfigured. The center drive was taken out; the two side drives were widened from 25' to 40', and a median of 90' was established.[256] The center drive with parallel service roads from State Street west to Ashland Avenue was then rebuilt to be the same type as both end segments that had divided drives with a center median. The center median was slightly wider (120') on the reconstructed segment from Halsted Street to Ashland.[257] The process of achieving a unified roadway was completed in 1905. As the reconstruction progressed, existing utilities were relocated as necessary and electricity was installed.

By the mid-1920's, extensive building construction south of Garfield—much of it attracting workers in industries located north of the boulevard—combined with construction of the long, uninterrupted medians in the western portion of Garfield Boulevard, prompted requests for the cutting of street crossings across the median. Only one, for Hoyne Avenue, was granted. That crossing took place in 1925. One median crossing had been approved in 1909 to access the entrance to Sherman Park, located on the north side of W. Garfield Boulevard at Racine Avenue. Another had been granted further east, in 1904, for Prairie Avenue.

By this same time, the intersection of W. Garfield Boulevard and S. Western Boulevard/Avenue had become sufficiently hazardous that the city Alderman ordered the installation of a cautionary traffic signal.

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[254] *South Park Commissioners Report for a Period of Twelve Months, from March 1, 1909 to February 28, 1910, Inclusive*. Chicago, 1910 , pp. 16-17.
[255] *South Park Commissioners Report for a Period of Twelve Months, from March 1, 1924 to February 28, 1925, Inclusive*. Chicago, 1925 , p. 269.
[256] *Report of the South Park Commissioners to the Board of County Commissioner of Cook County*, 1895, pp. 12-13.
[257] *Ibid*. 1901 pp. 10-11.

After some consideration by the South Park Commission, the intersection was reconfigured in the late 1920s.[258] The central median of S. Western Boulevard was opened to allow direct access for both Garfield Boulevard's roadways to Western Avenue and S. Western Boulevard. W. Garfield Boulevard was extended west into Gage Park and slightly west of Western Avenue. Its south drive was widened. At the same time, Western Avenue was widened through Gage Park.

Most of Garfield Boulevard was in very poor condition by the beginning of the Depression. After this was brought to the Commissioners' attention by County Commissioner Emmet Whalen, the board approved a comprehensive improvement of the south drive of Garfield Boulevard, from S. Princeton Avenue west to S. Damen Avenue in 1930.[259]

Landscape, Hardscape and Utilities

Much of the landscape work along the original boulevards in the years between the Columbian Exposition and the Great Depression was related to maintenance. Dead trees "in the lines" along the boulevards were continually being replaced. The South Park Commission's *Annual Report*s between 1893 and 1909 reveal that elms, poplars, ash and linden remained popular choices.

The South Park Commission continued to operate its own nursery. In addition to replacement trees, the nursery supplied most of the new trees and shrubs for the medians and parkways along Western Boulevard/Avenue and Garfield Boulevard as they were completed. Sod for planting spaces on the boulevards where grass seed could not be established was acquired from farms located outside the city.

Returned

Plans detailing the plantings on the original boulevards of the South Park system are virtually nonexistent. A rare exception is a 1909 set of Engineering Department drawings of the boulevards which includes a general depiction of their landscape. Grand, S. Drexel and E. Oakwood boulevards are shown consistent with their earliest character—formal lines of trees in the parkways along Grand and E. Oakwood boulevards, and winding paths through informally-placed plantings on S. Drexel Boulevard. The center median of Garfield Boulevard is shown as having both formal and informal segments. Winding paths, like those through the Drexel Boulevard median, are shown on the Garfield Boulevard median from Princeton to Normal avenues. These were laid down in 1898 when this section of the boulevard was reconfigured.[260]

The 1909 annual report noted that floral decoration continued on S. Drexel Boulevard.[261] Flowers were planted on S. Western Boulevard/Western Avenue as well. The northern one-third of its median (approximately from McKinley Park to the Illinois & Michigan Canal) was landscaped informally incorporating winding paths. The *Annual Report* of 1909 commented that "This little park, well supplied with benches and the flowers, is enjoyed by a large number of laboring people from the stock yards and nearby railroad yards."[262] By the 1920's, however, most of the outdoor floral display was concentrated on S. Drexel Boulevard.

[258] *South Park Commission Official Proceedings* Vol. 34, Sept 16, 1925 to August 5, 1926, p. 39.
[259] *Ibid.*, Vol. 38, July 16, 1930, p. 276.
[260] *Report of the South Park Commissioners to the Board of County Commissioners of Cook County*, 1898, pp. 8-9.
[261] *South Park Commissioners Report for a Period of Twelve Months, from March 1, 1908 to February 18, 1909, inclusive*. Chicago: 1909, p.59. In 1909, planted beds on this boulevard totaled 45,000 square feet.
[262] *Ibid.*

As a result of labor shortages during World War I and funding shortages in the early 1920s, the maintenance of landscaping suffered. Pollution only exacerbated the situation. The *Annual Report* of 1922 noted that:

> Maintaining trees, shrubs and flowers is becoming more difficult every year, owing to the atmospheric conditions of Chicago. The number of varieties that do well is getting smaller every year. Some of the most attractive shrubs, the Berberi Thunbergii, Spiraea van Houttei, Indian Currant, etc., will not thrive. Trees such as the Norway Maple, Sugar Maple, Horse Chestnut Birches in variety, cannot be grown successfully any more.[263]

In 1923, the economic picture for the South Park Commission improved enough to plant 24,107 shrubs and 749 trees along almost the entire length of Grand Boulevard.[264]

In the years following the Columbian Exposition, the use of concrete for the construction of sidewalks and combined curb and gutter systems was continued and expanded. Cobblestone gutters and stone sidewalks were gradually replaced with the new material. In the 1890s, crosswalks of granite concrete were laid across the boulevard medians at the intersections of the various streets. With financial austerity necessitated during and after World War I, stone sidewalks were maintained by leveling sunken flagstones. By the early 1920s, maintenance shifted back to replacing stone sidewalks with concrete.

Returned

As roadways were constructed or reconstructed in the period between the Columbian Exposition and the 1929 Great Depression, utilities such as water and sewer were added or improved. Sixty-five lawn hydrants were added along Grand Boulevard, for example, in 1895.[265] Aging segments of these systems were an ongoing issue. In 1910, for instance, 4,000' of cast iron pipe was laid on Garfield Boulevard to replace the old wrought iron pipe and in 1922 "driveway catch basins that had become defective through age" were replaced.[266] As new types of utilities, including electricity and telephones, became available during the period, these too were incorporated along or across the boulevards.

Adaptation to New Technology: Electricity, the Automobile

The Columbian Exposition created hope in the promise of technology for comfort and prosperity in the coming century. Between 1893 and 1934, the South Park System would meet the challenge. Much of its activity on the original boulevards would move past construction to adapting to various aspects of the 20th-century's expanding technologies, particularly electricity and the increasing popularity of the automobile.

This period of time witnessed the transition in the lighting of the parks and along the boulevards to electricity. In 1893, a new electric plant that had opened just the year before was upgraded and a lighting policy was defined. Lamps were to be lit in the parks and on the Midway Plaisance when there was no moon and only until 11 p.m., while the lamps on the boulevards burned from dusk to daylight.[267] By 1895 387 lights powered from the Washington Park plant were in continual use on Grand, S. Drexel, E. Oakwood and the easternmost quarter of E. Garfield Boulevard as well as along the Midway. Three years later electric lighting service was

[263] *South Park Commissioners Report for a Period of Twelve Months, March 1, 1921 to February 28, 1922*, p.61.
[264] *South Park Commissioners Report for a Period of Twenty-four Month, March 1, 1922 to February 28, 1924*, p. 115.
[265] *Report of the South Park Commissioners to the Board of County Commissioners of Cook County*, 1893, pp.9-10.
[266] *South Park Commissioners Report for a Period of Twelve Months, March 1, 1921 to February 28, 1922*, p. 29.
[267] *Report of the South Park Commissioners to the Board of County Commissioners of Cook County*, 1893, p. 13.

extended the remaining three-quarters of E. and W. Garfield Boulevard, but the power for this area was purchased from the Commonwealth Edison Company, whose powerhouse was located at W. Garfield Boulevard and Wallace Street.

In the first dozen years of the 20th-century the Washington Park power plant continued to be updated and enlarged, permitting the South Park Commission to extend electric lighting to McKinley Park and along most of the length of Western Boulevard/Avenue. A new powerhouse opened in Washington Park in 1906. In an effort to decide the best type of lighting for permanent use, a variety of lighting methods and materials were temporarily tried out, and gas-filled tungsten lamps were chosen in 1915 to replace all the arc lamps in the system. [268] In 1913, the South Park Commission began to buy all its electrical power from the Sanitary District of Chicago.

By the mid-1920s the South Park Commissioners began undertaking an extensive rehabilitation of the lighting system in most of the "old parks and boulevards," which involved both retrofitting existing light fixtures and installing new fixtures. Repair work is described in this excerpt from the Commission's 1924 *Annual Report.*

> In the old parks and boulevards where the gooseneck type of post is used there is now used an old arc lamp housing… on which a 12" Alba globe is used. We have designed a pendant type fixture to replace these which will be more efficient and with which there will be less possibility of electrical trouble.[269]

Returned

The pendant fixtures replacing the old arc light hangers were installed on the existing iron lamp posts of the old World's Fair and Brush type.[270] Electric fixtures were continually being upgraded.

Existing iron lamp posts and heads were not uniform along the system. Several different types were in use. However, an effort was made for a consistent look along an individual boulevard. Concrete posts, for both street lighting fixtures and traffic safety island were becoming widespread in the 1920s although both spacing and type were selected in response to site needs. Wherever possible, fixtures that were removed from one location were reused in another location.

With the 1914 start-up of Henry Ford's production line for automobiles, car ownership was within reach of a much broader group of Americans and sales took off. Adapting the boulevards to the ever-increasing number of automobiles would be a major issue facing the South Park commissioners during this period. By the middle of the first decade of the 20th-century it was abundantly clear to the staff of the South Park System that the rapidly increasing number of motorized vehicles required a very different road surface than horse-drawn vehicles.

> Heretofore the macadam road has been a satisfactory substitute for the ideal good weather pleasure drive, a dirt road. The automobile is so destructive of macadam roads that it is impossible to maintain

[268] *South Park Commissioners Report for a Period of Twelve Months, March 1, 1914 to February 28, 1915*, p. 55.This experiment took place on a short stretch of Michigan Avenue. Flaming arc lamps, tungsten lamps, gas lamps, wooden posts, iron posts, placement at different intervals, and different watts, as well as different globes were tried out before the tungsten lamps were selected and installed throughout the system.
[269] *Report of the South Park Commissioners for a Period of Twenty-four Month, from March 1, 1922 to February 28, 1924*, p. 262.
[270] *Ibid.*

> the surface of such driveways in good condition on any thoroughfare where motor vehicles are extensively used.[271]

The South Park Commissioners undertook a study of surfacing techniques in numerous American cities. After having also conducted tests of a variety of surfaces on different boulevards, by 1907 the South Park commissioners had chosen "bitulithic pavement" which "consist[ed] of crushed stone cemented together with a bituminous concrete largely consisting of tar and covered with a thin coating of fine crushed granite."[272]

In 1908, the commission's investigation took General Superintendent, J. Frank Foster to Paris for the first International Meeting on Roads. For this event, the government of France invited the leading road builders of the world. Not only was Foster afforded the opportunity to exchange information and ideas with the world's leading government officials and engineers, he was charged by the commissioners with visiting and studying the most important cities of Europe. Accompanied by Daniel Burnham in London and Paris and Frederick Law Olmsted, Jr., in England, Germany, Austria and France, Foster carried out his assignment to study road construction and maintenance as well as "allied subjects" relevant to the improvement of the South Park system. These included the "construction and usefulness of parks and playgrounds, lighting systems, buildings and various forms of equipment and items of cost." [273]

Upon Foster's return, experimentation with various kinds of road surfacing continued on the boulevards in an effort to identify a substance that was both long-lasting and affordable. The decision was made in 1910 to choose a 2" surface of asphaltic concrete, the "latest improvement in the development of auto-proof pavement" which

> …consist[ed] of crushed limestone and torpedo gravel mixed and heated in a revolving cylinder and, while hot, combined with liquid asphalt. When thoroughly mixed it is spread over the driveway, rolled and surfaced with a thin topping of asphalt, over which is spread fine crushed granite. Only enough asphalt is used to cement the particles of stone together. The result is a pavement having the appearance of macadam, yet one that so far has been proof against disintegration by the friction and suction of auto tires.[274]

Returned

Thereafter, the South Park Commissioners carried out a policy of surfacing as much of the main drives each year as the budget permitted. The new asphaltic concrete surface was made in the South Park system's own mixing plant and placed on the original macadam foundation, with all work initially being done by the Commission's work force.[275] Because of financial and labor shortages after World War I, however, by the early 1920s the majority of this work was being contracted out. By the mid-1920s, some sections of the original boulevards were being reconstructed with 2" of asphaltic concrete on a new concrete base.

The proliferation of the automobile and the improvement of road surfaces that enabled higher speeds necessitated the development of specialized traffic controls. In the first decade of the 20th-century "safety islands" were constructed in the center of boulevard roadways at intersections "for the purpose of compelling vehicles to keep on the right side of the driveway when turning these corners, and requiring them to lessen their

[271] *Report of the South Park Commissioners for a Period of Fifteen Months from December 1, 1906 to February 29, 1907,* p.37.
[272] *Report of the South Park Commissioners for a Period of Fifteen Months from December 1, 1906 to February 29, 1907.*, p.16.
[273] *Report of the South Park Commissioners for a Period of Twelve Months from March 1, 1908 to February 28, 1909*, p. 9.
[274] *Ibid.* 1915, p. 55
[275] *Ibid.* 1911, pp. 18-19.

speed."[276] The islands consisted of concrete platforms equipped with "electric lights in red globes on 10' posts." The original boulevards were some of the first streets where they were installed. The early cast iron posts were generally replaced with concrete posts in the 1920s.

The need for traffic signs, in addition to safety islands, can be understood in light of this 1914 vignette:

> The remarkable increase in the number of automobiles using the park and boulevard driveways had not only congested the traffic greatly, but has added very considerably to the danger to those having to pass over the drives either on foot or in vehicles. The policing of the drives requires many more officers than heretofore and despite their best efforts many car drivers are constantly violating the law as to speed, noise and smoke, making the drives dangerous, almost intolerably noisy and exceedingly malodorous to users as well as the residents[277]

By the early 1920s stop signs were being installed, as were automatic "stop and go" signals. The South Park commissioners investigated two different types of "stop and go" lights, and chose the more visible but expensive "lens" type that displayed red and green lights, over the "shield type" that displayed the words "stop" and "go." A few manufacturers erected demonstration models of the lens type. General Superintendent Foster counseled the desirability of uniformity in the signals throughout the boulevards, so a single style was chosen for the system. Other signs installed during this decade included "one way," illuminated directional signs and other traffic-related signs with special wording. Signs unrelated to traffic generally were not permitted. Railroads, for instance, were not allowed to advertise their line on the elevated track bridges. Although signs were kept to a minimum, the South Park Commission cooperated with the Illinois Division of Highways, placing signs locating the routes of the fledging state highways where they traversed the boulevards.

Returned

Rail Crossing Safety and Grade Separation

From the mid-1890s until the mid-1920s, the elevation of railroad crossings constituted major projects along the original boulevards of the South Park system. Most of this work was executed between 1896 and 1913. The issue of railroad crossings as a traffic bottleneck and especially as a cause of pedestrian and motor vehicle accidents was a major source of city-wide concern during the period[278]

The majority of railroad crossings in the South Park District were located on W. Garfield and S. Western boulevards. On W. Garfield Boulevard, there were five crossings for seven railroads. On S. Western Boulevard/Avenue there were three crossings for six railroads. One railroad line also crossed both Grand and S. Drexel boulevards. The earliest elevations, in 1896 and 1898, were executed in conjunction with the reconfiguration of Garfield Boulevard from a center drive to parallel drives. These elevations involved three railroads located on the eastern end of Garfield.[279] Multiple tracks, necessary to accommodate the factories that were being constructed along S. Western Boulevard and in the Central Manufacturing District at 39th Street, made for especially problematic intersections. Reporting in 1904 on the near-completion of the elevation of multiple adjacent sets of tracks across S. Western Boulevard/Avenue near W. 39th Street, the South Park commissioners noted that "This will be a very great improvement, as the crossing was one of the most

[276] *Annual Report of the South Park Commission for the Fiscal Year* 1906, p. 27.
[277] *Report o f the South Park Commissioners for a Period of Twelve Months from March 1, 1913 to February 28, 1914*, p.50.
[278] This fact was underscored by its being addressed in Daniel Burnham's 1909 Plan of Chicago.
[279] The paired track were the Chicago, Rock Island and Pacific Railroad and the Lake Shore and Michigan Southern Railroad, & the Pittsburgh, Ft. Wayne and Chicago tracks near S. Stewart Avenue.

dangerous in the South Park System."[280] The elevation of the single rail line (Chicago Junction Railroad) across Grand and S. Drexel boulevards was completed in 1907. These changes were enormously complex, involving negotiations with several railroads. The solution was construction of multiple viaducts.

The railroad bridges constructed between the 1893 Columbian Exposition and World War I were completed during a decade-and-a-half of concentrated activity. Their physical appearance is similar to the requirements of the ordinance passed by the South Park commissioners in 1902 pertaining to the elevation of the Panhandle Railroad across Western Avenue. The ordinance provided for

> …the erection of ornamental steel or iron structures with spans of sufficient length to permit the park driveway to pass beneath the structures without obstructing supports therein. All supports for the structures within the boulevard are to be iron or steel columns, thus providing for the maximum of light and air beneath the bridges at all points. The floors are to be water-tight and as nearly noiseless as possible. The structure is to be similar to the Pittsburg, Ft Wayne and Chicago RR Co structure at its crossing of Garfield Blvd. [281]

Parks Added to the South Park System: Gage Park, McKinley Park and Sherman Park

Although as originally conceived, the South Park System comprised one large park known as South Park (renamed Washington Park, Jackson Park and the Midway Plaisance) and its adjoining boulevards, within a short period of time, efforts were underway to create additional parks. Both Gage Park, which dates to the mid-1870s, and McKinley Park, begun in 1901, resulted from these efforts. Gage and McKinley parks are significant historic properties created by Chicago's South Park System, however, they have not been previously listed on the National Register of Historic Places. Sherman Park, which dates from 1905, was listed on the National Register in 1990.

Returned

Gage Park Begins to Develop: 1890s – 1910s

First established as a park in 1873, Gage Park sat in an unimproved state for over twenty years. Frustrated by the park's unfinished condition, surrounding residents made repeated requests for improvements. In 1899, the commissioners agreed to devote $14,000 to Gage Park. When construction hadn't materialized by the following year, a large group attended a meeting of the commissioners "to protest against the delay of the South Park board in making promised improvements."[282]

As a result of the community's complaints, the commissioners adopted an improvement plan for the Gage Park in early 1901. Because the relatively small site was "bisected on the north and south by Western Avenue," the commissioners believed it "impossible to create a park with much, if any, landscape effect."[283] South Park Commission in-house designers produced the improvement plan. Although modest in its scope, the design included a sunken garden with a formal reflecting pool and colonnade, as well as several features that were innovative for the time—"suitable playground" areas for baseball and lawn tennis, a wading pool and a sand court.[284] A 1904 newspaper article described "playgrounds" and lawn tennis area, asserting that the

[280] *Report of the South Park Commission to the Board of County Commissioners of Cook County*, 1904, p. 32.
[281] *Report of the South Park Commissioners to the Board of County Commissioners of Cook County*, 1902, p. 6.
[282] "Criticize A Park Board," *Chicago Daily Tribune*, Oct. 15, 1900, p. 1.
[283] *Report of the South Park Commissioners from December 1, 1900 to December 1, 1901*, p. 10.
[284] *Ibid*.

sunken garden was the "gem of the place."[285] By this time, the community surrounding the park was developing and the surrounding neighborhood took on the name of the park. For decades the Gage Park neighborhood had suffered from a lack of proper sewers and became known for flooding. A major land owner in the area, Hetty Green, fought court battles because she did not want to pay her share of a special tax assessment to pay for the sewer improvement. When the courts ordered her to pay, in 1908, residents celebrated with "bonfires in the streets."[286] After the sewer project was constructed, the Gage Park community continued to develop in the 1910s, still needing additional recreational space and programs.

As, the South Park Commissioners made initial improvements to Gage Park in 1901, they were increasingly concerned that the existing parkland within their jurisdiction could no longer satisfy the needs of all of the people they served. The city had experienced tremendous industrial growth and the population was surging. In 1869, when Chicago's original three park commissions were formed, the city's population was 300,000. By 1900, that figure had increased to 1.7 million, and at that time nearly 750,000 people lived a mile away or farther from any park.[287] They knew that Gage Park would only be the start to their efforts to create small parks for the congested south side.

McKinley Park and the Small Parks Movement: 1901- 1934

Aware of the deplorable living and working conditions and lack of open spaces in the tenement districts within its jurisdiction, the South Park Commission drafted a bill that would empower it to build new parks for the first time in 30 years. The act, approved by the State Legislature in 1899, allowed for the creation of new parks if they were contiguous to an existing park or boulevard. Before the commissioners could develop a whole series of new parks, they wanted to experiment with some of the playground features that they had been considering. In January of 1901, the South Park Commission acquired a 34-acre site adjacent to a boulevard—S. Western Avenue—north of Gage Park. Known as Brighton Park, the property had previously been the site of the old Brighton Race Track. In October of 1901, the South Park Commission officially named it in honor of President William McKinley (1843 -1901), shortly after his assassination. South Park Commissioner Daniel F. Crilly said "As McKinley was a man of the people, so will McKinley Park be a park for the people."[288]

Returned

Located in an overcrowded immigrant neighborhood near the Union Stock Yards, McKinley Park was meant to serve as an experiment for the new neighborhood park concept. At this time in history, there were very few playgrounds in America, and most were small sand or dirt lots with little or no playground apparatus. Chicago's first playground opened at Jane Addams' Hull House in 1893, and by the late 1890s the city's Special Park Commission had set out to create municipal playgrounds. That group had very little funding; however, and it had difficulty achieving its goals. The South Park Commissioners' experimental playgrounds in McKinley and Gage Parks proved to be a very important to the development of parks and playgrounds throughout Chicago and the nation.

When the commissioners first discussed the idea of introducing playgrounds, they essentially meant parks with playfields in them. Created by South Park Commission designers, McKinley Park's original plan included a 15-acre ball field, 5-acre lawn tennis meadow, and swimming and wading lagoons with locker and

[285] "Chicago's Magnificent Park System," *Chicago Daily Tribune,* October 10, 1904, p. B7.
[286] "Gage Park Wins Sewer Fight," *Chicago Daily Tribune,* April 19, 1908, p. 7.
[287] Dwight Heald Perkins. *Report of the Special Park Commission to the City Council of Chicago on the Subject of a Metropolitan Park System*. Chicago: 1904, 39.
[288] "Name Park for McKinley," *Chicago Daily Tribune*, Oct. 10, 1901, p. 4.

changing rooms. Though smaller in scale, Gage Park's playground features were also playfields that were considered experimental in nature. J. Frank Foster, General Superintendent of the South Park System, strongly believed that playground components would be highly beneficial to the rapidly growing areas near the boulevards. In the spring of 1903, as the improvements to both Gage and McKinley Parks were underway, Foster said "McKinley Park, which will be completed shortly, and Gage Park will be as nearly ideal as the South Park Commissioners can make them. The establishment of playgrounds is the best investment a municipality can make."[289]

That June, the South Park Commission dedicated McKinley Park with a celebration attended by 10,000 people. Henry G. Foreman, President of the South Park Board of Commissioners gave the address, stating:

> "We are not simply dedicating a new park; we are doing much more than that… We are celebrating the start of a new era of park building in this city. McKinley Park, which heralds the new era, has been created almost by magic. Two years ago this site was a cabbage patch. Today…McKinley Park is adapted to the needs of the people of this district. More that is of actual use to the local population is provided here than in any other park in Chicago."[290]

The success of McKinley Park prompted the commissioners to move quickly in its effort to create a whole system of neighborhood parks that would provide beautiful landscapes, recreational programs and social services to the densely populated neighborhoods on the city's south side.

Returned

The South Park Commission had secured enabling legislation in 1901 that allowed it to issue bonds to acquire and improve new parks. This law stipulated that the proposed parks had to be contiguous to an existing boulevard and could not be more than ten acres in size. In 1902, the commissioners brought the proposal before public referendum, and it received strong public support. The following year, the South Park Commission went to the State Legislature to amend the 1901 act. The 1903 amendment, known as the Lundberg Act, removed the size limitation, allowed the park commissioners to locate the new parks anywhere in their district and authorized the issuance of bonds. With the legal authority and funding in place, the commissioners could now move ahead on plans to build 14 pioneering neighborhood parks throughout the district.

The South Park Commission's General Superintendent, J. Frank Foster, was largely responsible for conceiving the neighborhood park concept.[291] Foster believed that the new parks could function as neighborhood centers and uplift and improve the lives of the residents of the overcrowded tenement districts. He suggested that in addition to the ball fields, swimming and wading pools, and tennis lawns that had been tested in McKinley and Gage parks, the new parks should also offer a variety of other features. These included separate outdoor gymnasiums for men and women, running tracks, children's sand courts, and a new type of building, the field house. Based on the precedent of Chicago's settlement houses, these innovative parks buildings "would provide athletic, educational, recreational programs and social services throughout an entire

[289] "Play Lots A Crime Cure," *Chicago Daily Tribune,* April 19, 1903, p. 12.
[290] Address of Henry G. Foreman, President of the South Park Commissioners, on the Occasion of the Dedication of McKinley Park, June 13, 1903 (in holdings of the Chicago Park District Special Collections).
[291] Sniderman Bachrach, Julia and Will Tippens. Chicago: *The Historic Resources of the Chicago Park District*. National Park Service Multiple Property Documentation Form, 1990. Section FIII, p. 11.

year."[292] This was particularly useful because Chicago's cold climate had traditionally limited the use of the parks between the late fall and early spring.

In 1905, as efforts were underway to create a system of 14 new neighborhood parks, the South Park Commissioners dedicated a monument to President William McKinley in McKinley Park. Commissioner Crilly had organized a committee of 35 prominent Chicagoans including department store magnate Marshall Field and Charles Dawes, a banker who went on to become a United States Vice President. As part of the fund-raising effort, the South Park Commissioners agreed to melt down an old, universally disliked, bronze statue of Christopher Columbus in Grant Park, reducing the cost of the new sculpture by $2,500. Sculptor Charles J. Mulligan (1866-1916) depicted McKinley with one hand on a desk and the other holding the pages of a speech advocating the famous Tariff Act, which he presented to congress in 1890. Mulligan's bronze figure stands on an elegant exedra designed by architects Pond & Pond. More than 5,000 people attended the dedication for the statue on July 4, 1905.[293]

In late 1903, the South Park Commission had hired the Olmsted Brothers landscape architects to begin designing the landscapes for a whole system of new neighborhood parks. Frederick Law Olmsted, Sr. had retired in 1898 because of declining health and his practice was carried on by his two sons, Frederick Law Olmsted, Jr. and his half-brother, John Charles Olmsted. When the commissioners hired the Olmsted Brothers, Olmsted Sr. had recently passed away. In 1904, the commissioners hired the firm of D.H. Burnham &Co. to collaborate with Olmsted Brothers on the plans for the neighborhood parks and specifically to design all of the architectural components including a new building type, the field house. In addition to field houses, the new plans included ball fields, swimming and wading pools, outdoor gymnasiums, running tracks, and playgrounds with apparatus.

Returned

By the end of 1905, the first ten of the South Park Commission's revolutionary neighborhood parks had opened to the public. Although some of them were located in close proximity to McKinley Park, McKinley was still heavily used by nearby residents. In fact, during the summer of 1905, more than 92,500 people used the swimming and wading pools at McKinley Park.[294]

McKinley Park was so intensely used that in 1906 the commissioners undertook a major expansion to the park. They acquired an adjacent 40-acres east of the original site, more than doubling its size. In-house designers created the expansion plan and construction began in October of 1906. The plan incorporated the existing lawn tennis area, ball field, swimming lagoon and locker facility of the original park. It also retained the earlier irregularly-shaped wading pool, but significantly expanded the waterway by connecting in to a large meandering lagoon intended for boating in the summer and ice skating in the winter. The lagoon had a number of small wooded islands. Along the southwest side of the lagoon extension, the designers created a formal walkway with urns and ample space for a band stand. This connected to winding paths that encircled the lagoon and an adjacent meadow and led to a tree-lined drive.

[292] Julia Sniderman Bachrach, *The City in a Garden: A Photographic History of Chicago's Parks*, Center for American Places, Harrisonburg, VA: 2001, 12.
[293] Julia Bachrach, Web-Based Guide to Chicago's Fountains, Sculptures and Monuments, 2010. Available at http://www.cpdit01.com/resources/planning-and-development.fountains-monuments-and-sculptures/McKinley%20Park/William%20McKinley%20Monument.pdf
[294] *Annual Report of the South Park Commissioners for the Fiscal Year 1905*, p. 61.

While this plan also incorporated a children's playground and open air gymnasiums for men and women, it did so within a naturalistic landscape. J. Frank Foster emphasized the importance of providing the new recreational features without forfeiting the kind of beautiful scenery that could be found in Jackson and Washington Parks. He suggested that if properly designed, parks could provide "the enjoyment of all outdoor sports without interfering with the natural beauties or lessening the enjoyment of those who come to the park for the purpose of reaching, as nearly as it is possible for them to reach, the country."[295]

Constructed between 1906 and 1909, McKinley Park's expansion included the installation of more than 18,000 trees and shrubs.[296] Following the 1906 plan, the work included the installation of gymnastic apparatus in the open air gymnasium spaces located in the older section, on the southwest side of the park. The children's area, adjacent to the wading pool, was equipped "with all the apparatus to be found in the other park playgrounds."[297]

In the next several years McKinley Park was well-used by the surrounding community. Considering the numerous field houses located in nearby neighborhood parks, area residents became increasingly aware of their need for a similar facility. Although D.H. Burnham & Company had prepared sketches of a recreational building for McKinley Park years earlier, the commissioners had never pursued it.[298] In January of 1916, the South Park Commission received a petition from the Fifth Ward Civic League requesting the construction of a field house in McKinley Park. Stating that "the fifth ward is the only cosmopolitan ward in the city without a field house," the petitioners explained that "since the park is centrally located it offers an excellent location for a field house."[299]

Returned

A month later, after several prominent citizens appeared before the board to make a similar request, the commissioners adopted a resolution to build a gymnasium facility in McKinley Park. That March, Henry E. Legler of the Chicago Public Library wrote asking the commissioners to include "suitable library quarters" in the new building.[300] They agreed to this request and instructed the staff to prepare detailed plans for a field house with a budget of approximately $160,000. The plans were developed under the supervision of Chief Engineer Linn White (1864 – 1949).

Linn White began working in the South Park Commission's engineering department in 1904, and was promoted to the position of chief engineer by 1909. He remained in this position until the consolidation of the Chicago Park District in 1934. He spent the following several years as consulting engineer to the Chicago Park District and retired in 1940. In a *New York Times* obituary, White was described as a "leading figure in the negotiations with railroads that resulted in the 1919 ordinance for Chicago's downtown and South Side lake shore improvements."[301] Linn White had work closely with D.H. Burnham &Company on the design and construction of the earlier field houses and he was also quite knowledgeable about the use of exposed aggregate concrete, the material from which they were built. In fact, White published an article entitled "The Treatment of Concrete Surfaces" in 1907.[302]

[295] J. Frank Foster, "An Article on Small Parks," presented to the Chicago Society for School Extension, April 18, 1903.
[296] *Annual Report of the South Park Commissioners* for a Period of Twelve Months from March 1, 1908 to February 28, 1909, p. 93.
[297] *Report of the South Park Commissioners* for a Period of Fifteen Months from December 1, 1906 to February 29, 1908, p. 35.
[298] *South Park Commissioners Proposed Buildings for Recreative Centre, McKinley Park*, Chicago, D.H. Burnham & Co. n.d.
[299] Minutes of the South Park Commissioners, v. 23, January 19, 1916, p. 68.
[300] *Ibid*, March 6, 1916, p. 149.
[301] *New York Times*, January 14, 1949.
[302] *The American Architect and Building News*, May 4, 1907.

White was clearly influenced by the D.H. Burnham & Company buildings of a decade earlier for his design of the McKinley Park field house of 1916. Like the earlier field houses, the building was rendered in the Beaux Arts style, which Burnham favored. Mirroring many of the original field houses, it included a spacious lobby, two gymnasiums, locker and bathroom facilities, club rooms, an assembly hall, and a library. The McKinley Park field house was composed of exposed aggregate concrete, sometimes called "marblecrete" or "popcorn concrete." Considered an innovative building material at the time, the concrete structures could be constructed quickly, relatively inexpensively, and ornamentation could be molded directly into facades. The project also included the construction of a boiler house building, expressing a utilitarian design similar those designed by the Burnham for the neighborhood parks.

In 1918, the South Park District's Board of Commissioners invited Joseph Donnersberger to have a portrait made of himself, specifically for installation in the new McKinley Park field house. Joseph Donnersberger (1843–1929) moved to Chicago after serving in the Civil War. He established a real estate firm and went on to become president of the Chicago Real Estate Board. Donnersberger was South Park Commissioner from 1889 to 1902 and again from 1911 to 1916. He served as president of the board for ten of those eighteen years, including 1893, the year in which the World's Columbian Exposition took place in Jackson Park. Renowned artist Lorado Taft asked Paul Fjelde, then a sculptor in his studio, to create a bronze bas-relief portrait of Donnersberger. Fjelde's distinguished bronze panel portrays Donnersberger in profile, with an inscription about his commitment to public service.

Returned

Between the 1910s and the early 1930s, McKinley Park was a popular place for many recreational activities. In 1922, 40,000 Lithuanian immigrants who lived nearby gathered in the park for a pageant celebrating the recent independence of their homeland and to thank Americans for supporting their efforts for an independent nation. The celebration included a parade with colorful floats and hundreds of children clad in native costumes singing traditional songs as well as a pageant depicting their nation's 500 year struggle for independence.[303] During this period the South Park Commission had a large staff that provided a broad array of recreational programs ranging from arts and crafts such as kite-making classes to a full array of athletic programs.

Gage Park and the Small Parks Movement: 1910s- 1934

During the period in which McKinley Park community members had been requesting a field house there, residents near Gage Park felt that they needed additional green space for their park. A delegation of seventy people including Ex-Governor Charles S. Deneen and a member of the Chicago Board of Education attended a South Park Commission board meeting in 1916 to request an expansion to the park. The group stated that Gage Park "in its present state is entirely too small for the neighborhood." They explained, "all the lawn space is taken up by tennis courts, baseball grounds, and a children's wading pond, the rest is closely planted with shrubbery and trees," and that "there is not any space for picnics or for people seeking a restful enjoyments and recreation so necessary in the strenuous city life."[304]

The commissioners complied with this request and acquired an additional 9.75 acres of property on the southwest side of Gage Park in 1916. The extension involved razing a row of houses on S. Artesian Avenue. Local groups suggested that the commissioners should retain the house at 5536 S. Artesian, described as a

[303] "Lithuanians, 40,000 Hold Celebration," Chicago Daily Tribune, August 21, 1922, p. 17.
[304] Minutes of the South Park Commissioners, v. 24, Oct. 18, 1916, p. 1.

"good building" with heating and gas lighting for use as a club house.[305] The commissioners agreed in 1917, and although local community members expected that it would soon be replaced with a real field house, the club house continued to be used for more than eight years.

By 1920, area residents were becoming increasingly frustrated with the lack of new facilities in Gage Park. In response J. Frank Foster presented a plan for improvements to the park to the Board of Commissioners that included a swimming pool with dressing booths, outdoor gymnasiums for men and women, a children's playground and a field house. The commissioners approved the plan on August 20, 1920, with the exception of the field house.[306] The project involved filling the irregularly shaped wading pool and constructing a rectangular swimming pool with a classically inspired dressing room building.

The need for a field house remained strong, and the community continued pressing for the construction of such a facility. In 1924, the South Park Commissioners received petitions signed by more than 2,500 individuals including many teachers and children from nearby Gage Park School.[307] Over the next year, many additional community members and groups continued making field house requests. The commissioners finally agreed, and Linn White had his staff prepare plans and specifications for a field house in Gage Park, approved by the board in 1926.

Like the McKinley Park field house which was designed a decade earlier, the Gage Park field house was rendered in the Beaux Arts style and was also built of exposed aggregate concrete. Although also one story in height, it is somewhat larger and more monumental in scale than McKinley Park's field house. The Gage Park's building had a construction budget of $335,000, which was substantially higher than that for McKinley Park. The large field house had an assembly hall, indoor gymnasiums, locker and shower rooms, welfare rooms, club rooms, and a library. The project also included the construction of a boiler house on the southwestern side of the park. Both buildings were completed in 1928.

Returned

Three years later, the South Park Commissioners hired artist Tom Lea to paint a mural that would adorn the interior of the field house auditorium. More than two decades earlier, a member of the South Park Board, Judge John Barton Payne, had established an art fund to beautify the interior of field houses in the district. Although Payne was no longer a member of the board, the fund was still in effect, and Lea was paid several hundred dollars for the Gage Park Mural.

Born and raised in Texas, Tom Lea (1907 – 2001) came to Chicago to study at the School of the Art Institute under the renowned muralist John Warner Norton (1876 – 1934). A couple years later, Lea became Norton's apprentice and went on to establish himself as a mural painter and commercial artist in Chicago, eventually moving to Santa Fe, New Mexico. For the Gage Park project, Lea portrayed "French explorers, fur traders, and missionaries René-Robert Cavelier de La Salle, Jacques Marquette and others who first traveled to the Chicago area, and the pioneering families who later came by covered wagon and settled there" with a heavenly figure in the clouds pointing westward.[308]

[305] *Ibid,* v. 25, November 21, 1917, p.3.
[306] Minutes of the South Park Commissioners, v. 27, August 20, 1920, p. 178.
[307] Minutes of the South Park Commissioners, v. 32, December 17, 1924, p. 362.
[308] Mary Lackritz Gray*, A Guide to Chicago's Murals*, Chicago: University of Chicago Press, 2001, p. 174.

Sherman Park

Collaboratively designed in 1904-5 by landscape architects the Olmsted Brothers and D.H. Burnham & Company architects, Sherman Park (which was listed on the Register in 1990) is one of the seminal and best preserved of the South Park Commission's neighborhood parks. The park's 60-acre site was one of the largest among the new system. Because of the relatively expansive space and the site's wet and low conditions, the Olmsted Brothers "envisioned an extensive waterway as the park's centerpiece."[309] In their preliminary plan, the Olmsted Brothers rendered the water feature as "a formal, rectangular canal with concrete walls."[310] In an effort to reduce costs and increase space for ball fields, this design was revised to be more naturalistic, with a meandering lagoon surrounding a large central island; a formal complex of buildings, including a field house, was only provided at the north end of the park. The island meadow provided space for the ball fields. Most of the landscape surrounding the island was designed with irregular groupings of shrubs and trees, with a perimeter composed of gently rolling berms. In contrast, the north edge of the park is more formal, with classically-detailed buildings symmetrically arranged around a central swimming pool. In 1912, the interior of the field house was decorated with murals executed by Chicago Art Institute students who studied under renowned artist John Warner Norton. The murals were commissioned by the fund established by South Park Commissioner Judge John Barton Payne. Sherman Park was named in honor of John B. Sherman (1825 – 1902), founder of the nearby Union Stock Yards, who served as a South Park Commissioner for twenty-five years. John Sherman was the father-in-law of the park's famous co-designer Daniel H. Burnham. The South Park Commission's neighborhood park model proved to be influential through the nation. In their seminal 1909 Plan of Chicago, Daniel H. Burnham and Edward H. Bennett provide a chapter entitled Chicago's Park System in which they presented the final plan and two photographs of Sherman Park.

Returned

THE WEST CHICAGO PARK SYSTEM: 1893-1934

Summary Paragraph

During this period the streets and final route of the West Chicago park and boulevard system were completed. Improvement to the system was undertaken during the 1890s, but corruption, as well as financial and legal challenges continued to be a problem, with resulting neglect occurring system-wide. Conditions, however, changed considerably in the first two decades of the Twentieth Century under the direction of Jens Jensen, who was made superintendent in 1905. Sculpture was placed in parks and squares. Electricity, new concrete sidewalks and additional landscaping were introduced. Railroad crossings were elevated, many on viaducts with attractive ornamental treatments. Considerable effort was invested in adaptation to the automobile, including improved road surfaces, modification of road and square configurations and the addition of traffic signals. Jensen's signature prairie features were added to Douglas Park.

<u>Continued Development of the West Chicago Park System</u>

Following the World's Columbian Exposition, extensive residential development would finally reach the parks in the West Chicago Park System, filling the many empty lots that still existed on the far west side in the early 1890s. This new burst of development would make completion of the entire parks and boulevard system absolutely essential. Unlike the South Park system, the West Park System was not completely laid out by 1893,

[309] *The City in a Garden: A History of Chicago's Parks,* Second Edition, Center for American Places at Columbia College, 2012, p. 159.
[310] *Ibid.*

with much work to be done well into the third decade of the 20th-century. In the *Logan Square Boulevards Historic District* significant improvements began in the 1890s. This is true for much of the rest of the West Park System.

Because so much work had been done to prepare the parks and boulevards for the 1893 Columbian Exposition one would expect the latter half of the 1890s to be a period of relative quiet in the West Chicago Park System. On the contrary, the commissioners were busy improving the existing system and making plans for the few sections that were not yet complete. They introduced electric lights to the boulevard system. They also oversaw the planting of thousands of shrubs on the boulevards that had broad central lawns. The commissioners were active, but their financial and political problems persisted.

Although corruption, finances and legal challenges had been problems within the West Chicago Park System from its very inception, by 1899 the situation was becoming untenable and the resulting neglect of the park system as a whole was obvious to everyone.[311] Irrigation pipes were laid but were not hooked up. Trees, shrubs and flowers were planted but not well maintained. Lawns looked tired, where they existed at all. The conversion from gas to electric lights was moving slowly. Some of the roadways were still paved with the old cedar blocks. Enforcement of traffic laws on the boulevards was lax, making them increasingly dangerous as the first automobiles began to appear in the city.

Despite all this, however, the West Park commissioners were able to complete considerable work during the final decade of the 19th-century. In the 1890s on Humboldt Boulevard 4000 shrubs were planted in the center lawns, new concrete cross walks were laid, a new railroad viaduct was built and the existing gas lamps were refurbished--while the commissioners wondered how they would pay to introduce electricity.

Returned

On N. Sacramento Boulevard major changes were needed to accommodate increased traffic, and new plans were drawn up in 1896. By the end of the 19th-century Sacramento had become a major north-south artery through the west side. South of Humboldt Park drivers encountered a series of closely-spaced traffic obstacles: a railroad viaduct, the square, a sharp right turn, another square, and a sharp left to go through Garfield Park. Once inside the park, there was no convenient through street; drivers had to jog west to pick up S. Hamlin Boulevard. If one tried to proceed on a more direct route through Sacramento Square one immediately encountered another major railroad crossing south of the square. In order to solve this traffic problem, the West Park Commission decided to acquire all of Sacramento Avenue from the city in order to create a true north-south boulevard that would bypass Garfield Park and lead directly from Humboldt Park to Douglas Park. Land acquisition was begun in 1903 and completed in 1913. Although Sacramento never became a boulevard with side drives and landscaped medians, it was widened and planted with trees and renamed N. Sacramento Boulevard.

The south part of the West Chicago Park System, as usual, was lagging behind the north. W. Douglas Boulevard was just having its lawns prepared for seeding in 1898, with the *Annual Report* predicting that the surrounding area was "destined to become a first class residence district."[312] S. Marshall Boulevard and the connection across the Illinois & Michigan Canal were still being reconfigured in response to the massive Sanitary & Ship Canal building project alongside the old Illinois & Michigan Canal.[313] An agreement was

[311] West Chicago Park Commission, *Thirty-First Annual Report, 1899*, p.9.
[312] West Chicago Park Commission *Annual Report 1897*.
[313] Along with air pollution, Chicago had serious sanitary issues relative to its drinking water. The state had passed a Sanitary District Enabling Act in 1889 that provided for construction of a new Sanitary and Ship Canal.[313] The canal was to collect the city's sewage,

reached with the Sanitary Commission in 1897 and work began slowly at the end of the 1890s to bring in the fill necessary to create the many short boulevard segments at the south end of the system. Compounding the problem of laying out this section of the boulevards, south of Douglas Park a railroad viaduct still crossed the planned roadway just 10' above grade. Completion of this section would not be possible until an agreement was reached with the railroad in 1914.

The first decade of the 20th-century was an important time of change for the West Chicago Park System. In July 1905, Governor Deneen removed the existing corrupt commissioners and replaced them with a group of honest men. Of the 619 men and women on the payroll, 299 were fired immediately and the unwieldy team of multiple superintendents was reduced to one, the scrupulously honest Jens Jensen. The new Commission began the process of rebuilding, using two pools of money: the $1 million small parks bond and another $2 million bond issue, both passed in late 1905. Jensen prepared a report outlining what was needed, noting that "the parks and boulevards cannot benefit the public to the fullest extent if they are not kept in the best possible condition."[314]

On N. Humboldt Boulevard, work continued on the shrub plantings, new sidewalks and roadway resurfacing that had begun in the 1890s. Conduits for the new electric lights were laid and nearly 100 trees were replaced.

On N. Sacramento Boulevard work was begun to fix the route of the boulevard through Sacramento Square. By 1908 a new railroad viaduct and electric lights had been completed. The park commissioners had always insisted that the railroad viaducts that crossed the boulevards be more than utilitarian in their design,. The viaducts that were constructed early in the 20th century indeed began using ornamental concrete facings over the iron substructure. These new designs gave the viaducts a more substantial and beautiful presence along the boulevards, with the cast concrete enabling the designers to provide more architectural detail than had been possible with the structural ironwork. The 1912 *Annual Report* noted with pride that "The ornamental concrete facia adopted for the portals…is the most pretentious effort made for ornamentation of any of the subways constructed in the city."[315] Examples of these portals can still be seen on the railroad crossings over Humboldt Boulevard at Bloomingdale Road. They are in the mode of contemporary Collegiate Gothic architecture with inset paneling and Gothic arches.

Returned

Thirty-five years after it was first laid out as part of the system, plans were finally made for W. Franklin Boulevard, in 1903. Public hearings to review the plans were held, one of the few times such an event was noted in the *Annual Report*s.[316] The delay in the planning and construction of this segment seems surprising, given its importance as the northern approach to the heavily used Garfield Park. Perhaps the industrial character of the neighborhood to the east, including extensive train yards and repair facilities, was the cause of this delay. The area along the eastern edge of Sacramento Square to this day has the most industrial character of any

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dilute it with lake water and send it to the Mississippi River via the Des Plaines River. The key to this project was reversing the flow of the Chicago River in order to prevent waste from flowing into Lake Michigan, which was the city's main drinking water supply. After lengthy debate and considerable planning, work on the new canal began in 1894. The canal, like the Illinois and Michigan Canal and the railroads that paralleled it, would pass directly through the juncture of the South and West Park systems at S. Western Boulevard/Avenue, forcing the commissioners to adjust their plans for this part of their systems.

[314] West Chicago Park Commission *1906Annual Report*, p. 36.

[315] West Chicago Park Commission, *1912 Annual Report*, p.112.

[316] West Chicago Park Commission, *1909 Annual Report*, p.16.

boulevard segment between Garfield and Humboldt Parks. Although drainage, trees and shrubs were completed by 1909, it would be another two years before this short segment of the boulevard system was complete.[317]

On W. Douglas Boulevard work continued on planting trees and shrubs according to the plans. The curbs, gutter, pavement and sidewalks were all redone.

In 1907. an agreement with the railroad was finally reached to raise the viaduct over S. Marshall Boulevard. Work was completed in 1908, making this one of the fastest construction projects in West Park history. Installation of electric lights, trees and lawns were completed shortly afterwards.

By 1919, the 50th anniversary of the original park legislation, the city's population had grown nearly tenfold to 2.9 million. The parks and the boulevards were in greater demand than ever as residential, institutional and industrial development continued to fill in the city's western neighborhoods.

During the 1910s, the West Park Commission was focused on developing, at last, a series of small neighborhood parks. This was a decade of maintenance for most of the boulevard system. Jensen, who then served as Consulting Landscape Architect was working on his plans for Columbus Park, a new large park at the far western edge of the city, as well as a comprehensive plan for a metropolitan park system.[318] In 1915 the first attempt was made to consolidate all of the city's park districts under one administration. The bill was defeated, with the West Park commissioners claiming under-representation on the proposed new board for their populous neighborhoods.[319]

Returned

Trees and shrubs continued to be planted throughout the system in the 1910s and several new railroad viaducts with ornamental concrete were built to replace earlier ones. These new viaducts were opened in 1911 on N. Sacramento Boulevard, in 1913 on N. Humboldt Boulevard and in 1914 on S. Marshall Boulevard. The 1920s saw continued work, with some resurfacing on the boulevards in the southern part of the system. Much of the focus in the 1920s was on traffic hazard relief.

In 1910, the West Park commissioners purchased the equipment needed to do its own asphalt paving.[320] By this time asphalt was in widespread use throughout the United States. This was such a momentous event that for several years photos of the paving crews with this new equipment were featured in the *Annual Report*s. In 1925, several commissioners went to Kentucky to look at a new type of asphalt that was being used there. With the exponential increase in automobile traffic over the preceding decade, they were in search of a more durable surface. That year they experimented with rock asphalt over the existing macadam surfaces.[321] The nature of this surface is not known, nor do we know whether the commissioners authorized its further use. However, there was a great deal of resurfacing done to the boulevards in 1927 and 1928 and it certainly was some type of asphalt.

In 1909, the City of Chicago rationalized its street numbering and naming system, forcing the West Park commissioners to make final decisions about the names of the various boulevard segments. Douglas Boulevard became S. Independence Boulevard (W. Jackson Boulevard to Independence Square) and W. Douglas

[317] West Chicago Park Commission, *Forty-third Annual Report*, 12/31/1911, p.22.
[318] West Chicago Park Commission, *1917-1918 Annual Report,*.
[319] West Chicago Park Commission, *1915 Annual Report*.
[320] West Chicago Park Commission, *1910 Annual Report*, p. 20.
[321] West Chicago Park Commission, *Fifth-Sixth Annual Report*, 2/28/1925, p. 17.

Boulevard (Independence Square to Douglas Park). Central Boulevard became N. Central Park Boulevard (Garfield Park to Franklin Boulevard), W. Franklin Boulevard (N. Central Park Boulevard to Sacramento Square), and N. Humboldt Boulevard (Sacramento Square to Humboldt Park).

The inclusion of sculpture in squares began to take place at the beginning of the Twentieth Century. The idea, however, was an important reverberation from the 1893 World's Fair. In 1896 the West Park commissioners expressed a desire to receive donations of sculpture and fountains that could be placed in the three boulevard squares.[322] With their request for these artworks, the commissioners hoped to make the squares more ornamental so that they would become beautiful turning points and landmarks within the overall system.

The squares had originally been envisioned as 400' square mini-parks that would break up the formality of the boulevards and their straight ranks of trees. By 1886, all three squares had been graded, filled and planted with over 3000 trees.[323] As development and traffic moved to the west side and the boulevards became predominantly traffic routes rather than pleasure drives, it was inevitable that the squares, with their relatively small size and turning-point locations, would suffer. Sacramento Square would undergo a major reconfiguration in the 1910s to accommodate the increasing traffic and industrial activity in this part of the city.[324] Independence Square, the only one to receive a fountain, was redone in 1901 and its northern quadrant is now shorn away by the turn of the boulevard. Garfield Square, became 300' x 325', considerably smaller than the standard 400' x 400';it was redone at the time of W. Franklin Boulevard's design and construction in 1911.

Returned

Although the commissioners had expressed an interest in receiving donations of fountains and/or sculptures in 1896, it was not until 1900 that preparations began for a large fountain in Independence Square entitled "*American Youth and Independence Day*."[325] The design of the fountain, children celebrating the 4th of July, was suggested by Commissioner Charles Lichtenberger, Jr. and executed by well-known sculptor Charles J. Mulligan (1866 – 1916). Mulligan, a student of Lorado Taft, had been the foreman of the sculpture shop at the World's Columbian Exposition and had recently created two sculptures for the Chicago Autumn Festival of 1899. For "American Youth and Independence Day" he executed a design that is both joyous and monumental. Set on a granite base, the circular shape of the fountain visually turns the corner, just as the boulevard traverses the northeast corner of the square. The now-missing cast bronze panels surrounded the base, which is surmounted by a circular pedestal on which dance two boys and two girls with flags, drums and a small cannon at their feet. Although no longer in operation, the water once sprayed above the children's heads. The children are also cast in bronze and Mulligan wonderfully portrays both their motion and their excitement. Although we have no drawing of the design of the square when the fountain was installed, apparently it was planted with some type of willow tree. Not happy with this choice, one of Jensen's first projects after he became Superintendent was to redesign the square's landscape.[326]

A second sculpture was placed on the boulevards in 1926 at the turning point between S. Marshall Boulevard and W. 24th Boulevard. The *Jacques Marquette Monument* was designed by Hermon Atkins MacNeil (1866 – 1947) and paid for by the B.F. Ferguson Fund,[327] a bequest of Benjamin F. Ferguson to the

[322] West Chicago Park Commission, *1896 Annual Report*, p. 20.
[323] West Chicago Park Commission, *Seventeenth Annual Report*, 2/28/1886, p. 20.
[324] The 1896 Sanborn Atlas already shows factories along Franklin and Sacramento Boulevards in this area.
[325] West Chicago Park Commission, *Thirty-second Annual Report*, 1900, p. 34.
http://www.askart.com/AskART/artists/biography.aspx?artist=108991. a thorough biographical sketch of Charles J. Mulligan.
[326] West Chicago Park Commission, *1906 Annual Report*, p.50.
[327] McNeil was the sculptor for the relief panels at the 1895 Marquette Building by Holabird & Roche, 140 S. Dearborn. Alice Sinkevitch, ed. *AIA Guide to Chicago* (San Diego: Harcourt Brace, 1993), p. 66.

Art Institute at the time of his death in 1905. Ferguson, a lumber magnate, bequeathed $1 million to be used for sculptures "commemorating worthy men or women of America or important events of American history."[328] The first sculpture to be paid for by the fund was the 1913 Fountain of the Great Lakes at the Art Institute, followed by a series of important works through the 1920s.[329] The Marquette Monument was part of this group. The bronze sculpture depicts Marquette holding his cross with Louis Joliet on his left and an Algonquin Native American on his right.[330] It is set on a rectangular granite base with a series of low steps leading up to it on all four sides. The front panel on the base depicts a canoe being portaged and bears an inscription dedicating the monument to Marquette. The monument is set at an angle to be highly visible to cars passing along the curve between S. California Boulevard and W. 31st Boulevard.

Adaptation to New Technology: The Automobile, Electric Lighting

As in the South Parks, the West Park Commission started the 20th-century by adapting to electricity and the increasing demands of motor vehicles throughout the system. Cars were to be an especially stubborn and expensive problem. The boulevards and the side streets that crossed them felt an immediate impact from the expansion of automobile and truck traffic. By 1921, 99% of the traffic on the boulevards was motor vehicles.[331] The number of accidents was alarming. In 1921, the West Park System installed the city's first stop signs and its first automated traffic signals.[332] By 1925, like much of the rest of the city, the West Park System had completely phased out the use of horses, switching to trucks and tractors for all maintenance work.[333]

Returned

Although traffic had been an issue on the boulevards since the completion of the first long segments in the 1890s, it grew into an exponentially more complicated problem as real estate development finally took hold on the west side and streetcars extended their lines west across the boulevards.[334] Wagons were prohibited from the boulevard main drives but they were common on the side drives and the cross streets. Carriages and horses, strolling pedestrians and streetcars also created hazards. By 1900, automobiles were to heighten the danger considerably as their speed and noise alarmed the many horses that were still in use.

In the central business district uniformed police officers directed traffic at busy intersections, but there were no city officers, stop signs or traffic signals on the west side. The West Park System had its own extensive police force, but they were ever more challenged to enforce traffic laws throughout the system, particularly given the new, speedier automobiles that were beginning to appear.[335] Horses, wagons, carriages, cars and streetcars were all using the boulevards at the turn of the century. Boulevard crossings, especially where

[328] http://chicago-outdoor-sculptures.blogsport.com/2010/05/bfferguson-monument-fund_10.htm.
[329] The Ferguson Fund continues to fund important sculpture in Chicago.
[330] http://www.waymarking.com/waymarks/WM7JW7_Jacques_Marquette_Monument_Chicago_IL. This website also notes that the monument was erected after the Ferguson Fund "received a petition signed by 15,000 schoolchildren asking that a monument be created." The monument is seen every day by the elementary school children of the John Spry Public School immediately behind it on Boulevard Way and the high school students at Carter Harrison High School on the opposite side of West 24th Boulevard.
[331] West Chicago Park Commission, *Forty-Sixth Annual Report* (1914), p. 18 and *Annual Report* (1921), p.46.
[332] West Chicago Park Commission, *1921-1922 Annual Report*, p.16.
[333] West Chicago Park Commission, *1925 Annual Report*, p. 10.
[334] West Chicago Park Commission *1894 Annual Report*, first mention of racing on the boulevards.
[335] For example, the *1905 Annual Report* notes the "attitude of many of the automobiles on the boulevards…in exceeding the speed limit…" p.16.

streetcars were involved, had become serious safety hazards.[336] In 1909, the city passed an ordinance requiring that all streetcar crossings be rebuilt to new safety standards that included rounded turns.[337]

Like the city, the West Park commissioners knew they needed to respond to these growing dangers. Considerable time was spent in the 1910s evaluating traffic problems on the boulevards and experimenting with various solutions. The West Park System took its first one-day traffic count in 1911 and a second one in 1914 at the corner of Jackson and N. Sacramento Boulevards. In this three year span horse-drawn wagon traffic dropped from 260 to 97 and motor-driven trucks doubled from 406 to 812. Automobile traffic exploded from 765 to 3551 in a single day. In response to this increasing traffic volume, the commissioners placed an experimental "pilot post" or "dummy policeman" with an electric light on it at W. Carroll Avenue on N. Sacramento Boulevard in 1912. In order to address the growing problem of accidents where side streets crossed the busy boulevards, in 1919, the commissioners placed over 600 specially-designed boulevard stop signs at every intersection in the system, the first use of fixed stop signs in the city.[338]

In 1921, the West Park commissioners decided to take action to try and control traffic hazards throughout the system through a series of important steps, some of which were the first of their kind in the city. These included:

Widening the drives on N. Sacramento Boulevard, now a major north-south artery through the west side;

Creating rounded corners on the boulevards in order to ease turning;

Installing "mushroom lights," electric lights set into the pavement with a shallow domed iron cage above them at the rounded corners. They served to light the intersection and could be driven over safely by most vehicles[339];

Instituting directional signs throughout the system, a method that had not yet been tried elsewhere in the city; and

Erecting a series of automated signal towers, the precursors to our modern-day stop lights. The city was still using people to direct traffic at hazardous intersections, but the West Park commissioners were convinced that these automated signals would be more economical in the long run and they had the added advantage of being there twenty-four hours a day, seven days a week.

Returned

The installation of all these safety devices was completed by 1926. Bond issues in 1905, 1915, 1923 and 1927 had all helped to increase park lands, carry out improvements, build park buildings and provide maintenance to existing parks. The West Chicago Park System had been able to capitalize on the prosperity of the 1920s by passing a $10 million bond issue in 1927. With this money the West Park commissioners built twelve new buildings, including the massive new field houses in Humboldt, Garfield and Douglas parks. Even

[336] For an example of a West Park System Police Report from this period see West Chicago Park Commission, *1912 Annual Report*, p. 212.
[337] West Chicago Park Commission, *1909 Annual Report*, p.51.
[338] West Chicago Park Commission *1919Annual Report.*
[339] West Chicago Park Commission *1921Annual Report.*

the boulevards, which often were the last areas to receive any benefit from bond issues, had $1 million spent on their rehabilitation and widening.[340]

Douglas Park : Mid 1890s-1934

Activities Spur Park Improvements

In 1895, members of several German Turners' clubs petitioned for an entirely new recreational facility in Douglas Park— an outdoor gymnasium. The following year, this resulted in the construction of one of Chicago's first public facilities with outdoor gymnastics apparatus, a running track, a swimming pool, and a natatorium (locker room building). It was located at the southwest side of Douglas Park. Designed by architect Frank Randall, the natatorium building (which is no longer extant) had locker and dressing rooms as well as bathrooms for men and women. Rectangular in form, the structure surrounded the outdoor swimming pool area. The water was heated, and the pool was drained each night to provide fresh water every day. Bathing suits and towels were furnished to the public for free. The adjacent open air gym included an oval cinder running track. Built at the cost of $46,700.00, this facility was dedicated on August 22, 1896, with ceremonies that attracted a crowd of 15,000.

In addition to gymnastics and swimming, there were a number of other popular activities in Douglas Park in the 1890s. The lagoon was used for boating in the summer and ice skating during wintertime. To cross various portions of the lagoon north of Ogden Avenue, three handsome bridges were constructed. In 1892, a stone and iron carriage drive bridge was constructed as part of the drive that crosses the lagoon. Two footbridges were built later in the decade. One is a granite boulder arched bridge, completed in 1897. The other is a cut stone bridge dating from the same period. A *Chicago Daily Tribune* article stated that "…Douglas Park is rapidly coming to the front as one of the most attractive and popular amusement places in the city."[341]

Returned

West Parks Fall into Decay

By the turn of the century, the West Park Commission was riddled with political graft, and the three parks soon suffered from neglect and deterioration. Of the three parks, Douglas Park was one of the most dilapidated. A newspaper article of 1903 reported:

> The people living near Douglas Park are complaining of the conditions there. They say it is fast becoming a ruin, that seats broken down are never replaced, that weeds are growing up on the lawns, that rubbish is fast accumulating and never removed, that proper police protection is wanting, and that there is an entire lack of attention from employees.[342]

Although this derailed progress for a few years, it spurred the next major period of development in Douglas Park, directed by Jens Jensen who eventually became recognized as a dean of American landscape architecture.

[340] West Chicago Park Commission, *1927-1928 Annual Report*, p.13.
[341] "Music in the Parks," *Chicago Daily Tribune*, June 6, 1897, p. 41.
[342] "Politics Works Ruin to Parks," *Chicago Daily Tribune*, August 31, 1903, p. 7.

Improvements Guided by Jens Jensen

A Danish immigrant, Jens Jensen (1860 – 1951) had settled in Chicago in the mid 1880s and found employment as a laborer for the West Park Commission. This low level job proved to be the beginning of an illustrious career. In 1888, observing that exotic flowers did not thrive in Chicago's climate, Jensen took a team and wagon into the countryside, carting in wildflowers, and transplanting them in Union Park, then headquarters of the West Park System. Although native plants were generally considered weeds, his innovative "*American Garden"* became quite popular.

Because Jensen adamantly refused to take part in the political corruption of the period, in 1900, he was fired. To support his growing family, he began designing estates for a few influential clients. Five years later, reform-minded governor Charles S. Deneen swept the West Park System clean by appointing an honest and progressive board. The new board, who selected Jensen as general superintendent and chief landscape architect of the entire West Park System, approved a two million dollar bond issue to fund improvements, and began a major new period of improvements.

Douglas Park needed a great deal of planting when Jensen took over. Jensen later explained that part of the reason the Douglas Park's landscape needed so much attention was that it suffered from the smoke damage caused by factories in the area.[343] Jensen asserted that the need to replant gave him the "opportunity of trying out on a large scale this idea of employing indigenous stock, and all the new shrubbery and trees that we planted were native, and wherever replacements were needed in the older areas these were largely made with indigenous material."[344]

Returned

In addition to replanting the landscape, Jensen made a major improvement to the deteriorated southern end of the park. He filled in the existing artificial lake and demolished the conservatory, which had fallen into disrepair. This site, with its busy intersection of Ogden Avenue and Sacramento Drive presented a design challenge. Here, in 1907, he placed a long seven-acre formal garden, providing a buffer between the street and a new naturalistic meadow to the south. A concrete Prairie Style pavilion with a grand archway, Flower Hall, marked the entrance to the garden. Although, the designer of this structure is unknown, it was likely Schmidt, Garden and Martin, a firm that designed a number of other Prairie style features in the West Parks during Jensen's tenure. Jensen and Hugh M. G. Garden were friends and known to work closely together. When Jensen retired, in 1935, to establish a "school of the soil", The Clearing" in Door County, Wisconsin, he engaged Garden to design beautiful buildings of native stone on the property.

Along with the shelter structure known as Flower Hall, the formal garden had a number of elements composed of concrete such as custom-designed benches and lanterns. Jensen believed that concrete was an excellent material for this garden. In a paper that he presented to a convention of park superintendents he said:

> "May we not call this the beginning of the concrete age, and say who can determine the possibilities of the future in this wonderful composition? No other building material has such a broad scope as usefulness as concrete. Its usefulness is almost unlimited…"[345]

[343] Ragna Bergliot Eskil, ed. "Natural Parks and Gardens, by Jens Jensen, as Told to Ragna B. Eskil." *The Saturday Evening Post.* Vol. 202, (March 8, 1930).
[344] *Ibid*.
[345] Jens Jensen, "Beauty and Fitness in Park Concrete Work," *Park and Cemetery Magazine,* vol. XVIII, Nov. 1908, no. 9, page 435.

Jensen's paper was published in a magazine article that included photographs of Douglas Park's new benches and Flower Hall pavilion.

One building that was dilapidated beyond repair when Jensen took over was the old Casino. This structure had included a party room and boat house. In 1907, Jensen replaced the building with a Refectory Building, Boat Landing, and Pavilion designed by William Carbys Zimmerman, who then served as the Illinois State Architect. "Generally known for his eclectic historical revival style mansions, under Jens Jensen's influence" he created several buildings "in the Prairie Style" for the West Park System.[346] Similar to a new Zimmerman-designed building in Garfield Park, the Douglas Park structure had strong horizontal lines with a low hipped roof and arched openings along the edge of the water from which the boats were launched. An adjacent music court was bordered by pergolas and small octagonal pavilions.

Jensen's work during this period included a new Marshall Boulevard entrance into the park. This "distinctive entrance" had an "ornamental gateway, constructed in semi-circular pergola style, with a water basin in front of the pergolas and with heavy concrete posts."[347] A more utilitarian structure was built at this time--a brick barn and service yard tucked into the southeast corner of the park. This red brick stables building had an interior area with stalls for horses, with a hay loft above.

Douglas Park Continues to Evolve: 1910s -1934

Returned

By the 1910s, the neighborhood surrounding Douglas Park was largely composed of Eastern European immigrants. A group of Bohemian Americans formed a committee and raised money for a *Karel Havlicek Monument,* to honor the revered Czech poet, journalist and political martyr. One of three original castings of a memorial by Josef Strachovsky (1850 – 1913), a sculptor from Prague, the *Havlicek Monument* was dedicated just west of the formal garden in 1911.

Douglas Park supported an increasing number and variety of recreational activities. Boating and skating continued to be popular and the lagoon was stocked for fishing as well. The natatorium was a hub for swimming, gymnastics, track and field, and the meadow south of the formal garden had fields for baseball and football.

By 1920, the political winds had shifted once again, and Governor Lowden removed all seven members of the West Park Board of Commissioners from office. Aware that he would soon be ousted, Jens Jensen severed his ties with the West Park System for the final time. Over the next few years, only minor updates were made to Douglas Park and by the mid 1920s, a new West Park Commission Board believed it necessary to undertake a system-wide program of improvements. As part of the 1927 bond issue, Michaelsen & Rognstad, local architects of Norwegian descent, were hired to design the West Park system's twelve buildings. For Douglas Park, the commissioners allocated just under a half million dollars for the new field house. The architects designed an eclectic Georgian Revival style red brick building with fanciful details. Constructed in 1928, this structure was similar to the new Humboldt Park field house that Michaelsen & Rognstad were designing at the same time. Although the two buildings were not exactly alike, the architects created one set of identical floor plans for both field houses.

[346] Julia S. Bachrach and Jo Ann Nathan, *Inspired by Nature: The Garfield Park Conservatory and Chicago's West Side,* 2008, p. 21.
[347] *Forty-Fourth Annual Report of West Chicago Park Commissioners for the Year Ending December 31, 1912*, p. 38.

Between the late 1920s and the early 1930s, Douglas Park was extremely popular and frequently patronized by members of the surrounding Lawndale neighborhood. Fishing on the lagoon was a favorite activity and people could rent rowboats from the lower level of the field house, and they could fish from the boats. The numerous activities offered at the park and its field house were enjoyed by many during the early years of the Depression.

Garfield and Humboldt Parks 1905- 1934

Jens Jensen used Garfield Park and Humboldt Park as places to experiment with his ideas of incorporating native plants and stylistically-sympathetic structures into the landscape. In 1908, Jensen replaced the three West Park System conservatories with a single, large conservatory in Garfield Park. This building "was considered revolutionary when it opened in 1908," because unlike the "typical greenhouses with showy displays of potted plants' its rooms had "tropical plantings placed directly in the ground, stratified stonework, lagoons, and cascading water."[348] In 1928, the West Park Commissioners decided to make Garfield Park their headquarters, and they built an enormous Administration building to provide offices to the commissioners and staff members including the park police. Designed by Michaelsen & Rognstad, the Spanish Revival style building was modeled on the California Building of San Diego's 1915 Panama-California Exposition.[349] Known as the "Gold Dome Building," the structure includes fine interior details such as bas relief panels by sculptor Richard W. Bock (1865- 1949).

Returned

From 1905-1920, Jensen, also used Humboldt Park as a living laboratory for his evolving Prairie Style of landscape architecture. His work included the addition of a meandering waterway, which he considered a "prairie river", to the park's lagoon and the incorporation of Prairie Style buildings by Schmidt, Garden & Martin and William Carbys Zimmerman. He also added a formal rose garden on the site of a demolished conservatory. Humboldt Park, Garfield Park and Douglas Park, all the parks in Jenney's original plan, were able to adapt over time to its changing neighborhood, new more active recreational uses and new styles of landscape architecture. Like Douglas Park, Garfield and Humboldt Parks were especially popular during the difficult early years of the Great Depression.

THE CHICAGO PARK DISTRICT: CONSOLIDATION, 1934-1942

Summary Paragraph

Following the onset of the Depression of the early 1930s, the parks, boulevards and squares were in a state of severe disrepair. There were 22 separate park districts managing the park and boulevard system. The Park Consolidation Act of 1934 resulted in all of Chicago's 22 park districts being consolidated into the single Chicago Park District. Federal money was acquired under the WPA and the PWA programs, enabling large scale construction, rehabilitation and additional services. This funding ceased at the beginning of World War II.

[348] Julia S. Bachrach and Jo Ann Nathan, *Inspired by Nature the Garfield Park Conservatory and Chicago's West Side*, 2008, p. 57.
[349] *Ibid,* , p. 31.

Factors Leading to Consolidation of the Park Systems

As a result of reduced tax revenues and their own decades-long mismanagement, the healthy financial conditions of the late 1920s came to a screeching halt once the last of the bond issue money was spent in 1928. When the Depression started in late 1929, the parks were once again facing a backlog of deferred maintenance. Shortly after the onset of the Depression it became necessary for the Illinois Emergency Relief Commission to provide labor for park and boulevard maintenance.[350] In 1933 the West Park Commission was $20,000,000 in debt.[351]

The 1920s were years of great contrasts, especially in the Midwest. On the one hand, business was booming. Real estate, in particular, was experiencing tremendous growth. New skyscrapers, department stores and movie palaces were filling up both Chicago's Loop and its neighborhood commercial areas. Bungalows, courtyards and other types of apartment buildings were finally bringing many city neighborhoods to full development. The parks and boulevards, including those mentioned in the already-listed parks in *The Historic Resources of the Chicago Park District* and the *Logan Square Boulevards Historic District*, were in the heart of much of this new growth.

Although city life seemed to be a never-ending upward spiral of prosperity in the early 1920s, there were early signs of trouble. Throughout the decade farmers struggled with increasing costs and low returns on their crops. With farm crops providing many resources for both commerce and industry in Chicago, it was inevitable that the farm depression would have an early impact on the city. A small recession in 1924, followed by the bankruptcy of the city's largest streetcar line in 1925, was the first sign of trouble.[352] In 1928, there was a city-wide property reassessment that delayed tax collections that year. The reassessment was followed by six years of tax strikes, further reducing income to all public functions.[353] The final crushing blow came in October, 1929, with the stock market crash.

Returned

The Great Depression was particularly hard on Chicago since much of the city's prosperity was based on industry, one of the sectors hardest-hit by the economic collapse. Between 1927 and 1931 50% of the city's manufacturing laborers lost their jobs. In the African-American community, which had long suffered from job discrimination and which did not have the protection of labor unions, unemployment rapidly reached 50%. The atmosphere in Chicago was volatile with both strikes and tense racial confrontations.[354]

Consolidation: The Chicago Park District

When the three original park systems were formed in 1869, there was a geographic logic to their boundaries. Lincoln Park and the city's primary population and commercial centers were east of the river. On the South Side, the towns of Hyde Park, South Chicago and Lake were not yet incorporated into the city. The West Side, newly incorporated, would need large infusions of cash in order to create an entirely new system. Despite the logic of this separation, as early as 1873 there was discussion about consolidating the three systems to achieve greater efficiency.[355] Although considered four more times in the ensuing decades, it would take the financial crisis of the 1930s to bring about the necessary change.

[350] Chicago Park District, *First Annual Report*, 5/1/1934 to 12/31/1935, p. 17.
[351] Sniderman, *The Historic Resources of the Chicago Park District*, Section E, p.14.
[352] Grossman et al, *Encyclopedia of Chicago*, p.6.
[353] Instigated by the Association of Real Estate Taxpayers. *Encyclopedia of Chicago*, p. 809.
[354] *Ibid.,* pp.360-361.
[355] Sniderman Bachrach, *The Historic Resources of the Chicago Park System*, Section E, p.14.

The West Park System and the South Park System had become two of twenty-two separate park districts operating simultaneously in Chicago during the early 1930s. Along with the problems caused by such an unwieldy number of agencies, there were compelling financial reasons for consolidation. By the early 1930s, 18 of the city's 22 park districts were in default and/or arrears. The Great Depression had rendered most of these independent districts insolvent. The debt of the West Park System was the most staggering of them all. It was desirable to receive federal aid, but in order to be eligible it would be necessary to streamline operations and bring the many systems together to operate as one unit. In 1934, all 22 agencies were legally consolidated into the Chicago Park District.

To gain access to federal funding through President Franklin Delano Roosevelt's New Deal, voters approved the Park Consolidation Act of 1934, "Between 1935 and 1942, the Chicago Park District received more than $82 million in federal funding through Public Works Administration (PWA) and the Works Progress Administration (WPA). State and City funds increased this total to more than $100 million. Using these funds, the park district made numerous improvements throughout the system."[356]

The consolidation vote brought together the three original districts as well as nineteen newer districts that had been created since the park legislation of 1895. The public approved the consolidation by referendum on April 10, 1934, thereby creating the Chicago Park District. Unlike some of the large boards that had been appointed by the Governor for the last 64 years, the new board was to have just 5 commissioners who were to be appointed by the Mayor with the approval of the City Council.

Returned

Although Mayor Edward J. Kelly (previous President of the South Park Commission) had appointed the Chicago Park District Board of Commissioners, by May 1, 1934, a series of lawsuits, delayed the merger of the independent park commissions into the Chicago Park District until October 11, 1934. At that time the new centralized agency began its operations. The Chicago Park District inherited more than 130 parks. Many were more than 60 years old and in dire need of improvements and repairs.

As the new board noted in its *Annual Report*, the citizens of Chicago were faced with the decision about whether to maintain the city's extraordinary system of parks and boulevards even in the face of extreme economic hardship.[357] Their vote was a resounding yes.

As the *Annual Report* of 1935 noted, Chicago was "renowned" for its boulevards so it was important that they be properly maintained and policed. They were not considered secondary to the parks as they might have been in other cities. Indeed, the parks and boulevards together were so widely dispersed throughout the city that the Chicago Park District was "almost a city in itself, woven through the warp and woof of the metropolis."[358] The Chicago Park District regulated 65% of the city's traffic on its 122 miles of boulevard roads, and it was responsible for policing these roadways and 5500 acres of parkland. It also had to maintain 28 miles of lake shore.[359] The commitment and dedication of Chicago's residents to this vast system during these difficult times was extraordinary.

[356] Julia S. Bachrach and Jo Ann Nathan, *Inspired by Nature the Garfield Park Conservatory and Chicago's West Side*, 2008, p. 32.
[357] *Ibid*, *First Annual Report, 1935*, p. 18.
[358] Chicago Park District, *First Annual Report,* 1935, p.35.
[359] Chicago Park District, *Annual Report* 1937, p. 15.

The Works Progress Administration (WPA) and Public Works Administration (PWA)

At the onset of the Depression the situation in Chicago was so severe that President Franklin Delano Roosevelt made a special effort to direct relief money to the city in order to create jobs and ease the tensions. The newly consolidated Chicago Park District would be the recipient of significant federal relief money. In 1935, the public approved a $6 million bond to match anticipated federal funds. The anticipated funds were from the Public Works Administration (PWA) and the Works Progress Administration (WPA). As evidenced in the Chicago Park District's first *Annual Report*, they were very much needed.[360]

The Public Works Administration was created by the National Industrial Recovery Act in 1933 to fund large scale public projects. It channeled money to Chicago until 1939, when the program effectively came to an end. Its importance to the Chicago Park and Boulevard System was its contribution to the rebuilding of the massive S. Western Boulevard/Avenue bridge across the Sanitary and Ship Canal.

The WPA was created by the federal government in 1935. It provided money to states and municipalities for local projects that would afford much needed employment, principally for residents on relief. The first *Annual Report* of the Chicago Park District explained the process for obtaining them:

> At the invitation of WPA authorities, the Park District prepared and submitted a long list of worthy projects affecting practically every park and boulevard under its jurisdiction and sufficient in the aggregate to place all physical properties in excellent condition besides providing a large number of added facilities for recreation and park service. . . On August 3, 1935, the first important WPA project was approved and operations commenced. [361]

Returned

Money from the WPA funded a huge number of work projects and enabled rehabilitation of parks and boulevards throughout the city during the Depression years before World War II. All of the work done to rehabilitate and upgrade Chicago's parks and boulevards during this period was designed and executed by Chicago Park District employees. Over the next six years the Chicago Park District spent nearly $10 million on maintenance, rehabilitation and new construction throughout the city. The last of this work was carried out in 1942, just as the national economy began to grow again in response to the industrial demands of World War II.

Federally Funded Work Projects

Road Surfaces and Traffic

Federal aid was to provide crucial work on the boulevards in the 1930s. With automobile and truck usage now the norm throughout the city, the narrow lanes and hard corners on the boulevards continued to provide serious safety challenges to drivers. Using its bond money the Chicago Park District began a huge program of resurfacing and widening boulevards throughout the system. Ultimately, 94% of the boulevards were resurfaced as part of this program.[362]

The newly-created Chicago Park District worked hard to integrate its operations with those of the city, coordinating traffic lights, improving its accident-reporting system and employing a traffic engineer to create

[360] *Ibid., First Annual Report*, 1935, p. 22.
[361] *Ibid*.
[362] Chicago Park District, *Second Annual Report* (1936), p.33.

flow diagrams and analyze troublesome intersections. It also worked hard to standardize traffic control devices on the amalgamated boulevard system it had inherited. As the 1935 *Annual Report* explained, "Hitherto, the traffic regulatory and directional signals of the South and West Park Districts varied in design, size and appearance, which was a cause of confusion."[363]

These all were responses to a larger transportation issue. Although planning for a new comprehensive system of superhighways for Chicago had begun, and the Chicago Park District was part of the process, the challenge of this period was to enable the boulevard system to, in large measure, shoulder the traffic burden in the interim. This was explained in the 1939 *Annual Report*:

> Our big problem today,…is to…analyze the use (now and in the future) of the boulevard system, due to the new super-highway program. It must be borne in mind what a large economic value the boulevard system possesses in addition to its aesthetic and recreational value, in view of the fact that the only super-highways that exist in Chicago today and the facilities that are now used in lieu of them are a part of the Park System. Interior boulevards now serve the purpose that the future super-highways will be called upon to carry, and their present popularity is due to the low accident rate per vehicle mile, scenic beauty, reduced running time, and general efficiency that prevails on those arteries.[364]

Infrastructure

Returned

Crucial infrastructure maintenance was included in the pre-war work undertaken by the Chicago Park District on the original boulevards. It included the installation of man holes, drainage tiles and catch basins, as well as updating the electrical system to power improved traffic signs and signals.[365] In 1938, for example, such work included the laying of 90 lineal feet of new drainage on Marshall Boulevard in the former West Park System and the construction of 3,200 square feet of retaining walls on E. and W. Garfield Boulevard in the former South Park system.[366] Substantial replacement of curbs and sidewalks was also made possible. WPA funding in 1936 alone enabled the replacement of 30,782 lineal feet of concrete curbing and 203,308 square feet of concrete walks.[367]

In addition to these larger improvements, the Chicago Park District placed 4000 pre-cast concrete benches, new lamp posts and numerous drinking fountains throughout the park and boulevard system at this time.[368] The necessity to minimize cost drove standardization of many auxiliary components such as these. "Each year a large number of concrete bench supports, electrical light posts and unit members for retaining walls were…[being] manufactured and kept at hand ready for installation in the field." [369]

Landscape

Depression-induced funding shortages in the five years prior to consolidation had resulted in serious deferred landscape maintenance along the boulevards. WPA monies enabled tree, shrub and lawn replacement

[363] *Ibid. First Annual Report*, p.24.
[364] Chicago Park District, *Fifth Annual Report* (1939), , p.118.
[365] *Ibid. Third Annual Report* (1937), p.89.
[366] *Ibid, Fourth Annual Report* (1938), pp.87-89.
[367] *Ibid. Second Annual Report* (1936), p.38.
[368] *Ibid.* p.108.
[369] *Ibid. Sixth Annual Report* (1940), p.22.

to be pursued with vigor on nearly all the boulevards. Plants chosen were described in the 1937 *Annual Report* as "ones that tolerate monoxide gas from heavy moving traffic and whose roots stand the confinement of pavement above and electrical wires, water and sewer pipe below."[370] E. and W. Garfield Boulevard had declined to very poor condition by the beginning of the Depression. Remedial landscaping in 1939 removed 146 dead and diseased trees and 41,789 shrubs, and 2,600 new shrubs were planted.[371] These numbers illustrate an approach to landscape maintenance initiated during this period which would whittle away the lushness of the boulevards. This approach was articulated in the 1940 *Annual Report*, which stated "…all landscape design in late years is planned with careful attention to the expense of maintenance and with every effort to avoid conditions that materially increase maintenance and operating cost."[372]

Floral decoration, however, was revived on the boulevards. In 1938, for example, "Outdoor Floral Display Areas" on the original boulevards of the former South Parks system included 1,013 square feet on South Park Way (Grand Boulevard) at 35th Street, 92 perennial borders on S. Western Boulevard, 39 annual beds totaling 15,368 square feet on S. Drexel Boulevard, and 23 annual beds totaling 10,624 square feet and 3 perennial borders totaling 780 square feet on W. Garfield Boulevard.[373]

Douglas Park under Management of the Chicago Park District

After the consolidation of the Chicago Park District WPA funds led to improvements in all of the existing parks. In Douglas Park, these included planting thousands of new trees and shrubs, laying new sidewalks, re-grading the ball fields, rebuilding the running track, and constructing a new Colonial style brick comfort station on the southeast side of the park.

Returned

Few alterations or improvements were made to Douglas Park during the WWII period, however; the park was subjected to new pressures in the Post War era. The surrounding neighborhood had a growing population of children as a result of the "Baby Boom" and other demographic changes. In response to the need for additional and improved recreational facilities, new tennis courts and playgrounds were constructed and the old outdoor swimming pool in the natatorium was replaced with a new modern pool adjacent to the field house. Due to overcrowding in the area schools, community groups lobbied for a new high school, and because there were few large vacant properties available for such a structure, they advocated for its construction in Douglas Park. After years of public conflict for and against this proposal, the Illinois Supreme Court made the final decision approving the use of parkland for the new school in 1970.[374] Occupying a two-acre site, just west of the field house, Collins High School was built in 1973 as a project of the Chicago Building Commission.

In addition to the visual impact of the large high school complex, the Chicago Park District made a few small changes in the 1960s and 1970s that have somewhat detracted from the park's historic integrity. The Chicago Park District removed the *Havlicek Monument* from Douglas Park and relocated it to Northerly Island in Burnham Park[375]. Other alterations of the period include constructing a utilitarian landscape shed near the

[370] Chicago Park District, *Third Annual Report* (1937), p.131.
[371] *Ibid. Fifth Annual Report* (1939), p.93.
[372] Chicago Park District. *Sixth Annual Report,* 1940, p.21.
[373] *Ibid. Fourth Annual Report,* 1938, p.134.
[374] "The Park Lands Fall," *Chicago Tribune*, Oct. 3, 1970, p. 8.
[375] Julia S. Bachrach, Web-based Guide to Fountains, Monuments, Sculptures & Statues, Chicago Park District, 2010, available at: http://www.chicagoparkdistrict.com/facilities/fountains-monuments-sculptures/

formal garden, building a modern comfort station of the west side of the park, and converting a portion of the lagoon into a swimming lake. The purpose of that project was to accommodate the west side residents who often had little access to Lake Michigan beaches.

Since the mid 1990s, the Chicago Park District has made several improvements to the park including the restoration of Flower Hall— along with its lighting fixtures and benches; the recreation of historic street lights; new playgrounds; establishment of a junior golf facility adjacent to a "natural no-mow" landscape area; and a new curved pergola designed in the spirit of the original. In spite of the intrusion of the school building and some loss of historic fabric, Douglas Park remains an extremely important historic resource. It is a rich tapestry representing the work of Jenney, Dubuis, Jensen and other designers as well as reflecting the needs and desires of several generations that have used the park over the decades. Douglas Park provides Chicagoans with a link to the past and continues to enrich the lives of neighborhood residents.

Management of Gage and McKinley Parks

The 100 million of government funding that was received by the newly-consolidated Chicago Park District led to considerable work in Gage and McKinley parks. As "park facilities and landscapes were in various states of completion and disrepair, a significant portion of WPA funds allowed a flurry of construction and improvement projects."[376] Chicago Park District staff members did nearly all of the planning, engineering, design, and construction work for these projects. Work in both McKinley and Gage parks included conditioning lawn and the ball fields, planting thousands of new shrubs and flowers, laying sidewalks, building additional tennis courts, and installing lighting. In McKinley Park, work also included constructing a new parking lot and remodeling the locker and changing room building next to the swimming lagoon.

Returned

During the late 1930s McKinley and Gage Parks offered a large menu of programs and activities to their surrounding communities. They both had broad and varied sports programs including swimming, tennis, softball, football, ice skating, and archery. Drama and social dancing were offered at both parks, and McKinley had folk dancing. In addition, McKinley Park offered several music programs such as chorus and orchestra. The Chicago Park District provided an extensive array of arts and crafts classes at both parks including pottery, model yacht and airplane making, woodworking, kite making, leather craft, weaving, sewing, and quilting. Gage Park also had its own Drawing and Painting Club that met several times a week and exhibited in its own club room in the basement of the field house.[377] This club may have been responsible for creating a mural which was painted directly on the wall of the first floor library room (now an office). It depicts an Eastern European family and their folk traditions.

Alterations or improvements to McKinley and Gage Parks slowed during the WWII period, however; during the Post War era, the Chicago Park District began focusing on modernizing the parks often to accommodate recreational programs. Unfortunately, some of these changes had a negative impact on the historic fabric of the parks. In 1950, the park district filled in the old naturalistic swimming lagoon in McKinley Park and built a new rectangular pool south of the field house. At that time, the historic changing room building was partially demolished and the remaining portion was converted into a trades facility.

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[376] Julia Sniderman Bachrach, *The City in a Garden: A Photographic History of Chicago's Parks,* Center for American Places, 2001, p. 24.
[377] "Tribunes Color Photos Feature Gage Park Show," *Chicago Daily Tribune*, October 3, 1937, p. SW 4.

In the late l950s, the Chicago Department of Transportation sliced through the southeast side of McKinley Park's landscape to make way for a ramp providing an express route from S. Damen Avenue to W. Pershing Road. Not only did this truncate the park's landscape; it also required the filling of the southeastern side of the lagoon. In Gage Park, the Chicago Park District built a handball court in the men's open air gymnasium in 1950. A decade later, the sunken lily pool was filled in, and made into a lawn area.

In recent years, some additional facilities have been added to the parks with less impact on the historic character of both of the parks. In the mid-1990s, the Chicago Park District built an ice skating rink and an interactive water playground in McKinley Park. At the same time, the lagoon underwent a major renovation project featuring improved access to fishermen. In 2008, the park district installed an artificial turf soccer field in the old children's playground area in McKinley Park and an artificial turf field in an underutilized area at the southeast side Gage Park in 2012.

Over the years, McKinley and Gage Parks have continuously provided a variety of athletic, recreational, social, and educational programs and services to the community. Although they have adapted to current times, the parks retains a good deal of historic fabric. McKinley and Gage Parks offer many of the same kinds of programs as were historically provided, such as archery, basketball, football, swimming, gymnastics, and arts and crafts. They also respond to special needs by including therapeutic recreation programs— both parks offer Special Olympics gymnastics programs and Gage Park has a number of classes for people with disabilities. Today, McKinley and Gage Parks provide Chicagoans with valuable links to the past and continue to enrich the lives of neighborhood residents

Returned

Updating the Link between the Systems

Although financial shortfalls continued to trouble the Chicago Park District, it was able to undertake one major piece of work at the far south end of the old West Park System. In 1936, the intersection of California Boulevard, 31st Boulevard, their adjacent streets and the bridge over the waterways and railroads on Western Avenue was redesigned and rebuilt.[378] This was a complicated interchange and had long been one of the most troublesome traffic spots in this part of the city. A beautiful cast concrete bridge with Art Deco detailing and Art Deco lamp posts, 335 new trees and 2160 new shrubs made a substantial improvement to this vital connection between the west and the south sides of the city. In 1937, the Chicago Park District appointed a Citizens Committee to Investigate the Operations and Expenditures of the Chicago Park District.[379] The Committee got a lot of publicity for their work but ultimately concluded that, although the operating costs of the Chicago Park District were high, this was to be expected given the intense use of the parks and boulevards throughout the city.

The final expenditure of money for this project by the Public Works Administration occurred in 1940, when improvements on S. Western Avenue replaced an aging swing bridge that crossed the Sanitary and Ship Canal and the railroad tracks.

[378] Chicago Park District *Fourth Annual Report* (1938). p.128. Also see http://forgottenchicago.com/features/chicago-infrastructure/south-western-aveneu-improvement/
[379] *Ibid. Third Annual Report*,1937, p.18.

World War II: The End of WPA Funding

America's entrance into World War II brought not only a shift in focus of the Chicago Park District to the home front war effort, but a shortage of materials and manpower that effectively suspended construction activity on the original park and boulevard system. Chief Engineer Ralph Burke had seen it coming,

> …recognize[ing] more and more clearly that the National Defense program and eventually actual war efforts would soon interfere with, if not actually prevent execution of improvement projects of ordinary character. Therefore, every effort was made during the year [1941] to bring to completion all projects that could not be postponed. [380]

All Works Projects Administration projects were suspended in 1942.The largest single component affecting the original boulevards; the paving program, was halted in July, 1942, and thereafter resumed only "as necessary to the successful prosecution of the war."[381]

The contribution of the WPA program to the health and vitality of the Chicago Park District was enormous. The *Annual Report* of 1942 records that the contribution of the Park District to projects jointly sponsored with the WPA totaled $20,565,304.18 for the period from July, 1935 to December 31, 1942, while the contribution of the WPA in labor and materials approximated $80,000,000.00 for the same period.[382] The president of the Chicago Park District would make on its impact the following year: in 1935 the newly consolidated park district was "forced at the outset to bend most of its efforts to save fast deteriorating properties," but "[t]hanks to federal aid through the Works Projects Administration during the period 1935 to 1940 inclusive, the Park District was enabled to proceed with a city-wide rehabilitation program…" [383]

Returned

ARCHITECTURE LINING THE PARKS,BOULEVARDS AND SQUARES: 1869-1942

Summary Paragraph

The architecture in The Chicago Park Boulevard System Historic District reflects the variety of building types and styles popular in Chicago from 1869 until 1942, with the classical architecture of the 1893 World's Columbian Exposition being particularly influential. The majority of the buildings in the District tend to be high quality, with many designed by talented architects recognized for their contributions to architectural history. Realtors who developed property and businessmen who established companies along the parks and boulevards found the location appealing, recognizing the potential for financial gain. Those who lived, worked, studied and worshipped in the buildings along the system were attracted by views of nature, a prestigious address and accessibility to recreation. The architecture of each segment of the system was impacted by Chicago's rapid population growth, nearby transportation routes and the city's vast and diverse ethnic settlement patterns. Although deterioration is, in some areas, an issue, the integrity of the buildings in the District generally tends to be very good, with building styles generally unaltered.

[380] Chicago Park District, *Seventh Annual Report* 1941, p.20.
[381] Chicago Park District*., Eighth Annual Report* (1942), p.151.
[382] *Ibid. p. 105.*
[383] *Ibid, Ninth Annual Report* (1943), p.13.

Types, Styles and Architects

The buildings along the park and boulevard system reflect, in microcosm the architectural development of the city of Chicago. A vast variety of building types and styles may be found framing Chicago's parks and boulevards in *The Chicago Park Boulevard System Historic District*. There are single-family homes, row houses, flats of various sizes, large apartment buildings, commercial and institutional buildings and factories. Chicago's choice building sites were located along the parks and boulevards, so that regardless of function the architectural quality tended to be high. Buildings by talented architects dot the entire system.

When analyzed individually, many buildings provide textbook examples of the styles that were popular in the Chicago area from the early 1870s up through 1942. The breadth of building styles is as great as of building types. Throughout the system, there are Italianate cottages, simple but handsome Queen Anne row houses and excellent examples of historical revival buildings of all types, from single-family houses to apartment complexes and factory buildings. Whether Gothic, Tudor, Romanesque, Classical or Moorish, many of these buildings are beautifully detailed. Factories with Craftsman detailing and similarly-detailed large Chicago Bungalows also face the parks and boulevards that arc around Chicago. Art Deco and Moderne buildings are represented. Greystones, a building type seemingly unique to Chicago, dominate many segments of the system; their styles vary from Romanesque to Classical Revival, sometimes displaying a unique combination of various stylistic influences.

Returned

Many of Chicago's most prominent architects designed structures along the parks and boulevards. Some, including Alfred Alschuler, A. Epstein, Burnham & Root and Holabird & Roche, are recognized for their large commercial buildings located in Chicago's business district. It is less well known that Alschuler and Epstein designed factories along Pershing Road facing McKinley Park in the Central Manufacturing District, or that Burnham & Root and Holabird & Roche designed buildings along the system. Henry Ives Cobb's Gothic Revival buildings dominate stretches along the north side of the Midway Plaisance, buildings that established the character of the prestigious University of Chicago. Frost & Granger designed mansions along Drexel Boulevard. Great movie palaces were created by the firm of Rapp & Rapp, but the firm also designed the Windermere East, a large residential hotel that faces Jackson Park.. Other architectural offices with recognizable names include Schmidt, Garden & Martin and Shepley, Rutan & Coolidge. Frank Lloyd Wright's Abraham Lincoln Center on E. Oakwood Boulevard is among the relatively small number of non-residential buildings he designed. The vast majority of buildings along the park and boulevard system, despite the number by prominent architects, were designed by architects who never gained prominence or were built by contractors, carpenters or homeowners. They are nevertheless handsome buildings that are an important part of the system's architectural fabric.

The Attraction of the Parks, Boulevards and Squares

Real estate development was a driving force for construction along the parks, boulevards and squares, which were perceived as visually enticing amenities. Purchasing a home facing a park, square or boulevard guaranteed an extended front yard. With their continuous planting programs, parks and boulevards provided exposure to a lovely view as well as fresh air and a delightful place to promenade.

Proximity to a park meant nearby access to passive and active recreation for those who lived, worked, studied, and worshiped across from them. Douglas, McKinley, Gage and the other parks had gymnasiums, pools, boat houses, bandstands and field houses where a variety of social and cultural activities took place.

The park and boulevard system was convenient. Those who worked downtown could reach their jobs by the nearby transportation systems that crossed the boulevards or ran along the alleys and commercial streets paralleling the boulevards. As the city's population grew and transportation systems expanded, commuter trains, cable cars and the el made getting back and forth easy.

Generally speaking, the boulevards, parks and squares attracted middle, upper middle and upper class residents. Large single-family homes with coach houses, on spacious lots, were built along S. Drexel and Grand Boulevards. Although there are smaller, simpler homes near the factory areas that are located along S. Western Boulevard, W. Pershing Road and Sacramento Square, most of the basic vernacular workers' housing was located on the side streets, not facing the boulevards. The two-family wood tenements, built by developers as worker housing, were constructed closer to the stockyards and factories, somewhat distant from the boulevards. Moving to a home on the boulevards symbolized upward mobility.

Building Development

There are some sections of the boulevards where construction took place very early, as on E. Oakwood Boulevard and S. Drexel Boulevard. E. Oakwood has several houses dating from the 1870s and 1880s. Development took place more rapidly where there was convenient transportation nearby that went back and forth to the business district. This was the case along S. Drexel and Grand Boulevards. Victoria Post Ranney, author of *Olmsted in Chicago*, notes that by 1875 Grand, Drexel, Pavilion (Garfield) and Oakwood Boulevard were in place.[384] Along these boulevard great houses sprung up and a drive to the upper division of South Park (Washington Park) became a fashionable outing for the wealthy. Those who lacked private carriages could ride in the horse-drawn phaeton which regularly left the corner of S. Drexel and E. Oakwood Boulevard for a thirty-cent tour of the parks.

Returned

Planning for the World's Columbian Exposition of 1893 served as a huge impetus for building development along the boulevards and parks. In 1888, the Alley EL (Chicago's first elevated railroad) was chartered, and when it opened in 1892, transportation to the south side greatly improved. With gas lamps followed by electric lamps and ever-improving road surfaces, living on the boulevards and around the parks and squares became increasingly attractive. Large hotels and apartments were built in anticipation of the fair. The Belmonte Flats on Grand Boulevard, (today S. Dr. Martin Luther King, Jr. Drive) is a remnant of that construction type. Beginning in the late 1880s, row houses began to line Grand Boulevard. Those built before the fair tended to reflect the Romanesque Revival buildings popular in the late 1880s; those built after it reflect the fair's Classical legacy.

With its formal Beaux Arts plan and Classical Court of Honor, the World's Columbian Exposition had a lasting influence. For decades, it impacted the design of monumental public spaces and the country's architecture, with classicism embraced by major institutions and, on a smaller scale, by homeowners. The influence of the fair's dignified classical architecture is seen in the design of synagogues along S. Independence and W. Douglas Boulevards, but also in the detailing of the numerous greystones scattered from Grand Boulevard on the east to W. Douglas Boulevard on the west and to N. Logan Boulevard on the north. Almost immediately after the fair ended, the Ferris Wheel was removed and the carnival atmosphere was gone from the

[384] Victoria Post Ranney. *Olmsted in Chicago*.(Chicago: Open Land Project, 1972, p.33. This information was noted in Sniderman Bachrach, *The Historic Resources of the Chicago Park District.* Section FIII, p. 6. By 1875, the landscape design for Washington Park had also been implemented.

Midway Plaisance. At that point, planning for the University of Chicago quadrangles and construction of the first imposing Collegiate Gothic buildings began on the north side of the Midway--the system's broadest and grandest boulevard.

The impact of Chicago's growth, from a city of 300,000 in 1870 to 3.3 million in 1930 was enormous. The city's immigrant populations grew and shifted, influencing the location and types of buildings constructed along the parks and boulevards. German, Irish, British, Scandinavian, Jewish, Eastern European, African American, Hispanic and increasing numbers of American-born families moved to homes on the city's boulevards and parks as they became successful. Places of worship, hospitals and businesses were built nearby to accommodate their needs. On some of the Boulevards--S. Drexel and Grand Boulevards--the single-family homes on large lots that initially characterized construction in *The Chicago Park Boulevard System Historic District*, began to be replaced by flats and large apartment buildings. After the city's major land annexations of 1889, numerous multi-family dwellings began to appear throughout the system. The variety of Chicago's building fabric, designed in the currently fashionable styles from the Chicago Fire of 1871 until just before World War II, expresses the city's architectural and, in some cases, ethnic evolution.

Architecture Along the Parks, Boulevards and Squares: The South Park System

Although when the South Park system was laid out in 1869 the area was a sparsely settled prairie with rough country roads, the precedent for high-end development in the area had been set over fifteen years before, in 1852. Less than half a mile east of the north end of Grand Boulevard, Illinois' powerful senator Stephen A. Douglas purchased a seventy-acre tract along Lake Michigan. There Douglas built a home for himself, donated land to successfully attract the first University of Chicago and developed two high-end subdivisions, Groveland Park and Woodland Park. These attracted prestigious residents such as Joy Morton, the founder of the Morton Salt Company. Subsequent high-end development was to take place along the nearby park and boulevard system.

Returned

S. Drexel Boulevard and Drexel Square

The sections of the boulevard system that were completed first were those at the east end of the South Park system. These areas attracted development and acquired immediate cachet. S. Drexel Boulevard [Maps 6,7,8,9] was a showcase, both for its stretches of voluptuous gardens and for its mansions. Large homes on spacious lots dotted this segment of the boulevard system from the very beginning. Its homes and the boulevard's beautiful greenways provided an enticing vista for the promenading that had become one of the city's favorite pastimes.

The character and quality of houses constructed along this segment of the system stem from the vision of Paul Cornell, an important initiator of the South Park system and one of Chicago's earliest and most important real estate developers. Cornell, who had come to Chicago in 1847 with the idea of creating a new town, purchased his land in 1853, founded "Hyde Park" and set about creating an elegant suburb. First on his agenda was the consideration of transportation and he immediately secured an agreement with the Illinois Central (IC) Railroad to begin commuter service. This was accomplished by 1856, and a station was built at 53rd Street in 1857. The new transportation lines from Chicago's downtown made the near south side a magnet for upper middle class development.

Hyde Park, which was incorporated in 1861, included an area extending from 39th Street to 53rd Street. By 1871, it had a population of 3000 residents. Unlike typical developments, where subdivisions were created and relatively inexpensive houses were sold, Hyde Park was planned to attract successful Chicagoans who would buy land and build their own houses. Cornell started by persuading his affluent family members and business associates. He then went after buyers based on the reputation of those who already lived there, advertising Hyde Park in the Chicago newspapers as the perfect setting for successful businessmen and professionals to build their country estates.[385]

Kenwood, which had become a part of the town of Hyde Park in 1861, was established by Dr. John A. Kennicott, a physician who had an estate on the lakefront at 43rd Street.[386] He, too, envisioned an elite suburb of large homes on substantial lots and within twenty years he saw his dream become reality. In 1859, the IC had opened the Kenwood station at 47th Street and, by 1861, several of the railroad's executives had built homes there. The Kenwood section of what became Hyde Park, north of 51st Street, remains home to some of the area's most substantial mansions. The south entrance of Drexel Boulevard was established at 51st Street, where several of these houses continue to be located. The creation of S. Drexel Boulevard, which was improved with lawn, trees, walkways and sumptuous floral displays, spurred this development.

The section of Drexel Boulevard north of Kenwood was located in an area called "Oakland." First opened as a subdivision in 1858 by pioneer Chicago entrepreneur and real estate developer Charles Cleaver, it was one of the city's premier residential neighborhoods in the 1870s and 1880s. Cleaver, like Cornell, moved quickly to obtain a connection to the central business district by securing an agreement with the IC for a stop. Oakland, too was an elegant enclave, characterized by row houses and single-family residences designed in the most fashionable styles of the times and inhabited by a number of Chicago's social elite.

Returned

The location of Hyde Park, which was annexed to the City of Chicago in 1889, was a logical place to establish an exclusive enclave. The south side of Chicago, untouched by the great Chicago Fire of October 8, 1871, became the wealthiest part of the city. Following the fire's devastation Prairie Avenue, stretching south from 16th Street, was the city's premier avenue. South Michigan Avenue, known as "Millionaire's Row," was a close second. Hyde Park also began to attract the wealthy. Annexation did not slow the attraction of Hyde Park as a preferred place to live, in part because commuter transportation was convenient, via the IC and surface lines. By 1887, cable cars were running along Cottage Grove, one block west of S. Drexel Boulevard, from Chicago's central business district south to 63rd Street.

Cornell understood that S. Drexel Boulevard was an important draw in his plan to create an elite suburb. He recognized that neighborhoods surrounding the parks and lining the boulevards were the most attractive areas in which to build houses. It was Cornell who, in the 1860s, headed up the group of civic-minded Chicagoans wanting to create a park and boulevard system. When legislation was passed in 1869 establishing the South Park system, Cornell was appointed to its first board of commissioners.[387] As the park and boulevard system was being established, he clearly saw the connection between civic and business interests. He wasn't alone in recognizing the investment potential for development along S. Drexel Boulevard. The Drexel family, Philadelphia bankers who also understood the development potential of real estate on the south side, was an early subdivider in the area and continued to own property in Kenwood immediately south of Drexel Square at

[385] Miles Berger. *They Built Chicago: Entrepreneurs Who Shaped a Great City's Architecture.* Chicago: Bonus Books, Inc., 1992. p. 19.
[386] Today Kenwood is considered a separate community area.
[387] Potter Palmer, who developed State Street as the spine of Chicago's business district, was also a member of the board.

the time the legislation was passed. Most of Drexel Boulevard, in fact, followed, but widened, the existing Drexel Avenue. The land for Drexel Avenue had been donated at least twenty years earlier by the Drexel banking interests to spur development along the street.

Several beautiful single-family homes were built by important architects along S. Drexel Boulevard. A relatively small number remain, but those that do are distinguished. Among the most significant houses was that designed in 1887 by Treat & Foltz for lumber magnate and art collector Martin A. Ryerson. This large Richardsonian Romanesque mansion, with its rear coach house, was characteristic of the style popularized by Henry Hobson Richardson and John Wellborn Root.[388] Another mansion facing S. Drexel Boulevard belonged to Dr. John A. McGill. This 40,000 sq. ft. house was designed 1890-1891 in the Chateauesque style.[389] It has since been converted into apartments although its exterior reflects the home's stately historic presence.[390] The architect was Henry Ives Cobb, better known for his Collegiate Gothic buildings at the University of Chicago. Burnham & Root designed a Richardsonian Romanesque house at 4545 S. Drexel Boulevard in 1885-1886 for William E. Hale. Frost & Granger designed a home at 4801 for insurance executive Moses Born, a prominent Jewish businessman who had Howard Van Doren Shaw design summer places for members of his family in Glencoe. The architecture of Horatio Wilson is also represented. He designed Gothic Revival houses at 4512 and 4518 S. Drexel in 1895 and an Italian Renaissance Revival mansion for Armour & Co. executive G. B. Robbins in 1910. Wilson, who designed many distinguished houses in the Hyde Park-Kenwood neighborhoods, gained prominence for hiring the distinguished architect Benjamin Marshall and taking him into partnership.[391]

Returned

A less well-known architect, Charles M. Palmer, designed a Richardsonian Romanesque house in 1896 at 831 Drexel Square. C. M. Palmer was responsible for a number of houses commissioned by Chicago real estate entrepreneur and South Park System Commissioner Potter Palmer on land west of Palmer's mansion on fashionable North Lake Shore Drive. In 1872, C. M. Palmer designed the Loop building that today houses Chicago's famous Berghoff Restaurant.

At the north end of Drexel Boulevard there are rows of Richardsonian Romanesque greystones. There is a group of three flats at 3961-65 S. Drexel (1887), a second grouping located between 4119 and 4137 S. Drexel (1890s) and a third grouping located between 4200 and 4244 S. Drexel (1890s). All are handsome buildings, comparable in design quality to the larger single-family homes along S. Drexel Boulevard.

South on Drexel there are several large multi-family buildings. For example, there is a handsome Tudor Revival apartment building constructed in the 1910s at 4400-4404 S. Drexel Boulevard. The Sanborn Insurance Co. map dating from 1896 and amended in 1923 shows that a large dwelling with an auto barn in back previously occupied the site.[392] The subsequent building, which took its place, is architecturally distinguished. The pattern of mansions being replaced by large apartment buildings is characteristic of the development that took place during the 1920s on S. Drexel Boulevard. During this period flats and larger apartment buildings

[388] Richardsonian Romanesque was also a style that dominated the housing that was built along N. Lake Shore Drive, where many of the city's wealthy residents were moving in the late 1880s. H. H. Richardson designed the Franklin MacVeigh House at 103 N. Lake Shore Drive in 1886, the same year as he designed the John J. Glessner House at 1800 S. Prairie Avenue.
[389] Chateauesque never gained popularity presumably because it could only be logically used for very large homes.
[390] A similar style house was built on S. Drexel Boulevard in 1895 for John G. Shedd, president of Marshall Field & Co. That house has been demolished. Another mansion located on Drexel Boulevard, one rivaling the scale and size of houses in posh Lake Forest, was designed by Howard Van Doren Shaw for meat packer Edward Morris. It too has been demolished.
[391] Benjamin Marshall was a prolific Chicago architect who went on to design the South Shore Country Club, the Drake Hotel and numerous distinguished Chicago apartment buildings.
[392] Sanborn Map Co. Ltd. Perris: Chicago: 160 LaSalle Street, Vol. 14, 1895, Updated to 1923.

were constructed in historical revival styles, typically dominated by Classical or Tudor detailing. In 1910, the Kenwood Branch of the El opened along 42nd Street, enabling the area north of 47th Street to develop more intensively with apartment buildings being constructed during the 1910s and 1920s.[393] The elevated line already had a stop at 47th Street between Calumet and Prairie Avenues.

Two significant religious institutions were built along S. Drexel Boulevard. Kehilath Anshe Ma'ariv (K.A.M.) synagogue was constructed at 4949 S. Drexel to accommodate prominent German Jewish families like those of Moses Born and Julius Rosenwald.[394] This synagogue, designed by architect Henry Newhouse in 1923 in the Classical Revival style that was favored for synagogues, was built when the congregation moved from its old synagogue at 33rd and Indiana. In 1971, it became the home of Operation PUSH, an organization founded that year by Jesse Jackson to promote social justice for African Americans. The second significant religious building on Drexel was the 1st Church of Christ Science, designed in 1897 by Solon S. Beman. This Classical Revival building set the architectural design standard for all subsequent Christian Science churches.[395]

Grand Boulevard (S. Dr. Martin Luther King, Jr. Drive)

By 1874, Grand Boulevard [Maps 1-5, 10, 11] was substantially complete. There are some townhouses located at 3525-29, 3547 and 3551 Dr. Martin Luther King, Jr. Drive dating from the 1870s. Grand Boulevard appealed to weekend carriage riders and to some prosperous Chicagoans who moved there and built large elegant homes. An early stereopticon view dating from 1894 described the image of the carriages as being along "the Grand Boulevard." It was considered a most desirable location for single-family houses, whether located on broad lots or next to similarly-handsome townhouses. Several large houses with stables/auto houses at the back were constructed along Grand Boulevard between 35th Street and Washington Park. One handsome remnant may be found at 3656 King Drive, a substantial Queen Anne residence that was designed by William W. Clay and constructed in 1885.

Returned

Numerous examples of attached single-family houses line Grand Boulevard. Some are greystones and some are red brick with corner towers. The 1870s row of flats at 3525-29 S. Dr. Martin Luther King, Jr. Drive is Italianate. A number of the attached houses at the north end of the boulevard, whether single-family homes or flats, are Richardsonian Romanesque. Those to the south, closer to the location of the 1893 fair, are Classical Revival.

Many of the increasingly-prosperous families who lived on Grand Boulevard were the sons and daughters of immigrant entrepreneurs, who had lived farther to the west. As they became wealthier, they built elegant single-family places along the boulevards, while middle class families built simpler places along the side streets.

Between 1890 and 1920, thousands of native born Protestants, German Jews and Irish Catholics lived in the area bounded by 39th Street, S. Cottage Grove Avenue, 63rd Street and S. Wentworth Avenue. The wealthier German-speaking Jews had left Chicago's downtown to live on the south side, moving in large

[393] *Chicago Historic Resources Survey: An Inventory of Architecturally and Historically Significant Structures.* Chicago: Commission on Chicago Landmarks and the Chicago Department of Planning and Development, 1996, III, 298.
[394] Rosenwald, built his house in 1903 at 4901 S. Ellis, a block east of Drexel Boulevard.
[395] A third, earlier religious institution, George Edbrook's South Congregationalist Church, built in 1886 at 3986 S. Drexel Boulevard, has been demolished.

numbers after the Chicago Fire. Following the first move south along Indiana, Wabash and Michigan Avenues, they moved south into the Grand Boulevard and Washington Park communities. In 1912, Chicago Sinai Congregation, with a wealthy community of members that then included Julius Rosenwald (President, Sears, Roebuck & Co.) and Joseph Schaffner (partner in clothing firm of Hart, Schaffner & Marx), moved into a new Classical Revival building at 46th Street and Grand Boulevard designed by Alfred Alschuler. Founded in 1861, Chicago Sinai was Chicago's first reform congregation. It relocated to Hyde Park in 1950. Today the building serves as home to Mt. Pisgah Missionary Baptist Church, a large African-American congregation.

In the 1890's, large numbers of second-generation Irish Catholics, like their Jewish counterparts, were eager to build in this neighborhood. Many of their families had formerly lived in frame cottages located to the west. In 1901, Corpus Christi parish was formed to serve the Catholic families who lived east of nearby Indiana Avenue. In 1915-16 Joseph McCarthy designed a beautiful twin-towered Classical Revival church at 4910-20 Grand Boulevard for the congregation.

Grand Boulevard, like S. Drexel Boulevard, primarily attracted members of Chicago's upper middle class, men who were executives and professionals. In 1893, Rand, McNally & Co. published birds' eye views and a guide to the city. This book contains not only drawings of Chicago's preferred streets to live on but also lists of residents. Some residents of Grand Boulevard were heads of companies (D. B. Robinson, president San Antonio & Arkansas Passenger Railroad). Others held officer positions with important companies (Thomas H. Wickes, Second Vice President, Pullman Palace Car Company). There were also a number of dentists, merchants, contractors, physicians, commission merchants and those described as "capitalists." The German Jewish families who lived on Grand Boulevard listed in the publication included Henry L. Rosenthal (Rosenthal and Lehman, livestock commission) and Adolph Loeb (Adolph Loeb, Son & Co., insurance agents). Another prominent resident was Dr. Emil Hirsch, Rabbi of Sinai Congregation, which was then on Indiana Avenue and 21st Street, but was to move to Grand Boulevard. [396]

Returned

Grand Boulevard experienced more intensive development after the construction of the south side El, the first elevated rapid transit line in Chicago. The earliest stretch, which opened June 6, 1892, ran from downtown to 39th Street. It was gradually extended, reaching Jackson Park on May 12, 1893, to accommodate visitors to the World's Columbian Exposition. The South Side elevated, known as the "Alley El", ran north/south between Indiana and Grand Boulevard. Living along Grand Boulevard was very convenient.

The building boom that took place in the 1890s through the 1910s included construction of numerous two-, three- and 6-flats as well as larger apartment buildings designed in styles including Queen Anne, Classical Revival, Craftsman and Tudor Revival. The residents of Grand Boulevard, because of the excellent transportation system, could easily access workplaces in downtown Chicago. They could also visit the theaters and ballrooms along 47th Street, the elite Washington Park Race Track at 61st Street (open on and off between 1884 and 1905) and the White City Amusement Park, located at 63rd Street, and open between 1905 and 1950.

Grand Boulevard's location made it extremely desirable for several types of buildings--houses, apartments, religious institutions and social service agencies. Shepley, Rutan & Coolidge designed a handsome red brick Classical Revival building with Georgian detailing, located at 5120 S. Dr. Martin Luther King, Jr. Drive across from Washington Park, for the Chicago Orphan Asylum.[397]

[396] *Rand, McNally & Co.'s Bird's Eye Views and Guide to Chicago, Indispensible to Every Visitor.* Chicago: Rand, McNally & Company, 1893. Reprinted Charleston, S. C., Bibliolife, c. 2009, pp. 235-270.
[397] In 1950 the Chicago Baptist Institute, founded in 1935, moved into the building.

By 1930, the Grand Boulevard and Washington Park area formed the heart of Chicago's middle class African-American community. The first large-scale settlement of African-Americans in Chicago occurred between 1916 and 1920 in the vicinity of South State Street, with 35th and State as its commercial hub. The city's African-American population had actually begun growing much earlier. From 1890 to 1915, it expanded from 15,000 to 50,000. The Great Migration (as it came to be called) of the next decades brought another 50,000. These migrants came from the south to find work in Chicago's factories, the steel mills and the Chicago Stockyards. World War I had cut off immigration from Europe so that Chicago factory owners, once unwilling to hire them, began employing African-Americans.[398] Much of this population was poor and its housing substandard.

The more successful middle class African-Americans sought better housing and looked south and east of 35th and State along Grand Boulevard. This area—which by 1920 was largely built up with greystones, , flats and larger apartment buildings—began to be populated by successful African-Americans. During the 1920s, developers began constructing large apartment houses consisting of taller buildings as well as courtyards. The number of renters increased. By 1930 fully two-thirds of Chicago's African-American population (which had increased from 44,000 in 1910 to nearly 250,000 by 1930) lived in the Grand Boulevard/Washington Park area.[399]

Chicago's middle class African-American population was attracted to living along beautiful and prestigious Grand Boulevard. The boulevard was conveniently located just east of the center of the African-American population's thriving business and entertainment district. It was, however, suitably distant from the State Street area, which allowed gambling establishments and was populated by poorer African-Americans. Living along the boulevard represented upward mobility, just as it did for other ethnic groups. These Chicago residents worked hard for their success and sought homes that reflected achievement and respectability.

Returned

Important civil rights leaders lived on Grand Boulevard. The house of Ida B. Wells, a handsome Richardsonian Romanesque greystone, is located at 3624 South Dr. Martin Luther King, Jr. Drive. Wells (1862 – 1931), an African-American journalist, and her husband Ferdinand L. Barnett (1864? – 1932), attorney and editor of the *Chicago Conservator*, the city's first African-American newspaper, were early leaders in the Civil Rights movement. She moved to Chicago following a trip to the city to boycott the World's Columbian Exposition. An activist in the women suffrage movement as well as African-American causes, she founded the National Afro-American Council, which later became the National Association for the Advancement of Colored People (NAACP). The Ida B. Wells House was designated a National Historic Landmark in 1974 and a Chicago Landmark in 1995.

Robert S. Abbott (1870 – 1940), the founder of the influential, African-American-owned *Chicago Defender*, which had its office at 3435 S. Indiana from 1920 to 1960, lived in a Queen Anne house at 4742 S. Dr. Martin Luther King, Jr. Drive from 1926 until his death in 1940.

Jesse Binga, an African-American banker and real estate broker, lived at 5922 South Parkway (as this section of King Drive was then known). He established a bank to lend money to African-Americans at a time when they were unable to get loans. Liberty Life, which was established in 1919 by Arkansas native Frank

[398] The "Great Migration refers to the long term movement of African Americans from the south to the urban north. Chicago was a significant destination, especially after World War I. *Encyclopedia of Chicago*, pp. 363-4.
[399] Pacyga. p. 385.

Gillespie and later became the Supreme Life Insurance Company, was the first Northern African-American-owned insurance company.[400] Its building is located at 3501-3511 S. Dr. Martin Luther King, Jr. Drive.

E. Oakwood Boulevard

The area around E. Oakwood Boulevard (39th Street) [Maps 5,6] was part of the prosperous Oakland neighborhood in the 1870s and 1880s. Accessible transportation made it particularly desirable. The east end of the boulevard was just a block away from the Illinois Central station, constructed in 1881. The station was located near lively commercial activity at 39th and S. Cottage Grove, an area called "Five Crossings". Like both S. Drexel and Grand Boulevards, E. Oakwood was convenient to the El, which was located one block to the south, with a station between E. Oakwood and 40th Street on Vincennes Avenue.

E. Oakwood Boulevard was completed in 1875, thus closing the eleven mile circuit made up of S. Drexel Boulevard, Grand Boulevard, Bayard Avenue in Washington Park and E. Oakwood Boulevard. This half-mile link, the latest of the South Park system, allowed a complete circle to be made by thousands of people attracted to pleasure drives along the boulevards and through the new park. Oakwood furnished a much-needed connector between Grand Boulevard and S. Drexel Boulevard.

E. Oakwood Boulevard contains many fine older homes and institutions. There are more Italianate houses than along any other stretch of the system. There are also several examples of rowhouses built in the Second Empire, Richardsonian Romanesque and Queen Anne styles. The Queen Anne house at 442 E. Oakwood was designed in 1889 for Isaac N. W. Sherman by the prominent architectural firm of Burnham & Root. Although this short link has no central median, its plantings were carefully laid out, and the homes and churches lining the boulevard reflect the early time period when Oakwood was complete. E. Oakwood Boulevard was an existing street named Oakwood Avenue before it was widened into a boulevard. This may account for the relatively large number of 1870s houses on the street.

Returned

The vibrancy of the Oakwood area is clearly indicated on the 1896 Sanborn map, amended in 1923. It shows an auto livery, hotel, bank and taxi office nearby.[401] There are two churches along E. Oakwood Boulevard, one at 729 E. Oakwood, designed in 1899 in the Richardsonian Romanesque style by Patton, Fisher & Miller. The Abraham Lincoln Center, designed by Frank Lloyd Wright and Dwight Perkins, is located at 700 E. Oakwood. This important community center was constructed in 1905 for Wright's uncle, the Reverend Jenkin Lloyd Jones, as a place to foster interaction among people of various races, religions, and nationalities. The surrounding neighborhood was at its most diverse in the 1930s when African Americans, Jews, English, Irish, Canadian and Japanese resided there. By the late 1940s the neighborhood had become predominantly African-American.[402] In the 1970s, the Abraham Lincoln Center was renovated to accommodate Northeastern Illinois University's Center for Inner City Studies.

Washington Park Area (S. Cottage Grove Avenue, E. 60th Street, S. Dr. Martin Luther King, Jr. Drive, E. 51st Street)

The area immediately surrounding Washington Park [Maps 4, 9-14, 16, 14] developed somewhat later than S. Grand and Drexel Boulevards. . In the 1870s, two-story frame workers' cottages were located south and

[400] "Insurance". *Encyclopedia of Chicago*, p.418,19.
[401] Sanborn Map, 1896.
[402] *Encyclopedia of Chicago*. p. 585-85.

west of the park. Then, in the 1880s, larger residences were built in the neighborhood. The prestigious Washington Park Race Track, just south of the park, was a particular draw, attracting high-end real estate development. Following its construction in 1884, the track was the place to see and be seen. By the 1890s, however, scandals compromised its reputation, and the track closed in 1905. It attracted huge crowds, however, between 1884 and 1905, which brought development to the south end of the park.

As transportation improved and the city's population grew exponentially, developers began constructing flats and large apartment buildings around the park. By 1887, cable cars ran down S. Cottage Grove and, after 1892, the Alley El increased the convenience of living in the area. Commercial buildings were built along S. Cottage Grove, the area's main north-south transportation route. After the World's Columbian Exposition and the economic downturn that followed, developers built many 6-flats, courtyard buildings and large apartment houses within a comfortable walk of this El. Larger buildings and ever-improving transportation paralleled a change in the ethnic make-up of the neighborhood, as it did farther north on Grand Boulevard. Here this change happened more quickly as the African-American population grew. So many apartments were built that it changed the neighborhood from one of owners to one of renters. Throughout the boulevard system, including here, construction practically stopped during the 1930s and 40s, with the Great Depression and the start of World War II.

Midway Plaisance and the University of Chicago

Returned

Paul Cornell dreamed of a prestigious university to anchor his exclusive Hyde Park development. Indeed, the University of Chicago established its presence along the Midway Plaisance on October 1, 1892, but the following year the grounds of the Midway [Map 13.16], occupied by the Ferris Wheel and side shows, provided the entertainment venue for the World's Columbian Exposition. When the fair was over, the Midway again became a broad greenway and the school grew. The University of Chicago was to become a distinguished university characterized by stellar architecture. Prominent businessmen built the school; prominent scholars perpetuated a fine reputation and prominent architects designed its buildings.

The school was founded by the American Baptist Education Society and industrialist John D. Rockefeller. The earliest buildings of the campus were designed by the noted architect Henry Ives Cobb who, along with two university trustees, lumber magnate Martin Ryerson[403] and businessman and philanthropist Charles L. Hutchinson, devised the campus plan for the school.[404]

The North Side of the Midway Plaisance (East 59th Street)

The first university buildings, constructed in 1893, were known as the "main quadrangles" and are located in an area bounded by E. 57th Street, S. University Avenue, S. Ellis Avenue and E. 59th Street (the north boundary of the Midway Plaisance). These landscaped quadrangles, with no automobile access, formed the heart of the school and were modeled after Oxford University, with buildings inspired by English Gothic architecture. The buildings are built of grey limestone, feature peaked roofs and corner towers and are adorned with a vast variety of Gothic detailing that includes lancet windows, corbelling, crockets and gargoyles. University of Chicago professor Neil Harris points out in his essay on the University of Chicago Campus in the *AIA Guide to Chicago* that there is an underlying order to the "picturesquely assertive" buildings, that they "define a symmetrical plan whose scale and clarity recall the Beaux Arts vision of the Columbian

[403] It was Ryerson who lived in the house at 4851 S. Drexel designed in 1887 by Treat and Foltz.
[404] Hutchinson served as president of the Art Institute of Chicago from 1882 to 1924.

Exposition."[405] The overwhelming impression when viewing the north side of the campus from the Midway Plaisance, however, is one of a large, dignified composition of Gothic buildings. The Midway forms the university's front yard.

Cobb designed two buildings directly facing the Midway: Foster Hall, a women's dormitory built in 1893, at 1130 E. 59th Street and the President's House, built in 1895, at 1146 E. 59th Street. Located prominently at the corner of the Midway and S. University Avenue, Foster Hall features a turret embellished with a profusion of Gothic detailing including crockets and gargoyles. Although the President's house, located at 1144-46 E. 59th Street, has peaked tile roofs and dormers like other University buildings, it is built of Roman brick not limestone.

Just after the turn of the 20th-century, the architectural firm of Shepley, Rutan & Coolidge were appointed campus architects and designed over fifteen buildings at the university. The other Chicago buildings the firm had designed (in the 1890s) the Chicago Public Library, (today the Chicago Cultural Center), 78 E. Washington Street (1897) and the Art Institute of Chicago, 111 S. Michigan Avenue (1893) were built in the Classical Revival style; the buildings designed by the firm at the University followed the precedent set by Cobb and continued in the Collegiate Gothic idiom.

Three building quadrangle components by Shepley, Rutan & Coolidge face the Midway. The two located in the main quadrangles are the Hiram Kelly Memorial Classics Building, built in 1915 at 1010 E. 59th Street, and the William Rainey Harper Memorial Library, built in 1912 at 1116 E. 59th Street. The library building occupies a prominent site befitting its status. Its main facade consists of a row of tall windows flanked by two tall square towers; it is located in the center of the university's original quadrangle and oriented toward the Midway. Its location resulted from the comprehensive campus plan, completed in 1902, which recommended that the humanities and social sciences buildings be concentrated in the southern part of the quadrangles and that this area be focused on academic not residential use. The Classics Building, completed in 1912, was inspired by Gothic architecture but, unlike earlier designs, the ornamentation was not strictly Gothic. Rather, attention was paid to the building's use and the architectural treatments were symbolic of the studies carried on inside the building. The Classics Building is ornamented with the heads of Homer, Cicero, Socrates and Plato as well as characters from Aesop's Fables and depictions of the labors of Hercules. The third building designed by Shepley, Rutan & Coolidge was Ida Noyes Hall at 1212 E. 59th Street. Built as a women's social center in 1916, it is richly decorated with Tudor detailing. Unlike the firm's other buildings, it is not part of a quadrangle.

Returned

The third major firm involved with the early design of University of Chicago buildings located along the Midway, following Cobb and Shepley, Rutan & Coolidge, was Coolidge & Hodgdon. Their designs were all built in the Collegiate Gothic style between 1925 and 1930. The firm's work included Wieboldt Hall and the Social Science Research buildings in the original quadrangle. Wieboldt Hall is similar to the Classics Building to the west in that its decorative treatments employ symbolism. This 1928 building, located at 1050 E. 59th Street, incorporates references to authors important in the study of modern languages: Goethe, Schiller, Ibsen, Dante, Moliere, Hugo, Cervantes, Shakespeare, Milton and Emerson. The Social Sciences Building, located at 1126 E. 59th Street, completes the quadrangle facing the Midway. Designed to symbolize integrating history, sociology, economics and political science in the study of society, the building's imagery is drawn from the

[405] Sinkevitch, ed. *AIA Guide to Chicago*. p. 424.

building's use, incorporating calculators and calipers into its detailing. Coolidge & Hodgdon also designed the contiguous buildings located at 920, 950 and 970 E. 59th Street, all in the Collegiate Gothic idiom.

Other architects who designed prominent University of Chicago Gothic-inspired buildings on the north side of the Midway included James Gamble Rogers. He designed 1362 E. 59th Street in 1903. Following his work in Chicago, Rogers built several Collegiate Gothic buildings at Yale University. Bertram Grosvenor Goodhue, who was a major interpreter of Gothic architecture, designed Rockefeller Chapel in 1925. This stately example of Gothic Revival architecture is regarded among the finest buildings at the University of Chicago. In 1932, Holabird & Root designed the International House at 1414 E. 59th Street. It stands alone in the block between South Dorchester Avenue and South Blackstone Avenue. There was no further campus construction, after this building was completed, for fifteen years.

Practically all of the buildings lining the north side of the Midway are Gothic Revival and belong to the University of Chicago. Three exceptions lie to the east, where there are large apartment buildings. The Georgian Revival courtyard building located at 1442-48 E. 59th Street is particularly noteworthy. It was designed in 1916 by Schmidt, Garden & Martin for the Eleanor Club, which was meant to offer affordable housing for employed single women. Today it is owned by the University of Chicago.

The South Side of the Midway Plaisance (E. 60th Street)

Returned

There are a handful of significant buildings on E. 60th Street facing the Midway. The earliest is Midway Studios, located at 923-37 E. 60th Street. It dates from 1906 and was designed by Pond & Pond. Sculptor Lorado Taft and several other artists lived and worked there. While occupying the studio, Taft created the "Fountain of Time" sculpture, located at the west end of the Midway. The original Midway Studios structure was a carriage house that expanded over time. It was altered in 1929 by Otis F. Johnson and in 1965 by Loebl, Schlossman, Bennett & Dart. The studios serve as gallery space for the University's art program. The building was listed as a National Historic Landmark in 1965 and a Chicago Landmark in 1993.

There is a beautiful and unusual (for Chicago) Georgian Revival church building located at 1365-75 E. 60th Street on the Midway. It is today part of the Sonia Shankman Orthogenic School, a residential treatment center for emotionally disturbed children. Designed in 1918 by Coolidge & Hodgdon, the building is noteworthy for its symmetry and Classical detailing. It was originally constructed as "St. Paul's on the Midway." In 1963, the school received an addition designed by I. W. Colburn.

There are two university buildings that take their design cue from those across the Midway on E. 59th Street. Both are Collegiate Gothic. One, built in the 1920s, is located at 1313 E. 60th Street; the other is at 1005-35 E. 60th Street. The latter is a courtyard building designed in 1931 by the architectural firm of Zanzinger, Borie & Medary. Medary is best known for having designed Bok Tower in Lake Wales, Florida. The firm also collaborated with Paul Cret on the 1922 design for the Detroit Institute of Arts. Between 1922 and 1926 Zanzinger, Borie & Medary designed the Collegiate Gothic Revival buildings for Philadelphia's Episcopal Divinity School.

Jackson Park Area (Lake Michigan, E. 67th Street, S. Stoney Island Avenue, E. 56th Street)

Jackson Park [Maps 15, 17-23], bounded by 56th Street on the north, Stony Island Avenue on the west, 67th Street on the south and Lake Michigan on the east, was the site selected for the World's Columbian

Exposition, which opened May 1, 1893 and closed six months later. Although the White City (as the fair was frequently referred to), dominated by Classicism, influenced the design of architecture for decades, all of the fair buildings were consumed by fire or demolished except the Fine Arts Building. This building was transformed in the 1930s, becoming the Museum of Science and Industry, located at 57th Street and Lake Shore Drive. It serves as a visual remnant of the fair's Classical architecture.

Classicism influenced the design of many of Chicago's major cultural, financial and educational institutions as well as residences. Loop ClassicalRevival cultural institutions built in the Loop include the Chicago Public Library Building, the Art Institute of Chicago and the Field Museum, 1400 S. Lake Shore Drive (1909-1920). The city's Federal Reserve Bank Building, 230 S. LaSalle St. (1922) and the Continental Illinois National Bank and Trust Company Building, 231 S. LaSalle St. (1924), both built in Chicago's financial district, are but two of the city's numerous bank buildings designed in the Classical Revival style

Of the many Classical Revival institutional, residential, and commercial buildings constructed along the park and boulevard system, two built facing Jackson Park were designed by distinguished architects. Hyde Park High School, designed by Arthur F. Hussander in 1911 at 6200-6220 S. Stony Island Avenue, is monumental in scale and symmetrical, with a front facade resembling a Greek temple. The Windermere East, 1642 E. 56th Street, is an elegant apartment hotel building designed in 1922 by the noteworthy theater architects Rapp & Rapp. Classical Revival is not the only style represented. There are many Tudor Revival courtyard apartment buildings lining 67th Street, framing the Park. The courtyard building designed in 1924 by Erol Z. Smith exemplifies those competent buildings along the system designed by lesser known architects.

Returned

All of the buildings in the district along 67th Street are various types of apartment buildings: six are courtyard buildings, a type popular in the 1910s and 20s that offered numerous amenities found in a single-family home, including a broad front yard. Many courtyard apartments, with deep lawns, were built in areas that were incorporated in 1889 into the city of Chicago but that had a "suburban" character. The area immediately south of E. 67th Street, known as South Shore, is almost entirely made up of single-family residences.

E. and W. Garfield Boulevard

E. and W. Garfield Boulevard is the lengthiest boulevard of the South Park system. Building development along this roadway took place over a long period of time and began rather late. The 1891 Rauscher Atlas indicates that there were isolated single-family homes. For example, there was one large house on the northeast corner of S. Laflin Street and W. Garfield Boulevard but nothing else on the north side of the street east to S. Loomis Street. There were a few 2-story houses between S. Morgan Street and S. Peoria Street. Some blocks showed no development. Nearby, an entire block was occupied by the F. Gaylord Vegetable Garden, a huge complex with hot beds and greenhouses. Toward the east end of Garfield Boulevard, just west of what is today Interstate 94/ Dan Ryan Expressway, there are some Queen Anne and Richardsonian Romanesque 2-flats dating from the 1890s and a small number of single-family homes in the 500 block dating from the 1880s. There is a single-family Queen Anne house at 718 W. Garfield Boulevard just east of Halsted Street and two Queen Anne houses, one built in 1896 at 1642 W. Garfield Boulevard and one built in 1898 at 1643, located 1-1/2 blocks west of Ashland. A substantial number of residences, however, appear not to have been constructed until the 1900s when 2- and 3-flats, many of them greystones, began to proliferate. Few of the greystones, however, are as elaborate or elegant as those along S. Drexel and Grand Boulevards.

The Alley El, which connected the south side to the Loop, had a stop on S. Garfield Boulevard. The station, which is still standing, is a Chicago Landmark. It is located one block west of Washington Park and just east of S. Prairie Avenue. Areas where there were cross streets with surface transportation routes, like S. Wentworth, S. Halsted, and S. Ashland, offered particular convenience for those living along Garfield Boulevard.

The area to the north of Garfield Boulevard was historically working class beginning in the 1860s, with the creation of the Stockyards and the associated large meat packing plants. Industrial development continued over the next several decades when, following completion of the Sanitary & Ship Canal in 1900, large factories were built along S. Western Boulevard and farther north in the Central Manufacturing District.

Housing immediately surrounding the stockyards and the factories consisted of small, gable front tenements, basic 1 ½-story wood frame cottages on raised basements with 4-6 rooms. They typically housed two families. As the laborers who were employed in the neighboring factories worked their way up, they moved to W. Garfield Boulevard, where upper middle class housing was being built. One such resident was James O'Leary, who had operated a saloon across from the Stockyards.[406] His success enabled O'Leary to move to 726 W. Garfield Boulevard, a three story French Renaissance Revival stone mansion designed by Zachary T. Davis in 1901.[407] There are also a handful of other handsome historical revival houses. For example, there is a large Tudor Revival house, built in 1916 at 1722 W. Garfield Boulevard.

Returned

Bicycling was a popular recreation in Chicago, one enjoyed over a hundred years ago on the boulevards just as it is today. [408] Before the advent of cars, Chicago had several bicycling clubs. In 1893, there were twenty-nine clubs scattered throughout the city and suburbs; the Columbia was at 4168 Drexel Boulevard. The Chicago Bicycle Club was located in a Queen Anne house at 718 W. Garfield Boulevard, built in 1898.

As Garfield Boulevard continued to be built to the west in the 1910s and 1920s, many large, beautiful bungalows were built. Several may be found in the section of Garfield Boulevard extending from the 1700 block to the 2200 block. Examples include bungalows at 1735 W. Garfield Boulevard built in 1926 and 1906 W. Garfield Boulevard built in 1925. They are brick, stand 1 ½ or 2 stories and occupy corner lots. Garfield Boulevard bungalows are more elaborate examples of the type than are typical, slightly grander, as befitting the status of living on the boulevard. West on Garfield Boulevard there are many Craftsman 2- to 6-flats, mostly built in the 1920s. The houses closer to S. Western Boulevard, which is lined on the east side by factories, are simpler, vernacular, with little or no ornamentation. Examples include a group of gambrel front cottages between 2106 and 2142 W. Garfield Boulevard and four squares at 2311 and 2315 W. Garfield Boulevard.

Handsome commercial buildings ornamented with terra cotta may be found where the transportation lines crossed Garfield Boulevard. There are two examples on E. Garfield Boulevard. One handsome building, sheathed in cream-colored terra cotta with blue terra cotta trim, is located at 305 E. Garfield Boulevard. Another, which is red brick with white terra cotta trim, may be found at 317 E. Garfield Boulevard.

[406] James O'Leary was the son of the woman notorious for having a cow that started Chicago's October 8, 1871 fire. Sinkevitch, p, 393.
[407] The very prosperous meat packing company owners moved farther east. Gustavus Swift, for instance, to4848 S. Ellis, one block east of Drexel Boulevard, in Hyde Park/Kenwood.
[408] On November 29, 2010, Chicago's public television station featured "Biking the Boulevards" narrated by Geoffrey Baer.

The most prominent religious institution on the street is Visitation Parish, built at 843 W. Garfield Boulevard to serve those who worked in the nearby meatpacking and steel plants. The parish was established in 1886, and the Gothic Revival church was built in 1899. There is a Celtic cross at the top of the steeple to reflect the Irish origins of the parish. With a school and community center as well as church, Visitation was one of the largest and most prominent Catholic parishes in the city.

Although most of Chicago's industry along the boulevards was centered along Western Avenue/Boulevard, Pershing Road and north near Sacramento Square, there were some major business buildings on Garfield Boulevard. Both the Wanzer Milk Company and the Schulze Baking Company Building, designed in 1914 by John Ahlschlager, were located on Garfield Boulevard. The Wanzer building is no longer standing.. The baking company building, 40 E. Garfield Boulevard, was listed on the National Register in November, 1982.

Sherman Park Area (S. Loomis Boulevard, W. 52nd Street, S. Racine Avenue, W. Garfield Boulevard)

Sherman Park [Maps 28, 29] is located immediately north of W. Garfield Boulevard between S. Loomis Boulevard and S. Racine Avenue. Its northern boundary is W. 52nd Street. Almost all of the housing surrounding the park consists of 2-flats built from the 1900s to the 1920s. The buildings are simple. Some are vernacular; the majority are Queen Anne, Tudor Revival or Craftsman. The most distinguished building surrounding the park was St. John of God Roman Catholic Church. This stately Classical Revival church, designed in 1920 by Henry J. Schlacks, was taken down in 2011.

Returned

Gage Park Area (S. Claremont Avenue, W. 56th Street, S. (Maplewood Avenue), W. 55th Street, S. Artesian Avenue, W. 54th Street)

Gage Park [Maps 31-33], at the west end of Garfield Boulevard where it intersects with Western Boulevard/Avenue, developed on land that was originally marshy. Although land was purchased for the park in 1874, it remained undeveloped until the early 1900s. At that point Gage Park was laid out by the South Park Commission to include tennis courts, ball fields, a wading pool and gardens accommodating the recreational needs of the nearby residents. More land was added in 1919 and a field house, which provided classes and other activities, was built in 1928. The earliest housing facing the park consists of gable front vernacular houses. Later housing is made up of bungalows and craftsman flats. These are smaller, simpler homes that provided housing for the largely Irish Catholic and Eastern Europeans who worked in nearby factory buildings, many of which were located along Western Boulevard.

S. Western Boulevard/Avenue

Like all the boulevards in the original South Park System, Western Boulevard [Maps 32-41] was created in the 1869 legislation by widening an existing road. It was unusual, however, in its breadth and, consequently the name of its roadways. Because existing Western Avenue was widened to the east with an adjacent broad median and wide new roadway, the driving lanes west of the median bear the name "Western Avenue", while those to the east are named "Western Boulevard".

In 1881, S. Western Boulevard was opened from W. Garfield Boulevard to the Illinois & Michigan Canal. As the boulevard was built up, the east side of Western was primarily flats, houses and small scale commercial buildings. Within a short period of time a number of large industrial buildings were established

here. This was logical, as a few blocks east of S. Western Boulevard, the Wabash, St. Louis and Pacific Railroad had a line running parallel to Western running north and south. At the north end of Western Boulevard/Avenue, near the waterway that became the Sanitary and Ship Canal in 1900, this line joined with other railroad lines running from the stockyards to the east, thus creating a shipping nexus. Goods could easily be transported by water or rail. Transportation availability, in fact, drove the construction of factories where they are found along the boulevard system, just as the accessibility of commuter service via train, streetcar or elevated encouraged residential development along sections of the system.

The east side of S. Western Boulevard, which became more heavily industrial than the west side of S. Western Avenue, continued to have some flats and houses adjacent to factories. Farther east, across the tracks and closer to the stock yards, land use was heavily residential. The Union Stock Yard and Transit Company, which was established in 1865 by a consortium of nine railroad companies, employed 25,000 people by 1900. At that time, the city had no zoning policies so industrial structures and housing could be built next to each other. On S. Western Boulevard there are still some flats and single-family houses located next door to factories. One greystone four-flat dating from 1902 is still located at 5147 S. Western Boulevard. There are several single-family houses in the 4700 block next to a factory at 4711 S. Western Boulevard.

The most architecturally interesting non-industrial building on the east side of Western Boulevard is the Western Avenue Pumping Station at 4919-4943 S. Western Boulevard. Befitting its status as a large water purification facility, it is a monumental Beaux Arts style building faced in stone, featuring grand two-story arched openings.

Returned

There are several simple factory/warehouse buildings along S. Western Boulevard. As a building type, factories and warehouses were clearly defined in an article by Russell Sturgis, "The Warehouse and the Factory in Architecture" in the January 1904 issue of the *Architectural Record*. He states that:

> Anything is either a warehouse or a factory which is devoted to the rougher kind of business enterprise, that is to say, not primarily offices where professional men sit quietly or clerks pursuing their daily task, but one where the goods are piled up, where the unloading and loading, the receiving and the shipping of such good goes on continually, where the floors are to a great extent left open….

Manufacturing takes place as does storing and shipping in these buildings. Sturgis adds that the general character is "the reverse of elegant," noting that there are not elaborate exterior decorative treatments such as turrets or porches or sculpture. The structures are square edged, plain and very utilitarian.[409]

Many of the factories along S. Western Boulevard and in other areas of the boulevard system match Sturgis' description of factories and warehouses in that they are utilitarian structures. They are generally brick buildings standing two to four stories high. Windows are large, spaced at regular intervals and their shapes are repeated. Although the buildings are not heavily ornamented, their decorative treatment is frequently handsome. Trim is either cut stone or terra cotta and tends to be simple and geometric, used to accent piers, window sills or lintels. More elaborate detailing tends to be restricted to the area around building entrances.

[409] Russell Sturgis. "The Warehouse and the Factory in Architecture." *Architectural Record*, January, 1904, pp. 13-14.

There are several factory buildings along S. Western Boulevard that are particularly handsome examples of the factory and warehouse building type. One is the O'Cedar Corporation Building, designed in 1919 by Davidson & Weiss. It is a red brick 4-story Craftsman style building with cut limestone trim. The ornamental treatments are simple and geometric, with "O'Cedar Corp'n" carved in stone under an arch that caps the entrance. It also has Sullivanesque ornamental panels. Located at 4501 S. Western, the building occupies an entire block. The Bell & Thorne Company Building, which housed a metal stamping and tool and die works, is located at 4259 S. Western Boulevard. This large structure stands two stories, is red brick with stone trim and was built in the 1920s. Whitney and Ford plumbing supplies occupied a smaller two-story red brick factory building at 4311 S. Western Boulevard. At the northwest corner there is a section that projects above the roofline suggesting there was once a tower. The factory at 4401-4411 is a long two-story red brick building with slightly more elaborate stone trim and decorative brick work. It has a tower in the northwest corner of the building. The building's interesting architectural treatment is not surprising since it was designed by S. Scott Joy, chief designer for the massive industrial complex to the north, the Central Manufacturing District. It was built in 1914 and housed the Coffee Corporation of America. Other companies that had factories along S. Western Boulevard include the Albrecht Nell Company, manufacturers of packing house machinery (5300 block); the International Roof Manufacturing Company (5300 block), Inland Steel (4301), and John Wood Manufacturing Company, manufacturer of steel products (4435). Heavy industry dominated factory use on S. Western Boulevard because of the easy access to rail lines.

The west side of S. Western Boulevard, known as S. Western Avenue, has flats and residences, churches, some factories and several small commercial buildings. The neighborhoods bordering the west side of Western Avenue were ones of second settlement, where successive ethnic groups moved after having first lived in the Stockyards district east of S. Western Boulevard. That explains the relatively large number of eastern European ethnic churches immediately west of Western Avenue. St. Peter and Paul Parish church, the church that features an onion dome, is located at 2410-14 W. 53rd Street. Today it houses the Body of Christ Missionary Baptist Church.

Returned

Many businesses that would cater to factory workers, from car shops to bars, were located along the west side of S. Western Avenue. There was a Union Hall located at E. 35th Street and S. Western Avenue. There was a motor freight station at E. 36th Street. The 1919 Sanborn Map, amended in 1956, shows auto repair shops, a large private garage, an auto parts dealership, a filling station, and an auto brake factory—all concerns related to automobile care and maintenance. There were many stores, including a drug store, which is still located at the corner of E. 46th Place and S. Western Avenue, A handful of industrial buildings, including the Cities Service Oil Company Distribution Plant at E. 36th Street, were located close to the Illinois & Michigan Canal. The Parisian Novelty Building is a large, two-story brick factory building with stone trim. It is located at 3510-3524 S. Western Avenue and extends back to S. Artesian Avenue.[410]

One of the most interesting buildings, one likely to be found in a factory neighborhood, is the tavern at 3456 S. Western Avenue. It is a Schlitz Tavern building, designed by Kley & Lang in 1899 and located at the northwest corner of E. 35th and S. Western Avenue. The building has a corner tower and its original Schlitz globe logo.

[410] Sanborn Map Co. Ltd. Perris: Chicago: 160 LaSalle Street, 1919, updated to 1926.

McKinley Park Area (The Central Manufacturing District, S. Damen Avenue, W. Pershing Road (39th Street), S. Western Avenue, W. 37th Street)

The most significant complex of industrial buildings along the boulevard system consists of the buildings in the Central Manufacturing District (CMD). This large industrial park is often credited with being the first planned manufacturing district in the United States.[411] The section of the CMD along the boulevard system is that on the south side of Pershing Road, facing McKinley Park [Maps 38, 39].

The Central Manufacturing District was initially a 265-acre industrial park established in 1905, consisting of many handsome large brick industrial buildings. It was the brainchild of Frederick Henry Prince, a Bostonian born in 1859. Prince had purchased the Union Stock Yard and Transit Company and had acquired the Chicago Junction Railroad as a switching line that would transport goods from the stock yards to the major trunk lines. He saw the CMD (which originally consisted of land bounded by 35th Street on the north, Morgan Street on the east, Pershing Road on the south, and Ashland on the west) as a way of increasing railroad revenues and expanding his business. His endeavor was hugely successful: by 1915, 200 thriving firms were using the CMD, many renting with an option to buy the building they were occupying. These factories, when combined with the Union Stock Yards, provided work for over 40,000 people. In 1917, construction began on a second 90-acre complex consisting of several large buildings along the south side of Pershing Road between S. Ashland Avenue and S. Western Boulevard. The buildings, constructed from 1917 into the 1930s, backed up to the Chicago Junction Railroad's classification yards and accessed the Sanitary and Ship Canal and Indiana Freight Yards. These industrial areas gave manufacturers easy access to Chicago's waterways and the city's extensive rail system.[412]

Returned

The Central Manufacturing District tower and several of the buildings continue to frame the south edge of McKinley Park along Pershing Road. There are two noteworthy architects associated with the Central Manufacturing District: Samuel Scott Joy and Abraham Epstein. Joy designed the 12-story clock tower, located at the corner of Pershing Road and S. Damen Avenue, built to house a water tank. The large ornamental clock surrounds a logo reading "Central Mfg District." Joy also designed the Craftsman style Westinghouse Electric Building, 2165-2211 W. Pershing Road, in 1922. Standing six stories, the 9-bay wide building is red brick with terra cotta trim, including the 'W' Westinghouse logo. "Westinghouse Electric" is written in large letters in a panel over the front entrance door. Both structures designed by Joy have excellent integrity, retaining many of their steel windows.

Abraham Epstein's engineering firm, A. Epstein & Sons, designed two buildings along Pershing Road. One was for Standard Brands and is located at 2139 W. Pershing. It was built in 1927. It is a red brick building with terra cotta trim, stands six stories tall and is five bays wide. The entrance is distinctly Gothic Revival with a pointed arch springing from slender colonettes surrounding the door. "Standard Brands, Incorporated" is written in a panel over the door. The company manufactured Chase & Sanborn Coffee, with this plant engaged in roasting and grinding processes. Epstein's firm also designed the building at 2159 W. Pershing Road. It was built in 1936 for the Albert Pick Company. Hotel and restaurant equipment were manufactured here. The building features stylized low-relief Classical ornamentation around the doorway. The rest of this five story building has very little decorative treatment.

[411] *Encyclopedia of Chicago.*, p. 124.
[412] *Ibid.*

There are two other CMD buildings facing Pershing Road. One is located at 2225 W. Pershing Road and formerly housed the Sherman Paper Products Company. This six story building has a shadow of lettering over the doorway indicating that the L. Fish Furniture Company was once located here. It is six bays wide, has a raised terra cotta parapet at the corners, suggesting towers and low relief terra cotta ornament around the doorways. The Tudor Revival building was designed by the distinguished Chicago architect Alfred Alschuler, in 1923.

McKinley Park, located just north of the CMD, opened in 1902 as a neighborhood park that would provide social services as well as recreational open space. It was designed to meet the needs and alleviate the hardships of the thousands of factory workers, representing a variety of immigrant groups, who lived in the area. The area around McKinley Park was one of the earliest settled areas in Chicago thanks to its proximity to the Illinois & Michigan Canal (begun in 1836 and completed in 1848). The McKinley Park neighborhood has been industrial since the coming of the Chicago & Alton Railroad in 1857. In the 1870s and 1880s, Irish, German, English, Welsh, Swedish and native-born Americans inhabited the neighborhood, with Poles and Eastern Europeans arriving in large numbers at the time of the park's construction.

Almost as soon as the park was complete, housing was built along its eastern and northern edges. The two city blocks on Damen, between Pershing Road and 37th Street, are filled with Craftsman style red brick 2-flats, largely built in the 1910's. Some have gable roofs, some flat roofs. They have open porches and broad windows facing the park. Clearly living here was a step up from the tenements located further east, near the stockyards. There are only two houses that appear to have been here when McKinley Park was being constructed. The oldest is an Italianate house, built in the 1880s, located at 3759 S. Damen and the other is a vernacular brick gable-front cottage dating from the 1890s.

Returned

The majority of buildings along 37th Street date from the 1910s or 1920s. They are mostly bungalows facing the side streets and garages facing the alleys, but frame the park. There is one significant building, located at 2240 W. 37th Street. It is the Chicago Telephone Company-McKinley Exchange Building. It was designed by Holabird & Roche in 1916-17 and expanded from three stories and three bays to five stories and five bays in 1938. The design of the building, with its cut stone base and arched openings, is reminiscent of an Italian Renaissance palazzo.[413] Holabird & Roche received many commissions in the 1910s for Chicago phone company buildings. Robert Bruegmann's three-volume catalogue on the complete works of Holabird & Roche and Holabird & Root illustrates photos of the Austin Office Building, the Calumet Office Building and the Humboldt Office Building. They are elegant and, like this one, were prominent buildings in their neighborhoods.[414]

The area south of 31st Street to McKinley Park, along S. Western Boulevard is filled with craftsman and greystone 2-flats, interspersed with single-family houses, largely built in the 1900s and 1910s. Few buildings on this section of the boulevards were built earlier than 1900.

[413] Robert Bruegmann. *Holabird & Roche, Holabird & Root: An Illustrated Catalogue of Works, Vol. II*, *1911-1917*. New York: Garland Publishing, Inc in cooperation with the Chicago Historical Society: 1991, p. 96-97.
[414] *Ibid*, p. 76-77.

Architecture Along the Parks, Boulevards and Squares: The West Chicago Park System

W. 31st Boulevard

The stretch of the boulevard system, running east-west, north of the Sanitary and Ship Canal and known as W. 31st Boulevard [Map 42], serves as a link between S. Western Boulevard/Avenue and S. California Boulevard/Avenue. Between Western and California and between 26th Street and the canal is a large area criss-crossed by railroad tracks and containing only a handful of short segments of streets. Historically this part of Chicago was occupied by the International Harvester Company of the A. M. McCormick Division, commonly known as the McCormick Reaper Company. When the plants were demolished and the land became vacant, it was taken over for Cook County Corrections facilities. These buildings, constructed within the last several decades, currently occupy a large expanse of land at the northeast corner of S. California Boulevard/Avenue and W. 31st Boulevard.

S. California Boulevard/Avenue

Like S. Western, this street is divided-- S. California Boulevard on the east side and S. California Avenue on the west, between W. 24th and W. 31st Boulevards [Maps 43-45].

A number of jail buildings occupy the west side of the street, which is called California Avenue. The original Cook County Jail building is still standing and part of the complex, but has no presence on California Avenue.

Returned

There are two important buildings located on the west side of California Avenue. In 1914, architect Charles W. Kallal designed the Municipal Contagious Disease Hospital. It is a large brick three-story Classical Revival building located at 3000 S. California Avenue. There is vacant land to the north of the building. The second important building is the Cook County Criminal Court House and Jail. It is a monumental seven-story Classical Revival building designed in 1927 by Hall, Lawrence and Ratcliffe. Symmetrical, featuring three-story columns, the building retains a strong presence at 2600 S. California Avenue. It is particularly known for its sculptural program, most of which was executed by Peter Toneman of Joseph Dux Studios in conjunction with the Indiana Limestone Company. Above each of the giant columns there is an allegorical figure representing Law, Justice, Liberty, Truth, Might, Love, , Wisdom and Peace. S.P.Q.C. is inscribed under the adjacent eagle panels; the letters are a Chicago variation on S.P.Q.R., standing for *Senatus Populusque Romanus*, the Senate and People of Rome.[415]

To the north of the Criminal Court House, the west side of S. California Avenue is lined with flats and commercial buildings; the east side of S. California Boulevard is lined with flats and single-family residences. Many were built in the 1910s and have Craftsman detailing. There is a raised two-story brick cottage at 2446 S. California Avenue, set back several feet from the street. This structure was likely built in the 1880s.

W. 24th Boulevard

There are several Craftsman, Tudor and Classical Revival two- and 3-flats, built in the 1910s, lining the south side of W. 24th Boulevard [Map 45]. The most significant building on this short boulevard segment is the

[415] Sinkevitch. p. 345.

Carter H. Harrison Technical High School Building located at 2850 W. 24th Boulevard. This Classical Revival building with a temple front, was designed by Arthur F. Hussander in 1912. It occupies an entire block. There is also a small noteworthy Craftsman style religious building with a bell tower, the St. Maximilian Kolbe Catholic School, designed in 1914 and located at 2817 W. 24th Boulevard.

S. Marshall Boulevard

Marshall Boulevard [Map45-47] has a configuration unique to the system; it has a central road flanked by deep broad parkways. The housing along this stretch of the park and boulevard system is middle class, predominantly made up of a dense concentration of 2- and 3-flats with a small number of single-family houses: all have gracious front yards due to the width of the parkways.

There are many greystones of various sizes along S. Marshall Boulevard. The most unusual is a greystone "one flat", a single story greystone with Tudor detailing and a flat roof, located at 2322 S. Marshall Boulevard. It was designed in 1908 by James Dibelka. This is a handsome house designed by a little-known architect. This is one of many such examples throughout the system.

Work on S. Marshall Boulevard wasn't even begun until 1887 and not finished until 1907, with most residential construction taking place in the 1910s after its completion. Situated between S. Sacramento Avenue and S. California Boulevard/Avenue, two major north-south streets with transportation lines, Marshall Boulevard was a logical site for residential construction. As befitting a residential neighborhood, there is a handsome elementary school building, the John Spry Public School at 2400 S. Marshall Boulevard. It was designed in 1899 by Normand S. Patton and received an addition designed by Arthur F. Hussander in 1919. At the north end of S. Marshall Boulevard, where train lines cross the road, there are two commercial buildings. One, an eight-story red brick building, 2100 S. Marshall Boulevard, is Classical Revival, built in the 1910s, with large window openings placed at regular intervals within a simple grid pattern. The second is a single-story Moderne office building located at 2015 S. Marshall Boulevard, built in the 1930s

Returned

Douglas Park Area (W. 19th Street, S. California Avenue, S. Albany Avenue, W. Roosevelt Road)

The north end of Marshall Boulevard terminates at Douglas Park [Maps 47-49], the southern-most park in what was once the West Chicago Park system, Douglas Park is surrounded by 19th Street on the south, S. California Avenue on the east, S. Albany Avenue on the west and Roosevelt Road on the north. Residences surrounding the park represent a variety of middle class housing types, with two- and three- flats located along S. California and S. Albany Avenue. Many are greystones. Of particular interest is a series of small red brick Queen Anne houses on W. 19th Street. These stand-alone homes that function both as 2-flats and single-family houses, were all built in 1891. There are a few brick cottages that very likely date from after the area became parkland in the 1870s but before increased recreational development of the park began in the 1890s. One is an Italianate cottage located at 1629 W. California Avenue; the other is a gable front vernacular cottage located at 1641 W. California Avenue. They closely resemble the housing types on streets to the east of the park.

The development of accessible transportation made living along the park convenient. Ogden Avenue, which runs diagonally through it, predates the park by thirty years.[416] Starting in 1892, the area had electric streetcars running along the major nearby streets, replacing other modes of transportation. The Douglas Park

[416] Ogden Avenue follows the route of the Southwestern Plank Road that opened in 1848 over the swampy terrain between Chicago and Naperville.

elevated train, running diagonally between W. 19th Street and W. 21st Street south of the park, opened in 1896, spurring the construction of housing.[417]

The ethnic development of the surrounding neighborhood is reflected in two of the area's non-residential buildings. St. Anthony's Hospital, located at 2875 W. 19th Street, was established in 1897 as a faith-based hospital operated by Franciscan sisters to meet the health needs of the southwest side ethnic population, many of whom worked in nearby factories and the stockyards. Located at the intersection of W. 19th Street and S. California Avenue, facing the park, it is an imposing seven-story red brick building with stone trim, featuring Flemish gables. Maimonides Hospital (today Mt. Sinai Hospital), at 1501-1525 S. California Avenue, opened in 1912. It was built to serve the poor Jewish immigrants fleeing from Eastern Europe as well as provide medical training for Eastern European Jewish physicians. It was Chicago's second Jewish hospital.[418] Many of the Jews who had settled in the neighborhood of Douglas Park, wanted a facility with a Kosher kitchen and were uncomfortable at Michael Reese Hospital, which had been founded earlier by the more assimilated and increasingly wealthy German Jewish population in the south lakefront area, a tonier section of Chicago.[419] The first section of the Maimonides Hospital Building was an imposing example of the Beaux Arts style facing Douglas Park. Over the years, it has grown substantially, with many mid and late 20th-century additions.

Jewish settlement of the area around Douglas Park, known as North Lawndale, didn't occur until after 1910. It had been populated, prior to the 1871 Chicago fire, by a small number of Dutch and English farmers, and later by Irish and Bohemians. Subsequently, Chicago's west side, including the area around Douglas Park, Roosevelt Road, and S, Independence and S. Douglas Boulevards, became home to thousands of Jews. Between 1910 and 1960, 110,000 Jews lived on the west side.[420]

Returned

The Jews who settled North Lawndale were escaping from poverty, restrictions in their homeland and the Russian pogroms.[421] Over 2 million Jews migrated from Russia to America between 1881 and 1924. In Chicago, the Jewish port of entry, Maxwell Street, was an area of crowded streets, sweatshops and wood housing best described as "firetraps." Once the Jewish population gained success and could afford better living conditions, they skipped over the area laced with railroads and devoted to industry, and moved three miles west, attracted to the beautiful residential streets of North Lawndale.

North Lawndale was an area composed of quiet streets, a spacious park and convenient transportation. Houses were brick or stone. The most beautiful place to live was along the parks and boulevards, which featured numerous sturdy greystone flats. There was opportunity to buy and rent out the second apartment or to rent in buildings of various sizes. Most of the residential properties in North Lawndale were two- or 3-flats, many with attractive architectural detailing. Unlike Maxwell Street, there were no flimsy wood buildings. The houses featured broad front porches, light and airy rooms and, for those facing the parks and boulevards, front lawns visually extending beyond their own property lines. Although the edges of North Lawndale were encircled by industry, there was none here. Most of the Jewish residents of North Lawndale tended not to work

[417] Today this same line is the Cermak Branch of the Chicago Transit Authority's Blue Line.
[418] Irving Cutler. *The Jews of Chicago: From Shtetl to Suburb.* Chicago: The University of Illinois Press, 1996.. pp. 158-160.
[419] These affluent German Jews included Joseph Schaffner (clothing), Robert Mandel (retail), Albert Pick (hotels) and Julius Rosenwald (retailing). The German Jewish community had arrived in Chicago well before the eastern European Jews, became successful and held prominent positions in Chicago's business community. Increasingly drawn to Reform Judaism, it was they who financed several Jewish social institutions, including Michael Reese Hospital.
[420] Cutler. *Jews of Chicago*. p. 210.
[421] Pogroms were government-condoned organized massacres of the Jewish people. "Pogroms" *Encyclopedia of Russian History*, 2004. http://www.encyclopedia.com/topic/Pogroms.aspx

in the nearby industrial areas where International Harvester and Western Electric were located. Some residents, however, were employed at Sears, Roebuck & Company, which was run by German Jewish entrepreneur and philanthropist Hyde Park resident Julius Rosenwald.[422] The Sears complex occupied 41 acres at 925 S. Homan, between Douglas and Garfield parks.

The areas fronting Douglas Park and W. Douglas and S. Independence boulevards served as home to the area's most important Jewish institutions—synagogues, schools, social organizations and recreational facilities. Roosevelt Road was the major shopping street, lined with Jewish-owned cafes and delicatessens, theaters, grocery stores and shops. Although much of Roosevelt Road was decimated following Dr. Martin Luther King, Jr.'s assassination in 1968 and the ensuing riots on Chicago's west side, the section facing Douglas Park is fairly intact. It is made up of several multi-use commercial buildings and two greystone 3-flats built in the 1890s.

Besides Maimonides/Mt. Sinai Hospital, there were several Jewish institutions facing Douglas Park. Three were located on Albany Avenue, on the west side of the park: the Jewish Day and Night Nursery, the Jewish People's Convalescent Home and the Marks Nathan Jewish Orphan Home, constructed in 1912 at 1550 S. Albany. Adjacent to the home is a synagogue building, located at 1564 S. Albany. Both are Classical Revival buildings, a style favored for many Jewish synagogues. Today the Marks Nathan orphanage houses the Sacred Heart Home. There is also a Classical Revival school building at 1832-58 S. Albany Avenue, designed by Arthur F. Hussander in 1918.

Returned

W. Douglas and S. Independence Boulevards

W. Douglas Boulevard [Maps 49-51] extends west from Douglas Park to Independence Square: it then becomes S. Independence Boulevard [Maps 51-54] and turns north to Garfield Park. The original Irish Catholic and Bohemian residents of this neighborhood were supplanted by Jews after 1910. These boulevards were at the heart of Jewish residential development and, like the area around Douglas Park home to many Jewish institutions, including several synagogues.. However, the Richardsonian Romanesque building constructed for St. Agatha Roman Catholic Parish at 3147 W. Douglas Boulevard in 1904 by William F. Gubbins and its adjoining rectory or parish hall, at 3143 W. Douglas Boulevard, 1920, serve as visual reminders of the area's earlier heritage. Today it is the largest black Catholic Parish on the west side, serving the needs of an economically poor congregation.

W. Douglas and S. Independence Boulevards, like so many other areas in *The Chicago Park Boulevards Historic District,* are lined with two-, three-and 4-flats, featuring Richardsonian Romanesque, Queen Anne and Classical Revival detailing; they were built from the 1890s to the 1910s. The Tudor Revival, Craftsman and Beaux Arts styles are also represented. Over half are greystones. Building permits reveal that most of the architects who designed these buildings were not well-known. For instance, William C. Miller, whose name turns up several times, seems not to be recorded in the widely-read Chicago architectural histories. Although not of the first rank, these architects proved very capable, judging by the high artistic quality of their designs. As today, these second-tier architects were often the work horses of the profession, designing most of the buildings that were a part of peoples' daily lives.

[422] Cutler. *Jews of Chicago*. p. 212.

Major Jewish synagogues lined W. Douglas and S. Independence boulevards. There were a dozen synagogues (of the approximately 60 Jewish congregations in North Lawndale), most with imposing Classical facades. All but one was Orthodox. Many of them are still standing, now home to Christian denominations. The one building that housed a Reform congregation, Temple Judea, is located at 1227 S. Independence Boulevard. Today it is home to the Lawndale Missionary Baptist Church. The synagogues were generally large, imposing buildings. Anshe Kenesseth Israel, the Russische Shul, a 3500-seat building designed in 1913 by Aroner & Sommers, at 3411-3419 S. Douglas Boulevard was in deteriorated condition and demolished in 2012.. Shaari Shomayim (Gates of Heaven), the First Romanian congregation, was founded by Romanian Jewish immigrants. Located at 3622 Douglas Boulevard, it is currently home to the Stone Temple Missionary Baptist Church. The building housing Anshe Sholom Congregation, at 754 S. Independence Boulevard, with its Classical temple front, retains many of its Jewish symbols and brilliant stained glass windows. It is now home to a Seventh Day Adventist Church. When these buildings functioned as synagogues the boulevards were crowded with people, especially on the High Holidays of Yom Kippur and Rosh Hashanah

Other Jewish institutions, besides places of worship, lined W. Douglas and S. Independence boulevards. The most social was the Jewish People's Institute (JPI), located at 3500 W. Douglas Boulevard. People still conjure up warm reminiscences of the lively social life that took place there. Jewish people of every age participated in cultural events, recreational activities and educational functions. With a library, gym, pool, Jewish museum, theater group, roof garden that featured Sunday night dances and a popular restaurant called the "Blintzes Inn," the JPI was the focal point of Jewish Activity on the west side. Today the JPI serves as home to the Lawndale Community Academy. This Moorish Revival building, with Jewish symbolic detailing, was designed by Klaber & Grunsfeld, prominent Jewish architects, in 1926.[423] The JPI is listed on the National Register.

Returned

Theodore Herzl Junior College, another important Jewish institution, was located at 3711 W. Douglas Boulevard at the intersection of Douglas and Independence boulevards. The architect was Arthur F. Hussander, who designed so many other Classical Revival school buildings throughout the city. This example of his work is particularly noteworthy for its brick detailing. The building opened in 1914 as an elementary school named after the famous Jewish Zionist and was attended by many Jewish students, including future Supreme Court justice and U.S. Ambassador to the United Nations Arthur Goldberg. Although in 1935 the building became a junior college it once again serves as a secondary school.

In the 1950, the neighborhood demographics changed, as Jewish residents moved away and African-Americans settled North Lawndale. During the post-World War II economic boom many Jews living on S. Independence and W. Douglas boulevards could afford single-family homes. They moved to the Chicago neighborhoods of West Rogers Park, Hyde Park, South Shore or the suburbs. With the mobility of car ownership and the availability of low-cost government loans, the Jewish population left the boulevard system and its adjoining neighborhoods in large numbers. Unfortunately during the 1960s and later, much of the building stock deteriorated and many of the once-beautiful flat buildings were demolished. The bustling neighborhood is today quiet, but greystones, Craftsman multifamily buildings and single-family homes remain, although fewer on S. Independence Boulevard.

[423] Ernest Grunsfeld is well known as the designer of Chicago's Adler Planetarium, completed in 1930.

Garfield Park Area (W. Fifth Avenue, N. and S. Hamlin Boulevard, W. Lake Street, S, Homan Avenue, W. Madison Street, N. Central Park Boulevard), It is also bounded on the south by Congress Parkway and on the north by a train embankment)

The site of Garfield Park [Maps 53-57] was annexed to the City of Chicago in 1869 but little residential development took place during the 1870s. Despite a flurry of real estate dealing, buildings and infrastructure were not built. Transportation service was generally unreliable. Corruption was rampant and little work on Garfield Park's landscaping took place until 1905, when Jens Jensen became supervisor of the West Park System. Development did, however, begin to accelerate between 1880 and 1915, largely due to the Lake Street El and streetcar electrification. Jensen's iconic conservatory, designed in 1906-08 in collaboration with Schmidt, Garden & Martin and the New York engineering firm of Hitchings & Company, is one of the largest in the nation and considered one of the most stunning.

S. Independence Boulevard flows into S. Hamlin Boulevard south of Garfield Park, forming the western border of Garfield Park. The southern section of S. Hamlin Boulevard, which has a green median, is bordered by some large apartment buildings constructed between the 1890s and 1910s. They include a grouping of Classical Revival 6-flats built in the 1900s at 146-156 S. Hamlin Boulevard, a number of Tudor Revival 6-flats and larger apartment buildings constructed in the 1910s and 1920s between 100 and 126 N. Hamlin Boulevard. There is a handsome Spanish Revival courtyard building located at 214-222 S. Hamlin Boulevard. All of these buildings have a beautiful view of Garfield Park.

Returned

Hamlin is crossed by W. Madison Street, once a thriving commercial thoroughfare with department stores, movie palaces, restaurants and hotels. After the riots and fires following Dr. Martin Luther King, Jr.'s assassination in 1968, the street never recovered its vitality. It now has only a handful of commercial establishments. The handsomely-detailed Midwest Athletic Club, 3800 W. Madison Street, designed in 1918 by Michaelsen & Rognsted, served as a social center for the neighborhood.[424] It was listed on the National Register in 1984. Most of the rest of Garfield Park is lined by Craftsman apartments and flats, built from 1900 through the 1920s. Compared to many of the flat buildings along S. Independence and W. Douglas Boulevards, they tend to be simpler and less high style.

As in other areas of the boulevard system, prominent institutions can be found facing the park—especially churches and schools. There are two school buildings on N. Central Park Boulevard [Map 55-58] facing Garfield Park. One is Providence-St. Mel's, a parochial school for grades K-12. Known for its educational excellence, the school, located at 115 N. Central Park Boulevard, was designed in 1929 by Morrison & Wallas. It is an imposing five-story Tudor Revival building which, like so many educational institutions, features Medieval detailing. In this case the school has crenellated parapet walls, polygonal towers, and slit openings. The second prominent institution on N. Central Park Boulevard is the Lucy Flower Technical High School, located at 3545 W. Fulton Boulevard. Stylistically, it is associated with the Collegiate Gothic style that was especially popular for school design. The architect for this large 1927 building that faces the Garfield Park Conservatory was John C. Christiansen.

[424] Michaelson & Rognsted built the field houses in Garfield Park and Douglas Park.

Garfield Square, W. Franklin Boulevard, Sacramento Square and N. Sacramento Boulevard

Although land from Garfield Park to Sacramento Square was acquired in the early 1870s, the W. Franklin and N. Sacramento segments of the boulevard system generally developed after 1900. Plans were drawn for N. Sacramento Boulevard [Maps 59-61] in 1896 and for W. Franklin Boulevard [Maps 58-59] in 1903. W. Franklin Boulevard was not completed until 1911, however. Nevertheless, there are a few 19th-century buildings along both boulevards. Examples include buildings at 3052, 3100 and 3136 W. Franklin Boulevard and at 1025, 1029, 1137 and 1139 N. Sacramento Boulevard.

The boulevard system north of Garfield Park, to Humboldt Park, is transitional. It is made up of short segments that become increasingly industrial. Garfield Square, [Map 57-58] where N. Central Park Boulevard turns east and W. Franklin Boulevard begins, is lined with modest flats, apartment buildings and some courtyard buildings. The same may be said of the west end of Franklin Boulevard, with its two- and 3-flats and larger buildings at some corner locations. One particularly handsome Spanish Revival style courtyard building, "The Franklin," is located at 3122 W. Franklin Boulevard.

The character of the boulevards in this area changes completely at Homan Avenue, where the north side of W. Franklin Boulevard, except for the simple brick 4-story Sacred Heart Hospital at 3240 W. Franklin Boulevard, becomes industrial. At 501 N. Homan Avenue, there is a handsome one-story brick Art Moderne commercial building. Simple and rectilinear, its corner entrance is topped by a streamlined projecting canopy edged in metal. East on W. Franklin Boulevard, at 500 N. Spaulding Avenue, is a two-story brick and concrete frame factory/warehouse building that occupies almost the entire block. Its Classical Revival entrance faces Spaulding. The building originally housed De Luxe Line Loose Leaf Devices and Supplies. Its logo, a polychrome terra cotta map of the world set in concrete, remains prominently displayed, projecting above the roofline in several locations.

Returned

The development of this industrial section of the boulevard system, like that to the south along S. Western Boulevard and Pershing Road, was driven by a huge transportation network, with intersecting rail lines that allowed manufactured goods to be shipped throughout the United States. This section of the boulevard system is embedded within a network of rail lines: there is a rail line on an embankment to the south of W. Franklin Boulevard and a large train yard to the east of N. Sacramento Boulevard. However, there is no evidence that spurs ran to any of the factories in the area along the north side of W. Franklin Boulevard. There are a small number of modest greystone 2-flats on the south side of W. Franklin Boulevard. These and several brick vernacular cottages lining the side streets north of W. Franklin Boulevard and west of N. Sacramento Boulevard are modest dwellings that very likely served as home to workers in the nearby factories. There is a relatively small warehouse/factory building located at 500 N. Sacramento, sited at the prominent northwest intersection of N. Sacramento and W. Franklin boulevards on Sacramento Square [Map 59]. It is a two-story brick Craftsman building with a corner clock tower that originally served as home to the GAW-O'Hara Envelope Company, founded in 1913.

N. Sacramento Boulevard is lined with factories from Sacramento Square north to Humboldt Park. Beyond the GAW-O'Hara Building, there is a large factory building at 700 N. Sacramento Boulevard belonging to the Cribben Sexton Company, which manufactured gas stoves. Their logo shows they made Universal Stoves and Ranges. The four-story red brick building with a Classical Revival entrance door occupies the better part of a block and is adjacent to a railroad line that extends northwest from the extensive switching yards located east

of Sacramento Square. During the early years of the 20th-century, there was a roundhouse in this switching yard. Today, there are remnants of railroad lines but only some are active.

The largest factory building and the one with the most architectural interest was built by a wholesale grocery concern, the Sprague Warner Company, in 1941 at 501-625 N. Sacramento Boulevard. A. Epstein, designer of several buildings in the Central Manufacturing District, was the architect. With a stately Art Deco tower, sheathed in stone, at the northeast corner of W. Franklin and N. Sacramento boulevards, marking Sacramento Square, the building occupies the entire block west of the rail yards between W. Franklin Boulevard and W. Chicago Avenue. The office entrance was located in a one story streamlined Art Moderne section of the complex, at the north end of the company building. This small structure, given stature by its high style design and its stone facade is connected to the corner tower by a single-story red brick structure capped in stone banding.[425] Today part of the complex serves as home to the Chicago Center for Green Technology.

N. Sacramento Boulevard continues north past the rail yards, crossing Chicago Avenue. There is a three-story Tudor Revival brick factory with stone trim located on the northeast corner of N. Sacramento Boulevard and W. Chicago Avenue at 2950 W. Chicago Avenue. It is believed to have been constructed in the 1920s. There is also a Craftsman style building constructed at 3028-3030 W. Chicago Avenue, located just north of the railroad viaduct that crosses N. Sacramento Boulevard. It is the last factory/warehouse building on this largely industrial segment of N. Sacramento Boulevard except for a one-story red brick building with a Classical Revival stone entrance at 3037-53 W. Grand Avenue, now housing Stone City. The buildings north of this commercial/industrial area are all residential. Free-standing Craftsman 2-flats with broad front porches line the east side of N. Sacramento Boulevard north of the factory building. Free-standing greystones line the west side.

Returned

Humboldt Park Area (W. Augusta Boulevard, W. Division Street, N. California Avenue, W. North Avenue, N. Kedzie Boulevard, N. Sacramento Boulevard)

Just north of W. Augusta Boulevard is the Classical Revival Norwegian American Hospital building, with an address at 1044 N. Francisco Avenue. The hospital buildings face the section of Humboldt Park [Maps 61-63] that extends south from Division Street to Augusta Boulevard. Norwegians, who began settling in Chicago in the mid-1830s, moved westward from the lakefront and by the late 1870s began establishing themselves around Humboldt Park and Logan Square. Norwegian American Hospital was one of the many hospitals founded by religious denominations to serve particular ethnic groups. This hospital was built by the Lutheran church in 1894.[426]

At Augusta Boulevard, N. Sacramento Boulevard becomes N. Humboldt Boulevard as it winds through Humboldt Park. The south boundary of the park is W. Augusta Boulevard; the north is W. North Avenue. A small section of the park, between N. Sacramento Boulevard on the east and S. Kedzie Avenue on the west, extends south from W. Division Street. North of Division the park widens four blocks, with California Avenue forming the eastern boundary. Although there are some older late-19th-century buildings lining the park, poor transportation delayed significant development around Humboldt Park until the 1890s, when the Humboldt Park and Logan Square branches of the El were constructed.

[425] The Sprague Warner Company descended from a Chicago grocery store on State Street, founded during the Civil War. By 1910, it had grown into one of the country's largest wholesale grocery concerns, famous for such house brands as "Richelieu" and "Batavia." In the 1940s, Sprague Warner was acquired by Consolidated Foods, which in 1985 changed its name to Sara Lee Corporation.. Eventually its headquarters moved to Deerfield, Illinois.
[426] www.nahosp.org

There are many beautiful greystones north of W. Augusta Boulevard, the southern boundary of Humboldt Park. They become somewhat more high style in this area. The eastern boundary of the southern extension of Humboldt Park is N. Sacramento Avenue. The most significant greystone on this segment, which is located at 1141 N. Sacramento Avenue, was once the home of Danish-born landscape architect Jens Jensen. It was his second home facing Humboldt Park.[427] The house on N. Sacramento, more elaborate than his first, was directly across from Jensen's office in the Humboldt Park Receptory and Stable Building. Jensen moved to the neighborhood when he was made Chief Landscape Architect and General Superintendent of the West Park System.

Several of the most architecturally significant buildings lining Humboldt Park are found on N. California Avenue. At 1257 N. California is a salmon-color vernacular cottage, dating from the 1900s, with a truncated gable front and unusual detailing. Just north of it, at 1301, is a greystone built in 1907 with a Classical Revival porch and a crenellated cylindrical tower. Unlike many greystones, which tend to have side walls of common brick, this house, because it is on a corner, has a side façade finished in face brick. The architect was William Schulze, another example of an unknown but skillful designer who built along the park and boulevard system. Immediately to the north, at 1301 N. California Avenue, is another brick vernacular cottage. It has a gable front, like so many, but is graced by a Palladian window. To the north of these small houses there is a large Classical Revival institutional building at 1335 N. California Avenue that currently houses Casa Central, a social service agency serving the predominantly Hispanic surrounding neighborhood. It was originally built as the Dr. Herzl Community House and was used for meetings, classes and dances by the Jewish Population that lived in the Humboldt Park neighborhood.

Returned

The area around Humboldt Park, unlike that near Douglas Park, was not solidly Jewish. There was also a substantial population of Poles, Germans, Italians, Ukrainians, Russians and Scandinavians.[428] There was, however, a synagogue building constructed in 1911 at 1357 N. California Avenue. This synagogue was known as the Austrian Galician Shul. It was Orthodox and the congregants strictly adhered to ritual. It didn't have a choir but Metropolitan Opera star Richard Tucker served as High Holiday Cantor at one time. The synagogue closed in 1957 and today the building houses the Iglesia de Dios Pentecostal Aposento Alto.

One of the most interesting and unusual buildings on the park and boulevard system is a four-story red brick apartment building with stone trim, located at 1401 N. California Avenue. The building is predominantly Tudor Revival. Its corner entrance has a high-relief sculpture of three figures: a gowned woman with her arms touching the heads of two children. The building was constructed in 1922 and the woman's hairstyle and children's dress reflect that time period. There are very few buildings in Chicago that incorporate figural sculpture as part of their architecture. It is, however, common in Eastern Europe and many buildings of the early 20th-century in Budapest, Prague and Vienna feature sculptures of human figures. Since the Jews living around Humboldt Park were of Eastern European descent, incorporating a figural motif such as this is not surprising. The building originally served as the Daughters of Zion Jewish Day Nursery and Infant Home. This use explains the iconography of the sculpture. The architects for the building were Dubin & Eisenberg. Henry

[427] Jensen's first house was at 3105 W. Augusta Boulevard. It was a simple greystone in which he lived when he was first appointed Superintendent in 1905. He was living on Sacramento by 1910. Not known for many years, this information was uncovered by Julia Bachrach, historian for the Chicago Park District.

[428] Jews never made up more than 25% of the neighborhood population. Many of the Jewish settlers in this area came from Hungary, the Ukraine and Galicia (the south part of Poland) Cutler, *Jews of Chicago*, p. 234.

Dubin was a prominent Jewish architect of the period, who designed several buildings in the vicinity of Halsted and Maxwell Streets. Among the several handsome buildings face Humboldt Park, this one is the most unusual.

To the north of the synagogue at 1357 N. California are two more distinguished early brick buildings. One that dates from the 1890s, is a 2 ½ - story flat building at 1433 N. California Avenue. The other building dates from the 1880s and is an Italianate gable-front cottage located at 1445 N. California Avenue. .

At the corner of W. Le Moyne Avenue and N. California Avenue is a handsome red brick church building connected to a parish hall that faces Le Moyne Avenue. Its most distinctive feature is its copper sheathed tower and onion dome. It originally was the Humboldt Park Swedish Mission Church. The Swedish had arrived in the city beginning in the 1840s but did not migrate here in large numbers until the 1880s, when their homeland was faced with devastation in the agricultural sector and crises in the lumber and iron industries, Having initially settled on the near north side, a smaller group of Swedes had moved east of Humboldt Park during the 1880s, moving into areas also occupied by the Germans and Norwegians. By the 1920s, the Swedish population of the area moved farther to the northwest and north, then scattered throughout the city.[429]

There are two handsome terra cotta-sheathed commercial buildings at the north end of Humboldt Park. Both have stores on the ground floor and apartments above. The Renaissance Revival "Humboldt Building" at 1551 N. California Avenue was built in the 1920s at the southeast corner of N. California Avenue and W. North Avenue. It is sheathed in polychrome terra cotta and has characteristic Renaissance detailing, including low relief designs and twisted columns on the upper two stories. There is another multi-use building of this type at 2747-53 W. North Avenue, at the southwest corner of W. North Avenue and N. Kedzie Boulevard. It is also a three story building, but Gothic Revival in design, and brick with blue and cream colored terra cotta trim. It too was built in the 1920s. These buildings are located along transportation nodes, at busy intersections.

Returned

Although none are quite as quite as prominent as the corner commercial buildings, there are several multi-use buildings along W. North Avenue. Just in from the vacant northwest corner lot at W. North Avenue and N. California Avenue, at 2906 W. North Avenue, is a three-story greystone with a shop on the first floor and apartments above. Immediately behind it is a two-story frame cottage, sheathed in clapboards, that probably dates from the 1880s. This is one of few examples along the park and boulevard system where a more substantial building was constructed in front of an older cottage. It was once a common practice for owners of investment properties in Chicago to maximize the use of their land by placing newer buildings in front and renting out the building at the rear of the lot. Other commercial buildings that have residences in the upper floors line North Avenue. There are also greystones and small apartment buildings located here. They form a continuous street wall along most of W. North Avenue between W. California Avenue and N. Kedzie Boulevard. One greystone apartment building is appropriately named "The Parkview."

N. Kedzie Avenue, which forms the western boundary of Humboldt Park, is characterized by a continuous line of large apartment buildings, greystone 2- and 3-flats and Craftsman flat buildings. There is a handsome Beaux Arts two-flat, with elaborate copper trim at 1334 N. Kedzie and a Craftsman two-flat with a wide front porch at 1340 N. Kedzie. Almost all were built in the 1900s and 1910s. These are clearly meant to be homes for middle and upper middle class families. A line of greystones also graces Augusta Boulevard. The overall impression in this area is of attractive homes facing a beautiful park.

[429] Anita R. Olson, "A Community Created: Chicago Swedes, 1880-1950" in Melvin Holli and Peter d'A. Jones. *Ethnic Chicago: A Multicultural Portrait*, Grand Rapids, MI: William P. Eerdmans Publishing Company, 1995, p111-120.

North of Humboldt Park: N. Humboldt Boulevard, Palmer Square, N. Kedzie Boulevard, Logan Square, W. Logan Boulevard

The boulevards and squares north of Humboldt Park (N**.** Humboldt Boulevard, Palmer Square, Logan Square,. N. Kedzie Boulevard, and W. Logan Boulevard) have already been listed on the National Register in the *Logan Square Boulevards Historic District* [Maps 63-67]. This 2.5mile section of the system was listed in 1985. The boulevards, squares and buildings surrounding them are included by reference in this nomination. The boulevards and squares included in the Logan Square listing are N. Humboldt, N. Kedzie and W. Logan boulevards, Logan and Palmer Squares. The greenways and squares follow the same form as those laid out for the rest of the system. They were a place to promenade, for public enjoyment. The segments of the system north of North Avenue contain a dense concentration of buildings, with almost no urban blight or infill housing

The *Logan Square Boulevards Historic District* is almost entirely residential. Like the rest of the system, the buildings to the north along these boulevard and squares represent a variety of late 19th-and early 20th-century building styles. There are many flats as well as single-family homes, including a number of greystones. Styles range from Romanesque and Queen Anne to Classical Revival and Prairie Style. Interspersed are churches, clubs, a synagogue building and low-rise apartments. Although most of the buildings were not designed by well-known architects, like those along the rest of the system, some architects who practiced at the north end of the boulevard system have gained recognition. They include George Maher, John Ahlschlager, Huehl & Schmid, Horatio Wilson, Lowe & Bollenbacher and Egan & Prindeville. George Maher designed a house for John Rath in 1907. Horatio Wilson, who designed many townhouses and flats along S. Dr. Martin Luther King, Jr. Drive and S. Drexel Boulevard, designed homes on N. Kedzie Boulevard. John Ahlschlager, who designed the Schulze Baking Company Building at 40 E. Garfield Boulevard, designed a two-flat at 3024 W. Logan Boulevard. A great many of the architects who designed buildings along these segments of Chicago's park and boulevard system are not written about in the textbook histories of Chicago architecture. This section of the system, however, attracted fine residential development as was the case throughout *The Chicago Park Boulevard System Historic District.* Logan Square contains a noteworthy monument, the Illinois Centennial Column, designed in 1918 by Henry Bacon, the architect of Washington's Lincoln Memorial.

Returned

THE MAJOR PRACTITIONERS

The country's most distinguished landscape architects played an important role in the development of *The Chicago Park Boulevard System Historic District.*

Landscape Architects

Frederick Law Olmsted (1822-1903)
Calvert Vaux (1804-1895)
Olmsted, Vaux & Company, Designers of the South Park System (1869-1871)

Frederick Law Olmsted

Hartford, Connecticut native Frederick Law Olmsted is considered by many to be the father of American landscape architecture. Prior to devoting himself to this profession, however, he engaged in a variety of other jobs, from which he drew valuable experience for the future. He worked in farming, as a mining superintendent and had a significant career as a journalist. Collaborating with architect Calvert Vaux in 1857, they won the

competition the following year to design New York's Central Park. This launched his career as a landscape architect. They established a firm, Olmsted, Vaux & Co. in 1865, and would execute seminal designs for important clients before the partnership dissolved in 1872. These designs included parks and parkways in Brooklyn, the park and boulevard system in Buffalo, the planned residential suburb of Riverside, Illinois, as well as Chicago's South Park System. Olmsted & Vaux's plan for Riverside—curving, picturesque streets around a central park and train station--included a proposal to build a parkway connecting the suburb to the city. He hoped to provide a transportation alternative to the train as well as a pleasure drive for those traveling over the bare, flat prairie between Chicago and his garden-like suburb. Although the streets were in place, the boulevard connecting Riverside to the city was never fully realized.

Thereafter, Olmsted became a sought-after designer, working first in New York City and then Boston. Olmsted partnered with his stepson in 1884 in the firm of F.L. & J.C Olmsted. The addition of Charles Eliot nearly a decade later resulted in the firm Olmsted, Olmsted & Eliot. The body of work produced in Olmsted's years of active practice spanned the United States and included many of the nation's premier parks, boulevards, campuses, residential communities and estates, as well as the grounds of the highly influential 1893 World's Columbian Exposition in Chicago. The progression of dementia made it necessary for Olmsted to retire in 1895.

Calvert Vaux

English-born architect Calvert Vaux journeyed to America in 1850, persuaded by America's foremost horticulturalist, Andrew Jackson Downing, to cooperate with him in developing a new residential style. He moved to New York City in 1852 and, in collaboration with Frederick Law Olmsted, won the competition to design the city's Central Park. This project would occupy him for the next thirty-eight years. During their partnership, from1865 until 1872, Olmsted and Vaux led the nascent parks movement with their seminal designs.

Returned

Vaux would go on to pursue a distinguished architectural career that included residential commissions, important institutions, such as the original portion of the Metropolitan Museum of Art, and early model housing for the poor.

Horace William Shaler Cleveland (1814-1900)
Landscape Architect of South Park and the connecting Boulevard (1872-1874)

An Easterner by birth and respected pioneer of American landscape architecture, Horace W.S. Cleveland also had one of the first such practices in the Midwest. Like his contemporary and friend, Frederick Law Olmsted, he was an author and speaker and benefitted from a variety of early experiences that led to his eventual career as a landscape architect. He worked in surveying, scientific farming and the study of civil engineering. In 1854, he partnered with Robert Morris Copeland and established a successful landscape architecture practice in Boston. The partnership, which served clients in the Northeast and Canada, disbanded during the Civil War. In 1868, Cleveland joined Olmsted's firm for one season, during which time he supervised the planting of Prospect Park in Brooklyn, New York.

In 1869 Cleveland moved to Chicago, where he would remain until 1886. Previously, as a young man in the 1830s, Cleveland had spent several years traversing Illinois in the service of potential investors. Upon his return, Cleveland became involved with designing an addition to Graceland, the city's premier picturesque rural cemetery. During his Chicago years, Cleveland was first affiliated with surveyor Samuel Greely. In 1870, he

entered into partnership with engineer William M.R. French, who would eventually become the first director of Chicago's Art Institute. In addition to his work for the South Park Commissioners between 1872 and 1886, his projects included landscapes for several estates and the plan for the grounds of the first University of Chicago, which was located on property donated by Senator Stephen Douglas at 33rd and Cottage Grove Ave.

Cleveland and French designed the picturesque suburb of Highland Park, north of Chicago, in 1869 and worked for clients in other Midwestern states. Cleveland moved to Minneapolis in 1886, where he went on to design "his boldest and most skillfully conceived plan: the vast Twin Cities regional park system." [430]

William Le Baron Jenney (1832-1907)
Chief Engineer, West Park System (1869-1874)

Born in Massachusetts, William Le Baron Jenney was the son of a prosperous ship owner. He attended several private schools in New Hampshire and Massachusetts, then traveled to California during the 1849 gold rush. He spent some time in the Pacific islands and returned to New York City in 1851, determined to study engineering. He briefly attended Lawrence Scientific School but was not satisfied with what was offered. In 1853 he went to Paris to study for three years at the Ecole Centrale des Arts et Manufactures. As a student in France's formal and successful engineering program, Jenney learned about "the craft of building", including information on bridges, fireproofing, planning, aesthetics and materials.[431]

Returned

After his graduation from the Ecole Centrale, Jenney continued to travel the world for work. He built railroads in Mexico and then bakeries in France. He returned to Paris in time to witness the completion of Haussmann's redesign of the city for Napoleon III, including the development of its system of parks and boulevards.[432]

He returned to the United States in 1861 and enlisted in the Army Corps of Engineers. While at Vicksburg he met Frederick Law Olmsted, whom he contacted immediately after the war, in 1865, about employment. In 1867, following his marriage, Jenney settled in Chicago and went into partnership with Sanford E. Loring (1867-1869).[433]

In 1869, Jenney was hired as the Engineer for the West Park System. He created the plans that underlay the boulevard and park system that we know today, including the three large parks, the squares and the many boulevard segments.

During the time he worked for the West Park Commission, Jenney also maintained a private practice. In 1870, his firm was known as Jenney, Schermerhorn and Bogart. By 1872, he was in practice alone. Although Jenney resigned his position at the West Chicago Park System in 1874, he served as consulting engineer in 1875, and later he was contracted to design several buildings for the West Parks. These included the 1888 West Chicago Park Commission's headquarters building, which housed offices and a conservatory.[434]

[430] William Tishler. "Horace Cleveland: The Chicago years*". Midwest Landscape Architecture*. Urbana: University of Illinois Press, 2000, p.35.
[431] Theodore Turak. *William Le Baron Jenney: A Pioneer of Modern Architecture.* Ann Arbor: UMI Research Press, 1986, p. 35-48.
[432] Turak, p. 61.
[433] *Ibid.* p. 76..
[434] Turak, p. 230.

Jenney, admitted to the American Institute of Architects in 1872, would become one of Chicago's most famous architects, designing the city's first steel-framed skyscraper, the Home Insurance Building, in 1884-5, and the enormous Horticultural Building at the 1893 World's Columbian Exposition. Interestingly, the *Inland Architect* review of the Horticultural Building particularly noted Jenney's work as a landscape architect: "Mr. Jenney, who next to Mr. Olmsted is best known in the line of landscape architecture in this country…."[435] Clearly the West Park System had given Jenney a tremendous opportunity to exercise his many skills—landscaping, engineering and architectural design—early in life and in a very public way. It was an important launching pad for his highly successful and honored career.

Jenney was a lifelong Francophile and a popular teacher, writer and speaker. Some of the leading architects and landscape designers of the next generation would be his students: Daniel Burnham (who was a draftsman in Jenney's office while the West Chicago Park System designs were being prepared), William Holabird, John Wellborn Root, Louis Sullivan and O.C. Simonds. All were to take inspiration from their time in Jenney's office.[436]

Oscar F. Dubuis (1849-1906)
Chief Engineer, West Park System 1874-1893

Oscar F. Dubuis was born in Switzerland. His father was a natural science teacher and his mother came from a family of farmers. After two years at the Swiss Polytechnic Institute at Winterthur, he was apprenticed to an architect for four years.[437]

Returned

Dubuis came to the United States in 1870, at the age of 21, and took a job as a draftsman with William Le Baron Jenney, just as Jenney had started work on Chicago's west parks. Dubuis married native Californian Fanny Girard in Chicago in 1874 and they had six children. The West Park Commissioners did not have an architect or engineer after Jenney's departure in 1875 until Dubuis succeeded him in 1880. Dubuis survived the many upheavals on the park board and in the park's finances to serve as Chief Engineer. He held that position until 1893.[438] Like Jenney, Dubuis seems to have been a man of many talents, "an artist, an architect, an engineer, a landscape gardener and a botanist."[439] His designs were often naturalistic in style. In the late 1880s, he created a meandering "forest stream," for the northern part of Garfield Park, which was later the site of Jensen's 1908 conservatory.[440]

In 1893, Dubuis was removed from the West Chicago Park System "for political reasons" and took a job as Engineer for the Lincoln Park District. In 1895, he was hired by the city of Peoria to become Engineer and Superintendent of Parks. As was noted in the elegy given at his funeral, Dubuis "was not only a civil engineer and a landscape gardener, par excellence, but he had a poetic sense of the beautiful." For Peoria he designed Laura Bradley Park, Glen Oak Park, Madison Park, South Park and the 2.5 mile Grand View Drive along the Illinois River bluff. The latter was listed on the National Register in 1996. At the time of his death in 1906, Dubuis was one of Peoria's most honored residents.

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[435] *Ibid*, p. 315.
[436] *Ibid.* p. 331.
[437] Biographical information on Dubuis can be found at http://www.peoriacountyillinois.info/bios/1902bios_html and in his obituary at http://genforum.genealogy.com/dubuis/messages/4.html
[438] Some sources say 1892. The West Chicago Park System *Annual Report*s do not mention a specific date for his removal.
[439] http://genforum.genealogy.com/dubuis/messages/4.html
[440] *Inspired by Nature: The Garfield Park Conservatory and Chicago's West Side*, p. 11-13.

Jens Jensen (1860-1951)
Laborer, eventually rising to Superintendent, Humboldt Park, West Park System (1886-1900)
Chief Landscape Architect & General Superintendent, West Park System (1905-1910)
Consulting Landscape Architect, West Park System (1910-1920)

Born in Denmark, Jens Jensen emigrated to the United States in 1884, eventually settling in Chicago, where he began work as a laborer for the West Chicago Park System. In 1888, frustrated with the survival rates and necessary maintenance for the exotic plants then being used in the parks system's planting beds, he planted an American Garden in Union Park with native wildflowers and plants. This was his first attempt to create a more natural landscape using native plant materials. Jensen quickly proved his worth as a laborer and was promoted to foreman and then superintendent of Humboldt Park in 1895. Jensen refused to be part of the political graft which was rife throughout the West Chicago Park System at this time, and he was fired in 1900.[441]

By the time he left the system, Jensen's work had become well enough known that he was able to start his own practice, designing landscapes for large estates on Chicago's North Shore and in Lake Geneva, Wisconsin. Shortly after leaving the West Chicago Park System, Jensen began working with architect Dwight Perkins on the Special Park Commission, which had been appointed to "create playgrounds in the city's most densely populated neighborhoods." Jensen had a deep admiration for the prairie landscapes, river valleys and wetlands surrounding the city of Chicago and was deeply concerned that these areas would be wiped out by the city's future development. He felt that the ability to retreat into natural areas was essential to the health and well-being of people living in the city. The report that he and Perkins created for the Special Park Commission made recommendations on small parks as well on as the establishment of "a belt of natural lands at the perimeter of Chicago". These recommendations would ultimately lead to the establishment of the Forest Preserve system in metropolitan Chicago.[442]

Returned

In 1905, when Governor Charles S. Deneen removed the West Chicago Park Commissioners as part of a massive overhaul of the district's corrupt system, Jensen was invited to return as Chief Landscape Architect and General Superintendent of the West Chicago Park System. By the time of Jensen's return, the west side parks and boulevards were in poor condition, a situation that enabled him to redesign and redevelop areas throughout the system. His work included the construction of a large new conservatory with naturalistic stone ledges and water features in Garfield Park in 1906-08.[443] In addition, he was given the task of designing the first and last new large park for the system, Columbus Park on the far western edge of the city.[444]

Jensen shifted his role to consulting landscape architect in 1909. He continued his association with the West Chicago Park System until early 1921, at which point he went into private practice once again. He spent the next decade designing many influential landscapes and continuing his work of protecting important natural

[441] There is a lengthy and most useful biography of Jensen by Julia Sniderman Bachrach that was originally published in *Chicago Wilderness* magazine and is now available on their website. "Jens Jensen—Friend of the Native Landscape." http://chicagowildernessmag.org/issues/spring2001/jensjensen.html.
[442] The Forest Preserve District of Cook County was established in 1915.
[443] Prior to this time, each large park had its own conservatory. Jensen demolished all three and replaced them with a single new conservatory in Garfield Park.
[444] The land for Columbus Park was acquired in 1912 and design work began soon after.

areas in and around the city. He retired to his place, "The Clearing", in Door County, Wisconsin in 1934 where he opened a school focused on "hands-on work and environmentalism."[445]

Today Jensen is credited with being the dean of the Prairie Style of landscape architecture. It was a style strongly influenced by the Midwest's native landscape, one that also embraced reformist tenets about the value of nature to health, morality, spirituality and happiness. Today's vast forest preserve system, Jensen's own beautiful designs as well as those of landscapers inspired by him, continue to have wide-ranging influence on the character of metropolitan Chicago landscapes.

Architects

The collection of American architecture represented on the streets that line Chicago's parks, squares and boulevards showcases the work of many talented architects. Throughout the system there are some architects that are not well-known; others are among Chicago's most prominent practitioners, distinguished architects who built residential, industrial, commercial, institutional and religious structures in *The Chicago Park and Boulevard System Historic District*.

Chicago architects who designed buildings along the park and boulevard system that have a national reputation include Solon S. Beman, Daniel Burnham, Henry Ives Cobb, Charles Frost, Alfred Granger, William Holabird, Martin Roche, John Wellborn Root, James Gamble Rogers and Frank Lloyd Wright. Several noted architects from outside Chicago also designed buildings along the system. These include Bertram Grosvenor Goodhue and George F. Shepley, Charles Rutan and Charles Coolidge of Shepley, Rutan & Coolidge,

Returned

There are several architects along the system who specialized in designing a particular building type. Abraham Epstein, S. Scott Joy and Alfred Alschuler focused on designing commercial and industrial buildings. Solon S. Beman designed numerous buildings for the Christian Science Church throughout the country. James J. Egan and Charles H. Prindeville of the firm of Egan & Prindeville, Joseph McCarthy and Henry J. Schlacks all designed many buildings for the Catholic Church. James Gamble Rogers is known for his collegiate architecture. Arthur Hussander, a local architect, designed numerous city of Chicago school buildings.

Alfred Alschuler (1876-1940)

Alfred Alschuler, a graduate of the Armour Institute of Technology (later IIT), began his architectural career in the office of Dankmar Adler in 1899. After Adler's death in 1900, he joined architect Samuel Treat, forming the firm of Treat & Alschuler. In 1907, he established his own firm, where he conducted an extensive practice, often for Jewish clientele.

Alschuler's work included numerous commercial and industrial buildings. These included the building that once housed the L. Fish Furniture Company at 2225 W. Pershing Road in the Central Manufacturing District, designed in 1923. He is also known for his synagogues, including a temple building for Sinai Congregation at 4600-4622 S. Dr. Martin Luther King, Jr. Drive.

[445] Bachrach. "Jens Jensen—Friend of the Native Landscape."

John S. Ahlschlager (?)

John Ahlschlager designed two handsome buildings along the Chicago boulevards, both already listed on the National Register of Historic Places: the Schulze Baking Company Building at 40 E. Garfield Boulevard, a tall terra cotta building with extensive foliate ornamentation, designed in 1913-14, and a Queen Anne greystone at 3024 W. Logan Boulevard.

Albert Annis (1889-1964)

Albert Annis was an architect best known for the Art Deco hotels and synagogues he designed in Miami Beach. In 1921, he designed the Liberty Supreme Life Insurance Building at 3501-11 S. Dr. Martin Luther King, Jr. Drive. This African American-owned company provided insurance to African-Americans during a time when they were discriminated against and unable to acquire policies.

Solon S. Beman (1853-1914)

Architect Solon S. Beman was born in Brooklyn, New York, and trained in the office of the New York architect Richard Upjohn. He came to Chicago in 1879. Beman is well-known for having designed the famous industrial town of Pullman, on the far south side of Chicago, between 1879 and 1892. His other Chicago commissions included the Mines and Mining Building at the 1893 World's Columbian Exposition, the W. W. Kimball Mansion at 1801 S. Prairie Avenue and the Fine Arts Building at 410 S. Michigan Avenue. .

Returned

Beman defined the style of architecture applied to Christian Science churches throughout the country. In 1897, he won a competition that included submittals from seven other architects to design the First Church of Christ Science, 4021 S. Drexel Boulevard. Abandoning the then popular Gothic or Romanesque Revival style, Beman embraced Classicism. His churches were simple, impressive and dignified, featuring tall colonnades. Beman designed five more Christ Science churches on the north and west sides of Chicago and others throughout the country, all in the Classical Revival style.

Burnham & Root
Daniel Hudson Burnham (1846-1912)
John Wellborn Root, (1850-1891)

Burnham & Root, one of Chicago's most distinguished architectural firms, designed three houses along the boulevards, between 1885 and 1889. The houses at 4545 and 4941 S. Drexel are Richardsonian Romanesque, stylistically similar to their famed Rookery Building, 209 S. LaSalle Street. Although best known for commercial buildings, their prolific office designed over165 private residences including a home for prominent clients such as John B. Sherman, co-founder of the Union Stock Yard & Transit Company.

The men joined forces in 1872, having met in the architectural office of Carter, Drake & White. Daniel Burnham received world-wide recognition as a city planner. His 1909 plan for Chicago laid the groundwork for many years of planning that followed and is credited for the city's industry-free lakefront. He served as chief designer for the 1893 World's Columbian Exposition. During their years together, until Root's untimely death in 1891, John Wellborn Root served as principal designer at Burnham & Root.

Henry Ives Cobb (1859-1931)

Born in Brookline, Massachusetts, Henry Ives Cobb studied architecture at the Massachusetts Institute of Technology before moving to Chicago in 1882, having won a competition to design a new clubhouse for Chicago's Union Club. He soon began to receive commissions for major public buildings, large residences and commercial buildings—plus the Fisheries Building, one of the principal buildings at the 1893 World's Columbian Exposition. In 1892, at the height of his career in Chicago, Cobb's firm employed 130 people, the largest in the city at that time.

In 1890, Cobb received his largest commission, for the newly-created University of Chicago. This work lasted until 1901, when he completed 18 buildings. Among them are two located on the Midway Plaisance, one at 1130 E. 59th Street (Nancy Foster Hall) and one at 1146 E. 59th Street (the University President's House). Like many other buildings by Cobb, they were designed in the Gothic Revival style on the model of Oxford University. This style became popular for school buildings and college campuses throughout the country. Cobb also designed an impressive limestone-clad Chateauesque mansion in 1891 for Dr. John A. McGill, near the campus, at 4920-4948 S. Drexel Boulevard. In 1902, he moved to New York City, establishing a practice there. Although he lived in Manhattan longer than Chicago, his New York commissions were not as prestigious.

Coolidge & Hodgdon (1915-c.1929.
Charles Coolidge (1858-1936)
Frederick M. Hodgdon (1894-1971

Returned

The firm of Coolidge & Hodgdon was established in 1915 by Charles Coolidge and his son Frederick M. Hodgdon. It is noteworthy for having designed numerous educational/institutional buildings, including several at the University of Chicago. Many of their buildings line the Midway Plaisance on 59th Street and all were designed between 1925 and 1930 in the Gothic Revival style. Their University of Chicago buildings along E. 59th Street include Billings Hospital, Nancy Adele McElwee Memorial Hall/Gertrude Dunn Hicks Memorial Hall, Joseph Bond Chapel/William Wieboldt Hall and the Social Science Research building. In 1927 the firm designed the Sonia Shankman Orthogenic School Building, at 1365 E. 60th Street in the Georgian Revival style.

The lineage of Coolidge & Hodgdon stretches back to the Boston firm of Henry Hobson Richardson. When Richardson died in 1886 at age 47, George Shepley, Charles Rutan and Charles Coolidge all worked for him. They formed the firm of Shepley, Rutan and Coolidge, completed his commissions and proceeded to become one of the nation's most successful architectural offices. Following the turn of the century, they became the official architects of the University of Chicago, having previously designed the Chicago Art Institute and the Chicago Public Library Building. Upon the death of Shepley in 1903 and Rutan in 1914, Coolidge took in Hodgdon from their Chicago office and, in 1915, formed the firm of Coolidge & Hodgdon. Subsequently, they completed many stunning Gothic Revival buildings at the University of Chicago, following the architectural tradition set there by Henry Ives Cobb.

Zachary T. Davis (1872-1946)

Zachary T. Davis opened his practice in 1900, one year before he designed a French Renaissance Revival house at 726 W. Garfield Boulevard for James J. O'Leary, the gambling king whose mother is said to

have owned the infamous cow responsible for starting Chicago's great fire of 1871.[446] Although Davis' early work consisted of two- and 3-flats, he became widely known as the designer of baseball parks in Chicago, Los Angeles and other American cities. In Chicago he designed Wrigley Field, the home of the Chicago Cubs, in 1914.

Dubin & Eisenberg
Henry Dubin (1892-1963)
David Saul Eisenberg (?)

Henry Dubin was born in Chicago, studied architecture at the University of Illinois and became a partner in the firm of Dubin & Eisenberg. In 1922, the firm designed a building on the in *The Chicago Park Boulevard System Historic District* in the Classical Revival style. It served as the Daughters of Zion Jewish Day Nursery and Infant's Home, with room for 500 children, and was located at 1401 N. California Avenue, across from Humboldt Park. Dubin & Eisenberg also designed a Spanish Revival courtyard building in 1925 at 214-222 S. Hamlin Boulevard.

Edbrook & Burnham
Willoughby J. Edbrook (1843-1896)
Franklin Burnham (1853-1909)

Returned

Edbrook & Burnham designed three contiguous greystones at 3961, 3963 and 3965 S. Drexel Boulevard in 1887, with Willoughby J. Edbrook living at 3965. Edbrook is particularly noteworthy for serving as a former Supervising Architect of the U. S. Treasury Department in Washington, D. C. After migrating from his native England to Chicago, he established an architectural practice in 1867, designing a number of Midwest buildings. Between 1879 and 1892, he was in partnership with Franklin Burnham. Burnham is best remembered for having served as chief architect for the Kenilworth Company, developing the village of Kenilworth, Illinois, in the early 1890s. .

Egan & Prindeville
James J. Egan (1839-1914)
Charles H. Prindeville (1868-1947)

James J. Egan was a noteworthy Chicago architect who designed many ecclesiastical buildings for the Catholic Church. In 1914, he and his younger partner, Charles H. Prindeville designed the Visitation Catholic School at 900-912 W. Garfield Boulevard. Born in Ireland and educated in England, Egan came to New York and apprenticed to several architects who specialized in Church design, notably Richard Upjohn, the designer of New York's Trinity Church. In 1871, after the Chicago Fire, he moved to Chicago. In 1897 he asked Prindeville to become his partner. Prindeville was to serve as president of the Chicago Chapter of the American Institute of Architects.

[446] Sinkevitch, ed. *AIA Guide to Chicago*. , p. 393.

A Epstein & Sons
Abraham Epstein (?)

Abraham Epstein's engineering firm, A. Epstein & Sons, was responsible for the design of three industrial buildings along the boulevards. The building at 501 N. Sacramento Boulevard was built in 1941 for Sprague Warner & Company and is distinctly Art Deco, with a stone corner pavilion. There were two along Pershing Road: Standard Brands, at 2139 W. Pershing Road, designed in 1927, with Gothic Revival detailing, and the Albert Pick Co. Building at 2159 W. Pershing Road, designed in 1936. They are both part of the Central Manufacturing District (CMD).

Born in Kiev, Russia, Abraham Epstein immigrated to the United States and entered the Engineering School at the University of Illinois in 1907. Following graduation in 1911, he went to work for Western Electric, then for S. Scott Joy who was "the favored architect" for the Central Manufacturing District.[447] When Joy left Chicago in 1926, Epstein became the architect of choice for the CMD. His firm was an engineering operation and they hired out the architectural/design work. Epstein's focus was on finishing the buildings on time and on budget. The CMD launched Epstein's successful career. His son Sidney noted in his oral history for the Art Institute that the CMD set the model for other industrial parks around the country and was often referred to as the first industrial park in the United States.[448]

Bertram Grosvenor Goodhue (1869-1924)

Returned

Between 1925 and 1929, Bertram Grosvenor Goodhue Assocs. designed one of the University of Chicago's most impressive buildings, Rockefeller Memorial Chapel, at 1156-1180 E. 59th Street. A stunning Gothic Revival church with buttresses and pointed arches, this building is one of the finest Gothic structures lining Chicago's Midway Plaisance**.** Goodhue is noteworthy for his Spanish Revival architecture at the1915 Panama-California Exposition in San Diego and his Art Deco design for the State Capitol at Lincoln, Nebraska.

Frost & Granger
Charles Sumner Frost (1856-1931)
Alfred Granger (1867-1939)

The nationally significant firm of Frost & Granger designed two houses on S. Drexel Boulevard, one at 4801 for Moses Born and one at 4935. Both of these houses were built in 1901 in the Tudor Revival style.

Charles Sumner Frost was born in Maine, attended Massachusetts Institute of Technology (MIT) and worked in Boston for the prestigious architectural firm of Peabody & Stearns. He moved to Chicago in 1881 and practiced with Henry Ives Cobb as Cobb & Frost until 1898. That year he joined in partnership with Alfred Granger. Although they built several large houses in Chicago and on the North Shore, the firm is best known for their railroad station designs for the Chicago & North Western Railway.[449]

Alfred Granger was born in Zanesville, Ohio, and, like Frost, graduated from MIT. He also studied at the Ecole des Beaux Arts in Paris. After working for Shepley, Rutan & Coolidge, the successor firm to H. H.

[447] "Sidney Epstein", Interview by Betty Blum, Chicago Architects Oral History Project. Chicago: Art Institute of Chicago, 1994. Updated 2006. p. 11.
[448] *Ibid*. p 13.
[449] Both Frost and Granger married daughters of Marvin Hughitt, who was president of the Chicago & North Western Railway.

Richardson, in the late 1890s (while the firm was designing the Chicago Public Library and the Art Institute of Chicago), he went into partnership with Frost. Although that firm dissolved in 1910 when Granger moved to Philadelphia, he returned to Chicago in 1924 and established the firm of Granger, Lowe & Bollenbacher. He was active in the Chicago architectural community and elected a Fellow of the American Institute of Architects in 1926.

Eric Hall (1883-1942)

Eric Hall was born in Sweden and studied architecture and engineering there. In 1913, he immigrated to Chicago and ran a firm with various partners until 1924, when he organized his firm as Hall, Lawrence & Radcliff. In 1914, Hall was appointed architect of Cook County, Illinois, a position he held until his death in 1942. He is best known for having designed the Cook County Criminal Court and Jail buildings in 1927 at 2600 S. California Boulevard, in the Classical Revival style.

Holabird &Roche
Holabird & Root
William Holabird (1854-1923)
Martin Roche (1855-1927)
John Auger Holabird (1886-1945)
John Wellborn Root, Jr. (1887-1963)

Returned

The distinguished firms of Holabird & Roche and Holabird & Root designed three buildings along the boulevards. They are very different from one another and are representative of the variety of building types and building styles these two related firms produced. The John Tait House at 3416 S. Dr. Martin Luther King, Jr. Drive is an imposing brownstone Queen Anne residence designed in 1888 for Martin Roche's brother-in-law, a stone contractor. Martin Roche also lived in the house. The second building, a Classical Revival structure, was designed by Holabird & Roche for the Chicago Telephone Company: the McKinley Exchange Building at 2240 W. 37th Stree. It was builtt in 1917 and added to in 1938, one of many structures designed by the firm for Chicago's utility companies. The third and largest structure was the University of Chicago International House, 1414 E. 59th Street, designed in 1932 by the successor firm to Holabird & Roche, Holabird & Root, in the Art Deco style.

The firm of Holabird & Roche was established by William Holabird and Martin Roche in 1881. They met in the office of architect William LeBaron Jenney. Holabird, who had attended West Point, was a trained engineer. Martin Roche was the firm's design architect. Their commission for Fort Sheridan, north of Chicago, in the late 1880s, launched their career. Subsequently the firm designed many prominent Chicago office buildings The practice grew to over 100 employees by 1910. Holabird & Root was founded by the sons of , William Holabird and John Wellborn Root, in 1927, the year that Martin Roche died. Holabird & Root is known for its design of Art Deco skyscrapers, which include the Chicago Board of Trade Building and the Palmolive Building. The practice is still in operation as Holabird & Root.

Arthur F. Hussander (1866 – 1943))

Swedish architect Arthur F. Hussander is noteworthy for having designed many Classical Revival school buildings in Chicago. Four of them are located along the city's park and boulevard system: Hyde Park High School at 6220 S. Stony Island Avenue (1911); Carter H. Harrison Technical High School at 2832 W. 24th

Boulevard (1912); Nathaniel Pope Public School at 1852-58 W. Albany Avenue (1918), and Theodore Herzl Public School at 3701-25 S. Douglas Boulevard (1915).

Hussander succeeded Prairie School designer Dwight H. Perkins as architect for the Chicago Board of Education in 1910. The Carter H. Harrison Technical High School Building, named for Chicago's mayors (father and son), is distinguished by its symmetry and emphatic temple front. Pope, for whom another of Hussander's schools is named, had served as a member of Congress and a Federal Judge. Herzl, a Hungarian Zionist born in 1860, was the first president of the World Zionist Association, established in the 1890s. The Herzl School was built in the predominantly Jewish area along S. Independence and W. Douglas Boulevards.

Samuel Scott Joy (? -1942)

S. Scott Joy was an architect and engineer who gained prominence as the in-house architect for the Central Manufacturing District (CMD), the large complex of manufacturing buildings established along Pershing Road in 1915.

Raised in Birmingham, Alabama, where he had a residential practice, Joy moved to Chicago when employed by the CMD. In his position for them he designed at least fifteen buildings between 1915 and 1922. He was responsible for three buildings along the system, two in the CMD. The buildings on Pershing Road are the handsomely ornamented clock tower, built in 1917, located at the intersection of S. Damen Avenue and Pershing Road, and the building with Craftsman detailing at 2211 W. Pershing Road, built in 1922 for Westinghouse. He also designed the towered factory building at 4401-4411 S. Western Boulevard in the Craftsman style in 1914. Joy was the author of an article, "The Central Manufacturing District, Chicago, Illinois", published in the April and May, 1921, issues of *Architectural Forum*.

Returned

Charles W. Kallal (1873-1926)

Charles W. Kallal designed two handsome Classical Revival buildings along Chicago's park and boulevard system: the Municipal Contagious Diseases Hospital at 3026 S. California Boulevard (1914) and the Western Avenue Pumping Station at 4919-4943 S. Western Boulevard (1927). During the time that Kallal designed the pumping station he served as Chicago City Architect. Built of stone and featuring a grand central arch, it is one of the largest of the city's pumping stations and is an excellent example of Beaux Arts architecture.

Klaber & Grunsfeld
Eugene H. Klaber (1914-1970)
Ernest A Grunsfeld Jr. (1897-1970)

Eugene H. Klaber and Ernest A. Grunsfeld, Jr. worked together from 1924-1929, when Grunsfeld went out on his own. Klaber & Grunsfeld designed the Moorish Revival Jewish People's Institute (JPI) at 3500 W. Douglas Boulevard, one of the most significant buildings to Jewish history in Chicago. Adorned with religious symbolism, glazed polychrome terra-cotta tile, abstract medallions and ornamental brickwork, its design recalls the Sephardic Jewish tradition. It served as the center of the Lawndale area's Jewish cultural, recreational and social life and featured a pool, museum, library, theater, gymnasium and restaurant. The JPI is listed on the National Register.

John T. Long (?)

John T. Long designed the Romanesque Revival 41st Street Presbyterian Church Building at 4100 S. Dr. Martin Luther King, Jr. Drive. Built in 1881, it continues to serve as a church. It is noteworthy for its rusticated stonework, arched openings and bell tower.

Joseph W. McCarthy (1884-1965)

Joseph W. McCarthy is best known for his work on buildings for the Roman Catholic Church in Chicago. In 1916, he designed Corpus Christi Roman Catholic Church at 4910-4920 S. Dr. Martin Luther King, Jr. Drive. This handsome Classical Revival style church, which features an interior cloister, was built by affluent Irish Roman Catholics just prior to the time when African-Americans settled the area. It was the first major commission McCarthy received as George William Cardinal Mundelein's favored architect. McCarthy went on to design 28 buildings for the church, mostly in the 1930s.

A native of New Jersey, Joseph W. McCarthy moved to Chicago while in the 8th grade. His early training was in the office of Daniel Burnham, where he remained for eight years. He then worked for Chicago architect J.E.O. Pridmore until opening his own office in 1911. In addition to his many church buildings, McCarthy designed an Art Deco skyscraper for Mundelein College and the Campus Church at St. Mary's of the Lake, Mundelein, Illinois, in 1926, to house the International Eucharistic Congress.

Returned

Michaelsen & Rognstad
Christian S. Michaelsen (1888-1960)
Sigurd A. Rognstad (1892–1937)

Norwegian American architects Michaelsen & Rognstad designed many handsome Chicago buildings including the field houses in Douglas and Humboldt Parks and the Garfield Park Gold Dome Building. All three were constructed in 1928. Along the boulevards, the firm designed the Midwest Athletic Club Building, facing Garfield Park, at 3800 W. Madison Street, in 1926. Like the Garfield Park Administration Building, it was inspired by Spanish architecture and features rich terra cotta ornamental trim.

Henry L. Newhouse (1874-1929)

Henry L. Newhouse was a prolific, if very not well-known, Chicago architect. He was born in Chicago, received his B.S. in architecture from the Massachusetts Institute of Technology and opened his practice in Chicago in 1896. Newhouse designed five buildings along the boulevards: the Melissa Ann Elam House at 4724-4728 S. Dr. Martin Luther King, Jr. Drive in 1903, a Tudor Revival six-flat in at 4310-4312 S. Dr. Martin Luther King, Jr. Drive in 1905, the Sutherland Hotel at 4657-4659 S. Drexel Boulevard in 1917, K.A.M. Synagogue (where he also served as a Trustee) at 4953 S. Drexel Boulevard in 1923 and Congregation Anshe Sholom at 754 S. Independence Boulevard in 1926. The Elam House is particularly significant in the African-American community. Although built for the wealthy owner of a wholesale custom tailoring company, it was operated by Ms. Elam as an elegant boarding house for single African-American women. The synagogues were designed in the Classical Revival style. In the 1920s, Newhouse had his office at 4623 S. Drexel Boulevard.

Patton, Fisher & Miller
Normand Smith Patton (1852 – 1915)

Two buildings in the District were designed by the firm of Patton, Fisher & Miller. One was the Romanesque Revival Memorial Baptist Church building at 721 E. Oakwood Boulevard, constructed in 1899; the other was the Belmonte Flats at 4257-4259 S. Dr. Martin Luther King, Jr. Drive, constructed in 1893. This apartment building was listed on the National Register in 1998.

There is one building designed by Normand S. Patton, the John Spry Public School at 2400 S. Marshall Boulevard. Patton was born in Connecticut and trained in architecture at the Massachusetts Institute of Technology. Following graduation, in 1874, he set up an office in Chicago. He and his partners designed several distinguished buildings in the Chicago area, including some at the Armour Institute of Technology (Today the Illinois Institute of Technology). Patton became a Fellow of the American Institute of Architects.

Dwight Heald Perkins (1867-1941)

Dwight H. Perkins was born in Memphis, Tennessee, but moved to Chicago with his family at age four. Initially he worked in the architectural offices of Wheelock & Clay and for Frederick Schock. He then attended the Massachusetts Institute of Technology, afterwards entering the office of Burnham & Root. In 1894, he opened his own office. In 1905, he was appointed Chief Architect for the Chicago Board of Education, a post he held until 1911, when he returned to private practice. In 1911, he formed the firm of Perkins, Fellows & Hamilton. Between 1929 and 1933 he was a partner in the firm of Perkins, Chatten & Hammond. Perkins collaborated on the Abraham Lincoln Center, built between 1898 and 1903 at 700 E. Oakwood Boulevard, with Frank Lloyd Wright--who was the chief designer. Perkins is best known for his distinguished school designs.

Returned

Pond &Pond
Irving K. Pond (1857-1939)
Allen B. Pond (1858-1929)

Architects Irving K. Pond and Allen B. Pond designed many fashionable Chicago residences from the time that they established their partnership, in 1886. The firm also designed churches, schools and buildings for several Midwestern universities, including the University of Michigan. The Ponds were acclaimed for the ten buildings they designed over an 18-year period at Hull House, Chicago's most well-known settlement house. Along the boulevards they designed the Midway Studio at 923-937 E. 60th Street on the Midway Plaisance for noted sculptor Lorado Taft.

Rapp and Rapp (1878-1941)
C. W. Rapp (? -1926)
George Rapp (?)

George L. Rapp and his brother C. W. Rapp are best known for designing large, elaborate movie palaces, including the Chicago Theater and Oriental Theater (today the Ford Center for the Performing Arts) in Chicago. With an entrance pavilion as exuberant as a movie marquis, the Windermere East, a large residential hotel building was designed by the firm in 1924. It is located at 1642 E. 56nd Street, facing Jackson Park.

James Gamble Rogers (1867-1947)

James Gamble Rogers designed one building in the District, , the School of Education, University of Chicago, at 1362 E. 59th Street along the Midway Plaisance. It was built in 1904, early in his career, in the Gothic Revival style.

Rogers was born in Kentucky and educated at Yale University, where he received his B. A. in architecture in 1889. Following graduation, he moved to Chicago to work for William Le Baron Jenney. After then spending five years at Paris' Ecole des Beaux Arts, he returned to Chicago in 1897 and remained in the city for seven years. It was during this period that he designed the School of Education. He subsequently designed a large number of Gothic Revival university buildings for Yale and Northwestern Universities.

Schmidt, Garden & Martin
Martin Richard Schmidt (1865-1958)
Hugh Garden (1873-1961)
Edgar Martin (1875-1951)

Richard Schmidt, Hugh Garden and Edgar Martin established their architectural office in 1906. Their highly-regarded firm designed many residences and commercial buildings in Chicago, including the Montgomery Ward & Co. Catalog House at 600 W. Chicago Ave., and more than 300 hospitals.

Returned

Richard Schmidt was born in Bavaria but his family moved to Chicago after the Civil War. He attended architecture school at the Massachusetts Institute of Technology, graduated and worked for several architects, including Charles Sumner Frost. In 1887, he opened his own office, inviting Hugh Garden to join him in 1895 as chief of design. Garden had moved to Chicago from Toronto in the late 1880s and worked with several firms, including Henry Ives Cobb and Shepley, Rutan & Coolidge. Edgar D. Martin, a structural engineer, joined the firm in 1906.

One building in the District was designed by Schmidt, Garden & Martin. It was inspired by Classical architecture: the Eleanor Club Building at 1442-1450 E. 59th Street along the Midway Plaisance.

Shepley, Rutan & Coolidge
George F. Shepley (1860-1903)
Charles H. Rutan (1851-1919)
Charles A. Coolidge (1858-1936)

Shepley, Rutan & Coolidge, was the successor firm to that of Boston architect Henry Hobson Richardson, who died at age 47 in 1886. Before entering Richardson's office, Shepley attended Washington University and studied architecture at the Massachusetts Institute of Technology. Coolidge attended Harvard University and the Massachusetts Institute of Technology.

Between 1901 and 1915, Shepley, Rutan & Coolidge drew up the master plan and designed over fifteen buildings at the University of Chicago. Those located on Chicago's park and boulevard system, along the Midway Plaisance, include the Hiram Kelly Memorial at 1010 E. 59th Street (1915), the William Rainey Harper Memorial Library at 1116 E. 59th Street (1912) and Ida Noyes Hall at 1212 E. 59th Street (1916). After 1915,

when both Shepley and Rutan had died, Coolidge took in Charles Hodgdon from their Chicago office and the firm became Coolidge & Hodgdon.

Treat & Foltz
Samuel Atwater Treat (1839-1910)
Fritz Foltz (1843-1916)

Treat & Foltz was one of Chicago's oldest and most successful architectural firms.[450] Along the park and boulevard system the firm designed a handsome Richardsonian Romanesque mansion for lumber magnate Martin Ryerson at 4851 S. Drexel Boulevard in 1887.

Samuel Atwater Treat was born in New Haven, Connecticut, studied at the Collegiate and Commercial Institute there, then entered an architectural office. Shortly after the Civil War he moved to Chicago. Following the 1871 fire, like all architects in the city, Treat was very busy. He entered into partnership with Fritz Foltz, who had emigrated from Germany. Their partnership lasted over two decades, from 1872 to 1896. While the practice was general in character, the firm made a name for designing large industrial plants, apartment buildings and single-family homes. Treat was a Fellow of the American Institute of Architects and served as one time president of the Chicago Chapter.

Wilson, Marble & Lamson
Horatio R. Wilson (1857-1917)
Oliver W. Marble (?)

Returned

Horatio R. Wilson was a Fellow of the American Institute of Architects. Born in Jamestown, New York, he moved to Chicago and, in 1889, formed a partnership with Oliver W. Marble and Lamson. From 1893 to 1894, the well-known architect Benjamin Marshall worked in their office. In 1895, the firm became Wilson & Marshall. From 1900 to 1910 Wilson had a solo practice. After 1910, he was associated with John A. Armstrong in the firm of H. H. Wilson & Company.

Wilson, Marble & Lamson designed two 2-flats on the boulevards: 3558-3560 S. Dr. Martin Luther King, Jr. Drive (1889) and 3262-3264 S. Dr. Martin Luther King, Jr. Drive (1888). Wilson also designed four buildings on S. Drexel Boulevard: the Herman Stern House at 4512 (1895), the Maximillian Morganthau / Adolph Krause House at 4518 (1895), both Gothic Revival; the Classical Revival Edward Iverson House at 4628-4630 (1893) and the Italian Renaissance Revival G. B. Robbins House at 4805 (1910).

Frank Lloyd Wright (1867-1959)

In 1888, Frank Lloyd Wright began designing the Abraham Lincoln Center at 700 E. Oakwood Boulevard for his uncle, the Reverend Jenkin Lloyd Jones. It was to contain an auditorium, meeting rooms, offices, a kitchen, living quarters and first floor shops. When Wright produced designs and models for his uncle it is believed that they quarreled over the design and, in 1902, Wright turned over the project to architect Dwight Perkins. The Center opened in 1905. Wright's fame as the father of Prairie School architecture is legendary. The Abraham Lincoln Center was his first large commission.

[450] Jean F. Block. *Hyde Park Houses*. Chicago: The University of Chicago Press, 1978, p.106.

William Carbys Zimmerman (1859-1932)

William Carbys Zimmerman distinguished himself in a number of architectural styles, although many of his structures adapted Prairie Style characteristics. The 1914 recreational building, located at 3041 W. Augusta Boulevard, is Prairie Style in its horizontality. It has a pergola supported by Classical columns. Zimmerman, who served as State Architect during part of his career, designed a number of field houses and natatoriums in Chicago's parks. Born in Wisconsin and educated at the Massachusetts Institute of Technology, he opened an office in Chicago in the 1880s and continued to practice until the 1920s. He was a Fellow of the American Institute of Architects.

Sculptors

The following sculptors created sculptures in *The Chicago Park Boulevard System Historic District:*

Daniel Chester French (1850-1931)

Best known as a sculptor, Daniel Chester French was born in Exeter, New Hampshire, and attended the Massachusetts Institute of Technology for a year. His first important commission—the Minute Man in Concord, Massachusetts--was awarded at age 25. This sculpture, which later became a classic patriotic symbol used on items such as stamps and war bonds, established French's reputation. French generally chose to depict American subjects rather than classical or mythological heroes. He went on to become one of the nation's leading sculptors of public monuments, with a style characterized by grandeur, dignity, clarity of conception and fine craftsmanship. French collaborated with animal sculptor Edward Potter on several stately equestrian statues, including one of General Grant in located in Philadelphia and one of George Washington located in Paris. The latter was copied and placed at the entrance to Chicago's Washington Park in 1904. Daniel Chester French may be best known for his seated statue of Abraham Lincoln, dedicated in 1922, for the Lincoln Memorial in Washington, D.C.

Returned

Leonard Crunelle (1872-1944)

Sculptor Leonard Crunelle was born in France and immigrated to the United States in 1882. He worked as a coal miner in Illinois before his talent was recognized by nationally-renowned sculptor Lorado Taft, who encouraged him to study at Chicago's Art Institute. Crunelle became a student and apprentice to Taft and grew to become a respected artist in his own right. His many commissions include Lincoln memorials in Dixon and Freeport, Illinois, as well as at Lincoln's Springfield tomb. Other works include the Oglesby Memorial in Lincoln Park, Chicago, the Victory Monument at 35th Street and S. Dr. Martin Luther King, Jr., Drive (a National Historic Landmark) in Chicago, and Sacajawea in the United States Capitol's Statuary Hall.

Charles J. Mulligan (1866-1916)

Charles J. Mulligan was born in Ireland and during his short lifetime became one of Chicago's most beloved sculptors. In 1872, he arrived in Chicago, where his father went to work for George Pullman. As a teenager Mulligan was a marble cutter and "studied art in night school" under sculptor Lorado Taft.[451] His clay

[451] http://www.askart.com/AskART/artists/bioraphy.aspx?artist=108991

figures caught Taft's attention and he was invited to study under Taft at the Art Institute of Chicago when it was first opened. Mulligan later went to Paris where he studied at the Ecole des Beaux Arts under Alexander Faleuiere.

Mulligan became a United States citizen in 1888 and was married the following year. He was named foreman of Taft's sculpture shop at the World's Columbian Exposition. Eventually Mulligan succeeded Taft as head of the sculpture department at the Art Institute of Chicago.

Mulligan was well-liked by his fellow artists and was part of the founding group of The Eagle's Nest artists' colony in Oregon, Illinois, and of the Palette and Chisel Club. He belonged to many other important early arts organizations and received the Chicago Society of Artists' Silver Medal of Honor in 1908.

The West Park commissioners hired Mulligan to create "Miner and His Child" for Humboldt Park (1901), "Fourth of July Fountain" for Independence Square (1902), "Lincoln, the Rail Splitter" for Garfield Park (1911) and "John F. Finnerty Monument" for Garfield Park (1916). Mulligan also designed the William McKinley Monument for the South Park commissioners in 1905. He was responsible for a long list of other important commissions, including the Illinois monument at the Civil War battleground of Vicksburg, Mississippi (1906) and the sculptures of "Justice" and "Law" that flank the entrance to the Illinois Supreme Court building in Springfield (1909). He left many sculptures unfinished upon his untimely death from cancer in 1916.

Returned

CONCLUSION

The Chicago Park Boulevard System Historic District, with its beautiful parks linked by greenways, was designed by the country's foremost early landscape architects. It was early and influential. Providing oases of green that arc the city, the parks and boulevards continue to reflect the early vision of men who shaped Chicago. Significant real estate developers, landscape designers, architects and artists played a pivotal role. The system was envisioned as a magnet for development, continuously attracting construction. Architecture was, in effect, integral to the park and boulevard system. The various types of buildings lining the parks, squares and boulevards of the district express the stylistic development of Chicago architecture, many of them more high style than the buildings outside and adjacent to the system. The integrity of the buildings in the district is generally very good, only compromised by deterioration or simple modifications, rarely affected by the compromising stylistic changes that have impacted other areas of the city.

The Chicago Park Boulevard System Historic District is a historically important example of parks linked by greenways, a system that has enjoyed a significant national impact. To quote Daniel Bluestone, Director, Historic Preservation Program and Professor of Architectural History, the University of Virginia School of Architecture, "The recognition of this nationally significant urban and landscape resource is long overdue."[452]

[452] Daniel Bluestone. E-mail to Susan Benjamin, Benjamin Historic Certifications, dated May 17, 2011.

The Chicago Park Boulevard System Historic District | Cook County, Illinois
Name of Property | County and State

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

Books, Journals, National Register Nominations

SEE CONTINUATION SHEET.

Previous documentation on file (NPS):

___ preliminary determination of individual listing (36 CFR 67 has been requested)
_X_ previously listed in the National Register
___ previously determined eligible by the National Register
_X_ 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
_X_ Local government
___ University
___ Other
Name of repository: **Chicago Park District**

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Returned

Acreage of Property _____
(Do not include previously listed resource acreage.)

UTM References
(Place additional UTM references on a continuation sheet.)

	Zone	Easting	Northing		Zone	Easting	Northing
1				3			
2				4			

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

Maps to be used.

Boundary Justification (Explain why the boundaries were selected.)

The boundaries include the system of designed contiguous parks, boulevards and squares ringing the city of Chicago, beginning in 1869, and most of the Contributing and Non-contributing buildings surrounding the parks, boulevards and squares.` Generally, at least 50% of the buildings in a given block were Contributing for the block to be included in the Historic District. Buildings in the Historic District were designated as Non-contributing if they were built after 1942 and outside the period of significance or if they had insufficient integrity to be considered Contributing. When a building or a small number of buildings were found to be

strong architecturally and typical of the building stock in the District, they were included even if they are the only buildings on a given block. Large expanses of vacant land, whether mid block or on corners, were not included as they do not form a framework for the parks, boulevards and squares. Buildings that are oriented toward the side streets were included in the district if they were constructed during the period of significance and their side walls frame the boulevards, squares or parks. New construction on street corners, frequently devoted to roadside architecture or large institutions that are architecturally inconsistent with prevailing development patterns in the district, was not included within the district boundaries.

11. Form Prepared By

name/title **Susan S. Benjamin, Gwen Sommers Yant, Courtney Gray Resnick, Jean Follett, Jo Ann Nathan, Yolanda Escoto Unna of Benjamin Historic Certifications, LLC, and Julia S. Bachrach of the Chicago Park District**

organization **Benjamin Historic Certifications, LLC; Chicago Park District** date December, 2013

street & number **711 Marion Avenue** telephone **847-432-1865**

city or town **Highland Park** state **IL** zip code **60035**

e-mail **ssbenjamin@sbcglobal.net**

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Additional Documentation

Submit the following items with the completed form:

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

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

- **Continuation Sheets**

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

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property:

City or Vicinity:

County: State:

Photographer:

The Chicago Park Boulevard System Historic District | Cook County, Illinois
Name of Property | County and State

Date Photographed:

Description of Photograph(s) and number:

1 of ___.

SEE CONTINUATION SHEET.

Property Owner:

(Complete this item at the request of the SHPO or FPO.)

name

street & number telephone

city or town state zip code

Returned

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 18 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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United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

The Chicago Park Boulevard System Historic District
Name of Property
Cook, Illinois
County and State
Not Applicable
Name of multiple listing (if applicable)

Section number Park Boulevard System Map (Attachment: 1) Page 1



United States Department of the Interior
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National Register of Historic Places
Continuation Sheet

The Chicago Park Boulevard System Historic District
Name of Property
Cook, Illinois
County and State
Not Applicable
Name of multiple listing (if applicable)

Section number System Aerials (SA) 2013 (Attachment: 2) Page 1

SA 1 Jackson Park, South section of Washington Park



United States Department of the Interior
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National Register of Historic Places
Continuation Sheet

The Chicago Park Boulevard System Historic District
Name of Property
Cook, Illinois
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Not Applicable
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Section number System Aerials (SA) 2013 (Attachment: 2) Page 2

SA 2 South section of Dr. Martin Luther King Jr. Drive, South section of Drexel Boulevard Ea and West Garfield Boulevard



SA 3 North section of Washington Park, Dr. Martin Luther King Jr. Drive, South Drexel Boulevard, East Oakwood Boulevard



SA 4 West Garfield Boulevard, Sherman Park, Gage Park, South section of South Western Boulevard/ Avenue



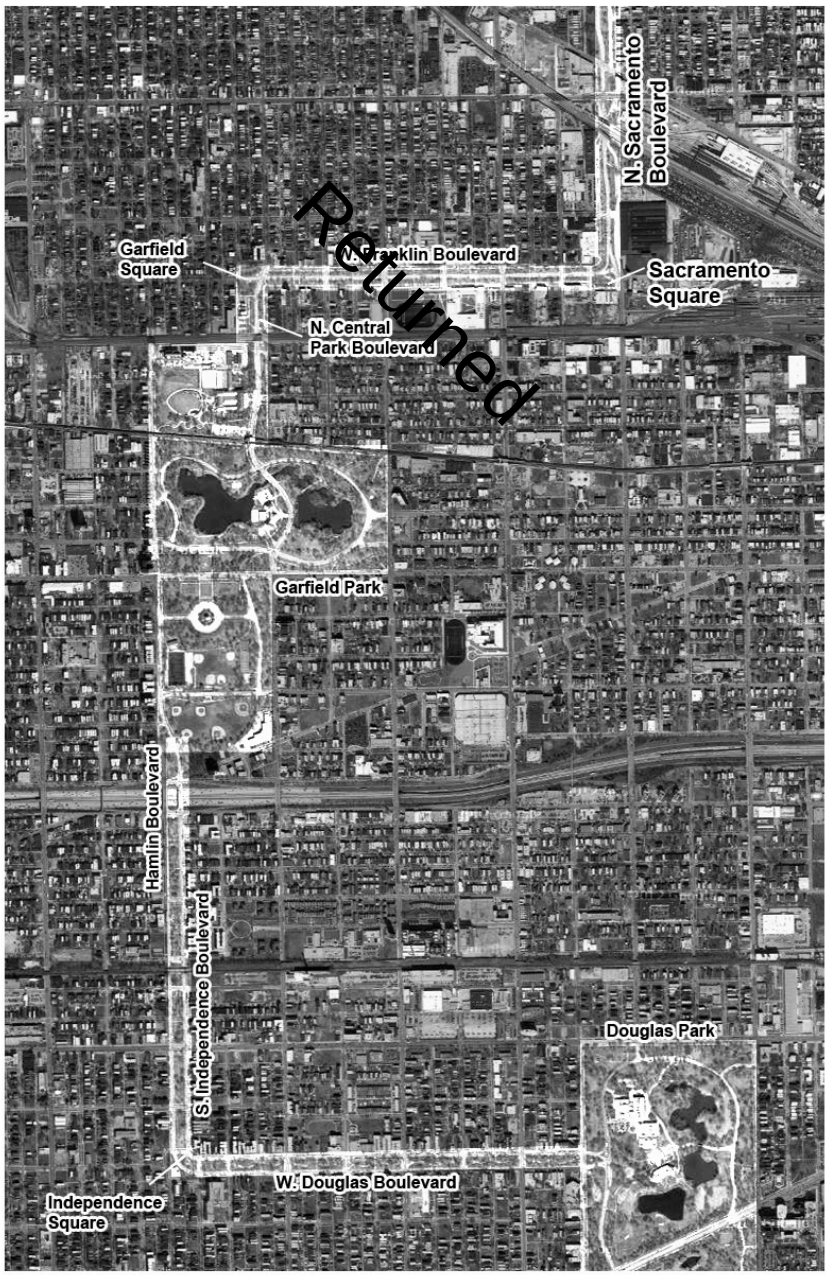
SA 5 North section of South Western Boulevard/ Avenue, McKinley Park, 31st Boulevard, South section of South California Boulevard/ Avenue



SA 6 North section of North Western Boulevard/ Avenue, W 31st Boulevard, South California Boulevard/ Avenue, West 24th Boulevard, South Marshall Boulevard, Douglas Park, East section of West Douglas Boulevard



SA 7 Douglas Park, West Douglas Boulevard, Independence Square, South Independence Boulevard, South Hamlin Boulevard, Garfield Park, North Central Park Boulevard, Garfield Square, West Franklin Boulevard, Sacramento Square, South section of North Sacramento Boulevard



SA 8 Garfield Square, West Franklin Boulevard, Sacramento Square, North Sacramento Boulevard, Humboldt Park, North Humboldt Boulevard, Palmer Square, South section of North Kedzie Boulevard



SA 9 North section of North Humboldt Boulevard, Palmer Square, North Kedzie Boulevard, Logan Square, West Logan Boulevard



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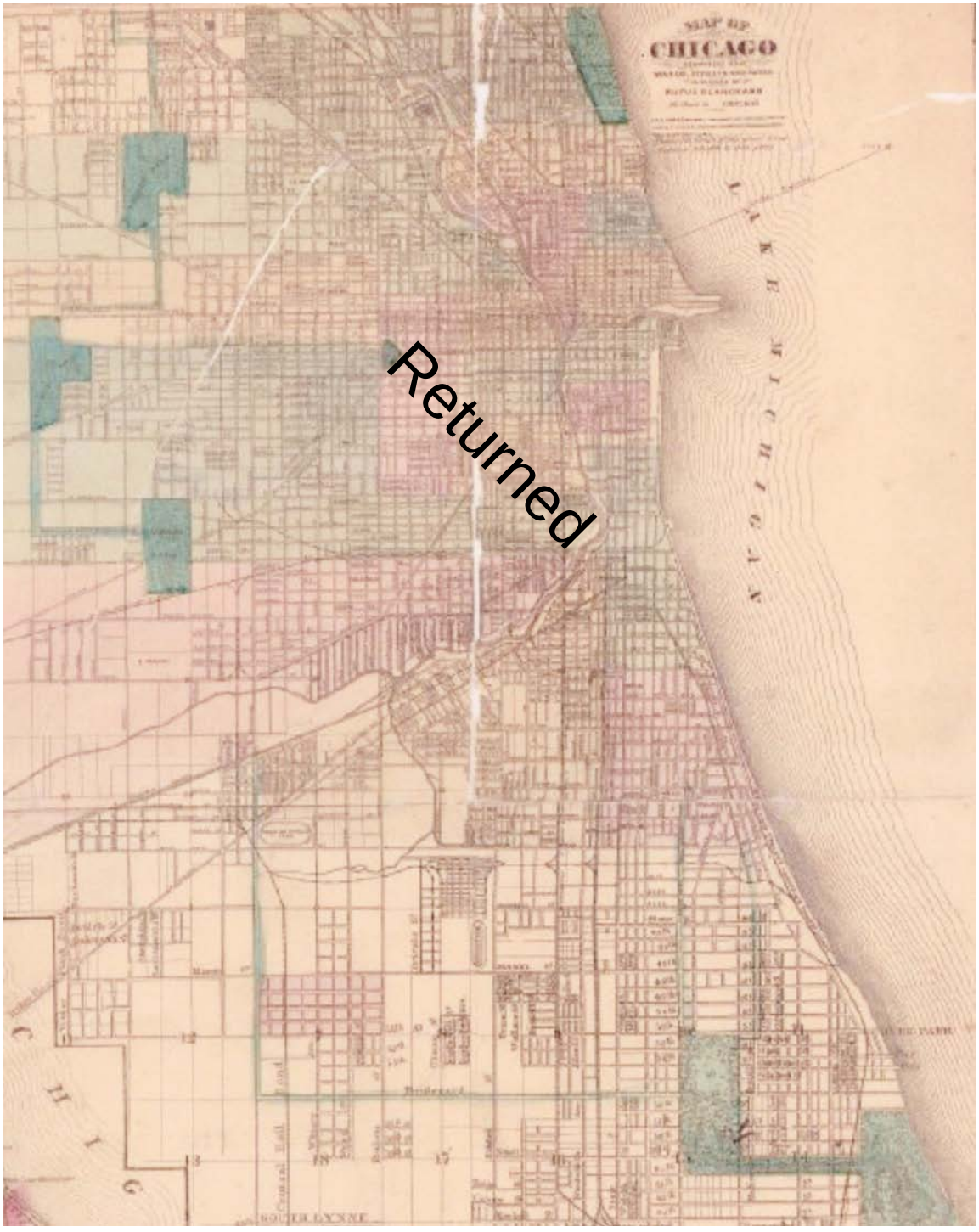
National Register of Historic Places
Continuation Sheet

The Chicago Park Boulevard System Historic District
Name of Property
Cook, Illinois
County and State
Not Applicable
Name of multiple listing (if applicable)

Section number System Historic Map (Attachment: 3) Page 1

Map of Chicago Boulevard and Park System, 1872



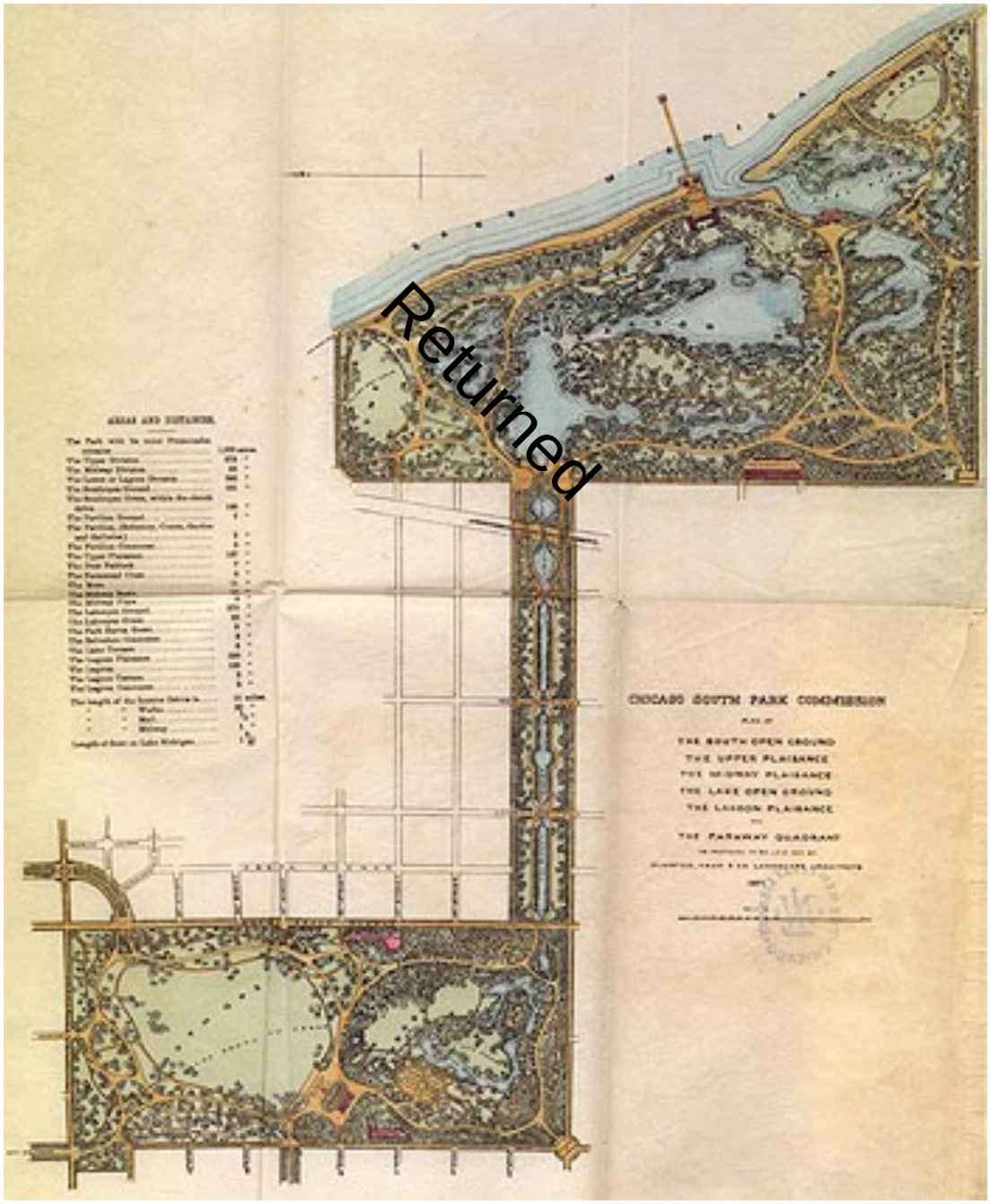
United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

The Chicago Park Boulevard System Historic District
Name of Property
Cook, Illinois
County and State
Not Applicable
Name of multiple listing (if applicable)

Section number System Historic Map (Attachment: 3) Page 2

Olmsted Vaux & Co. 1871 Map of Chicago South Park Commission (showing today's Jackson Park, Washington Park and the Midway Plaisance)



United States Department of the Interior
National Park Service

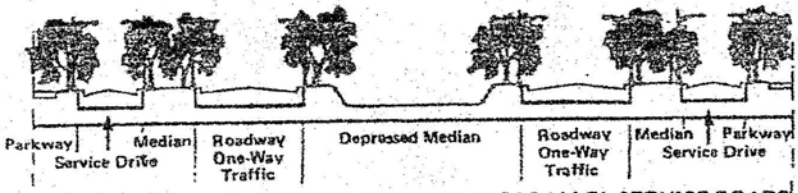
National Register of Historic Places
Continuation Sheet

The Chicago Park Boulevard System Historic District
Name of Property
Cook, Illinois
County and State
Not Applicable
Name of multiple listing (if applicable)

Section number Boulevard Types (Attachment: 4) Page 1

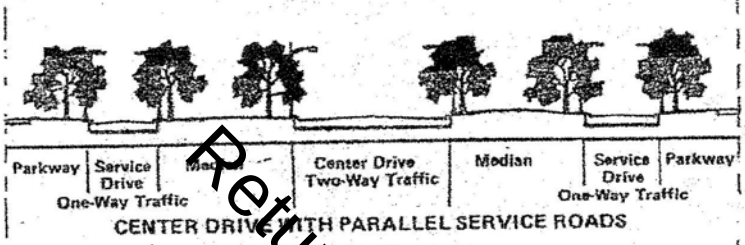
Diagrams of Boulevard Patterns

Type 1



DIVIDED DRIVES WITH CENTER MEDIAN AND PARALLEL SERVICE ROADS

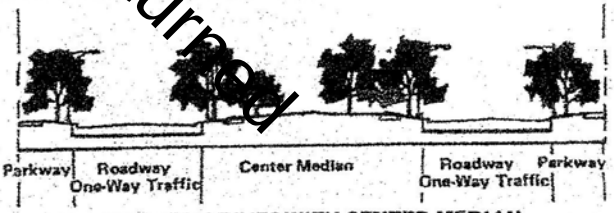
Type 2



CENTER DRIVE WITH PARALLEL SERVICE ROADS

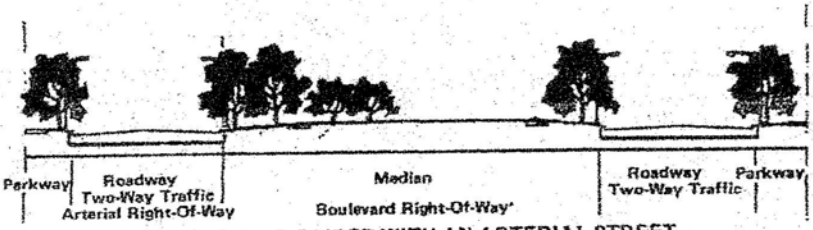
Returned

Type 3



DIVIDED DRIVES WITH CENTER MEDIAN

Type 4



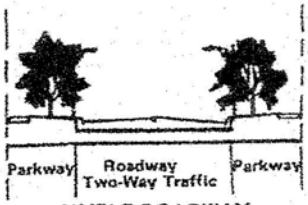
BOULEVARD PAIRED WITH AN ARTERIAL STREET

Type 5



CENTER DRIVE WITH BROAD PARKWAY

Type 6



SIMPLE ROADWAY

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

The Chicago Park Boulevard System Historic District
Name of Property
Cook, Illinois
County and State
Not Applicable
Name of multiple listing (if applicable)

Section number Sites Inventory (Attachment: 5) Page 1

Sites

Altogether there are five sites in *The Chicago Park Boulevard System Historic District.* One site is *The Chicago Park Boulevard System Historic District*. The three parks being listed as part of this nomination, Douglas Park, Gage Park and McKinley Park, are each counted as a single site. Within Douglas Park there is one Non-contributing site, the Junior Golf Facility.

See the Park Inventories for the count of park sites.

Sites	Geographic Components	# of Sites	C/ NC/ L
The Chicago Park Boulevard System Historic District	Includes: • S. Dr. Martin Luther King Jr. Dr., between E. 35th St. and E. 51st St. (Washington Park) • E. Oakwood Blvd., between S. Dr. Martin Luther King Jr. Dr. and S. Drexel Blvd. • S. Drexel Blvd., between E. Oakwood Blvd and E. 51st St. (Washington Park) • Drexel Square • E. and W. Garfield Blvd., between S. Dr. Martin Luther King Jr. Dr. (Washington Park) and S. Western Blvd./Ave. (Gage Park) • S. Western Blvd./Ave., between W. Garfield Blvd. (Gage Park) and W. 31st Blvd. • W. 31st Blvd., between S. Western Blvd./Ave. and S. California Blvd./Ave. • S. California Blvd./Ave., between W. 31st Blvd. and W. 24th Blvd. • W. 24th Blvd., between S. California Blvd./Ave. and S. Marshall Blvd. • S. Marshall Blvd., between W. 24th Blvd. and W. 19th St. (Douglas Park) • W. Douglas Blvd., between S. Sacramento Drive (Douglas Park) and S. Independence Blvd. (Independence Square) • Independence Square • S. Independence Blvd., between W. Douglas Blvd. (Independence Square) and W. Congress Parkway • N. and S. Hamlin Blvd, between W. Congress Parkway and W. Madison St.	1	C

Returned

Sites

Sites	Geographic Components	# of Sites	C/ NC/ L
	• N. Central Park Blvd, from Garfield Park) to W. Franklin Blvd. (Garfield Square) • Garfield Square • W. Franklin Blvd., from N. Central Park Blvd. (Garfield Square) to N. Sacramento Blvd. (Sacramento Square) • Sacramento Square • N. Sacramento Blvd., from W. Franklin Blvd. (Sacramento Square) to W. Augusta Blvd. (Humboldt Park) • Douglas Park • Gage Park • McKinley Park		

Returned

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

The Chicago Park Boulevard System Historic District
Name of Property
Cook, Illinois
County and State
Not Applicable
Name of multiple listing (if applicable)

Section number Building Inventory (Attachment: 6) Page 1

Buildings Surrounding Parks, Boulevards and Squares

* C= Contributing; NC= Non- Contributing; L= Already listed on the National Register

St #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/ NC/ L	Sec. Bldg. Type	Sec. Bldg *C/ NC/ L
2705	West	15th	Street	1980s	Other			NC		
2720	West	15th	Street	1945	Hospital			NC		
2751	West	16th	Street	1890s	Two Flat	Queen Anne		C		
2851-2875	West	19th	Street	1910s	Hospital	Tudor Revival	St Anthony Hospital	C		
3001-3009	West	19th	Street	1910s	Courtyard	Craftsman		C		
3011	West	19th	Street	1891	SF House	Queen Anne		C	Garage	NC
3015	West	19th	Street	1891	SF House	Queen Anne		C		
3019-3017	West	19th	Street	1891	SF House	Queen Anne		C		
3021	West	19th	Street	1891	SF House	Queen Anne		C	Garage	NC
3025	West	19th	Street	1891	SF House	Queen Anne		C	Garage	C
3027	West	19th	Street	1891	SF House	Queen Anne		C		
3031	West	19th	Street	1891	SF House	Queen Anne		C	Garage	C
3035	West	19th	Street	1891	SF House	Queen Anne		C	Garage	C
3037	West	19th	Street	1890s	Two Flat	Richardsonian Romanesque		C	Garage	NC
3039	West	19th	Street	1890s	Two Flat	Queen Anne		C	Garage	C
3043	West	19th	Street	1890s	Two Flat	Queen Anne		C		
3047	West	19th	Street	1900s	Two Flat	Richardsonian Romanesque		C	Garage	NC
3055	West	19th	Street	1910s	Three Flat	Craftsman		C	Garage	NC
2726	West	24th	Boulevard	1910s	Two Flat	Craftsman		C	Garage	C
2728	West	24th	Boulevard	1900s	Two Flat	Gable Front		C	Garage	C
2730	West	24th	Boulevard	1910s	Three Flat	Tudor Revival		C	Garage	NC
2734	West	24th	Boulevard	1910s	Three Flat	Craftsman		C	Garage	NC
2738	West	24th	Boulevard	1910s	Three Flat	Craftsman		C	Garage	C
2740	West	24th	Boulevard	1910s	Three Flat	Tudor Revival		C	Garage	C
2744	West	24th	Boulevard	1900s	Two Flat			NC	Garage	C
2746-2748	West	24th	Boulevard	1910s	Six Flat	Classical Revival		C	Garage	NC
2750	West	24th	Boulevard	1900s	Three Flat	Classical Revival		C	Garage	NC

Returned

Buildings Surrounding Parks, Boulevards and Squares

* C= Contributing; NC= Non- Contributing; L= Already listed on the National Register

St #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/ NC/ L	Sec. Bldg. Type	Sec. Bldg *C/ NC/ L
2754	West	24th	Boulevard	1910s	Two Flat	Gable Front		C	Garage	C
2756	West	24th	Boulevard	1910s	Two Flat	Tudor Revival		C	Garage	C
2817	West	24th	Boulevard	1914	Church	Craftsman	St Maxmillion Kolbe Catholic School	C		
2831	West	24th	Boulevard	1950s	Church			NC		
2832-2850	West	24th	Boulevard	1912	School	Classical Revival	Carter H. Harrison Technical High School	C	Garage	NC
2835	West	24th	Boulevard	1920s	Two Flat	Craftsman		C	Garage	NC
2845	West	24th	Boulevard	1910s	Three Flat	No Style		C	Garage	NC
2847	West	24th	Boulevard	1910s	Two Flat	Craftsman		C	Garage	C
2849	West	24th	Boulevard	1910s	Two Flat	Tudor Revival		C	Coach House	C
2853	West	24th	Boulevard	1950s	SF House			NC	Garage	NC
2855	West	24th	Boulevard	1950s	SF House			NC		
2857	West	24th	Boulevard	1950s	SF House			NC		
2859	West	24th	Boulevard	1900s	Multiple	Queen Anne		C	Garage	NC
2901	West	24th	Boulevard	1910s	Two Flat	Craftsman		C	Garage	C
2903	West	24th	Boulevard	1910s	Two Flat	Classical Revival		C		
2907	West	24th	Boulevard	1910s	Three Flat	Classical Revival		C	Garage	C
2909	West	24th	Boulevard	1910s	Three Flat	Tudor Revival		C	Garage	NC
2915	West	24th	Boulevard	1910s	Three Flat	Classical Revival		C	Garage	NC
2917	West	24th	Boulevard	1910s	Multiple	Craftsman		C		
2923	West	24th	Boulevard	1910s	Two Flat	Craftsman		C	Garage	NC
2927-2929	West	24th	Boulevard	1900s	Two Flat	Classical Revival		C	Garage	NC
2931	West	24th	Boulevard	1910s	Three Flat	Tudor Revival		C	Garage	NC
2933	West	24th	Boulevard	1910s	Two Flat	Craftsman		C	Garage	NC
2725	West	24th	Place	1900s	Townhouse	Queen Anne		C		
2802	West	26th	Street	1990s	Other			NC		
2411	West	34th	Place	1890s	SF House	Italianate		C	Garage	NC

Returned

Buildings Surrounding Parks, Boulevards and Squares

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St #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/ NC/ L	Sec. Bldg. Type	Sec. Bldg *C/ NC/ L
330	East	37th	Street	1900s	Other			NC		
2200-2202	West	37th	Street	1916-18	Other	Craftsman		C	Garage	NC
2204	West	37th	Street	1910s	Two Flat	Classical Revival		C	Garage	C
2208	West	37th	Street	1890s	Two Flat	Richardsonian Romanesque		C	Garage	C
2210-2212	West	37th	Street	1911	Four Flat	Craftsman	The A. Hoepke House	C	Garage	C
2216	West	37th	Street	1900s	Two Flat	Classical Revival		C	Garage	NC
2220	West	37th	Street	1910s	Two Flat	Craftsman		C	Garage	NC
2222	West	37th	Street	1900s	Two Flat	Classical Revival		C		
2226	West	37th	Street	1890s	Two Flat	Richardsonian Romanesque		C	Garage	NC
2228	West	37th	Street	1910s	Two Flat	Classical Revival		C	Garage	NC
2240	West	37th	Street	1917	Factory/ Warehouse	Classical Revival	Chicago Telephone Company- McKinley Branch	C		
2250	West	37th	Street	1910s	Bungalow	Craftsman		C	Garage	NC
2252	West	37th	Street	1910s	SF House			NC	Garage	NC
2254	West	37th	Street	1920s	SF House	Gable Front		C	Garage	NC
2258	West	37th	Street	1910s	Two Flat	Craftsman		C	Garage	NC
2262	West	37th	Street	1910s	Two Flat			NC	Garage	NC
2266	West	37th	Street	1910s	Bungalow	Craftsman		C		
2270	West	37th	Street	1910s	SF House			NC		
411	East	43rd	Street	1980s	Other			NC		
819	East	45th	Street	1970s	Six Flat			NC		
812-822	East	46th	Street	1910s	Courtyard	Classical Revival		C		
817	East	46th	Street	1910s	Courtyard	Tudor Revival		C		
352	East	47th	Street	1910s	Commercial	Classical Revival		C		
816-822	East	49th	Street	1920s	Courtyard	Spanish Revival		C		

Returned

Buildings Surrounding Parks, Boulevards and Squares

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St #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/ NC/ L	Sec. Bldg. Type	Sec. Bldg *C/ NC/ L
821-829	East	49th	Street	1910s	Courtyard	Craftsman		C		
544-550	East	51st	Street	1902	Multiple	Classical Revival		C		
552-554	East	51st	Street	1900s	Six Flat	Classical Revival		C		
600-606	East	51st	Street	1910s	Multiple	Tudor Revival		C		
612-614	East	51st	Street	1910s	Six Flat	Tudor Revival		C		
616-618	East	51st	Street	1910s	Six Flat	Tudor Revival		C		
620-622	East	51st	Street	1910s	Multiple	Tudor Revival		C		
634-636	East	51st	Street	1910s	Six Flat	Craftsman		C		
640-642	East	51st	Street	1910s	Eight Flat	Craftsman		C	Garage	NC
644-646	East	51st	Street	1910s	Eight Flat	Craftsman		C		
650-652	East	51st	Street	1910s	Eight Flat	Craftsman		C	Garage	NC
656-658	East	51st	Street	1910s	Six Flat	Craftsman		C		
660-662	East	51st	Street	1910s	Six Flat	Tudor Revival		C		
700	East	51st	Street	1910s	Six Flat	Craftsman		C		
702-706	East	51st	Street	1910s	Six Flat	Craftsman		C		
710-718	East	51st	Street	1990s	Multiple			NC		
726-732	East	51st	Street	1903	Multiple	Classical Revival	The N. P. Cummings House	C		
1206	West	52nd	Street	1910s	Two Flat	Craftsman		C		
1208	West	52nd	Street	1910s	Three Flat	Tudor Revival		C		
1210	West	52nd	Street	1910s	Two Flat	Gable Front		C		
1214	West	52nd	Street	1911	Three Flat	Tudor Revival		C		
1220	West	52nd	Street	1910s	Two Flat	Tudor Revival		C		

Returned

Buildings Surrounding Parks, Boulevards and Squares

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St #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/ NC/ L	Sec. Bldg. Type	Sec. Bldg *C/ NC/ L
1334	West	52nd	Street	1910s	Two Flat	Classical Revival		C	Garage	NC
1344	West	52nd	Street	1910s	Two Flat	Craftsman		C		
2410-2414	West	53rd	Street	1890s	Church	No Style	St Peter and Paul Parish	C		
2432	West	54th	Street	1914	SF House	Classical Revival		C	Garage	NC
2436	West	54th	Street	1910s	Three Flat	Classical Revival		C	Garage	NC
2440	West	54th	Street	1950s	SF House			NC	Garage	NC
2442	West	54th	Street	1910s	Foursquare	Craftsman		C	Garage	NC
2444	West	54th	Street	1950s	SF House			NC	Garage	NC
2446	West	54th	Street	1960s	Multiple			NC	Garage	NC
2450	West	54th	Street	1900s	Two Flat	Gable Front		C	Garage	NC
2454	West	54th	Street	1960s	Multiple			NC	Garage	NC
2500	West	55th	Street	1920s	Bungalow	Craftsman		C	Garage	NC
2502	West	55th	Street	1980s	Multiple			NC	Garage	NC
2506	West	55th	Street	1900s	Foursquare	Classical Revival		C	Garage	NC
2508	West	55th	Street	1910s	Multiple			NC	Garage	NC
2510	West	55th	Street	1920s	SF House	Craftsman		C	Garage	NC
2514	West	55th	Street	1910s	Two Flat	Classical Revival		C	Garage	C
2520-2522	West	55th	Street	1910s	Two Flat	Craftsman		C		
1642	East	56th	Street	1922	Multiple	Classical Revival	The Windermere East Hotel	L		
1700	East	56th	Street	1980s	Multiple			NC		
2339-2345	West	56th	Street	1920s	Other	Art Deco		C		
2351	West	56th	Street	1900s	Two Flat	Classical Revival		C		
2355-2357	West	56th	Street	1898	Foursquare	Craftsman	The D. L. McLanin House	C	Garage	C
2451-2453	West	56th	Street	1910s	Multiple	Tudor Revival		C		

Returned

Buildings Surrounding Parks, Boulevards and Squares

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St #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/ NC/ L	Sec. Bldg. Type	Sec. Bldg *C/ NC/ L
1009	East	57th	Street	1902	School	Collegiate Gothic	Charles Hitchcock Hall	L		
1025	East	57th	Street	1897	School	Collegiate Gothic	Culver Hall	C		
1029-1031	East	57th	Street	1897	School	Collegiate Gothic	Anatomy Building	C		
1101-1115	East	57th	Street	1897	School	Collegiate Gothic	Zoology	C		
1103	East	57th	Street	1897	School	Collegiate Gothic	Ida B. & Walter Erman Biology Center	C		
1131-1135	East	57th	Street	1901	School	Collegiate Gothic	Hutchinson Commons/	C		
1020	East	58th	Street	1894	School	Collegiate Gothic	Kent Chemical Laboratory	L		
1025-1035	East	58th	Street	1924	School	Collegiate Gothic	Swift Hall	L		
1100	East	58th	Street	1894	School	Collegiate Gothic	Ryerson Physical Laboratory	L		
1101	East	58th	Street	1914	School	Collegiate Gothic	Julius Rosenwald Hall	C		
1115	East	58th	Street	1893	School	Collegiate Gothic	Walker Museum	L		
1155	East	58th	Street	1930	School	Collegiate Gothic	Oriental Institute Museum	L		
860	East	59th	Street	1961	Hospital		University of Chicago Cancer Research Center/ Goldblatt Pavillion	NC		
922-942	East	59th	Street	1929-30	School	Collegiate Gothic	The Bobs Roberts Memorial Hospital for Children/ The University of Chicago Hospital	L		
950	East	59th	Street	1925-30	School	Collegiate Gothic	The Division of the Biological Sciences/ The Pritzer School of Medicine/ Billings Building	L		
970	East	59th	Street	1930	School	Collegiate Gothic	Nancy Adele McElwee Memorial Hall/ Gertrude Dunn Hicks Memorial Hall	C		

Returned

Buildings Surrounding Parks, Boulevards and Squares

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St #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/ NC/ L	Sec. Bldg. Type	Sec. Bldg *C/ NC/ L
1000-1010	East	59th	Street	1915	School	Collegiate Gothic	Hiram Kelly Memorial/ Classics Building	L		
1050-1058	East	59th	Street	1928	School	Collegiate Gothic	Joseph Bond Chapel/ William Wieboldt Hall	L		
1116	East	59th	Street	1912	School	Collegiate Gothic	William Rainey Harper Memorial Library	L		
1126	East	59th	Street	1929	School	Collegiate Gothic	Social Science Research Bldg	L		
1130	East	59th	Street	1893	School	Collegiate Gothic	Nancy Foster Hall	L		
1144-1146	East	59th	Street	1895	SF House	Collegiate Gothic	University President's House	L		
1156-1158	East	59th	Street	1925-28	Church	Collegiate Gothic	Rockefeller Memorial Chapel	L		
1212	East	59th	Street	1916	School	Collegiate Gothic	Ida Noyes Hall	L		
1362	East	59th	Street	1903	School	Collegiate Gothic	Emmons Blaine Hall, Laboratory Schools	L		
1350-1414	East	59th	Street	1932	School	Collegiate Gothic	International House	L		
1442-1450	East	59th	Street	1916	Multiple	Colonial Revival	Breckinridge House/ Eleanor Club	L		
1516-1522	East	59th	Street	1920s	Courtyard	Tudor Revival		C		
1524-1534	East	59th	Street	1924	Courtyard	Tudor Revival		C	Garage	NC
411	East	60th	Street	1900s	Two Flat	Classical Revival		C	Garage	NC
413	East	60th	Street	1900s	Two Flat	Classical Revival		C		
415	East	60th	Street	1897	Two Flat	Classical Revival		L		
417	East	60th	Street	1910s	Four Flat	Tudor Revival		C		
423	East	60th	Street	1920s	Three Flat	Tudor Revival		C	Garage	NC
501-503	East	60th	Street	1880s	Multiple	Tudor Revival		C	Garage	NC
505	East	60th	Street	1900s	Two Flat	Classical Revival		C		
509-511	East	60th	Street	1900s	Six Flat	Classical Revival		C	Garage	C

Returned

Buildings Surrounding Parks, Boulevards and Squares

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St #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/ NC/ L	Sec. Bldg. Type	Sec. Bldg *C/ NC/ L
515-517	East	60th	Street	1900s	Six Flat	Classical Revival		C	Garage	NC
519-521	East	60th	Street	2000s	Three Flat			NC	Garage	NC
539	East	60th	Street	1890s	Three Flat			NC	Garage	NC
541-545	East	60th	Street	1910s	Multiple	Craftsman		C		
547	East	60th	Street	1910s	Two Flat	Craftsman		C	Garage	C
549	East	60th	Street	1910s	Three Flat	Craftsman		C		
601	East	60th	Street	1910s	Multiple	Craftsman		C		
607	East	60th	Street	1910s	Four Flat	Craftsman		C	Garage	NC
609	East	60th	Street	1900s	Four Flat	Classical Revival		C	Garage	NC
611-613	East	60th	Street	1920s	Three Flat	Tudor Revival		C	Garage	NC
615	East	60th	Street	1910s	Two Flat	Craftsman		C	Garage	NC
619	East	60th	Street	1900s	Three Flat	Classical Revival		C	Garage	NC
641	East	60th	Street	1900s	School	Classical Revival	Austin O. Sexton Public School	C		
1005-1035	East	60th	Street	1930-31	Multiple	Collegiate Gothic	Burton and Judson Courts	C		
1313-1315	East	60th	Street	1920s	School	Collegiate Gothic	Chapin Hall Urban Education Institute	C		
1365-1375	East	60th	Street	1918	Church	Georgian Revival	St. Paul's on the Midway Church/ Sonia Shankman Orthogenic School 1927	C		
1550	East	66th	Place	1910s	Multiple	Craftsman		C		
1627-1641	East	67th	Street	1920s	Courtyard	Tudor Revival		C		
1643-1657	East	67th	Street	1910s	Courtyard	Tudor Revival		C		
1707-1721	East	67th	Street	1910s	Courtyard	Tudor Revival	The Parkways	C		
1725-1729	East	67th	Street	1910s	Multiple	Tudor Revival		C		

Returned

Buildings Surrounding Parks, Boulevards and Squares

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St #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/ NC/ L	Sec. Bldg. Type	Sec. Bldg *C/ NC/ L
1733-1745	East	67th	Street	1910s	Courtyard	Tudor Revival	The Parkways	C		
1747-1759	East	67th	Street	1910s	Courtyard	Tudor Revival	The Parkways	C		
1801-1809	East	67th	Street	1924	Courtyard	Tudor Revival	Tower Court	L		
2015-2017	East	67th	Street	1920s	Multiple Use	Tudor Revival		C		
2049-2051	East	67th	Street	1920s	Multiple	Craftsman		C		
2101	East	67th	Street	1920s	Courtyard	Craftsman		C		
2125	East	67th	Street	1920s	Courtyard	Craftsman		C		
2139-2141	East	67th	Street	1920s	Courtyard	Craftsman		C		
2201-2211	East	67th	Street	1920s	Multiple	Tudor Revival		C		
2231	East	67th	Street	1926	Multiple	Gothic Revival		L		
1214	South	Albany	Avenue	1900s	Two Flat	Queen Anne		C	Garage	NC
1216	South	Albany	Avenue	1897	Three Flat	French Renaissance Revival		C		
1224	South	Albany	Avenue	1903	Two Flat	Richardsonian Romanesque		C		
1232	South	Albany	Avenue	1890s	Two Flat	Richardsonian Romanesque		C		
1234	South	Albany	Avenue	1890s	Two Flat	Classical Revival		C		
1236	South	Albany	Avenue	1890s	Two Flat	Richardsonian Romanesque		C		
1238-1240	South	Albany	Avenue	1910s	Three Flat	Tudor Revival		C		
1242	South	Albany	Avenue	1890s	Three Flat	Classical Revival		C		
1244	South	Albany	Avenue	1890s	Two Flat	Classical Revival		C		
1250	South	Albany	Avenue	1900s	Two Flat	Richardsonian Romanesque		C		
1302	South	Albany	Avenue	1894	Three Flat	Classical Revival	The Nero A. Rehrmann House	C		

Returned

Buildings Surrounding Parks, Boulevards and Squares

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St #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/ NC/ L	Sec. Bldg. Type	Sec. Bldg *C/ NC/ L
1306	South	Albany	Avenue	1897	Two Flat	Chateauesque	The W. R. Ashton House	C		
1330	South	Albany	Avenue	1910s	Six Flat	Craftsman		C		
1338	South	Albany	Avenue	1900s	Three Flat	Classical Revival	The Parkview	C		
1344	South	Albany	Avenue	1900s	Multiple	Craftsman		C		
1510	South	Albany	Avenue	1890s	Three Flat	Classical Revival		C		
1514-1516	South	Albany	Avenue	1910s	Multiple	Craftsman		C		
1524-1526	South	Albany	Avenue	1900s	SF House	Classical Revival		C	Garage	NC
1564	South	Albany	Avenue	1912	Synagogue	Classical Revival	Marks Nathan Jewish Orphan Home	C		
1540-1550	South	Albany	Avenue	1912	Other	Classical Revival	Marks Nathan Jewish Orphan Home	C		
1832-1858	South	Albany	Avenue	1918	School	Classical Revival	Nathaniel Pope Public School	C	Garage	NC
5400	South	Artesian	Avenue	1920s	SF House	Craftsman		C	Garage	C
5406	South	Artesian	Avenue	1950s	SF House			NC	Garage	NC
5410	South	Artesian	Avenue	1910s	Bungalow	Craftsman		C	Garage	C
5414	South	Artesian	Avenue	1950s	Multiple			NC	Garage	C
5418	South	Artesian	Avenue	1920s	SF House	Craftsman		C	Garage	NC
5420	South	Artesian	Avenue	1910s	Two Flat	Craftsman		C	Garage	NC
5422	South	Artesian	Avenue	1900s	Multiple			NC		
5424	South	Artesian	Avenue	1910s	Bungalow	Craftsman		C	Garage	NC
5430	South	Artesian	Avenue	1880s	SF House	Craftsman		C		
5432	South	Artesian	Avenue	1890s	Three Flat	Classical Revival		C	Garage	C

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Buildings Surrounding Parks, Boulevards and Squares

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St #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/ NC/ L	Sec. Bldg. Type	Sec. Bldg *C/ NC/ L
5440	South	Artesian	Avenue	1900s	SF House	Tudor Revival		C	Garage	C
5614	South	Artesian	Avenue	1910s	Multiple	Craftsman		C		
5615	South	Artesian	Avenue	1910s	Bungalow	Craftsman		C	Garage	NC
3041	West	Augusta	Boulevard	1914	Other	Prairie	Humboldt Park Pool House	C	Garage	C
3049-3057	West	Augusta	Boulevard	1900s	Two Flat	Classical Revival		C		
3061	West	Augusta	Boulevard	1900s	Two Flat	Classical Revival		C		
3101	West	Augusta	Boulevard	1890s	Two Flat	Queen Anne		C	Garage	C
3103	West	Augusta	Boulevard	1900s	Two Flat	Classical Revival		C	Garage	C
3105	West	Augusta	Boulevard	1900s	Two Flat	Queen Anne		C		
3109	West	Augusta	Boulevard	1910s	Two Flat	Tudor Revival		C	Coach House	C
3115	West	Augusta	Boulevard	1900s	Two Flat	Classical Revival		C	Garage	NC
3121	West	Augusta	Boulevard	1910s	Three Flat	Craftsman		C		
3123	West	Augusta	Boulevard	1900s	Two Flat	Classical Revival		C	Garage	NC
3125	West	Augusta	Boulevard	1898	Two Flat	Classical Revival	The W. Mason House	C	Garage	NC
3129-3131	West	Augusta	Boulevard	1900s	Six Flat	Classical Revival		C		
3133-3135	West	Augusta	Boulevard	1906	Six Flat	Classical Revival		C		
3139	West	Augusta	Boulevard	1900	Two Flat	Queen Anne	The W. Kitsch House	C	Garage	C
3143	West	Augusta	Boulevard	1910s	Three Flat	Tudor Revival		C		
3145	West	Augusta	Boulevard	1910s	Two Flat	Tudor Revival		C	Garage	C
3147	West	Augusta	Boulevard	1900s	Two Flat	Classical Revival		C	Garage	NC
3153	West	Augusta	Boulevard	1910s	Multiple	Craftsman		C		
3157	West	Augusta	Boulevard	1910s	Two Flat	Craftsman		C		
3208	West	Beach	Avenue	1900s	Six Flat	Classical Revival		C		

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St #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/ NC/ L	Sec. Bldg. Type	Sec. Bldg *C/ NC/ L
3211-3217	West	Beach	Avenue	1910s	Multiple	Craftsman	The Beach	C		
1211	North	California	Avenue	1910s	Commercial	Craftsman		C		
1219-1223	North	California	Avenue	1900s	Three Flat	Classical Revival		C	Garage	NC
1225	North	California	Avenue	1990s	Multiple			NC		
1237	North	California	Avenue	1921	Factory/ Warehouse	Classical Revival	Nestor Johnson Manufacturing Company	C		
1245	North	California	Avenue	1910s	Three Flat	Classical Revival		C		
1247	North	California	Avenue	1910s	Three Flat	Classical Revival		C		
1251	North	California	Avenue	1900s	Two Flat	Classical Revival		C		
1253	North	California	Avenue	1900s	Three Flat	Classical Revival		C	Garage	NC
1257	North	California	Avenue	1900s	SF House	Cottage		C	Garage	NC
1301	North	California	Avenue	1907	Two Flat	Classical Revival		C		
1305-1307	North	California	Avenue	1900s	SF House	Classical Revival		C		
1335	North	California	Avenue	1910s	Other	Classical Revival	Dr. Herzl Community Home	C		
1343	North	California	Avenue	1990s	Other			NC		
1349	North	California	Avenue	1900s	Other	Classical Revival		C		
1351	North	California	Avenue	1900s	Two Flat	Queen Anne		C		
1357-1359	North	California	Avenue	1898	Synagogue	Classical Revival	R. Vaudeuborneu/ Austro-Galizien Congregation	C		
1401-1409	North	California	Avenue	1922	Multiple Use	Tudor Revival	Daughters of Zion Jewish Day Nursery and Infant Home	C		
1411	North	California	Avenue	1900s	Two Flat	Classical Revival		C		

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Buildings Surrounding Parks, Boulevards and Squares

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St #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/ NC/ L	Sec. Bldg. Type	Sec. Bldg *C/ NC/ L
1413	North	California	Avenue	1900s	Two Flat	Classical Revival		C	Flat	NC
1415	North	California	Avenue	1910s	Two Flat	Classical Revival		C		
1417	North	California	Avenue	1890s	Two Flat	Richardsonian Romanesque		C	Garage	NC
1421	North	California	Avenue	1990s	Four Flat			NC		
1425	North	California	Avenue	1904	Two Flat	Classical Revival		C		
1427	North	California	Avenue	1900s	Three Flat	Classical Revival		C		
1431	North	California	Avenue	1990s	Four Flat			NC		
1433	North	California	Avenue	1900s	Two Flat	Queen Anne		C		
1445	North	California	Avenue	1890	Two Flat	Gable Front	The Chad Hirsch House	C		
1451	North	California	Avenue	1950s	Multiple			NC	Garage	C
1449	North	California	Avenue	1911	Three Flat	Classical Revival		C	Garage	C
1455	North	California	Avenue	1902	Church	Classical Revival	Humboldt Park Swedish Mission Church	C		
1501-1507	North	California	Avenue	1900s	Two Flat	Richardsonian Romanesque		C	Garage	NC
1509	North	California	Avenue	1900s	Three Flat	Richardsonian Romanesque		C		
1511	North	California	Avenue	1900s	Three Flat	Richardsonian Romanesque		C		
1513	North	California	Avenue	1900s	Three Flat	Richardsonian Romanesque		C	Garage	C
1517-1519	North	California	Avenue	1900s	Three Flat	Classical Revival		C	Garage	NC
1521	North	California	Avenue	1900s	Two Flat	Classical Revival		C		
1523	North	California	Avenue	1910s	Six Flat	Classical Revival		C		
1529	North	California	Avenue	1910s	Two Flat	Craftsman		C	Garage	NC

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Buildings Surrounding Parks, Boulevards and Squares

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St #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/ NC/ L	Sec. Bldg. Type	Sec. Bldg *C/ NC/ L
1146	South	California	Boulevard	1920s	Other	Sullivanesque		C		
1231	South	California	Boulevard	1980s	SF House			NC		
1237	South	California	Boulevard	1990s	SF House			NC		
1239	South	California	Boulevard	1890s	Two Flat	Richardsonian Romanesque		C		
1241	South	California	Boulevard	1880s	SF House	Cottage		C		
1245-1249	South	California	Boulevard	1910s	Courtyard	Craftsman		C		
1251-1255	South	California	Boulevard	1900s	Three Flat	Tudor Revival		C		
1259	South	California	Boulevard	1980s	SF House			NC		
1261	South	California	Boulevard	1910s	Two Flat	Tudor Revival		C	Garage	C
1303-1305	South	California	Boulevard	1910s	Multiple	Craftsman		C		
1307	South	California	Boulevard	1910s	Three Flat	Tudor Revival		C		
1311	South	California	Boulevard	1910s	Three Flat	Tudor Revival		C	Garage	NC
1315	South	California	Boulevard	1920s	Two Flat	Craftsman		C	Garage	NC
1321	South	California	Boulevard	1910s	Three Flat	Classical Revival		C		
1325	South	California	Boulevard	1900s	Three Flat	Richardsonian Romanesque		C	Garage	NC
1329-1331	South	California	Boulevard	1980s	SF House			NC		
1333	South	California	Boulevard	1910s	Three Flat	Tudor Revival		C		
1335	South	California	Boulevard	1890s	Three Flat	Beaux Arts		C		
1339	South	California	Boulevard	1900s	Two Flat	Classical Revival		C	Garage	NC
1341	South	California	Boulevard	1900s	Two Flat	Richardsonian Romanesque		C		

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St #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/ NC/ L	Sec. Bldg. Type	Sec. Bldg *C/ NC/ L
1343	South	California	Boulevard	1900s	Two Flat	Richardsonian Romanesque		C		
1347	South	California	Boulevard	1900s	Two Flat	Classical Revival		C	Garage	NC
1349	South	California	Boulevard	1910s	Two Flat	No Style		C		
1351	South	California	Boulevard	1880s	SF House	Cottage		C		
1353	South	California	Boulevard	1910s	Multiple			NC		
1357	South	California	Boulevard	1900s	Three Flat	Classical Revival		C	Garage	NC
1361	South	California	Boulevard	1944	SF House			NC	Garage	NC
1363	South	California	Boulevard	1980s	SF House			NC		
1365	South	California	Boulevard	1980s	SF House			NC		
1369	South	California	Boulevard	1900s	Two Flat	Classical Revival		C	Garage	NC
1371	South	California	Boulevard	1910s	Multiple	Tudor Revival		C	Garage	C
1401	South	California	Boulevard	1930s	Hospital	Art Deco		C		
1501-1525	South	California	Boulevard	1912	Hospital	Beaux Arts	Maimonides Hospital	C		
1603-1607	South	California	Boulevard	1910s	Multiple	Craftsman		C		
1611	South	California	Boulevard	1880s	Three Flat	Queen Anne		C		
1615	South	California	Boulevard	1900s	Three Flat	Classical Revival		C	Garage	C
1617	South	California	Boulevard	1890s	Three Flat	Richardsonian Romanesque		C	Garage	NC
1619	South	California	Boulevard	1910s	Two Flat	Craftsman		C		
1621	South	California	Boulevard	1910s	Two Flat	Craftsman		C	Garage	NC
1625	South	California	Boulevard	1880s	SF House	Cottage		C		

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St #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/ NC/ L	Sec. Bldg. Type	Sec. Bldg *C/ NC/ L
1627	South	California	Boulevard	1870s	Two Flat	Italianate		C	Garage	NC
1629	South	California	Boulevard	1888	SF House	Cottage	The F. Tesa House	C	Garage	C
1631	South	California	Boulevard	1880s	Four Flat	Richardsonian Romanesque		C	Garage	NC
1639	South	California	Boulevard	1900s	Multiple			NC		
1641	South	California	Boulevard	1880s	Three Flat	Gable Front		C		
1645-1647	South	California	Boulevard	1910s	Multiple	Tudor Revival		C		
1649	South	California	Boulevard	1880s	SF House	Queen Anne		C		
1809	South	California	Avenue	1900s	Two Flat	Classical Revival		C	Garage	C
1811	South	California	Avenue	1900s	Three Flat	Classical Revival		C	Garage	NC
1817	South	California	Avenue	1880s	Two Flat	Tudor Revival		C	Garage	NC
1819	South	California	Avenue	1880s	Two Flat	Second Empire		C	Garage	C
1821	South	California	Avenue	1910s	Two Flat	Craftsman		C	Garage	NC
1825	South	California	Avenue	1900s	Three Flat	Tudor Revival		C	Garage	NC
1829	South	California	Avenue	1900s	Two Flat	Tudor Revival		C	Garage	NC
1831	South	California	Avenue	1890s	Two Flat	Tudor Revival		C	Garage	NC
1837	South	California	Avenue	1910s	SF House	Gable Front		C	Garage	NC
1839	South	California	Avenue	1890s	Two Flat	Tudor Revival		C	Garage	NC
1841	South	California	Avenue	1890s	Two Flat	Tudor Revival		C	Garage	NC
1843	South	California	Avenue	1900s	Two Flat	Tudor Revival		C	Garage	NC
1851	South	California	Avenue	1890s	Two Flat	Tudor Revival		C	Garage	NC

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Buildings Surrounding Parks, Boulevards and Squares

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St #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/ NC/ L	Sec. Bldg. Type	Sec. Bldg *C/ NC/ L
1855	South	California	Avenue	1890s	Two Flat	Tudor Revival		C	Garage	C
1857	South	California	Avenue	1900s	Three Flat	No Style		C	Garage	NC
2347-2349	South	California	Boulevard	1920s	Multiple Use	Classical Revival		C	Garage	NC
2401	South	California	Boulevard	1920s	Bungalow	Craftsman		C	Garage	C
2405	South	California	Boulevard	1910s	Two Flat	Craftsman		C	Garage	NC
2409	South	California	Boulevard	1910s	Two Flat	Craftsman		C	Garage	NC
2411	South	California	Boulevard	1910s	Two Flat	Tudor Revival		C	Garage	NC
2413	South	California	Boulevard	1910s	SF House	Craftsman		C	Garage	NC
2415	South	California	Boulevard	1910s	SF House	Craftsman		C	Garage	NC
2419	South	California	Boulevard	1900s	SF House	Cottage		C	Garage	NC
2421	South	California	Boulevard	1910s	SF House	Craftsman		C	Garage	NC
2425	South	California	Boulevard	1920s	Bungalow	Craftsman		C	Garage	C
2434	South	California	Avenue	1910s	Two Flat	Craftsman		C	Garage	NC
2435	South	California	Boulevard	1910s	Three Flat	Craftsman		C	Garage	C
2437	South	California	Boulevard	1920s	Three Flat	Classical Revival		C		
2438	South	California	Avenue	1900s	Two Flat	Gable Front		C		
2440	South	California	Avenue	1910s	SF House	Craftsman		C	Garage	NC
2441	South	California	Boulevard	1910s	Two Flat	Craftsman		C	Garage	C
2442	South	California	Avenue	1910s	SF House	Craftsman		C	Garage	NC
2445	South	California	Boulevard	1910s	Two Flat	Craftsman		C	Garage	NC

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2446	South	California	Avenue	1880s	Two Flat	Cottage		C		
2448	South	California	Avenue	1900s	Two Flat	Classical Revival		C	Coach House	C
2449	South	California	Boulevard	1910s	Two Flat	Craftsman		C	Garage	C
2450	South	California	Avenue	1900s	Multiple Use	Richardsonian Romanesque		C	Garage	NC
2451	South	California	Boulevard	1900s	Two Flat	Classical Revival		C	Garage	C
2452	South	California	Avenue	1900s	Two Flat	Gable Front		C		
2454	South	California	Avenue	1880s	Multiple Use	Queen Anne		C	Garage	NC
2458	South	California	Avenue	1920s	Other			NC	Garage	NC
2504	South	California	Avenue	1900s	Two Flat	Classical Revival		C	Garage	NC
2506	South	California	Avenue	1900s	SF House	Cottage		C	Garage	NC
2510	South	California	Avenue	1910s	SF House	Craftsman		C	Garage	NC
2514	South	California	Avenue	1910s	SF House	Craftsman		C	Coach House	C
2516	South	California	Avenue	1910s	Three Flat	Craftsman		C	Garage	C
2518	South	California	Avenue	1900s	Three Flat	Richardsonian Romanesque		C	Garage	NC
2520	South	California	Avenue	1900s	Three Flat	Classical Revival		C		
2524	South	California	Avenue	1910s	Multiple Use	Craftsman		C	Coach House	C
2532	South	California	Avenue	1980s	Other			NC		
2536	South	California	Avenue	1920s	Three Flat	Tudor Revival		C	Garage	NC
2538	South	California	Avenue	1910s	Two Flat	Tudor Revival		C	Garage	C
2600-2648	South	California	Avenue	1927	Other	Classical Revival	Cook County Criminal Court House	C		

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2650-2774	South	California	Avenue	1980s	Other			NC		
3000	South	California	Avenue	1914	Hospital	Classical Revival	Municipal Contagious Diseases Hospital	C		
3026	South	California	Avenue	1990s	Other			NC		
5600	South	Campbell	Avenue	1900s	SF House	Gable Front		C	Garage	NC
301-5	North	Central Park	Avenue	1910s	Courtyard	Classical Revival		C		
309	North	Central Park	Avenue	1900s	Three Flat	Classical Revival		C	Garage	NC
311	North	Central Park	Avenue	1900s	Three Flat	Classical Revival		C	Garage	NC
313	North	Central Park	Avenue	1900s	Three Flat	Classical Revival		C		
317	North	Central Park	Avenue	1900s	Three Flat	Classical Revival		C	Garage	NC
321	North	Central Park	Avenue	1900s	Three Flat	Classical Revival		C		
325	North	Central Park	Avenue	1880s	Two Flat	Queen Anne		C		
327	North	Central Park	Avenue	1880s	Two Flat	Classical Revival		C		
331	North	Central Park	Avenue	1900s	Three Flat	Classical Revival		C	Garage	NC
339	North	Central Park	Avenue	1900s	Two Flat	Richardsonian Romanesque		C	Garage	NC
401	North	Central Park	Boulevard	1910s	Multiple Use	Craftsman		C		
405	North	Central Park	Boulevard	1920s	Other	Craftsman		C		
415-421	North	Central Park	Boulevard	1910s	Two Flat	Craftsman		C	Garage	C
422	North	Central Park	Boulevard	1900s	Two Flat	Richardsonian Romanesque		C		
424	North	Central Park	Boulevard	1900s	Two Flat	Richardsonian Romanesque		C	Garage	NC
427	North	Central Park	Boulevard	1900s	SF House			NC		

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429-431	North	Central Park	Boulevard	1910s	Three Flat	Tudor Revival		C		
432	North	Central Park	Boulevard	1900s	Foursquare	No Style		C		
434	North	Central Park	Boulevard	1900s	Foursquare	No Style		C		
439	North	Central Park	Boulevard	1880s	Two Flat	Queen Anne		C	Flat	C
441	North	Central Park	Boulevard	1910s	SF House	Craftsman		C		
115-119	South	Central Park	Boulevard	1929	School	Tudor Revival	Providence St Mel School	C		
201	South	Central Park	Boulevard	1970s	SF House			NC	Garage	NC
209	South	Central Park	Boulevard	1890s	Two Flat	Richardsonian Romanesque		C	Garage	NC
213	South	Central Park	Boulevard	1900s	Foursquare	Craftsman		C	Garage	NC
215-219	South	Central Park	Boulevard	1920s	Courtyard	Craftsman		C		
305-311	South	Central Park	Avenue	1920s	Multiple	Tudor Revival		C		
327-329	South	Central Park	Avenue	1900s	Six Flat	Classical Revival	The Oyama	C		
1335-1337	South	Central Park	Avenue	1910s	Multiple	Classical Revival		C		
2874-2878	West	Cermak	Road	1920s	Multiple Use	Classical Revival		C		
2880	West	Cermak	Road	1950s	Other			NC		
2869-2881	West	Cermak	Road	1917	Multiple Use	Beaux Arts	Apollo Theatre	C		
2908	West	Cermak	Road	1910s	Commercial	No Style		C		
2900-2908	West	Cermak	Road	1990s	Other			NC		
6701	South	Chappel	Avenue	1940s	Multiple			NC		
2950	West	Chicago	Avenue	1920s	Factory/ Warehouse	Tudor Revival		C		

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3028-3030	West	Chicago	Avenue	1910s	Factory/ Warehouse	Craftsman		C		
5419	South	Claremont	Avenue	1950s	Multiple			NC		
5421	South	Claremont	Avenue	1900s	SF House	Gambrel Front		C	Garage	C
5425	South	Claremont	Avenue	1900s	Foursquare	Craftsman		C	Garage	NC
5433	South	Claremont	Avenue	1990s	Multiple			NC		
5439	South	Claremont	Avenue	1950s	Bungalow			NC		
5441	South	Claremont	Avenue	1900s	SF House	Gambrel Front		C	Garage	NC
5515	South	Claremont	Avenue	1950s	SF House			NC		
5523	South	Claremont	Avenue	1910s	Three Flat	Tudor Revival		C		
5525	South	Claremont	Avenue	1990s	Multiple			NC		
5529	South	Claremont	Avenue	1940	SF House	Tudor Revival	The John Stech House	C		
5533	South	Claremont	Avenue	1910s	Two Flat	Classical Revival		C	Garage	NC
5147-5155	South	Cottage Grove	Avenue	1905	Factory/ Warehouse	Classical Revival	Washington Park Fireproof Warehouse	C		
5355-5361	South	Cottage Grove	Avenue	1920s	Multiple	Craftsman		C		
5401-5407	South	Cottage Grove	Avenue	1910s	Multiple	Craftsman		C		
5611-5625	South	Cottage Grove	Avenue	1910s	Courtyard	Craftsman		C		
5629-5639	South	Cottage Grove	Avenue	1910s	Courtyard	Craftsman		C		
3658	South	Damen	Avenue	1910s	Bungalow	Craftsman		C	Garage	C
3703-3705	South	Damen	Avenue	1910s	Multiple	Craftsman		C	Garage	NC

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Buildings Surrounding Parks, Boulevards and Squares

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St #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/ NC/ L	Sec. Bldg. Type	Sec. Bldg *C/ NC/ L
3707	South	Damen	Avenue	1910s	Two Flat	Classical Revival		C	Flat	NC
3709	South	Damen	Avenue	1910s	Two Flat	Classical Revival		C	Garage	NC
3711	South	Damen	Avenue	2000s	Three Flat			NC	Garage	NC
3715	South	Damen	Avenue	1910s	Two Flat	Classical Revival		C	Garage	NC
3719	South	Damen	Avenue	1910s	Two Flat	Gable Front		C	Garage	C
3721	South	Damen	Avenue	1910s	Two Flat	Gable Front		C	Garage	C
3723	South	Damen	Avenue	1910s	Two Flat	Classical Revival		C	Garage	C
3727	South	Damen	Avenue	1910s	Two Flat	Classical Revival		C	Garage	NC
3729	South	Damen	Avenue	1910s	Two Flat	Tudor Revival		C	Garage	C
3731	South	Damen	Avenue	1910s	Two Flat	Gable Front		C	Garage	C
3735	South	Damen	Avenue	1910s	Two Flat	Gable Front		C	Garage	NC
3737	South	Damen	Avenue	1910s	Two Flat	Craftsman		C	Garage	NC
3741	South	Damen	Avenue	1910s	Two Flat	Classical Revival		C	Garage	NC
3743	South	Damen	Avenue	1910s	Three Flat	Craftsman		C		
3747	South	Damen	Avenue	1910s	Two Flat	Classical Revival		C	Garage	NC
3749	South	Damen	Avenue	1890s	SF House	Queen Anne		C	Garage	NC
3757-3759	South	Damen	Avenue	1880s	SF House	Italianate		C	Garage	NC
3801	South	Damen	Avenue	1920s	Multiple	Craftsman		C		
3805	South	Damen	Avenue	1920s	Two Flat	Craftsman		C	Garage	NC
3809	South	Damen	Avenue	1910s	Two Flat	Craftsman		C	Garage	NC

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St #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/ NC/ L	Sec. Bldg. Type	Sec. Bldg *C/ NC/ L
3811	South	Damen	Avenue	1910s	Two Flat	Craftsman		C		
3815	South	Damen	Avenue	1910s	Two Flat	Craftsman		C	Garage	NC
3817	South	Damen	Avenue	1910s	Two Flat	Craftsman		C	Garage	NC
3821	South	Damen	Avenue	1910s	Two Flat	Craftsman		C	Garage	NC
3825	South	Damen	Avenue	1910s	Two Flat	Craftsman		C	Garage	NC
3827	South	Damen	Avenue	1910s	Two Flat	Craftsman		C	Garage	C
3829	South	Damen	Avenue	1910s	Two Flat	Tudor Revival		C		
3831-3833	South	Damen	Avenue	1910s	Two Flat	Craftsman		C	Garage	NC
3835	South	Damen	Avenue	1910s	Two Flat	Craftsman		C	Garage	NC
3839	South	Damen	Avenue	1910s	Two Flat	Craftsman		C	Garage	NC
3841	South	Damen	Avenue	1910s	SF House	Tudor Revival		C	Garage	NC
3845	South	Damen	Avenue	1910s	Two Flat	Craftsman		C	Garage	NC
5500-5510	South	Damen	Avenue	1950s	Other			NC		
2815-2823	West	Division	Street	1910s	Multiple Use	Tudor Revival		C		
2823	West	Division	Street	1900s	Commercial	Craftsman		C		
2825-2827	West	Division	Street	1890s	Multiple Use	Queen Anne		C	Garage	NC
2839	West	Division	Street	1890s	Three Flat	Queen Anne		C	Coach House	C
2845	West	Division	Street	1910s	Three Flat	Classical Revival		C	Garage	NC
2849	West	Division	Street	1900s	Three Flat	Classical Revival		C	Garage	NC
2851	West	Division	Street	1910s	Two Flat	Classical Revival		C		
2903	West	Division	Street	1910s	Three Flat	Tudor Revival		C	Garage	C

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2907	West	Division	Street	1900s	Three Flat	Classical Revival		C	Coach House	C
3100-3106	West	Douglas	Boulevard	1920s	Multiple	Classical Revival		C		
3112	West	Douglas	Boulevard	1920s	Four Flat	Tudor Revival		C		
3116	West	Douglas	Boulevard	1920s	Four Flat	Tudor Revival		C		
3118	West	Douglas	Boulevard	1920s	Four Flat	Tudor Revival		C		
3121	West	Douglas	Boulevard	1900s	Two Flat	Classical Revival		C		
3122-3124	West	Douglas	Boulevard	1920s	Eight Flat	Tudor Revival	The Allen	C		
3126	West	Douglas	Boulevard	1910s	Two Flat	No Style		C		
3123-3127	West	Douglas	Boulevard	1912	Courtyard	Craftsman		C		
3131	West	Douglas	Boulevard	1900s	Three Flat	Classical Revival		C	Garage	NC
3135	West	Douglas	Boulevard	1890s	SF House	French Renaissance Revival		C		
3136	West	Douglas	Boulevard	1908	Two Flat	Classical Revival	The M. Meyeroritz House	C		
3137	West	Douglas	Boulevard	1890s	Two Flat	Richardsonian Romanesque		C	Garage	C
3140	West	Douglas	Boulevard	1909	Two Flat	Beaux Arts	The Anna Karlstein House	C		
3141	West	Douglas	Boulevard	1890s	Two Flat	Richardsonian Romanesque		C		
3143	West	Douglas	Boulevard	1920	Four Flat	Classical Revival	St. Agatha Church Convent	C		
3147	West	Douglas	Boulevard	1897	Church	Richardsonian Romanesque	St Agatha Roman Catholic Rectory Catholic Bishop of Chicago	C		
3206	West	Douglas	Boulevard	1910s	Courtyard	Craftsman		C		
3209	West	Douglas	Boulevard	1900s	Two Flat	Classical Revival		C		
3211	West	Douglas	Boulevard	1910s	Two Flat	Classical Revival		C		
3215	West	Douglas	Boulevard	1900s	Three Flat	Classical Revival		C		

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3216	West	Douglas	Boulevard	1910s	Three Flat	No Style		C		
3219-3221	West	Douglas	Boulevard	1910s	Six Flat	Second Empire		C		
3220	West	Douglas	Boulevard	1900s	Two Flat	Classical Revival		C		
3222	West	Douglas	Boulevard	1900s	Two Flat	Classical Revival		C		
3223	West	Douglas	Boulevard	1900s	Multiple	Classical Revival		C		
3224	West	Douglas	Boulevard	1890s	Two Flat	Richardsonian Romanesque		C	Garage	NC
3234-3236	West	Douglas	Boulevard	1910s	Multiple	Craftsman		C		
3235	West	Douglas	Boulevard	1890s	Two Flat	Richardsonian Romanesque		C		
3237	West	Douglas	Boulevard	1890s	Two Flat	Richardsonian Romanesque		C		
3238	West	Douglas	Boulevard	1890s	SF House	Tudor Revival		C		
3239	West	Douglas	Boulevard	1920s	Multiple	Tudor Revival		C		
3240-3242	West	Douglas	Boulevard	1896	SF House	Queen Anne	The Frank Jajicrk House	C		
3243	West	Douglas	Boulevard	1900s	Two Flat	Classical Revival		C	Garage	C
3244	West	Douglas	Boulevard	1899	SF House	Richardsonian Romanesque	The Joseph Hlavorec House	C		
3248	West	Douglas	Boulevard	1898	Two Flat	Beaux Arts	The A. Keener House	C		
3250	West	Douglas	Boulevard	1890s	Two Flat	Richardsonian Romanesque		C		
3252	West	Douglas	Boulevard	1910s	Two Flat	Craftsman		C		
3300	West	Douglas	Boulevard	1900s	Two Flat	Classical Revival		C		
3301	West	Douglas	Boulevard	1902	Two Flat	Classical Revival	The W. Charles Tegbimeyer House	C	Garage	C
3306-3312	West	Douglas	Boulevard	1960s	Multiple			NC		
3313	West	Douglas	Boulevard	1930s	Synagogue	Art Deco	Congregation Mishne Ugmorah	C		
3315	West	Douglas	Boulevard	1902	Two Flat	Richardsonian Romanesque	The B. J. Lavin House	C		

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3323-3325	West	Douglas	Boulevard	1920s	Multiple	Classical Revival		C		
3324-3326	West	Douglas	Boulevard	1910s	Multiple	Craftsman		C		
3334-3336	West	Douglas	Boulevard	1910s	Multiple	Classical Revival		C		
3338	West	Douglas	Boulevard	1900s	Two Flat	Classical Revival		C		
3339	West	Douglas	Boulevard	1920s	Three Flat	Classical Revival		C		
3340	West	Douglas	Boulevard	1890s	Two Flat	Richardsonian Romanesque		C	Garage	NC
3341	West	Douglas	Boulevard	1907	Two Flat	Tudor Revival	The A. S. Powell House	C		
3342-3344	West	Douglas	Boulevard	1920s	Three Flat	Classical Revival		C	Garage	C
3343-3345	West	Douglas	Boulevard	1898	Three Flat	Richardsonian Romanesque	The Mrs. G. Lyon House	C	Garage	C
3346	West	Douglas	Boulevard	1910s	Three Flat	Tudor Revival		C		
3347	West	Douglas	Boulevard	1910s	Two Flat	Craftsman		C		
3348	West	Douglas	Boulevard	1910s	Two Flat	No Style		C		
3350	West	Douglas	Boulevard	1910s	SF House	Colonial Revival		C	Garage	C
3352-3354	West	Douglas	Boulevard	1920s	Multiple	Gothic Revival		C		
3355	West	Douglas	Boulevard	1900s	Two Flat	Classical Revival		C	Garage	NC
3356	West	Douglas	Boulevard	1890s	Two Flat	Richardsonian Romanesque		C		
3400	West	Douglas	Boulevard	1910s	Courtyard	Tudor Revival		C		
3410-3418	West	Douglas	Boulevard	1910s	Courtyard	Classical Revival		C		
3422-3428	West	Douglas	Boulevard	1910s	Courtyard	Craftsman		C		
3423-3425	West	Douglas	Boulevard	1910s	Multiple	Classical Revival		C		
3437-3441	West	Douglas	Boulevard	1900s	Two Flat	Classical Revival		C		
3445	West	Douglas	Boulevard	1900s	Two Flat	Beaux Arts		C		

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3447	West	Douglas	Boulevard	1950s	Church			NC		
3500-3516	West	Douglas	Boulevard	1926	Other	Moorish Revival	Jewish People's Institute	L		
3501-3503	West	Douglas	Boulevard	1920s	Multiple	Craftsman		C		
3507-3509	West	Douglas	Boulevard	1910s	Six Flat	Craftsman		C		
3511	West	Douglas	Boulevard	1890s	Two Flat	Classical Revival		C		
3521	West	Douglas	Boulevard	1910s	Three Flat	Tudor Revival		C		
3523-3525	West	Douglas	Boulevard	1920s	Multiple	Craftsman		C		
3528	West	Douglas	Boulevard	1910s	Three Flat	Craftsman		C		
3540	West	Douglas	Boulevard	1910s	Three Flat	Tudor Revival		C		
3544	West	Douglas	Boulevard	1920s	Three Flat	Craftsman		C		
3546	West	Douglas	Boulevard	1910s	Three Flat	Craftsman		C		
3548	West	Douglas	Boulevard	1900s	SF House	Classical Revival		C		
3549	West	Douglas	Boulevard	1900s	Three Flat	Classical Revival		C		
3550	West	Douglas	Boulevard	1910s	Three Flat	Craftsman		C		
3551	West	Douglas	Boulevard	1890s	Two Flat	Classical Revival		C		
3553	West	Douglas	Boulevard	1900s	Two Flat	Classical Revival		C		
3556	West	Douglas	Boulevard	1900s	Three Flat	Classical Revival		C		
3557-3559	West	Douglas	Boulevard	1910s	Multiple	Craftsman		C		
3600	West	Douglas	Boulevard	1910s	Multiple	Classical Revival		C		
3606	West	Douglas	Boulevard	1900s	Six Flat	Classical Revival		C		
3608	West	Douglas	Boulevard	1910s	Three Flat	Craftsman		C		
3616-3618	West	Douglas	Boulevard	1910s	Three Flat	Craftsman		C		

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3620-3624	West	Douglas	Boulevard	1926	Synagogue	Moorish Revival	Congregation Anshe Roumania Synagogue/ Shaari Shomayim (First Romanian Hebrew Synagogue)	C		
3634-3636	West	Douglas	Boulevard	1910s	Multiple	Craftsman		C		
3638	West	Douglas	Boulevard	1910s	Three Flat	Craftsman		C		
3639	West	Douglas	Boulevard	1900s	Two Flat	Richardsonian Romanesque		C		
3641	West	Douglas	Boulevard	1910s	Two Flat	Tudor Revival		C		
3642-3644	West	Douglas	Boulevard	1920s	Six Flat	No Style		C		
3643	West	Douglas	Boulevard	1900s	Two Flat	Classical Revival		C	Garage	C
3646	West	Douglas	Boulevard	1910s	Multiple	Craftsman		C		
3645-3647	West	Douglas	Boulevard	1910s	Multiple	Tudor Revival		C		
3650-3654	West	Douglas	Boulevard	1920s	Multiple	Gothic Revival		C		
3653	West	Douglas	Boulevard	1980s	Multiple			NC		
3656-3658	West	Douglas	Boulevard	1910s	Multiple	Craftsman		C		
3657	West	Douglas	Boulevard	1990s	Multiple			NC		
3700-3706	West	Douglas	Boulevard	1910s	Multiple	Craftsman		C		
3701-3725	West	Douglas	Boulevard	1915	School	Classical Revival	Theodore Herzl Public School	C		
3710	West	Douglas	Boulevard	1901	SF House	Beaux Arts	The Mark Soloman House	C		
3712-3716	West	Douglas	Boulevard	1916	Four Flat	Craftsman	The J. Lieberman Hosue	C		
3726-3730	West	Douglas	Boulevard	1910s	Multiple	Craftsman	Fountain View Apartments	C		
3745	West	Douglas	Boulevard	1910s	Eight Flat	Craftsman		C		
3755-3757	West	Douglas	Boulevard	1915	Synagogue	Classical Revival	Kehilath Jacob Congregation	C		

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3501-3511	South	Dr. M. L. King Jr.	Drive	1921	Commercial	Craftsman	Liberty Life Supreme Life Insurance Building	C		
3515	South	Dr. M. L. King Jr.	Drive	1890s	Townhouse	Classical Revival		C		
3517	South	Dr. M. L. King Jr.	Drive	1890s	Townhouse	Classical Revival		C		
3520	South	Dr. M. L. King Jr.	Drive	1907	Six Flat	Tudor Revival		C		
3521	South	Dr. M. L. King Jr.	Drive	1890s	Townhouse	Classical Revival		C		
3523	South	Dr. M. L. King Jr.	Drive	1890s	Townhouse	Classical Revival		C		
3524-3526	South	Dr. M. L. King Jr.	Drive	1907	Six Flat	Tudor Revival		C		
3525	South	Dr. M. L. King Jr.	Drive	1870s	Three Flat	Italianate		C		
3527-3529	South	Dr. M. L. King Jr.	Drive	1990s	Other			NC		
3530-3532	South	Dr. M. L. King Jr.	Drive	1910s	Six Flat	Classical Revival		C		
3531-3533	South	Dr. M. L. King Jr.	Drive	1911	Six Flat	Craftsman		C		
3537	South	Dr. M. L. King Jr.	Drive	1887	Townhouse	Richardsonian Romanesque		C		
3538-3540	South	Dr. M. L. King Jr.	Drive	1914	Multiple	Craftsman		C		
3539	South	Dr. M. L. King Jr.	Drive	1887	Townhouse	Richardsonian Romanesque		C	Garage	C
3541	South	Dr. M. L. King Jr.	Drive	1887	Townhouse	Richardsonian Romanesque		C		
3543	South	Dr. M. L. King Jr.	Drive	1887	Townhouse	Richardsonian Romanesque		C		
3544-3546	South	Dr. M. L. King Jr.	Drive	1910	Six Flat	Tudor Revival		C		
3545	South	Dr. M. L. King Jr.	Drive	1887	Townhouse	Richardsonian Romanesque		C		
3547	South	Dr. M. L. King Jr.	Drive	1870s	Two Flat	Italianate		C		
3549	South	Dr. M. L. King Jr.	Drive	1897	Three Flat	Classical Revival	The M. Salinger House	C		

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3550	South	Dr. M. L. King Jr.	Drive	1895	Four Flat	Classical Revival	The I. Jammowan House	C		
3551	South	Dr. M. L. King Jr.	Drive	1870s	Two Flat	Italianate		C		
3553	South	Dr. M. L. King Jr.	Drive	1909	Three Flat	Beaux Arts		C		
3554	South	Dr. M. L. King Jr.	Drive	1920s	Two Flat	No Style		C	Garage	NC
3555-3557	South	Dr. M. L. King Jr.	Drive	1908	Six Flat	Craftsman		C		
3556	South	Dr. M. L. King Jr.	Drive	1922	Foursquare	Craftsman	The R. R. Jackson House	C	Garage	NC
3558	South	Dr. M. L. King Jr.	Drive	1889	Townhouse	Richardsonian Romanesque	The Albert Mendel House/ James S. Toppan House	C	Garage	NC
3560	South	Dr. M. L. King Jr.	Drive	1889	Townhouse	Richardsonian Romanesque	The Albert Mendel House/ James S. Toppan House	C	Coach House	C
3561	South	Dr. M. L. King Jr.	Drive	1908	Three Flat	Tudor Revival		C		
3562	South	Dr. M. L. King Jr.	Drive	1888	Townhouse	Richardsonian Romanesque	The Edward Mendel House/ J. F. Finerty House	C	Garage	NC
3564	South	Dr. M. L. King Jr.	Drive	1888	Townhouse	Richardsonian Romanesque	The Edward Mendel House/ J. F. Finerty House	C	Garage	NC
3565	South	Dr. M. L. King Jr.	Drive	2000s	Four Flat			NC		
3568	South	Dr. M. L. King Jr.	Drive	1888	SF House	Queen Anne	The John F. Whiting House	C	Garage	NC
3602	South	Dr. M. L. King Jr.	Drive	1880s	SF House	Richardsonian Romanesque		C	Garage	NC
3603-3609	South	Dr. M. L. King Jr.	Drive	1910	Courtyard	Craftsman		C		
3604	South	Dr. M. L. King Jr.	Drive	1889	SF House	Richardsonian Romanesque	The Gwynne Garnett House	C	Garage	NC
3608	South	Dr. M. L. King Jr.	Drive	1889	SF House	Richardsonian Romanesque	The John J. Hill House	C	Garage	NC
3612	South	Dr. M. L. King Jr.	Drive	1890	SF House	Richardsonian Romanesque		C	Garage	NC

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3614	South	Dr. M. L. King Jr.	Drive	1888	SF House	Richardsonian Romanesque	The John Tait House/ Martin Roche Residence	L	Garage	L
3616	South	Dr. M. L. King Jr.	Drive	1886	SF House	Gothic Revival	The John McComick House/ E. Levy House	C	Garage	NC
3619	South	Dr. M. L. King Jr.	Drive	1895	SF House	Classical Revival	The John Sutcliff House	C	Garage	NC
3622	South	Dr. M. L. King Jr.	Drive	1891	SF House	Richardsonian Romanesque	The Adolph Loeb Residence	C		
3624	South	Dr. M. L. King Jr.	Drive	1889-90	SF House	Richardsonian Romanesque	The Ida B. Wells-Barnett House	L		
3626	South	Dr. M. L. King Jr.	Drive	1890	SF House	Richardsonian Romanesque	The Herman Hahn Residence	C	Garage	NC
3627	South	Dr. M. L. King Jr.	Drive	1890s	SF House	Tudor Revival		C		
3628	South	Dr. M. L. King Jr.	Drive	1889	SF House	Richardsonian Romanesque	The J. S. Gatzert House	C	Garage	NC
3629	South	Dr. M. L. King Jr.	Drive	1890s	SF House	Tudor Revival		C		
3630	South	Dr. M. L. King Jr.	Drive	1886	SF House	Queen Anne	The Charles H. Nichols Residence	C	Coach House	C
3631	South	Dr. M. L. King Jr.	Drive	1910s	Three Flat			NC		
3632	South	Dr. M. L. King Jr.	Drive	1960s	Multiple			NC		
3633	South	Dr. M. L. King Jr.	Drive	1890s	Three Flat	Queen Anne		C		
3638	South	Dr. M. L. King Jr.	Drive	1880s	SF House	Tudor Revival		C	Coach House	C
3639	South	Dr. M. L. King Jr.	Drive	1889	SF House	Richardsonian Romanesque		C	Garage	C
3642	South	Dr. M. L. King Jr.	Drive	1897	SF House	Richardsonian Romanesque	The Charles H. Nichols Residence	C		
3644	South	Dr. M. L. King Jr.	Drive	1890s	SF House	Richardsonian Romanesque		C	Garage	NC
3645	South	Dr. M. L. King Jr.	Drive	1890s	SF House	Richardsonian Romanesque		C		
3646	South	Dr. M. L. King Jr.	Drive	1880s	SF House	Queen Anne		C	Garage	NC
3647	South	Dr. M. L. King Jr.	Drive	1889	SF House	Richardsonian Romanesque		C		

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Buildings Surrounding Parks, Boulevards and Squares

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St #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/ NC/ L	Sec. Bldg. Type	Sec. Bldg *C/ NC/ L
3650	South	Dr. M. L. King Jr.	Drive	1880s	SF House	Queen Anne		C		
3651	South	Dr. M. L. King Jr.	Drive	1890s	Townhouse	Richardsonian Romanesque		C		
3653	South	Dr. M. L. King Jr.	Drive	1890s	Townhouse	Richardsonian Romanesque		C		
3655	South	Dr. M. L. King Jr.	Drive	1890s	Townhouse	Richardsonian Romanesque		C		
3656	South	Dr. M. L. King Jr.	Drive	1885	SF House	Queen Anne	The D. Harry Hammer Residence	C	Coach House	NC
3657	South	Dr. M. L. King Jr.	Drive	1890s	Townhouse	Richardsonian Romanesque		C	Garage	NC
3659	South	Dr. M. L. King Jr.	Drive	1886	Townhouse	Richardsonian Romanesque	The Mrs. Susan Rannery House	C	Garage	NC
3700	South	Dr. M. L. King Jr.	Drive	1900s	Courtyard	Classical Revival		C		
3710	South	Dr. M. L. King Jr.	Drive	1900s	Three Flat	Richardsonian Romanesque		C	Garage	NC
3712	South	Dr. M. L. King Jr.	Drive	1890s	SF House	Richardsonian Romanesque		C	Coach House	C
3714	South	Dr. M. L. King Jr.	Drive	1890s	SF House	Richardsonian Romanesque		C	Garage	C
3716	South	Dr. M. L. King Jr.	Drive	1890s	SF House	Richardsonian Romanesque		C	Garage	C
3718	South	Dr. M. L. King Jr.	Drive	1890s	SF House	Richardsonian Romanesque		C	Garage	C
3720-3724	South	Dr. M. L. King Jr.	Drive	1953	Other		South Park Baptist Church	NC		
3736	South	Dr. M. L. King Jr.	Drive	1880s	SF House	Richardsonian Romanesque		C	Garage	C
3740	South	Dr. M. L. King Jr.	Drive	1890s	SF House	Richardsonian Romanesque		C	Garage	NC
3744	South	Dr. M. L. King Jr.	Drive	1880s	SF House	Richardsonian Romanesque		C		
3746-3748	South	Dr. M. L. King Jr.	Drive	1910s	Six Flat	Craftsman		C	Garage	C
3812	South	Dr. M. L. King Jr.	Drive	1900s	Three Flat	Tudor Revival		C		
3814	South	Dr. M. L. King Jr.	Drive	1900s	Three Flat	Classical Revival		C		

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St #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/ NC/ L	Sec. Bldg. Type	Sec. Bldg *C/ NC/ L
3816	South	Dr. M. L. King Jr.	Drive	1904	Three Flat	Classical Revival	The Timothy E. Ryan House	C		
3830-3832	South	Dr. M. L. King Jr.	Drive	1900s	Six Flat	Classical Revival	The Carolyn	C		
3836-3838	South	Dr. M. L. King Jr.	Drive	1900s	Six Flat	Classical Revival	The Pearl	C		
3840-3842	South	Dr. M. L. King Jr.	Drive	1904	Six Flat	Classical Revival		C		
3911	South	Dr. M. L. King Jr.	Drive	1891	Townhouse	Richardsonian Romanesque		C		
3913	South	Dr. M. L. King Jr.	Drive	1891	Townhouse	Richardsonian Romanesque		C		
3915	South	Dr. M. L. King Jr.	Drive	1891	Townhouse	Richardsonian Romanesque		C	Garage	NC
3928	South	Dr. M. L. King Jr.	Drive	1928	SF House	Classical Revival		C	Garage	NC
3930	South	Dr. M. L. King Jr.	Drive	1880s	SF House	Richardsonian Romanesque		C	Garage	NC
3932	South	Dr. M. L. King Jr.	Drive	1890s	SF House	Richardsonian Romanesque		C	Coach House	C
3936	South	Dr. M. L. King Jr.	Drive	1894	SF House	Gothic Revival	The Louis Becker House	C		
3938	South	Dr. M. L. King Jr.	Drive	1900s	SF House	Tudor Revival		C	Garage	NC
3942	South	Dr. M. L. King Jr.	Drive	1895	SF House	Tudor Revival		C		
3946	South	Dr. M. L. King Jr.	Drive	1890s	SF House	Richardsonian Romanesque		C	Garage	NC
3947	South	Dr. M. L. King Jr.	Drive	1920s	Multiple Use	Classical Revival		C		
4006	South	Dr. M. L. King Jr.	Drive	1900s	Three Flat	Classical Revival		C	Garage	NC
4008	South	Dr. M. L. King Jr.	Drive	1900s	Three Flat	Classical Revival		C	Garage	NC
4010-4012	South	Dr. M. L. King Jr.	Drive	1910s	Six Flat	Craftsman		C		
4014-4016	South	Dr. M. L. King Jr.	Drive	1900s	Six Flat	Classical Revival		C		
4018	South	Dr. M. L. King Jr.	Drive	1890s	SF House	Richardsonian Romanesque		C	Garage	NC

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St #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/ NC/ L	Sec. Bldg. Type	Sec. Bldg *C/ NC/ L
4020	South	Dr. M. L. King Jr.	Drive	1890s	SF House	Richardsonian Romanesque		C		
4026	South	Dr. M. L. King Jr.	Drive	1900s	Three Flat	Tudor Revival		C	Garage	C
4028	South	Dr. M. L. King Jr.	Drive	1900s	Three Flat	Tudor Revival		C	Garage	C
4030	South	Dr. M. L. King Jr.	Drive	1890s	SF House	Queen Anne		C	Barn	C
4046-4048	South	Dr. M. L. King Jr.	Drive	1909	Six Flat	Classical Revival		C		
4050	South	Dr. M. L. King Jr.	Drive	1880s	SF House	Richardsonian Romanesque		C		
4052	South	Dr. M. L. King Jr.	Drive	1880s	SF House	Richardsonian Romanesque		C	Garage	NC
4054	South	Dr. M. L. King Jr.	Drive	1880s	SF House	Richardsonian Romanesque		C	Garage	NC
4056	South	Dr. M. L. King Jr.	Drive	1880s	SF House	Richardsonian Romanesque		C	Garage	NC
4058	South	Dr. M. L. King Jr.	Drive	1880s	Three Flat	Richardsonian Romanesque		C	Garage	C
4100	South	Dr. M. L. King Jr.	Drive	1881	Church	Richardsonian Romanesque	Forty-First Presbyterian Church	C	Garage	C
4108	South	Dr. M. L. King Jr.	Drive	1890s	SF House	Queen Anne		C		
4112	South	Dr. M. L. King Jr.	Drive	1890s	SF House	Queen Anne		C		
4114-4116	South	Dr. M. L. King Jr.	Drive	1890s	SF House	Richardsonian Romanesque		C		
4118	South	Dr. M. L. King Jr.	Drive	1890s	SF House	Richardsonian Romanesque		C		
4120	South	Dr. M. L. King Jr.	Drive	1890s	Three Flat	Richardsonian Romanesque		C	Garage	NC
4124	South	Dr. M. L. King Jr.	Drive	1890s	Three Flat	Queen Anne		C		
4130	South	Dr. M. L. King Jr.	Drive	1895	SF House	Queen Anne		C	Coach House	C
4142-4144	South	Dr. M. L. King Jr.	Drive	1906	Six Flat	Tudor Revival	The Brooks	C		
4148	South	Dr. M. L. King Jr.	Drive	1910s	Three Flat	Richardsonian Romanesque		C		

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4201	South	Dr. M. L. King Jr.	Drive	1890s	SF House	Richardsonian Romanesque		C	Garage	C
4203	South	Dr. M. L. King Jr.	Drive	1890s	SF House	Richardsonian Romanesque		C	Garage	NC
4210-4214	South	Dr. M. L. King Jr.	Drive	1910s	Multiple	Classical Revival		C		
4213-4215	South	Dr. M. L. King Jr.	Drive	1910s	Six Flat	Craftsman		C		
4217-4219	South	Dr. M. L. King Jr.	Drive	1914	SF House	Classical Revival	The F. Lichtenstein House	C		
4218-4220	South	Dr. M. L. King Jr.	Drive	2000s	Six Flat			NC		
4222-4224	South	Dr. M. L. King Jr.	Drive	2000s	Six Flat			NC		
4223	South	Dr. M. L. King Jr.	Drive	1896	SF House	Tudor Revival	The F. A. Hibbard House	C		
4230-4232	South	Dr. M. L. King Jr.	Drive	1903	Four Flat	Classical Revival	The Simeon Lederer House	C	Garage	C
4235	South	Dr. M. L. King Jr.	Drive	1907	SF House	Richardsonian Romanesque		C		
4237	South	Dr. M. L. King Jr.	Drive	1907	SF House	Richardsonian Romanesque		C	Garage	NC
4239	South	Dr. M. L. King Jr.	Drive	1907	SF House	Richardsonian Romanesque		C		
4240-4242	South	Dr. M. L. King Jr.	Drive	1910s	Six Flat	Craftsman		C		
4241	South	Dr. M. L. King Jr.	Drive	1907	SF House	Richardsonian Romanesque	The A. Shane House	C	Coach House	C
4243	South	Dr. M. L. King Jr.	Drive	1907	SF House	Richardsonian Romanesque		C	Garage	NC
4245	South	Dr. M. L. King Jr.	Drive	1890s	SF House	Richardsonian Romanesque		C	Coach House	C
4246	South	Dr. M. L. King Jr.	Drive	1910s	Commercial	Craftsman		C		
4248-4252	South	Dr. M. L. King Jr.	Drive	1910s	Commercial	Craftsman		C		
4257-4259	South	Dr. M. L. King Jr.	Drive	1893	Multiple	Richardsonian Romanesque	Belmonte Flats	L		
4301-4309	South	Dr. M. L. King Jr.	Drive	1920s	Commercial	Sullivanesque		C		

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4310-4312	South	Dr. M. L. King Jr.	Drive	1905	Six Flat	Tudor Revival		C		
4313-4315	South	Dr. M. L. King Jr.	Drive	1910s	Six Flat	Craftsman		C	Garage	C
4314-4316	South	Dr. M. L. King Jr.	Drive	1913	Eight Flat	Tudor Revival		C		
4318-4320	South	Dr. M. L. King Jr.	Drive	1909	Six Flat	Classical Revival		C		
4321	South	Dr. M. L. King Jr.	Drive	1910s	SF House	Beaux Arts		C	Coach House	C
4325-4327	South	Dr. M. L. King Jr.	Drive	1902	Four Flat	Classical Revival		C		
4326-4328	South	Dr. M. L. King Jr.	Drive	1912	Six Flat	Tudor Revival		C		
4329	South	Dr. M. L. King Jr.	Drive	1900s	Three Flat	Classical Revival		C		
4330-4332	South	Dr. M. L. King Jr.	Drive	1897	Three Flat	Richardsonian Romanesque	The O. E. Anderson House	C	Garage	C
4331-4333	South	Dr. M. L. King Jr.	Drive	1900s	Six Flat	Tudor Revival		C		
4337	South	Dr. M. L. King Jr.	Drive	1890s	SF House	Richardsonian Romanesque		C	Garage	NC
4338	South	Dr. M. L. King Jr.	Drive	1990s	Three Flat			NC		
4339	South	Dr. M. L. King Jr.	Drive	1890s	SF House	Richardsonian Romanesque		C	Garage	NC
4340	South	Dr. M. L. King Jr.	Drive	1894	SF House	Richardsonian Romanesque		C	Garage	NC
4341	South	Dr. M. L. King Jr.	Drive	1890s	SF House	Richardsonian Romanesque		C	Garage	NC
4342	South	Dr. M. L. King Jr.	Drive	2000s	Three Flat			NC		
4343	South	Dr. M. L. King Jr.	Drive	1890s	SF House	Richardsonian Romanesque		C	Coach House	C
4344	South	Dr. M. L. King Jr.	Drive	1898	SF House	Gothic Revival		C	Garage	C
4345	South	Dr. M. L. King Jr.	Drive	1890s	SF House	Richardsonian Romanesque		C	Garage	NC
4347	South	Dr. M. L. King Jr.	Drive	1890s	SF House	Richardsonian Romanesque		C		

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4349	South	Dr. M. L. King Jr.	Drive	1890s	SF House	Richardsonian Romanesque		C	Coach House	C
4350	South	Dr. M. L. King Jr.	Drive	1880s	SF House	Richardsonian Romanesque		C	Garage	NC
4351	South	Dr. M. L. King Jr.	Drive	1920s	Multiple	Classical Revival		C		
4352	South	Dr. M. L. King Jr.	Drive	1880s	SF House	Richardsonian Romanesque		C	Coach House	C
4354-4356	South	Dr. M. L. King Jr.	Drive	1990s	Multiple			NC		
4404	South	Dr. M. L. King Jr.	Drive	1880s	SF House	Richardsonian Romanesque		C	Coach House	C
4406-4422	South	Dr. M. L. King Jr.	Drive	2000s	Multiple			NC		
4426	South	Dr. M. L. King Jr.	Drive	1895	Three Flat	Tudor Revival		C		
4428	South	Dr. M. L. King Jr.	Drive	1905	Three Flat	Gothic Revival		C	Garage	C
4432	South	Dr. M. L. King Jr.	Drive	2000s	SF House			NC	Garage	NC
4434	South	Dr. M. L. King Jr.	Drive	2000s	SF House			NC	Garage	NC
4436	South	Dr. M. L. King Jr.	Drive	2000s	SF House			NC	Garage	NC
4442	South	Dr. M. L. King Jr.	Drive	1890s	SF House	Richardsonian Romanesque		C		
4443-4445	South	Dr. M. L. King Jr.	Drive	1930s	Other	Art Deco		C		
4456	South	Dr. M. L. King Jr.	Drive	2000s	Six Flat			NC	Garage	NC
4458	South	Dr. M. L. King Jr.	Drive	2000s	Six Flat			NC	Garage	NC
4500	South	Dr. M. L. King Jr.	Drive	1910s	Multiple	Craftsman		C		
4503-4505	South	Dr. M. L. King Jr.	Drive	1910s	Multiple	No Style		C		
4509	South	Dr. M. L. King Jr.	Drive	1896	SF House	Richardsonian Romanesque	The William Schroewmann House	C	Garage	NC
4510	South	Dr. M. L. King Jr.	Drive	1900s	SF House	Gothic Revival		C		

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4511	South	Dr. M. L. King Jr.	Drive	1880s	SF House	Richardsonian Romanesque		C	Garage	NC
4512	South	Dr. M. L. King Jr.	Drive	1900s	SF House	Gothic Revival	The Marx Brother House	C		
4516	South	Dr. M. L. King Jr.	Drive	1900s	Three Flat	Classical Revival		C	Garage	NC
4518-4520	South	Dr. M. L. King Jr.	Drive	1906	Six Flat	Classical Revival		C		
4519	South	Dr. M. L. King Jr.	Drive	1910s	Three Flat	Craftsman		C	Garage	NC
4524	South	Dr. M. L. King Jr.	Drive	1910s	Three Flat	Craftsman		C		
4525-4521	South	Dr. M. L. King Jr.	Drive	1950s	Other			NC		
4528	South	Dr. M. L. King Jr.	Drive	1910s	Two Flat	Classical Revival		C		
4530-4532	South	Dr. M. L. King Jr.	Drive	1910s	Eight Flat	Craftsman		C	Garage	NC
4535	South	Dr. M. L. King Jr.	Drive	1900s	SF House	Classical Revival		C		
4536-4538	South	Dr. M. L. King Jr.	Drive	1900s	Eight Flat	Craftsman	The Oscar Stanton DePriest House	L	Garage	L
4537	South	Dr. M. L. King Jr.	Drive	1900s	SF House	Classical Revival		C	Garage	NC
4539	South	Dr. M. L. King Jr.	Drive	1890s	SF House	Richardsonian Romanesque		C		
4542	South	Dr. M. L. King Jr.	Drive	1910s	Eight Flat	Tudor Revival		C	Garage	NC
4543	South	Dr. M. L. King Jr.	Drive	1900s	SF House	Classical Revival		C	Garage	NC
4544	South	Dr. M. L. King Jr.	Drive	1910s	Eight Flat	Tudor Revival		C	Garage	NC
4554-4556	South	Dr. M. L. King Jr.	Drive	1910s	Eight Flat	Tudor Revival		C		
4558	South	Dr. M. L. King Jr.	Drive	1910s	Multiple	Tudor Revival		C		
4600-4622	South	Dr. M. L. King Jr.	Drive	1909-12	Synagogue	Classical Revival	Sinai Temple	C		
4636	South	Dr. M. L. King Jr.	Drive	1921	Bank	Classical Revival	Kenwood National Bank	C		

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4710	South	Dr. M. L. King Jr.	Drive	1894	Three Flat	Beaux Arts	The Mrs. H. G. Woodward House	C		
4714	South	Dr. M. L. King Jr.	Drive	1903	Three Flat	Classical Revival		C		
4716	South	Dr. M. L. King Jr.	Drive	1910s	Multiple	Tudor Revival		C		
4720	South	Dr. M. L. King Jr.	Drive	1898	SF House	Beaux Arts		C	Garage	C
4724-4728	South	Dr. M. L. King Jr.	Drive	1903	SF House	Chateauesque	The Melissa Anne Elam House	C	Garage	C
4730	South	Dr. M. L. King Jr.	Drive	1900s	SF House	Tudor Revival		C	Garage	NC
4732	South	Dr. M. L. King Jr.	Drive	1900s	SF House	Tudor Revival		C	Garage	NC
4734	South	Dr. M. L. King Jr.	Drive	1900s	SF House	Gothic Revival		C	Garage	C
4736	South	Dr. M. L. King Jr.	Drive	1900s	SF House	Richardsonian Romanesque		C	Garage	C
4738	South	Dr. M. L. King Jr.	Drive	1910s	Three Flat	Tudor Revival		C		
4740	South	Dr. M. L. King Jr.	Drive	1890s	SF House	Richardsonian Romanesque		C	Garage	NC
4742	South	Dr. M. L. King Jr.	Drive	1890s	SF House	Richardsonian Romanesque	The Robert S. Abbott House	L	Coach House	L
4756	South	Dr. M. L. King Jr.	Drive	1896	SF House	Classical Revival		C	Coach House	C
4758	South	Dr. M. L. King Jr.	Drive	1896	SF House	Gothic Revival		C	Coach House	C
4800	South	Dr. M. L. King Jr.	Drive	1893	SF House	Richardsonian Romanesque		C	Garage	C
4806	South	Dr. M. L. King Jr.	Drive	1900s	SF House	Classical Revival		C	Coach House	C
4807	South	Dr. M. L. King Jr.	Drive	1900s	Townhouse	Classical Revival		C		
4809	South	Dr. M. L. King Jr.	Drive	1900s	Townhouse	Classical Revival		C		
4815	South	Dr. M. L. King Jr.	Drive	1960s	Multiple			NC		
4818	South	Dr. M. L. King Jr.	Drive	2000s	Four Flat			NC		

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4820	South	Dr. M. L. King Jr.	Drive	1900s	Three Flat	Classical Revival		C		
4822-4824	South	Dr. M. L. King Jr.	Drive	1902	Six Flat	Gothic Revival		C		
4825-4817	South	Dr. M. L. King Jr.	Drive	1910s	Multiple	Tudor Revival		C		
4826	South	Dr. M. L. King Jr.	Drive	1900s	Three Flat	Classical Revival		C		
4834	South	Dr. M. L. King Jr.	Drive	1920s	Three Flat	Classical Revival		C		
4840	South	Dr. M. L. King Jr.	Drive	1910s	Three Flat	Tudor Revival		C		
4844-4852	South	Dr. M. L. King Jr.	Drive	1930s	Courtyard	Moderne		C		
4901	South	Dr. M. L. King Jr.	Drive	1890s	Townhouse	Classical Revival		C	Garage	C
4903	South	Dr. M. L. King Jr.	Drive	1890s	Townhouse	Classical Revival		C	Garage	NC
4905	South	Dr. M. L. King Jr.	Drive	1890s	Townhouse	Classical Revival		C	Garage	NC
4907	South	Dr. M. L. King Jr.	Drive	1890s	Townhouse	Classical Revival		C	Garage	NC
4909	South	Dr. M. L. King Jr.	Drive	1900s	Townhouse	Classical Revival		C		
4910	South	Dr. M. L. King Jr.	Drive	1916	Church	Classical Revival	Corpus Christi Church	C		
4911	South	Dr. M. L. King Jr.	Drive	1900s	Townhouse	Classical Revival		C		
4914-4920	South	Dr. M. L. King Jr.	Drive	1914-16	Other	Classical Revival	Corpus Christi Parish Offices	C		
4921	South	Dr. M. L. King Jr.	Drive	1960s	Multiple			NC	Garage	NC
4924	South	Dr. M. L. King Jr.	Drive	1900s	Six Flat	Classical Revival		C		
4934-4936	South	Dr. M. L. King Jr.	Drive	1900s	Six Flat	Classical Revival		C		
4938	South	Dr. M. L. King Jr.	Drive	1950s	Three Flat			NC		
4939	South	Dr. M. L. King Jr.	Drive	1900s	Three Flat	Classical Revival		C		

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4940	South	Dr. M. L. King Jr.	Drive	1910s	Three Flat	Classical Revival		C		
4941	South	Dr. M. L. King Jr.	Drive	1901	SF House	Classical Revival		C	Garage	C
4943	South	Dr. M. L. King Jr.	Drive	1901	SF House	Classical Revival		C	Garage	NC
4947	South	Dr. M. L. King Jr.	Drive	1901	SF House	Gothic Revival		C	Garage	NC
4949	South	Dr. M. L. King Jr.	Drive	1901	SF House	Classical Revival		C	Garage	NC
4948-4950	South	Dr. M. L. King Jr.	Drive	1970s	Multiple			NC		
4953	South	Dr. M. L. King Jr.	Drive	1901	SF House	Gothic Revival		C	Garage	C
4954	South	Dr. M. L. King Jr.	Drive	1910s	Six Flat	Tudor Revival		C		
4955	South	Dr. M. L. King Jr.	Drive	1901	SF House	Classical Revival		C		
4958	South	Dr. M. L. King Jr.	Drive	1910s	Multiple	Tudor Revival		C		
4959	South	Dr. M. L. King Jr.	Drive	1901	SF House	Classical Revival		C	Garage	C
5001-5007	South	Dr. M. L. King Jr.	Drive	1920s	Multiple	Moorish Revival		C		
5014-5016	South	Dr. M. L. King Jr.	Drive	1910s	Six Flat	Classical Revival		C		
5035-5053	South	Dr. M. L. King Jr.	Drive	1900s	Multiple	Classical Revival	The Cummings	C		
5114-5120	South	Dr. M. L. King Jr.	Drive	1900s	Other	Georgian Revival	Chicago Orphan Asylum	C		
5130	South	Dr. M. L. King Jr.	Drive	1910s	Eight Flat	Craftsman		C		
5140-5150	South	Dr. M. L. King Jr.	Drive	1910s	Courtyard	Tudor Revival		C		
5152-5178	South	Dr. M. L. King Jr.	Drive	1910s	Courtyard	Craftsman		C	Garage	C
5200	South	Dr. M. L. King Jr.	Drive	1890s	Three Flat	Richardsonian Romanesque		C		
5210	South	Dr. M. L. King Jr.	Drive	1980s	Multiple			NC		

Returned

Buildings Surrounding Parks, Boulevards and Squares

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St #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/ NC/ L	Sec. Bldg. Type	Sec. Bldg *C/ NC/ L
5212	South	Dr. M. L. King Jr.	Drive	1900s	Three Flat	Classical Revival		C		
5216-5220	South	Dr. M. L. King Jr.	Drive	1930s	Multiple	Art Deco		C		
5228	South	Dr. M. L. King Jr.	Drive	1896	SF House	Classical Revival	The J. C. Robinson House	C	Garage	NC
5240	South	Dr. M. L. King Jr.	Drive	1920s	Six Flat	Classical Revival		C		
5244	South	Dr. M. L. King Jr.	Drive	1920s	Six Flat	Classical Revival		C		
5248-5258	South	Dr. M. L. King Jr.	Drive	1920s	Multiple	Classical Revival		C		
5300-5310	South	Dr. M. L. King Jr.	Drive	1920s	Multiple	Craftsman		C		
5312-5314	South	Dr. M. L. King Jr.	Drive	1900s	Six Flat	Classical Revival		C	Garage	NC
5322-5324	South	Dr. M. L. King Jr.	Drive	1920s	Six Flat	Classical Revival		C	Garage	NC
5326-5328	South	Dr. M. L. King Jr.	Drive	1920s	Six Flat	Classical Revival		C	Garage	NC
5356-5336	South	Dr. M. L. King Jr.	Drive	1900s	School	Classical Revival	Edmund Burke Public School	C		
5428	South	Dr. M. L. King Jr.	Drive	1910s	SF House	Classical Revival		C	Garage	C
5536	South	Dr. M. L. King Jr.	Drive	1900s	Three Flat	Classical Revival		C	Garage	C
5610	South	Dr. M. L. King Jr.	Drive	1910s	Six Flat	Tudor Revival		C		
5600-5608	South	Dr. M. L. King Jr.	Drive	1910s	Multiple	Tudor Revival		C		
5612	South	Dr. M. L. King Jr.	Drive	1910s	Three Flat	Craftsman		C		
5614-5616	South	Dr. M. L. King Jr.	Drive	1910s	Eight Flat	Classical Revival		C	Garage	C
5618-5620	South	Dr. M. L. King Jr.	Drive	1930s	Six Flat	Art Deco		C		
5624-5626	South	Dr. M. L. King Jr.	Drive	1910s	Six Flat	Craftsman		C	Coach House	C
5628-5630	South	Dr. M. L. King Jr.	Drive	1900s	Six Flat	Classical Revival		C	Garage	NC

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St #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/ NC/ L	Sec. Bldg. Type	Sec. Bldg *C/ NC/ L
5634-5636	South	Dr. M. L. King Jr.	Drive	1900s	Six Flat	Classical Revival		C		
5640-5642	South	Dr. M. L. King Jr.	Drive	1900s	Three Flat	Classical Revival		C		
5644	South	Dr. M. L. King Jr.	Drive	1890s	SF House	Richardsonian Romanesque		C		
5656-5658	South	Dr. M. L. King Jr.	Drive	1890s	Six Flat	Tudor Revival		C	Garage	NC
5714-5716	South	Dr. M. L. King Jr.	Drive	1894	Six Flat	Classical Revival		C	Garage	NC
5720	South	Dr. M. L. King Jr.	Drive	1900s	Three Flat	Classical Revival		C		
5722-5724	South	Dr. M. L. King Jr.	Drive	1900s	Six Flat	Classical Revival		C		
5726-5744	South	Dr. M. L. King Jr.	Drive	1920s	Courtyard	Tudor Revival	Parkville Condominium	C		
5746-5748	South	Dr. M. L. King Jr.	Drive	1900s	Six Flat	Craftsman		C	Garage	NC
5750-5758	South	Dr. M. L. King Jr.	Drive	1900s	Multiple	Classical Revival		C		
5810	South	Dr. M. L. King Jr.	Drive	1900s	Three Flat	Classical Revival		C	Garage	NC
5812	South	Dr. M. L. King Jr.	Drive	1900s	Three Flat	Classical Revival		C		
5826	South	Dr. M. L. King Jr.	Drive	1900s	Three Flat	Classical Revival		C	Garage	NC
5838	South	Dr. M. L. King Jr.	Drive	1910s	Six Flat	Tudor Revival		C		
5846-5848	South	Dr. M. L. King Jr.	Drive	1910s	Six Flat	Craftsman		C		
5850-5852	South	Dr. M. L. King Jr.	Drive	1910s	Six Flat	Classical Revival		C		
5856-5858	South	Dr. M. L. King Jr.	Drive	1910s	Multiple	Classical Revival		C		
5900-5902	South	Dr. M. L. King Jr.	Drive	1900s	Multiple	Classical Revival		C		
5904-5906	South	Dr. M. L. King Jr.	Drive	1900s	Six Flat	Classical Revival		C		
5910-5912	South	Dr. M. L. King Jr.	Drive	1900s	Six Flat	Classical Revival		C		

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Buildings Surrounding Parks, Boulevards and Squares

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5914-5916	South	Dr. M. L. King Jr.	Drive	1900s	Six Flat	Classical Revival		C		
5922	South	Dr. M. L. King Jr.	Drive	1897	SF House	Craftsman	The Jesse Binga House	C		
5924-5928	South	Dr. M. L. King Jr.	Drive	1900s	Six Flat	Classical Revival		C		
5930	South	Dr. M. L. King Jr.	Drive	1900s	SF House	Tudor Revival		C	Garage	C
5934	South	Dr. M. L. King Jr.	Drive	1900s	SF House	Classical Revival		C	Garage	C
5936-5948	South	Dr. M. L. King Jr.	Drive	1910s	Courtyard	Tudor Revival		C		
5950-5958	South	Dr. M. L. King Jr.	Drive	1915	Multiple	Craftsman		C		
431	North	Drake	Avenue	1920s	Courtyard	Spanish Revival		C		
801-809	East	Drexel	Square	1920s	Multiple Use	Classical Revival		C		
811-815	East	Drexel	Square	1900s	Six Flat	Classical Revival		C		
817	East	Drexel	Square	1890s	SF House	Queen Anne		C		
819	East	Drexel	Square	1890s	SF House	Queen Anne	The Charles A. Piltzer House	C		
823	East	Drexel	Square	1903	Three Flat	Tudor Revival	The A. S. Jackson House	C	Garage	C
825	East	Drexel	Square	1910s	Three Flat	Tudor Revival		C		
831	East	Drexel	Square	1896	SF House	Richardsonian Romanesque		C	Garage	NC
833	East	Drexel	Square	1900s	SF House	Classical Revival		C	Garage	C
835	East	Drexel	Square	1896	SF House	Queen Anne	The Harris & McGimpsie House	C		
837	East	Drexel	Square	1896	SF House	Richardsonian Romanesque	The Alexander H. Ferguson House	C		
839	East	Drexel	Square	1890s	SF House	Richardsonian Romanesque		C		
841-843	East	Drexel	Square	1916	Three Flat	Tudor Revival	The Joseph Coupland House	C	Garage	C
845	East	Drexel	Square	1920s	Three Flat	Classical Revival		C	Garage	NC

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3961	South	Drexel	Boulevard	1887	Three Flat	Richardsonian Romanesque		C		
3963	South	Drexel	Boulevard	1887	Three Flat	Richardsonian Romanesque		C	Garage	NC
3965	South	Drexel	Boulevard	1887	Three Flat	Richardsonian Romanesque	The Edbrooke House	C	Garage	C
3967	South	Drexel	Boulevard	1898	Multiple	Classical Revival	Julius Blain Apartments	C		
3978	South	Drexel	Boulevard	1900s	Three Flat	Queen Anne		C		
3979	South	Drexel	Boulevard	1880s	SF House	Queen Anne		C	Garage	NC
3983-3985	South	Drexel	Boulevard	1880s	SF House	Richardsonian Romanesque		C	Garage	C
4014	South	Drexel	Boulevard	1910s	Multiple	Tudor Revival	The Jeanela	C		
4015	South	Drexel	Boulevard	1890s	Three Flat	Classical Revival		C		
4017-4023	South	Drexel	Boulevard	1897	Church	Classical Revival	First Church of Christian Science	C		
4018	South	Drexel	Boulevard	1890s	Three Flat	Queen Anne		C		
4020	South	Drexel	Boulevard	1890s	Three Flat	Queen Anne		C		
4025	South	Drexel	Boulevard	1950s	Church			NC		
4031	South	Drexel	Boulevard	1900s	Multiple	Craftsman		C		
4037	South	Drexel	Boulevard	1900s	SF House	Tudor Revival		C	Garage	NC
4043	South	Drexel	Boulevard	2000s	Multiple			NC		
4103-4105	South	Drexel	Boulevard	2000s	Multiple			NC		
4111	South	Drexel	Boulevard	1900s	SF House	Tudor Revival		C	Garage	NC
4115	South	Drexel	Boulevard	2000s	Multiple			NC		
4119	South	Drexel	Boulevard	1890s	Three Flat	Richardsonian Romanesque		C	Garage	C

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4121	South	Drexel	Boulevard	1890s	Three Flat	Richardsonian Romanesque		C	Garage	C
4123	South	Drexel	Boulevard	1890s	Three Flat	Richardsonian Romanesque		C	Garage	C
4127	South	Drexel	Boulevard	2000s	Multiple			NC		
4129	South	Drexel	Boulevard	2000s	Multiple			NC		
4131	South	Drexel	Boulevard	1890s	Three Flat	Richardsonian Romanesque		C	Garage	NC
4133	South	Drexel	Boulevard	1890s	Three Flat	Richardsonian Romanesque	The Sidney Stein House	C	Garage	NC
4135	South	Drexel	Boulevard	1890s	Three Flat	Richardsonian Romanesque	The A. Cahn House	C	Garage	NC
4137	South	Drexel	Boulevard	1890s	Three Flat	Richardsonian Romanesque	The Adolph Moses Residence	C	Garage	NC
4143	South	Drexel	Boulevard	2000s	SF House			NC	Garage	NC
4147	South	Drexel	Boulevard	2000s	SF House			NC	Garage	NC
4149	South	Drexel	Boulevard	2000s	SF House			NC	Garage	NC
4200	South	Drexel	Boulevard	1890s	Three Flat	Richardsonian Romanesque		C	Garage	C
4202	South	Drexel	Boulevard	1890s	Three Flat	Richardsonian Romanesque		C		
4204	South	Drexel	Boulevard	1890s	Three Flat	Richardsonian Romanesque		C	Garage	NC
4234	South	Drexel	Boulevard	1895	Three Flat	Richardsonian Romanesque	The Dr. George O. Taylor House	C		
4240	South	Drexel	Boulevard	1895s	Three Flat	Classical Revival		C	Garage	NC
4244	South	Drexel	Boulevard	1890s	Three Flat	Richardsonian Romanesque		C	Garage	NC
4246	South	Drexel	Boulevard	2000s	Four Flat			NC		
4248	South	Drexel	Boulevard	2000s	Multiple			NC		
4336	South	Drexel	Boulevard	1920s	Courtyard	Tudor Revival		C		

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4400-4404	South	Drexel	Boulevard	1910s	Multiple	Tudor Revival		C		
4408	South	Drexel	Boulevard	1920s	Courtyard	Spanish Revival		C		
4418	South	Drexel	Boulevard	1920s	Two Flat	Tudor Revival		C	Garage	C
4420-4428 1/2	South	Drexel	Boulevard	1910s	Multiple	Classical Revival		C		
4500-4506	South	Drexel	Boulevard	1920s	Multiple	Tudor Revival		C		
4508	South	Drexel	Boulevard	1890	Three Flat	Richardsonian Romanesque	The Sigmond Guthmann House/ Solomon T. Fish House	C	Garage	NC
4512	South	Drexel	Boulevard	1895	SF House	Gothic Revival	The Herman Stern House	C	Coach House	C
4518	South	Drexel	Boulevard	1895	Three Flat	Gothic Revival	The Maximilian Morgenthau House/ Adolf Kraus House	C	Coach House	C
4520-4526	South	Drexel	Boulevard	1910s	Multiple	Classical Revival		C		
4523-4527	South	Drexel	Boulevard	1920s	Courtyard	Tudor Revival		C		
4530-4542	South	Drexel	Boulevard	1910s	Courtyard	Classical Revival		C		
4537	South	Drexel	Boulevard	1921	Multiple	Classical Revival		C		
4545	South	Drexel	Boulevard	1885-86	SF House	Richardsonian Romanesque	The William E. Hale House	C	Garage	C
4548	South	Drexel	Boulevard	1970s	Multiple			NC		
4601	South	Drexel	Boulevard	1950s	Church			NC		
4605	South	Drexel	Boulevard	1950s	SF House			NC	Garage	C
4600-4608	South	Drexel	Boulevard	1980s	Church		Hyde Park Seventh Day Adventist Church	NC		
4610	South	Drexel	Boulevard	1909	Four Flat	Classical Revival	The E. B. Woolf House	C		
4611	South	Drexel	Boulevard	1920s	Courtyard	Craftsman		C		

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Buildings Surrounding Parks, Boulevards and Squares

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St #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/ NC/ L	Sec. Bldg. Type	Sec. Bldg *C/ NC/ L
4619	South	Drexel	Boulevard	1920s	Multiple	Spanish Revival		C		
4626-4628	South	Drexel	Boulevard	1893	SF House	Classical Revival	The Edward Iverson House	C	Coach House	C
4630	South	Drexel	Boulevard	2000s	Three Flat			NC		
4625-4637	South	Drexel	Boulevard	1920s	Courtyard	Tudor Revival		C		
4657-4659	South	Drexel	Boulevard	1917	Other	Craftsman	Sutherland Hotel	L		
4700-4712	South	Drexel	Boulevard	1910s	Multiple	Classical Revival		C		
4711-4715	South	Drexel	Boulevard	1920s	Eight Flat	Classical Revival		C		
4716	South	Drexel	Boulevard	1910s	Three Flat	Classical Revival		C		
4719	South	Drexel	Boulevard	1920s	Eight Flat	Classical Revival		C		
4720-4728	South	Drexel	Boulevard	1910s	Courtyard	Tudor Revival		C		
4730-4732	South	Drexel	Boulevard	2000s	Eight Flat			NC	Garage	NC
4734-4736	South	Drexel	Boulevard	2000s	Eight Flat			NC	Garage	NC
4740	South	Drexel	Boulevard	1904	Three Flat	Richardsonian Romanesque		C	Coach House	C
4742-4748	South	Drexel	Boulevard	1910s	Multiple	Classical Revival		C		
4750	South	Drexel	Boulevard	1910s	SF House	Tudor Revival		C	Coach House	C
4801	South	Drexel	Boulevard	1901	SF House	Tudor Revival	The Moses Born House	L	Garage	L
4805	South	Drexel	Boulevard	1910	SF House	Italian Renaissance Revival	The G. B. Robbins House	L	Coach House	L
4815	South	Drexel	Boulevard	2000s	Eight Flat			L		
4825	South	Drexel	Boulevard	1980s	Multiple			NC		

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4830-4848 1/2	South	Drexel	Boulevard	1900s	Courtyard	Tudor Revival		C		
4850-4858	South	Drexel	Boulevard	1916	Multiple	Classical Revival		L		
4845-4851	South	Drexel	Boulevard	1887	SF House	Richardsonian Romanesque	The Martin A. Ryerson House	L	Coach House	L
4900-4918	South	Drexel	Boulevard	1920s	Courtyard	Classical Revival		C		
4901	South	Drexel	Boulevard	1926	Courtyard	Spanish Revival		C		
4915	South	Drexel	Boulevard	1920s	Eight Flat	Tudor Revival		C		
4917-4927	South	Drexel	Boulevard	1980s	Multiple			NC		
4926	South	Drexel	Boulevard	1980s	Multiple			NC		
4935	South	Drexel	Boulevard	1901	SF House	Tudor Revival	The Simon Mandel House	L	Coach House	L
4938	South	Drexel	Boulevard	1891	SF House	Chateauesque	The John A. McGill House	C		
4941	South	Drexel	Boulevard	1887	SF House	Richardsonian Romanesque	The John H. Nolan House	L	Flat	L
4946	South	Drexel	Boulevard	1980s	Multiple			NC		
4949-4959	South	Drexel	Boulevard	1923	Synagogue	Classical Revival	Kehilath Anshe Maariv	L		
5001-5009	South	Drexel	Boulevard	1908	Multiple	Classical Revival		C		
5011	South	Drexel	Boulevard	1920s	Three Flat	Tudor Revival	The A. Lundgreu House	C	Garage	C
5019	South	Drexel	Boulevard	1920s	Three Flat	Tudor Revival		C	Garage	C
5021	South	Drexel	Boulevard	1910s	Four Flat	Craftsman		C	Garage	C
5027	South	Drexel	Boulevard	1920s	Three Flat	Classical Revival		C	Garage	C
5036-5038	South	Drexel	Boulevard	1910	Six Flat	Italian Renaissance Revival		C		

Returned

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

The Chicago Park Boulevard System Historic District
Name of Property
Cook, Illinois
County and State
Not Applicable
Name of multiple listing (if applicable)

Section number Building Inventory (Attachment: 6) Page 50

Buildings Surrounding Parks, Boulevards and Squares

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5042-5044	South	Drexel	Boulevard	1900s	Six Flat	Craftsman		C		
5043-5045	South	Drexel	Boulevard	1920s	Six Flat	Tudor Revival		C	Garage	C
5050-5052	South	Drexel	Boulevard	1920s	Six Flat	Classical Revival		C		
5049-5057	South	Drexel	Boulevard	1920s	Multiple	Tudor Revival		C	Garage	C
5111	South	Drexel	Avenue	1920s	Three Flat	Tudor Revival		C		
5115	South	Drexel	Avenue	1920s	Three Flat	Tudor Revival		C		
5121	South	Drexel	Avenue	1920s	Three Flat	Classical Revival		C		
5125	South	Drexel	Avenue	1920s	Three Flat	Classical Revival		C		
5129	South	Drexel	Avenue	1920s	Three Flat	Tudor Revival		C		
5130-5132	South	Drexel	Avenue	1913	Multiple	Classical Revival		C		
5135	South	Drexel	Avenue	1920s	Multiple	Tudor Revival		C		
3943	South	Ellis	Avenue	1890s	Two Flat	Italianate		C		
5735	South	Ellis	Avenue	1968	Other		Searle Chemistry Laboratory	NC		
5747	South	Ellis	Avenue	1930s	School	Collegiate Gothic	George Herbert Jones Laboratory	L		
5801	South	Ellis	Avenue	1948	School		Administration Building	NC		
5811	South	Ellis	Avenue	1910s	School	Collegiate Gothic	Cobb Hall	L		
5812	South	Ellis	Avenue	1960s	School		University of Chicago Medical Center, Surgery Brain Research Pavillion	NC		
5824-5830	South	Ellis	Avenue	1953	School		The Franklin McLean Memorial Research Institute	NC		
5840	South	Ellis	Avenue	1949	School		Nathan Golblatt Memorial Hospital	NC		

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5845	South	Ellis	Avenue	1910s	School	Collegiate Gothic	Fulton Hall	C		
5845	South	Ellis	Avenue	1910s	School	Collegiate Gothic	Goodspeed Hall	L		
5845	South	Ellis	Avenue	1910s	School	Collegiate Gothic	Gates- Blake Hall	L		
5512	South	Elizabeth	Street	1910s	Six Flat	Craftsman		C		
5551-5559	South	Everett	Street	1924	Multiple	Classical Revival		C		
1500	South	Fairfield	Street	1930s	Hospital	Beaux Arts	Maimonides Hospital	C		
3617	West	Fifth	Avenue	1900s	Two Flat	Classical Revival		C		
3619	West	Fifth	Avenue	1900s	Two Flat	Richardsonian Romanesque		C		
3621	West	Fifth	Avenue	1900s	Two Flat	Richardsonian Romanesque		C	Garage	NC
3623	West	Fifth	Avenue	1910s	Two Flat	Craftsman		C	Garage	NC
3627	West	Fifth	Avenue	1910s	Three Flat	Craftsman		C		
3629	West	Fifth	Avenue	1910s	Two Flat	Tudor Revival		C		
1044	North	Francisco	Avenue	1900s	Hospital	Classical Revival	Norwegian American Hospital	C		
3001-3017	West	Franklin	Boulevard	1937	Factory/ Warehouse	Moderne		C		
3044	West	Franklin	Boulevard	2000s	Three Flat			NC	Garage	NC
3046-3048	West	Franklin	Boulevard	1920s	Six Flat	Tudor Revival		C		
3050	West	Franklin	Boulevard	1890s	SF House	Richardsonian Romanesque		C		
3052-3054	West	Franklin	Boulevard	1880s	Two Flat	Queen Anne		C	Garage	NC
3056	West	Franklin	Boulevard	1927	Multiple	Tudor Revival		C	Garage	NC
3100	West	Franklin	Boulevard	1890s	Two Flat	Classical Revival		C	Garage	NC
3112	West	Franklin	Boulevard	1900s	Two Flat	Classical Revival		C		

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3114	West	Franklin	Boulevard	1900s	Two Flat	Classical Revival		C		
3135	West	Franklin	Boulevard	1900s	Two Flat	Classical Revival		C		
3136	West	Franklin	Boulevard	1890s	Two Flat	Tudor Revival		C		
3137	West	Franklin	Boulevard	1900s	Two Flat	Tudor Revival		C	Garage	NC
3139	West	Franklin	Boulevard	1900s	Two Flat	Tudor Revival		C	Garage	NC
3142	West	Franklin	Boulevard	1900s	Two Flat	Classical Revival		C	Garage	NC
3146-3148	West	Franklin	Boulevard	1928	Multiple	Spanish Revival		C		
3234-3240	West	Franklin	Boulevard	1920s	Hospital	Classical Revival	Franklin Boulevard Hospital	C		
3250-3256	West	Franklin	Boulevard	1950s	Other			NC		
3406	West	Franklin	Boulevard	1900s	Two Flat	No Style		C	Garage	NC
3408	West	Franklin	Boulevard	1900s	Two Flat	Classical Revival		C	Garage	NC
3410	West	Franklin	Boulevard	1950s	SF House			NC		
3411	West	Franklin	Boulevard	1920s	Four Flat	Tudor Revival		C	Garage	C
3413	West	Franklin	Boulevard	1910s	Two Flat	Craftsman		C		
3414	West	Franklin	Boulevard	1900s	Two Flat	Classical Revival		C		
3415	West	Franklin	Boulevard	1900s	Two Flat	Craftsman		C	Garage	C
3416	West	Franklin	Boulevard	2000s	Multiple			NC		
3417	West	Franklin	Boulevard	1900s	Two Flat	Classical Revival		C	Garage	C
3418	West	Franklin	Boulevard	1910s	Two Flat	Craftsman		C		
3424	West	Franklin	Boulevard	1910s	SF House	No Style		C		
3432-3440	West	Franklin	Boulevard	1927	Courtyard	Spanish Revival		C		
3441	West	Franklin	Boulevard	1910s	SF House	Craftsman		C	Garage	NC
3445	West	Franklin	Boulevard	1910s	Two Flat	Classical Revival		C	Garage	NC
3446	West	Franklin	Boulevard	1960s	Multiple			NC		

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Buildings Surrounding Parks, Boulevards and Squares

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St #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/ NC/ L	Sec. Bldg. Type	Sec. Bldg *C/ NC/ L
3447	West	Franklin	Boulevard	1900s	Two Flat	Classical Revival		C		
3509	West	Franklin	Boulevard	1910s	Two Flat	Tudor Revival		C		
3510	West	Franklin	Boulevard	1910s	Two Flat	Craftsman		C		
3511-3513	West	Franklin	Boulevard	1910s	Two Flat	Craftsman		C		
3512	West	Franklin	Boulevard	1910s	Two Flat	Craftsman		C		
3514	West	Franklin	Boulevard	1910s	Two Flat	Craftsman		C		
3518	West	Franklin	Boulevard	1890s	Two Flat	Richardsonian Romanesque		C		
3520	West	Franklin	Boulevard	1910s	Two Flat	Craftsman		C	Garage	NC
3542-3544	West	Franklin	Boulevard	1910s	Six Flat	Tudor Revival		C	Garage	C
3548	West	Franklin	Boulevard	1910s	Four Flat	Craftsman		C		
3550	West	Franklin	Boulevard	1909	Multiple	Gothic Revival		C		
3600	West	Franklin	Boulevard	1920s	Courtyard	Gothic Revival		C		
3614	West	Franklin	Boulevard	1910s	Two Flat	Tudor Revival		C		
3618	West	Franklin	Boulevard	1910s	Two Flat	Tudor Revival		C		
3622	West	Franklin	Boulevard	1910s	Two Flat	Tudor Revival		C		
3545	West	Fulton	Boulevard	1927	School	Gothic Revival	Lucy L. Flower Vocational High School	C		
21-43	East	Garfield	Boulevard	1900s	Courtyard	Classical Revival		C		
20-40	East	Garfield	Boulevard	1914	Factory/ Warehouse	Sullivanesque	Schulze Baking Company	L		
118-132	East	Garfield	Boulevard	1910s	Multiple	Craftsman		C		
119	East	Garfield	Boulevard	1920s	Commercial	Spanish Revival		C		
200-216	East	Garfield	Boulevard	1900s	Courtyard	Classical Revival		C		
218-220	East	Garfield	Boulevard	1900s	Multiple Use	Classical Revival		C		
230-224	East	Garfield	Boulevard	1910s	Multiple	Classical Revival		C		

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305	East	Garfield	Boulevard	1912	Multiple Use	Craftsman		C		
315-317	East	Garfield	Boulevard	1910s	Multiple Use	Craftsman		C		
319	East	Garfield	Boulevard	1892	Multiple Use	Prairie	Garfield Boulevard L Station and Overpass	C		
323	East	Garfield	Boulevard	1920s	Commercial	No Style		C		
325	East	Garfield	Boulevard	1920s	Commercial	Classical Revival		C		
327-329	East	Garfield	Boulevard	1920s	Commercial	Classical Revival		C		
38	West	Garfield	Boulevard	1900s	Two Flat	Tudor Revival		C		
42	West	Garfield	Boulevard	1900s	Two Flat	Tudor Revival		C		
44	West	Garfield	Boulevard	1890s	Two Flat	Queen Anne		C		
46	West	Garfield	Boulevard	1890s	Two Flat	Queen Anne		C	Garage	NC
48	West	Garfield	Boulevard	1890s	Two Flat	Queen Anne		C		
50	West	Garfield	Boulevard	1890s	Two Flat	Queen Anne		C		
153	West	Garfield	Boulevard	1890s	SF House	Richardsonian Romanesque		C		
311	West	Garfield	Boulevard	1890s	SF House	Richardsonian Romanesque		C		
315	West	Garfield	Boulevard	1890s	Two Flat	Queen Anne		C		
317	West	Garfield	Boulevard	1890s	SF House			NC		
333	West	Garfield	Boulevard	1890s	Two Flat	Gable Front		C		
339	West	Garfield	Boulevard	1890s	Two Flat	Gable Front		C	Garage	NC
340	West	Garfield	Boulevard	1900s	Two Flat	Classical Revival		C		
342	West	Garfield	Boulevard	1900s	Two Flat	Classical Revival		C		
405	West	Garfield	Boulevard	1900s	SF House	Gable Front		C		
409	West	Garfield	Boulevard	1900s	Two Flat	Gable Front		C	Garage	NC
415	West	Garfield	Boulevard	1900s	SF House			NC		
421	West	Garfield	Boulevard	1890s	Two Flat	Queen Anne		C		
425	West	Garfield	Boulevard	1890s	Two Flat	Queen Anne		C	Garage	NC

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427	West	Garfield	Boulevard	1890s	SF House	Gambrel Front		C	Garage	NC
431	West	Garfield	Boulevard	1890s	Two Flat	Gable Front		C	Garage	NC
433	West	Garfield	Boulevard	1890s	Two Flat	Queen Anne		C		
501-503	West	Garfield	Boulevard	1890s	Multiple Use	Richardsonian Romanesque		C		
517	West	Garfield	Boulevard	1880s	SF House	Gable Front		C		
519	West	Garfield	Boulevard	1880s	SF House	Gable Front		C		
523	West	Garfield	Boulevard	1870s	SF House	Cottage		C		
545	West	Garfield	Boulevard	1900s	Two Flat	No Style		C	Garage	NC
600	West	Garfield	Boulevard	1980s	Other			NC		
602	West	Garfield	Boulevard	1910s	Two Flat	Classical Revival		C	Garage	NC
612	West	Garfield	Boulevard	1900s	Two Flat	Classical Revival		C		
616	West	Garfield	Boulevard	1900s	Two Flat	Classical Revival	The Watson House	C		
637-639	West	Garfield	Boulevard	1900s	Three Flat	Classical Revival		C	Garage	NC
638-640	West	Garfield	Boulevard	1900s	Three Flat	Classical Revival		C		
643	West	Garfield	Boulevard	1890s	Two Flat	Classical Revival		C		
644	West	Garfield	Boulevard	1900s	Two Flat	Tudor Revival		C		
645	West	Garfield	Boulevard	1910s	Three Flat	Classical Revival		C	Garage	NC
646-646	West	Garfield	Boulevard	1910s	Two Flat	Craftsman		C		
650	West	Garfield	Boulevard	1910s	Multiple	Craftsman		C	Garage	NC
652	West	Garfield	Boulevard	1910s	Three Flat	Craftsman		C		
704	West	Garfield	Boulevard	1900s	Three Flat	Classical Revival		C		
705	West	Garfield	Boulevard	1890s	Three Flat	Richardsonian Romanesque		C	Garage	NC
706-8	West	Garfield	Boulevard	1900s	Two Flat	Classical Revival		C		
709	West	Garfield	Boulevard	1920s	Courtyard	Tudor Revival		C		

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712	West	Garfield	Boulevard	1890s	Three Flat	Richardsonian Romanesque		C		
717	West	Garfield	Boulevard	1900s	SF House	Classical Revival		C		
718	West	Garfield	Boulevard	1898	SF House	Queen Anne	Chicago Bicycle Club	C	Garage	C
722	West	Garfield	Boulevard	1880s	Two Flat	Richardsonian Romanesque		C		
726	West	Garfield	Boulevard	1901	SF House	French Renaissance Revival	The James J. O'Leary House	C	Garage	C
735	West	Garfield	Boulevard	1920s	Multiple Use	Tudor Revival		C		
830	West	Garfield	Boulevard	1912	Multiple	Tudor Revival		C		
832	West	Garfield	Boulevard	1903	Three Flat	Richardsonian Romanesque	The Jason Murray House	C		
834	West	Garfield	Boulevard	1905	Three Flat	Richardsonian Romanesque	The Frank Hubberd House	C		
836	West	Garfield	Boulevard	1890s	Two Flat	Richardsonian Romanesque		C		
842	West	Garfield	Boulevard	1910s	Three Flat	Craftsman		C		
843	West	Garfield	Boulevard	1898-99	Church	Gothic Revival	The Visitation Church	C		
850-852	West	Garfield	Boulevard	1970s	Multiple			NC		
900-912	West	Garfield	Boulevard	1914	School	Classical Revival		C		
901	West	Garfield	Boulevard	1980s	Multiple			NC	Garage	NC
907-909	West	Garfield	Boulevard	1911	Six Flat	Craftsman		C		
913	West	Garfield	Boulevard	1980s	SF House			NC	Garage	NC
914-916	West	Garfield	Boulevard	1900s	School	Classical Revival		C		
917	West	Garfield	Boulevard	1903	Two Flat	Classical Revival		C		
919	West	Garfield	Boulevard	1903	Two Flat	Classical Revival		C	Garage	NC
920-922	West	Garfield	Boulevard	1900s	School	Classical Revival		C		

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923	West	Garfield	Boulevard	1912	Two Flat	Classical Revival		C	Garage	C
928	West	Garfield	Boulevard	1900s	Three Flat	Craftsman		C		
930-932	West	Garfield	Boulevard	1893	Multiple	Classical Revival		C		
940	West	Garfield	Boulevard	1880s	SF House			NC		
942	West	Garfield	Boulevard	1880s	Townhouse	Queen Anne		C		
944	West	Garfield	Boulevard	1880s	Townhouse	Queen Anne		C		
956-58	West	Garfield	Boulevard	1900s	Multiple	Classical Revival		C		
1001	West	Garfield	Boulevard	1910s	Multiple	Classical Revival		C		
1009	West	Garfield	Boulevard	1902	Three Flat	Richardsonian Romanesque		C	Garage	NC
1011	West	Garfield	Boulevard	1950s	SF House			NC		
1013-1015	West	Garfield	Boulevard	1902	Three Flat	Richardsonian Romanesque		C	Garage	NC
1014	West	Garfield	Boulevard	1905	Two Flat	Classical Revival		C		
1017-1019	West	Garfield	Boulevard	1923	Six Flat	Classical Revival		C		
1023-1025	West	Garfield	Boulevard	1925	Multiple	Tudor Revival		C		
1034-1036	West	Garfield	Boulevard	1902	SF House	Classical Revival		C	Garage	C
1035	West	Garfield	Boulevard	1929	Multiple	Tudor Revival		C		
1039	West	Garfield	Boulevard	1910s	Two Flat	Craftsman		C		
1040	West	Garfield	Boulevard	1890s	Three Flat	Richardsonian Romanesque		C		
1045	West	Garfield	Boulevard	1903	Three Flat	Classical Revival		C	Garage	NC
1048-1050	West	Garfield	Boulevard	1910	Three Flat	Craftsman		C	Garage	C
1049	West	Garfield	Boulevard	1904	Two Flat	Richardsonian Romanesque		C		
1052	West	Garfield	Boulevard	1910s	Three Flat	Classical Revival		C	Garage	C
1053	West	Garfield	Boulevard	1980s	SF House			NC		

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1054	West	Garfield	Boulevard	1910	Two Flat	Classical Revival		C	Garage	C
1055	West	Garfield	Boulevard	1980s	SF House			NC		
1056-1058	West	Garfield	Boulevard	1940s	SF House			NC	Garage	C
1059	West	Garfield	Boulevard	1904	Two Flat	Classical Revival		C		
1101	West	Garfield	Boulevard	1980s	SF House			NC		
1102	West	Garfield	Boulevard	1907	Foursquare	Craftsman		C	Garage	NC
1106	West	Garfield	Boulevard	1909	Foursquare	Craftsman		C	Garage	NC
1107	West	Garfield	Boulevard	1909	Three Flat	Craftsman		C	Garage	NC
1109-1111	West	Garfield	Boulevard	1900s	Multiple	Classical Revival		C		
1110	West	Garfield	Boulevard	1911	Two Flat	Craftsman		C	Garage	C
1115	West	Garfield	Boulevard	1898	Two Flat	Richardsonian Romanesque		C	Garage	NC
1118	West	Garfield	Boulevard	1910s	Multiple	Tudor Revival		C	Garage	C
1119	West	Garfield	Boulevard	1908	Three Flat	Classical Revival		C		
1122-1124	West	Garfield	Boulevard	1912	SF House	Prairie	The G. R. Konzenik House	C	Garage	C
1125	West	Garfield	Boulevard	1925	Two Flat	Tudor Revival		C		
1135	West	Garfield	Boulevard	1900s	Multiple	Classical Revival		C	Garage	NC
1137	West	Garfield	Boulevard	1910s	Commercial	Craftsman		C	Flat	NC
1147	West	Garfield	Boulevard	1900s	Three Flat	Classical Revival		C		
1151	West	Garfield	Boulevard	1906	Multiple Use	Richardsonian Romanesque		C		
1155-1157	West	Garfield	Boulevard	1908	Six Flat	Classical Revival		C		
1209	West	Garfield	Boulevard	1900s	Three Flat	Tudor Revival		C	Garage	NC
1211	West	Garfield	Boulevard	1911	Three Flat	Richardsonian Romanesque		C	Garage	NC
1215-1217	West	Garfield	Boulevard	1990s	Three Flat			NC	Garage	NC

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1219	West	Garfield	Boulevard	1990s	Three Flat			NC	Garage	NC
1221	West	Garfield	Boulevard	1910s	Two Flat	Craftsman		C	Garage	NC
1223	West	Garfield	Boulevard	1970s	SF House			NC	Garage	NC
1225	West	Garfield	Boulevard	1980s	SF House			NC	Garage	NC
1235	West	Garfield	Boulevard	1903	Two Flat	Richardsonian Romanesque		C		
1239	West	Garfield	Boulevard	1904	Two Flat	Classical Revival		C		
1243	West	Garfield	Boulevard	1898	Two Flat	No Style		C		
1253	West	Garfield	Boulevard	1902	Two Flat	Classical Revival		C	Garage	NC
1257-1259	West	Garfield	Boulevard	1921	SF House	Craftsman		C		
1307	West	Garfield	Boulevard	1908	Two Flat	Classical Revival		C	Garage	NC
1311	West	Garfield	Boulevard	1913	Two Flat	Craftsman		C	Garage	NC
1315	West	Garfield	Boulevard	1909	SF House	Craftsman		C	Garage	C
1317	West	Garfield	Boulevard	1906	Two Flat	Classical Revival		C		
1319	West	Garfield	Boulevard	1900s	Two Flat	Classical Revival		C		
1323-1325	West	Garfield	Boulevard	1950s	Multiple			NC		
1335	West	Garfield	Boulevard	1915	Multiple	Craftsman		C		
1339	West	Garfield	Boulevard	1906	Two Flat	Classical Revival		C	Garage	NC
1341	West	Garfield	Boulevard	1924	Four Flat	Tudor Revival		C	Garage	C
1343	West	Garfield	Boulevard	1907	Two Flat	Classical Revival		C	Garage	C
1347	West	Garfield	Boulevard	1910s	Two Flat	Classical Revival		C		
1349	West	Garfield	Boulevard	1926	Three Flat	Tudor Revival		C	Garage	NC
1351	West	Garfield	Boulevard	1902	Two Flat	Classical Revival		C		
1355	West	Garfield	Boulevard	1897	Two Flat	Richardsonian Romanesque	The Greenwald House/ Bloom House	C	Garage	NC
1359	West	Garfield	Boulevard	1906	Multiple	Queen Anne		C	Garage	C

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1400	West	Garfield	Boulevard	1980s	Other			NC		
1408	West	Garfield	Boulevard	1902	SF House	Queen Anne		C	Garage	NC
1411	West	Garfield	Boulevard	1924	Multiple	Tudor Revival		C		
1412	West	Garfield	Boulevard	1893	SF House	Gable Front		C	Garage	NC
1413	West	Garfield	Boulevard	1906	Four Flat	Classical Revival		C	Garage	C
1414	West	Garfield	Boulevard	1916	Three Flat	Craftsman		C		
1416	West	Garfield	Boulevard	1916	Three Flat	Craftsman		C		
1418	West	Garfield	Boulevard	1924	Three Flat	Tudor Revival		C	Garage	C
1419	West	Garfield	Boulevard	1901	Three Flat	Richardsonian Romanesque		C		
1421-1423	West	Garfield	Boulevard	1914	Multiple Use	Craftsman		C		
1422-1424	West	Garfield	Boulevard	1910s	Multiple	Tudor Revival		C		
1434	West	Garfield	Boulevard	1913	Multiple	Craftsman		C		
1436	West	Garfield	Boulevard	1920s	Two Flat	Tudor Revival		C	Garage	C
1439	West	Garfield	Boulevard	1908	Two Flat	Craftsman		C		
1438-1440	West	Garfield	Boulevard	1910s	Two Flat	Craftsman		C	Garage	NC
1442	West	Garfield	Boulevard	1912	Multiple	Craftsman		C	Garage	C
1441-1443	West	Garfield	Boulevard	1907	Multiple	Classical Revival		C		
1444	West	Garfield	Boulevard	1914	Two Flat	Craftsman		C		
1446	West	Garfield	Boulevard	1916	Two Flat	Craftsman		C	Garage	NC
1447	West	Garfield	Boulevard	1921	Two Flat	Tudor Revival		C		
1449-1451	West	Garfield	Boulevard	1913	Six Flat	Tudor Revival		C		
1450	West	Garfield	Boulevard	1920s	Three Flat	Spanish Revival		C	Garage	C
1453-1455	West	Garfield	Boulevard	1990s	Three Flat			NC		
1500-1502	West	Garfield	Boulevard	1925	Multiple	Craftsman		C		
1505	West	Garfield	Boulevard	1915	Three Flat	Craftsman		C	Garage	C

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1506	West	Garfield	Boulevard	1924	Three Flat	Craftsman		C		
1508	West	Garfield	Boulevard	1910s	Three Flat	Craftsman		C		
1509	West	Garfield	Boulevard	1908	SF House	Colonial Revival	The F. Heck House	C	Garage	C
1510-1514	West	Garfield	Boulevard	1898	Three Flat	Classical Revival		C		
1511	West	Garfield	Boulevard	1903	Two Flat	Richardsonian Romanesque		C	Garage	C
1515	West	Garfield	Boulevard	1903	Two Flat	Classical Revival		C	Coach House	C
1516	West	Garfield	Boulevard	1913	Three Flat	Craftsman		C		
1517	West	Garfield	Boulevard	1908	Two Flat	Classical Revival		C		
1518	West	Garfield	Boulevard	1910s	SF House	Craftsman		C	Garage	C
1520	West	Garfield	Boulevard	1910s	Two Flat	Classical Revival		C	Garage	NC
1524	West	Garfield	Boulevard	1912	Multiple	Craftsman		C		
1525	West	Garfield	Boulevard	1910s	Two Flat	Craftsman		C	Garage	NC
1540	West	Garfield	Boulevard	1909	Two Flat	Classical Revival		C		
1544	West	Garfield	Boulevard	1906	Two Flat	Tudor Revival		C		
1546	West	Garfield	Boulevard	1903	Two Flat	Classical Revival		C	Garage	C
1601-1605	West	Garfield	Boulevard	1920s	Multiple Use	Gothic Revival		C		
1602	West	Garfield	Boulevard	1980s	Other			NC		
1607-1609	West	Garfield	Boulevard	1909	Two Flat	Classical Revival		C	Garage	C
1611-1613	West	Garfield	Boulevard	1916	Six Flat	Craftsman		C		
1614	West	Garfield	Boulevard	1910s	Commercial	Craftsman		C		
1616	West	Garfield	Boulevard	1917	Multiple Use	Craftsman		C		
1617	West	Garfield	Boulevard	1923	Three Flat	Tudor Revival		C		
1618	West	Garfield	Boulevard	1922	Multiple Use	Art Deco		C		

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1634	West	Garfield	Boulevard	1905	Two Flat	Classical Revival		C	Coach House	C
1635	West	Garfield	Boulevard	1908	SF House	Classical Revival	The Mrs. M. Murray House	C	Garage	C
1636	West	Garfield	Boulevard	1896	Multiple	Second Empire		C	Garage	C
1638	West	Garfield	Boulevard	1908	SF House	Tudor Revival	The Frank C. Weber House	C	Garage	NC
1642	West	Garfield	Boulevard	1896	SF House	Queen Anne		C		
1643	West	Garfield	Boulevard	1898	SF House	Queen Anne	The C. J. Atkries House	C	Garage	C
1644	West	Garfield	Boulevard	1900s	Two Flat	Classical Revival		C	Garage	C
1645	West	Garfield	Boulevard	1900s	Two Flat	Classical Revival		C		
1646	West	Garfield	Boulevard	1905	Three Flat	Tudor Revival		C		
1648	West	Garfield	Boulevard	1909	Two Flat	Classical Revival		C		
1649	West	Garfield	Boulevard	1902	Two Flat	No Style		C	Garage	NC
1652	West	Garfield	Boulevard	1911	Two Flat	Classical Revival		C		
1653	West	Garfield	Boulevard	1902	Two Flat	French Renaissance Revival		C	Garage	C
1655-1657	West	Garfield	Boulevard	1909	Two Flat	Classical Revival		C	Garage	C
1656	West	Garfield	Boulevard	1898	SF House	Queen Anne	The L. P. Freund House	C	Garage	C
1700	West	Garfield	Boulevard	1916	Bungalow	Craftsman	The L. L. Freiduss House	C	Garage	C
1701-1705	West	Garfield	Boulevard	1911	Church	Gothic Revival		C		
1706	West	Garfield	Boulevard	1921	Bungalow	Craftsman		C	Garage	C
1710	West	Garfield	Boulevard	1916	SF House	Craftsman		C	Garage	NC
1711	West	Garfield	Boulevard	1900s	SF House	Gable Front		C		
1712	West	Garfield	Boulevard	1910s	Foursquare	Craftsman		C	Garage	C
1713	West	Garfield	Boulevard	1917	Two Flat	Craftsman		C	Garage	NC

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Buildings Surrounding Parks, Boulevards and Squares

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St #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/ NC/ L	Sec. Bldg. Type	Sec. Bldg *C/ NC/ L
1715	West	Garfield	Boulevard	1915	Two Flat	Classical Revival		C	Garage	NC
1716	West	Garfield	Boulevard	1919	Multiple	Craftsman		C		
1717	West	Garfield	Boulevard	1907	Two Flat	Classical Revival		C	Garage	NC
1720	West	Garfield	Boulevard	1914	Bungalow	Craftsman		C	Garage	C
1721	West	Garfield	Boulevard	1913	Two Flat	Craftsman		C	Garage	C
1722	West	Garfield	Boulevard	1916	SF House	Tudor Revival	The C. J. Otheus House	C	Garage	C
1725	West	Garfield	Boulevard	1980s	SF House			NC		
1734	West	Garfield	Boulevard	1910s	SF House	Tudor Revival		C	Garage	C
1735	West	Garfield	Boulevard	1926	Bungalow	Craftsman	The S. J. Withowski House	C	Garage	C
1739-1741	West	Garfield	Boulevard	1902	SF House	Richardsonian Romanesque	The M. Heubrich House	C	Garage	NC
1740	West	Garfield	Boulevard	1925	Two Flat	Tudor Revival		C	Garage	C
1742	West	Garfield	Boulevard	1916	Two Flat	Craftsman		C	Garage	NC
1745	West	Garfield	Boulevard	1925	Four Flat	Tudor Revival		C	Garage	NC
1747	West	Garfield	Boulevard	1903	Two Flat	Classical Revival	The Ernst Custer House	C	Garage	NC
1748	West	Garfield	Boulevard	1923	Two Flat	Craftsman		C	Garage	C
1751	West	Garfield	Boulevard	1910s	Two Flat	Craftsman		C	Garage	NC
1752-1754	West	Garfield	Boulevard	1922	Six Flat	Tudor Revival		C	Garage	C
1753	West	Garfield	Boulevard	1900s	Two Flat	Classical Revival		C	Garage	C
1758	West	Garfield	Boulevard	1922	Three Flat	Classical Revival		C	Garage	C
1801	West	Garfield	Boulevard	1912	Multiple	Craftsman		C	Garage	NC
1805	West	Garfield	Boulevard	1911	Two Flat	Classical Revival		C	Garage	NC
1807	West	Garfield	Boulevard	1911	Two Flat	Classical Revival		C	Garage	C
1809-1811	West	Garfield	Boulevard	1914	Six Flat	Craftsman		C		
1815-1817	West	Garfield	Boulevard	1912	Six Flat	Classical Revival		C	Garage	C

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St #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/ NC/ L	Sec. Bldg. Type	Sec. Bldg *C/ NC/ L
1835	West	Garfield	Boulevard	1925	Multiple	Tudor Revival		C		
1837	West	Garfield	Boulevard	1925	Two Flat	Craftsman		C	Garage	NC
1839	West	Garfield	Boulevard	1920s	Two Flat	Craftsman		C		
1845	West	Garfield	Boulevard	1924	Two Flat	Craftsman		C	Garage	C
1847	West	Garfield	Boulevard	1924	Two Flat	Gothic Revival	The Emmitt Whalen House	C	Garage	NC
1850-1852	West	Garfield	Boulevard	1924	Other	Richardsonian Romanesque		C		
1851	West	Garfield	Boulevard	1914	SF House	Colonial Revival	The V. Kolzina House	C	Garage	NC
1854	West	Garfield	Boulevard	1910	Two Flat	Classical Revival		C	Garage	NC
1856	West	Garfield	Boulevard	1900s	Four Flat	Classical Revival		C		
1859	West	Garfield	Boulevard	1950s	SF House			NC	Garage	NC
1900	West	Garfield	Boulevard	1924	Two Flat	Craftsman	The Victor Frolich House	C	Garage	C
1901-1903	West	Garfield	Boulevard	1916	Multiple	Craftsman		C		
1906	West	Garfield	Boulevard	1925	Bungalow	Craftsman		C	Garage	C
1907	West	Garfield	Boulevard	1925	Multiple	Craftsman		C	Garage	C
1908	West	Garfield	Boulevard	1925	Bungalow	Craftsman		C		
1911	West	Garfield	Boulevard	1911	Two Flat	Craftsman		C		
1912	West	Garfield	Boulevard	1929	Two Flat	Craftsman		C	Garage	C
1915	West	Garfield	Boulevard	1927	Two Flat	Craftsman		C	Garage	NC
1916	West	Garfield	Boulevard	1916	Multiple	Craftsman		C	Garage	C
1917	West	Garfield	Boulevard	1920s	Three Flat	Tudor Revival		C	Garage	C
1919	West	Garfield	Boulevard	1910	Two Flat	Craftsman		C		
1920	West	Garfield	Boulevard	1925	Two Flat	Tudor Revival		C		
1922	West	Garfield	Boulevard	1920s	Multiple	Tudor Revival		C		
1923	West	Garfield	Boulevard	1911	Two Flat	Craftsman		C	Garage	C
1924	West	Garfield	Boulevard	1920s	Multiple	Tudor Revival		C	Garage	C
1925	West	Garfield	Boulevard	1924	Two Flat	Tudor Revival		C	Garage	C

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1934-1936	West	Garfield	Boulevard	1926	Multiple	Spanish Revival		C		
1935	West	Garfield	Boulevard	1915	Two Flat	Craftsman		C	Garage	C
1937	West	Garfield	Boulevard	1915	Two Flat	Classical Revival		C	Garage	NC
1938	West	Garfield	Boulevard	1920	Two Flat	Tudor Revival		C		
1939-1941	West	Garfield	Boulevard	1910s	Two Flat	Craftsman		C	Garage	C
1943	West	Garfield	Boulevard	1913	Two Flat	Craftsman		C	Garage	NC
1945-1947	West	Garfield	Boulevard	1910s	Three Flat	Tudor Revival		C	Garage	NC
2007	West	Garfield	Boulevard	1910s	Two Flat	Craftsman		C	Garage	NC
2009	West	Garfield	Boulevard	1910s	Two Flat	Craftsman		C	Garage	NC
2017	West	Garfield	Boulevard	1920s	Three Flat	Tudor Revival		C	Garage	C
2021	West	Garfield	Boulevard	1950s	Other			NC		
2035	West	Garfield	Boulevard	1920s	SF House	Tudor Revival		C	Garage	NC
2036	West	Garfield	Boulevard	1910s	Multiple	Tudor Revival		C	Garage	C
2037	West	Garfield	Boulevard	1910s	Two Flat	Craftsman		C	Garage	NC
2039	West	Garfield	Boulevard	1920s	Multiple	Tudor Revival		C	Garage	NC
2040	West	Garfield	Boulevard	1910s	SF House			NC	Garage	NC
2044	West	Garfield	Boulevard	1960s	SF House			NC	Garage	NC
2045	West	Garfield	Boulevard	1950s	Multiple			NC	Garage	NC
2048	West	Garfield	Boulevard	1910s	Bungalow	Craftsman		C	Garage	C
2049	West	Garfield	Boulevard	1900s	Two Flat	Classical Revival		C		
2052	West	Garfield	Boulevard	1910s	Bungalow	Craftsman		C	Garage	NC
2056	West	Garfield	Boulevard	1910s	Two Flat	Craftsman		C	Garage	C
2102	West	Garfield	Boulevard	1900s	SF House	Cottage		C	Garage	NC
2104	West	Garfield	Boulevard	1910s	Bungalow	Craftsman		C	Garage	NC
2106	West	Garfield	Boulevard	1900s	SF House	Gambrel Front		C	Garage	NC
2110	West	Garfield	Boulevard	1910s	Bungalow	Craftsman		C		
2111	West	Garfield	Boulevard	1910s	Bungalow	Craftsman		C	Garage	NC
2112	West	Garfield	Boulevard	1900s	SF House	Gambrel Front		C		

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2116	West	Garfield	Boulevard	1900s	SF House	Cottage		C		
2118	West	Garfield	Boulevard	1900s	SF House	Cottage		C		
2122	West	Garfield	Boulevard	1900s	SF House	Gambrel Front		C		
2124	West	Garfield	Boulevard	1900s	SF House	Gambrel Front		C	Garage	NC
2128	West	Garfield	Boulevard	1900s	SF House	Gambrel Front		C		
2130	West	Garfield	Boulevard	1910s	Bungalow	Craftsman		C	Garage	NC
2134	West	Garfield	Boulevard	1900s	SF House	Gable Front		C	Garage	C
2135	West	Garfield	Boulevard	1910s	Bungalow	Craftsman		C		
2137	West	Garfield	Boulevard	1910s	Multiple			NC		
2136-2138	West	Garfield	Boulevard	1910s	SF House	Craftsman		C		
2140	West	Garfield	Boulevard	1900s	Bungalow	Craftsman		C		
2141	West	Garfield	Boulevard	1900s	SF House	Gable Front		C		
2142	West	Garfield	Boulevard	1900s	Bungalow	Gambrel Front		C	Garage	NC
2226	West	Garfield	Boulevard	1900s	Two Flat	Classical Revival		C		
2230	West	Garfield	Boulevard	1910s	Three Flat	Tudor Revival		C		
2232	West	Garfield	Boulevard	1910s	Three Flat	Tudor Revival		C	Garage	NC
2234	West	Garfield	Boulevard	1910s	Three Flat	Tudor Revival		C	Garage	NC
2236	West	Garfield	Boulevard	1910s	SF House	Craftsman		C	Garage	NC
2240	West	Garfield	Boulevard	1910s	Bungalow	Craftsman		C	Garage	NC
2242	West	Garfield	Boulevard	1910s	Bungalow	Craftsman		C	Garage	NC
2250	West	Garfield	Boulevard	1910s	Two Flat	Craftsman		C		
2301	West	Garfield	Boulevard	1890s	SF House	Queen Anne		C	Garage	NC
2305-2309	West	Garfield	Boulevard	1925	Multiple	Craftsman		C	Garage	C
2311	West	Garfield	Boulevard	1900s	Foursquare	Craftsman		C	Garage	NC
2315	West	Garfield	Boulevard	1900s	Foursquare	Classical Revival		C	Garage	NC
2319	West	Garfield	Boulevard	1900s	SF House	Classical Revival		C		
3037-3053	West	Grand	Avenue	1920s	Commercial	Classical Revival		C		

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5835	South	Greenwood	Avenue	1903	School	Collegiate Gothic	Harold Leonard Stuart Hall	L		
5836	South	Greenwood	Avenue	1896	School	Collegiate Gothic	Frederick Haskell Hall	C		
5501	South	Halsted	Street	1930	Commercial	Moderne		C		
3654-3656	South	Hamilton	Avenue	1910s	SF House			NC	Garage	NC
3655-3657	South	Hamilton	Avenue	1900s	Four Flat	Classical Revival		C	Garage	NC
100-106	North	Hamlin	Boulevard	1920s	Multiple	Tudor Revival		C		
108-110	North	Hamlin	Boulevard	1910s	Six Flat	Tudor Revival		C		
114-116	North	Hamlin	Boulevard	1910s	Six Flat	Tudor Revival		C		
118-120	North	Hamlin	Boulevard	1910s	Six Flat	Tudor Revival		C		
124-126	North	Hamlin	Boulevard	1910s	Six Flat	Tudor Revival		C		
310	North	Hamlin	Avenue	1900s	Two Flat	Classical Revival		C		
312	North	Hamlin	Avenue	1900s	Two Flat	Classical Revival		C		
320	North	Hamlin	Avenue	1890s	Two Flat	Richardsonian Romanesque		C		
324	North	Hamlin	Avenue	2000s	Three Flat			NC		
326-328	North	Hamlin	Avenue	1980s	Six Flat			NC		
332	North	Hamlin	Avenue	1920s	Multiple	Tudor Revival		C		
334	North	Hamlin	Avenue	1890s	Two Flat	Richardsonian Romanesque		C		
342	North	Hamlin	Avenue	1890s	Two Flat	Richardsonian Romanesque		C		
346-348	North	Hamlin	Avenue	2000s	Multiple			NC		
358	North	Hamlin	Avenue	1910s	Two Flat	Craftsman		C		

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362	North	Hamlin	Avenue	1910s	Two Flat			NC		
364	North	Hamlin	Avenue	1990s	Three Flat			NC		
368	North	Hamlin	Avenue	1910s	Two Flat	Classical Revival		C		
370	North	Hamlin	Avenue	1900s	SF House	Cottage		C		
372	North	Hamlin	Avenue	1910s	Two Flat	Craftsman		C		
376	North	Hamlin	Avenue	1910s	SF House			NC		
16	South	Hamlin	Boulevard	1910s	Three Flat			NC		
18	South	Hamlin	Boulevard	1915	Three Flat	No Style		C	Garage	C
20-22	South	Hamlin	Boulevard	1910s	Six Flat	Craftsman	The Maria	C	Garage	C
100-04	South	Hamlin	Boulevard	1980s	Multiple			NC		
108	South	Hamlin	Boulevard	1900s	Three Flat	Classical Revival		C	Garage	C
110	South	Hamlin	Boulevard	1910s	Two Flat	Craftsman		C	Garage	C
114	South	Hamlin	Boulevard	1900s	Two Flat	Classical Revival		C		
116	South	Hamlin	Boulevard	1900s	Two Flat	Classical Revival		C		
120	South	Hamlin	Boulevard	1900s	Two Flat	Classical Revival		C	Garage	C
138-140	South	Hamlin	Boulevard	1900s	Six Flat	Prairie		C		
146-148	South	Hamlin	Boulevard	1900s	Six Flat	Classical Revival		C		
150-152	South	Hamlin	Boulevard	1900s	Six Flat	Classical Revival		C		
154-158	South	Hamlin	Boulevard	1902	Six Flat	Classical Revival		C		
206-208	South	Hamlin	Boulevard	1950s	Church			NC		

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210	South	Hamlin	Boulevard	1910	Two Flat	Classical Revival	The F. L. Kohlman House	C		
214-222	South	Hamlin	Boulevard	1925	Courtyard	Spanish Revival		C		
300	South	Hamlin	Boulevard	1920s	Multiple	Tudor Revival		C		
306	South	Hamlin	Boulevard	1910s	Two Flat	Classical Revival		C		
314	South	Hamlin	Boulevard	1900s	Foursquare	Classical Revival		C	Garage	C
320-324	South	Hamlin	Boulevard	1980s	Six Flat			NC		
344	South	Hamlin	Boulevard	1890s	Three Flat	Classical Revival		C	Coach House	C
348	South	Hamlin	Boulevard	1890s	Three Flat	Classical Revival		C		
352	South	Hamlin	Boulevard	1890s	Three Flat	Classical Revival		C	Coach House	C
356-358	South	Hamlin	Boulevard	1980s	Multiple			NC		
410-412	South	Hamlin	Boulevard	1910s	Multiple	Craftsman		C		
1352	South	Hamlin	Boulevard	1890s	Two Flat	Richardsonian Romanesque		C	Garage	C
1404	South	Hamlin	Boulevard	1900s	Two Flat	Classical Revival		C		
1408	South	Hamlin	Boulevard	1910s	Four Flat	Tudor Revival		C		
1410	South	Hamlin	Boulevard	1910s	Four Flat	Craftsman		C		
1412-1414	South	Hamlin	Boulevard	1890s	Two Flat	Classical Revival		C	Garage	NC
139	North	Homan	Boulevard	1980s	Multiple			NC		
147-149	North	Homan	Boulevard	1910s	Commercial	Craftsman		C		
501	North	Homan	Avenue	1920s	Factory/ Warehouse	Art Deco		C		
508	North	Homan	Avenue	1920s	Multiple	Tudor Revival		C		

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1335-1339	South	Homan	Avenue	1910s	Multiple Use	No Style		C		
3658	South	Hoyne	Avenue	1910s	Multiple	Craftsman		C		
3659	South	Hoyne	Avenue	1910s	Two Flat	Queen Anne		C	Garage	NC
820-834	East	Hyde Park	Boulevard	1920s	Courtyard	Tudor Revival		C	Garage	C
915	East	Hyde Park	Boulevard	1910s	Four Flat	Tudor Revival		C		
919	East	Hyde Park	Boulevard	1910s	Four Flat	Tudor Revival		C		
622-624	South	Independence	Boulevard	1900	Six Flat	Beaux Arts		C	Garage	C
700	South	Independence	Boulevard	1970s	Multiple Use			NC		
704-706	South	Independence	Boulevard	1910s	Multiple	Tudor Revival		C		
708	South	Independence	Boulevard	1896	Two Flat	Richardsonian Romanesque	The C. S. Stover House	C		
710	South	Independence	Boulevard	1910s	Two Flat	Tudor Revival		C	Garage	NC
714	South	Independence	Boulevard	1920s	Four Flat	Classical Revival		C	Garage	NC
735-737	South	Independence	Boulevard	1900s	Six Flat	Classical Revival		C		
739-741	South	Independence	Boulevard	1910s	Six Flat	Craftsman		C		
740	South	Independence	Boulevard	1920s	Multiple	Tudor Revival		C		
745-747	South	Independence	Boulevard	1912	Six Flat	Craftsman		C		
752-754	South	Independence	Boulevard	1926	Synagogue	Classical Revival	Congregation Anshe Sholom	C		
755-757	South	Independence	Boulevard	1902	Multiple	Prairie		C		
800-802	South	Independence	Boulevard	1900s	Multiple	Classical Revival		C		
801	South	Independence	Boulevard	1920s	Four Flat	Spanish Revival		C		
805	South	Independence	Boulevard	1910s	Four Flat	Craftsman		C		

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806	South	Independence	Boulevard	1880s	Two Flat	Richardsonian Romanesque		C		
808	South	Independence	Boulevard	1890s	Two Flat	Classical Revival		C		
815	South	Independence	Boulevard	1880s	SF House			NC		
819-821	South	Independence	Boulevard	1898	Six Flat	Richardsonian Romanesque		C		
823-825	South	Independence	Boulevard	1900s	Multiple	Classical Revival	The Rose	C		
901-909	South	Independence	Boulevard	1928	Courtyard	Art Deco		C		
911-923	South	Independence	Boulevard	1910s	Courtyard	Art Deco		C		
1014	South	Independence	Boulevard	1900s	Two Flat	Classical Revival		C	Garage	NC
1022	South	Independence	Boulevard	1910s	Multiple	Classical Revival		C		
1100	South	Independence	Boulevard	1890s	Two Flat	Classical Revival		C	Garage	NC
1108	South	Independence	Boulevard	1910s	Two Flat	Craftsman		C		
1110	South	Independence	Boulevard	1910s	Three Flat	Craftsman		C		
1114	South	Independence	Boulevard	1900s	Two Flat	Classical Revival		C	Garage	NC
1116	South	Independence	Boulevard	1890s	Two Flat	Richardsonian Romanesque		C	Garage	C
1117	South	Independence	Boulevard	1890s	Two Flat	Classical Revival		C		
1118	South	Independence	Boulevard	1890s	Two Flat	Richardsonian Romanesque		C		
1135	South	Independence	Boulevard	1910s	Multiple	Craftsman		C		
1145	South	Independence	Boulevard	1900s	Two Flat	Classical Revival		C		
1146	South	Independence	Boulevard	1920s	Two Flat	Sullivanesque		C	Garage	NC
1211	South	Independence	Boulevard	1910s	Two Flat	Tudor Revival		C		

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1217-1221	South	Independence	Boulevard	1920s	Courtyard	Tudor Revival		C		
1224	South	Independence	Boulevard	1920s	Three Flat	Tudor Revival		C	Garage	NC
1225-1233	South	Independence	Boulevard	1917	Synagogue	Craftsman	Temple Judea	C		
1226	South	Independence	Boulevard	1910s	Three Flat	Craftsman		C	Garage	C
1232	South	Independence	Boulevard	1900s	Two Flat	Classical Revival		C	Garage	NC
1234	South	Independence	Boulevard	1910s	Three Flat	Craftsman		C	Garage	NC
1237	South	Independence	Boulevard	1920s	Three Flat	Classical Revival		C	Garage	NC
1241	South	Independence	Boulevard	1910s	Two Flat	Craftsman		C	Garage	NC
1245-1253	South	Independence	Boulevard	1910s	Multiple	Classical Revival		C		
1254-1258	South	Independence	Boulevard	1914	Multiple	Craftsman		C		
1305-1301	South	Independence	Boulevard	1910s	Multiple	Classical Revival		C		
1306	South	Independence	Boulevard	1890s	Three Flat	Classical Revival		C		
1308-1314	South	Independence	Boulevard	1921-22	Synagogue	Classical Revival	Knesses Israel Nusach Sfard Synagogue	C		
1309	South	Independence	Boulevard	1980s	Multiple			NC	Garage	NC
1313	South	Independence	Boulevard	1910s	Multiple	Tudor Revival		C		
1316	South	Independence	Boulevard	1910s	Three Flat	Tudor Revival		C	Garage	C
1318	South	Independence	Boulevard	1911	Three Flat	Tudor Revival		C	Garage	NC
1317-1319	South	Independence	Boulevard	1910s	Four Flat	Classical Revival		C		
1322	South	Independence	Boulevard	1907	SF House	Gothic Revival		C		
1321-1323	South	Independence	Boulevard	1910s	Four Flat	Classical Revival		C		

Returned

Buildings Surrounding Parks, Boulevards and Squares

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St #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/ NC/ L	Sec. Bldg. Type	Sec. Bldg *C/ NC/ L
1325	South	Independence	Boulevard	1910s	Four Flat	Classical Revival		C	Garage	C
1345	South	Independence	Boulevard	1960s	Other			NC		
6000-6016	South	Ingleside	Street	1906-29	Other	Queen Anne	The Lorado Taft House/ Midway Studios	L		
1004	North	Kedzie	Avenue	1910s	Four Flat	Craftsman		C	Garage	C
1006	North	Kedzie	Avenue	1910s	Four Flat	Craftsman		C	Garage	NC
1010	North	Kedzie	Avenue	1910s	Three Flat	Craftsman		C		
1014	North	Kedzie	Avenue	1910s	Three Flat	Classical Revival		C	Garage	NC
1016	North	Kedzie	Avenue	1910s	Four Flat	Craftsman		C	Garage	C
1020-1022	North	Kedzie	Avenue	1910s	Four Flat	Craftsman		C	Garage	C
1026	North	Kedzie	Avenue	1910s	Three Flat	Craftsman		C	Garage	C
1038	North	Kedzie	Avenue	1910s	Multiple	Craftsman		C		
1042	North	Kedzie	Avenue	1910s	Four Flat	Craftsman		C	Garage	NC
1046	North	Kedzie	Avenue	1910s	Two Flat	Classical Revival		C		
1050	North	Kedzie	Avenue	1910s	Two Flat	No Style		C		
1054	North	Kedzie	Avenue	1910s	Two Flat	Classical Revival		C	Garage	NC
1058	North	Kedzie	Avenue	1910s	Two Flat	Craftsman		C	Garage	NC
1060	North	Kedzie	Avenue	1910s	Four Flat	Craftsman		C	Garage	C
1138	North	Kedzie	Avenue	1910s	Two Flat	Craftsman		C	Garage	NC
1140	North	Kedzie	Avenue	1910s	Two Flat	Classical Revival		C		
1144	North	Kedzie	Avenue	1900s	Foursquare	Craftsman		C	Garage	NC

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Buildings Surrounding Parks, Boulevards and Squares

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St #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/ NC/ L	Sec. Bldg. Type	Sec. Bldg *C/ NC/ L
1148	North	Kedzie	Avenue	1910s	Two Flat	Classical Revival		C	Garage	NC
1150	North	Kedzie	Avenue	1900s	Three Flat	Classical Revival		C	Garage	C
1152-1154	North	Kedzie	Avenue	1910s	Multiple	Craftsman		C		
1204	North	Kedzie	Avenue	1900s	Three Flat	Classical Revival		C	Garage	NC
1206	North	Kedzie	Avenue	1910s	Three Flat	Craftsman		C	Garage	NC
1234	North	Kedzie	Avenue	1900s	Two Flat	Classical Revival		C	Garage	C
1236	North	Kedzie	Avenue	1910s	Four Flat	Tudor Revival		C		
1238	North	Kedzie	Avenue	1910s	Three Flat	Classical Revival		C	Garage	C
1242	North	Kedzie	Avenue	1910s	Two Flat	Craftsman		C	Garage	C
1248	North	Kedzie	Avenue	1980s	Two Flat			NC		
1250	North	Kedzie	Avenue	1910s	Four Flat	Craftsman		C	Garage	C
1254	North	Kedzie	Avenue	1900s	Three Flat	Tudor Revival		C	Garage	C
1258	North	Kedzie	Avenue	1910s	Three Flat	Craftsman		C	Garage	C
1300	North	Kedzie	Avenue	1990s	Three Flat			NC		
1306	North	Kedzie	Avenue	1900s	Two Flat	Classical Revival		C	Garage	NC
1310	North	Kedzie	Avenue	1910s	Two Flat	Craftsman		C	Garage	NC
1312	North	Kedzie	Avenue	1900s	Two Flat	Classical Revival		C	Garage	C
1316	North	Kedzie	Avenue	1906	SF House	Classical Revival	The A. C. Jensen House	C	Garage	NC
1318	North	Kedzie	Avenue	1900s	Three Flat	Classical Revival		C	Garage	C
1320-1322	North	Kedzie	Avenue	1910s	Multiple	Classical Revival		C	Garage	NC

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Buildings Surrounding Parks, Boulevards and Squares

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St #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/ NC/ L	Sec. Bldg. Type	Sec. Bldg *C/ NC/ L
1334	North	Kedzie	Avenue	1900s	Two Flat	Beaux Arts		C	Garage	C
1336	North	Kedzie	Avenue	1900s	Two Flat	Classical Revival		C	Garage	C
1340	North	Kedzie	Avenue	1910s	Two Flat	Craftsman		C	Garage	NC
1344	North	Kedzie	Avenue	1900s	Three Flat	Classical Revival		C	Garage	NC
1346	North	Kedzie	Avenue	1900s	Two Flat	Classical Revival		C	Garage	NC
1350	North	Kedzie	Avenue	1910s	Four Flat	Craftsman		C	Garage	NC
1354-1356	North	Kedzie	Avenue	1900s	Multiple	Classical Revival		C	Garage	C
1400-1402	North	Kedzie	Avenue	1980s	Other			NC		
1408	North	Kedzie	Avenue	1900s	Two Flat	Classical Revival		C	Garage	NC
1412	North	Kedzie	Avenue	1902	Three Flat	Classical Revival	The Phil Lauck Jr. House	C	Garage	NC
1416	North	Kedzie	Avenue	1897	Two Flat	Richardsonian Romanesque	The Jonathon Kzalovrc House	C	Garage	NC
1418	North	Kedzie	Avenue	1910s	Two Flat	No Style		C		
1420	North	Kedzie	Avenue	1900s	Two Flat	Classical Revival		C	Garage	NC
1438	North	Kedzie	Avenue	1910s	Three Flat	Craftsman		C		
1442	North	Kedzie	Avenue	1910s	Two Flat	Craftsman		C		
1444	North	Kedzie	Avenue	1890s	Two Flat	Queen Anne		C	Garage	NC
1446	North	Kedzie	Avenue	1910s	Two Flat	Classical Revival		C		
1448	North	Kedzie	Avenue	1900s	Three Flat	Classical Revival		C	Garage	NC
1452	North	Kedzie	Avenue	1910s	Two Flat	Craftsman		C	Garage	NC
1454	North	Kedzie	Avenue	1910s	Three Flat	Craftsman		C		

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1456	North	Kedzie	Avenue	1910s	Multiple	Classical Revival		C	Coach House	C
1500	North	Kedzie	Avenue	1980s	SF House			NC		
1506	North	Kedzie	Avenue	1910s	Three Flat	Craftsman		C	Garage	C
1508	North	Kedzie	Avenue	1900s	Three Flat	Classical Revival		C	Garage	NC
1510	North	Kedzie	Avenue	1900s	Two Flat	Richardsonian Romanesque		C	Garage	NC
1512-1514	North	Kedzie	Avenue	1910s	Two Flat	Craftsman		C	Garage	NC
1516	North	Kedzie	Avenue	1910s	Three Flat	Classical Revival		C	Garage	NC
1518	North	Kedzie	Avenue	1900s	Three Flat	Classical Revival		C		
1522	North	Kedzie	Avenue	1910s	Four Flat	Craftsman		C		
1524	North	Kedzie	Avenue	1910s	Multiple	Classical Revival		C		
1530-1542	North	Kedzie	Avenue	1910s	Courtyard	Tudor Revival		C		
1544-1546	North	Kedzie	Avenue	1910s	Church			NC		
1550	North	Kedzie	Avenue	1920s	Multiple Use	Gothic Revival		C		
5801	South	Kenwood	Avenue	1900s	School	Classical Revival	The Frank Lille House	L		
5811	South	Kenwood	Avenue	1900s	School	Classical Revival	The Wilder House	L		
5823	South	Kenwood	Avenue	1900s	School	Collegiate Gothic	Kovler Gymnasium/ Sunny Gymnasium	C		
5815	South	Kimbark	Avenue	1910s	School	Collegiate Gothic	Henry Holmes Belfield Hall	C		
5835	South	Kimbark	Avenue	1910s	School	Collegiate Gothic	Judd Hall	L		
5451	South	Laflin	Street	1970s	Multiple			NC		
3400	West	Lake	Street	1892	Multiple Use	Classical Revival	Homan L Station and Overpass	C		

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Buildings Surrounding Parks, Boulevards and Squares

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St #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/ NC/ L	Sec. Bldg. Type	Sec. Bldg *C/ NC/ L
3402	West	Lake	Street	1910s	Commercial	No Style		C		
3404	West	Lake	Street	1910s	Other			NC		
3450	West	Lake	Street	1910s	Factory/ Warehouse	Classical Revival		C		
3454	West	Lake	Street	1910s	Multiple Use	Georgian Revival		C		
3458	West	Lake	Street	1900s	Multiple Use	Queen Anne		C		
3500	West	Lake	Street	1900s	Multiple Use	Queen Anne		C		
3502	West	Lake	Street	1880s	SF House	Cottage		C		
3504	West	Lake	Street	1910s	Factory/ Warehouse	Craftsman		C		
3526	West	Lake	Street	1910s	Other	No Style		C		
3534	West	Lake	Street	1910s	Bungalow	Craftsman		C	Garage	C
3544	West	Lake	Street	1910s	Multiple Use	Queen Anne		C		
3918	South	Langley	Avenue	1890s	Townhouse	Queen Anne		C		
3920	South	Langley	Avenue	1890s	Townhouse	Queen Anne		C		
3922	South	Langley	Avenue	1890s	Townhouse	Queen Anne		C		
5501	South	LaSalle	Street	1909	Other	Prairie		C		
2746	West	Le Moyne	Drive	1910s	Multiple	Queen Anne		C		
3211-3215	West	Le Moyne	Street	1900s	Three Flat	Classical Revival		C		
3659	South	Leavitt	Street	1910s	Bungalow	Craftsman		C	Garage	NC
5202	South	Loomis	Boulevard	1900s	Two Flat	Gable Front		C	Garage	NC
5206	South	Loomis	Boulevard	1910s	SF House	Gable Front		C		
5212	South	Loomis	Boulevard	1900s	Three Flat	Queen Anne		C		

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Buildings Surrounding Parks, Boulevards and Squares

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St #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/ NC/ L	Sec. Bldg. Type	Sec. Bldg *C/ NC/ L
5214	South	Loomis	Boulevard	1910s	SF House	Cottage		C		
5216	South	Loomis	Boulevard	1910s	Two Flat	Queen Anne		C		
5218-5220	South	Loomis	Boulevard	2000s	Three Flat			NC		
5222	South	Loomis	Boulevard	1910s	Two Flat	Gable Front		C	Garage	NC
5226	South	Loomis	Boulevard	1900s	Three Flat			NC		
5228	South	Loomis	Boulevard	1900s	SF House	Cottage		C	Garage	NC
5230	South	Loomis	Boulevard	1910s	Two Flat			NC		
5234	South	Loomis	Boulevard	1910s	Two Flat	Queen Anne		C		
5238	South	Loomis	Boulevard	1910s	Two Flat	Queen Anne		C	Garage	NC
5242	South	Loomis	Boulevard	1910s	Two Flat	Craftsman		C		
5244	South	Loomis	Boulevard	1920s	Two Flat	Craftsman		C	Garage	NC
5250	South	Loomis	Boulevard	1920s	Two Flat	Craftsman		C	Garage	NC
5254	South	Loomis	Boulevard	1900s	Two Flat	Gable Front		C		
5256	South	Loomis	Boulevard	1920s	Two Flat	Gable Front		C		
5300	South	Loomis	Boulevard	1901	School	Classical Revival	Arthur A. Libby School	C		
5430	South	Loomis	Boulevard	1890s	Two Flat	Queen Anne		C		
5436	South	Loomis	Boulevard	2000s	Three Flat			NC		
5438	South	Loomis	Boulevard	1900s	SF House	Gable Front		C		
5440	South	Loomis	Boulevard	1900s	Two Flat	Classical Revival		C		
3407	West	Madison	Street	1900s	Other	Classical Revival		C	Garage	NC

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3409	West	Madison	Street	1910s	Multiple Use	Craftsman		C		
3411	West	Madison	Street	1900s	Multiple Use	Classical Revival		C		
3419	West	Madison	Street	1920s	Commercial	Craftsman		C		
3423	West	Madison	Street	1920s	Commercial	Craftsman		C		
3427-3433	West	Madison	Street	1910s	Other			NC		
3437-3447	West	Madison	Street	1920s	Multiple Use	Craftsman		C		
3451	West	Madison	Street	1900s	Multiple Use	Classical Revival		C		
3513-3515	West	Madison	Street	1910s	Multiple Use	Classical Revival		C		
3800	West	Madison	Street	1926	Multiple	Spanish Revival	Midwest Athletic Club	L		
3807	West	Madison	Street	1930s	Commercial	Colonial Revival		C		
5516	South	Maplewood	Street	1900s	School	Classical Revival	Carson Elementary School	C		
5601	South	Maplewood	Avenue	1910s	Bungalow	Craftsman		C	Garage	NC
2007	South	Marshall	Boulevard	1910s	Other	Craftsman		C		
2015	South	Marshall	Boulevard	1930s	Other	Moderne		C		
2100-2110	South	Marshall	Boulevard	1910s	Factory/ Warehouse	Classical Revival		C		
2101	South	Marshall	Boulevard	1900s	Three Flat	Classical Revival		C	Flat	C
2107	South	Marshall	Boulevard	1910s	Three Flat	Classical Revival		C	Garage	NC
2111	South	Marshall	Boulevard	1910s	Three Flat	No Style		C	Garage	C
2113-2115	South	Marshall	Boulevard	1980s	Six Flat			NC		
2117-2119	South	Marshall	Boulevard	1910s	Three Flat	Classical Revival		C	Garage	NC

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Buildings Surrounding Parks, Boulevards and Squares

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St #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/ NC/ L	Sec. Bldg. Type	Sec. Bldg *C/ NC/ L
2125	South	Marshall	Boulevard	1900s	Three Flat	Classical Revival		C	Garage	NC
2126	South	Marshall	Boulevard	1910s	Three Flat	Tudor Revival		C	Garage	NC
2127	South	Marshall	Boulevard	1910s	Multiple	Craftsman		C		
2128	South	Marshall	Boulevard	1920s	Six Flat	Classical Revival		C	Garage	C
2134-2136	South	Marshall	Boulevard	1900s	Six Flat	Classical Revival		C		
2138	South	Marshall	Boulevard	1910s	SF House	Tudor Revival		C		
2140	South	Marshall	Boulevard	1900s	Two Flat	Classical Revival		C	Garage	NC
2141	South	Marshall	Boulevard	1910s	Two Flat	Colonial Revival		C		
2142	South	Marshall	Boulevard	1900s	Two Flat	Classical Revival		C	Garage	NC
2143	South	Marshall	Boulevard	1900s	Two Flat	No Style		C		
2145	South	Marshall	Boulevard	1900s	Three Flat	Richardsonian Romanesque		C	Garage	NC
2200-2202	South	Marshall	Boulevard	1920s	Courtyard	Tudor Revival		C	Garage	C
2214	South	Marshall	Boulevard	1910s	Two Flat	Classical Revival		C		
2215	South	Marshall	Boulevard	1910s	SF House	Tudor Revival		C	Garage	C
2216	South	Marshall	Boulevard	1900s	Two Flat	Queen Anne		C	Garage	NC
2219	South	Marshall	Boulevard	1948	Multiple			NC	Garage	C
2222	South	Marshall	Boulevard	1900s	Two Flat	Classical Revival		C	Garage	NC
2225	South	Marshall	Boulevard	1949	SF House		The Joseph Hassel House	NC	Garage	C
2226	South	Marshall	Boulevard	1910s	Two Flat	Craftsman		C	Garage	C
2228	South	Marshall	Boulevard	1900s	Two Flat	Classical Revival		C	Garage	C

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St #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/ NC/ L	Sec. Bldg. Type	Sec. Bldg *C/ NC/ L
2232	South	Marshall	Boulevard	1900s	Two Flat	No Style		C		
2234	South	Marshall	Boulevard	1900s	Two Flat	Classical Revival		C		
2235	South	Marshall	Boulevard	1900s	Two Flat	Richardsonian Romanesque		C	Garage	NC
2236	South	Marshall	Boulevard	1910s	Two Flat	Classical Revival		C	Garage	C
2237	South	Marshall	Boulevard	1910s	Three Flat	Classical Revival		C	Garage	C
2240	South	Marshall	Boulevard	1910s	Two Flat			NC	Garage	NC
2241	South	Marshall	Boulevard	1910s	Two Flat	Craftsman		C	Coach House	C
2242	South	Marshall	Boulevard	1910s	Two Flat	No Style		C	Garage	NC
2244	South	Marshall	Boulevard	1900s	Two Flat	Classical Revival		C	Garage	NC
2245	South	Marshall	Boulevard	1910s	Three Flat	Classical Revival		C	Garage	C
2246	South	Marshall	Boulevard	1910s	Two Flat	Classical Revival		C		
2249	South	Marshall	Boulevard	1900s	Three Flat	Classical Revival		C	Coach House	C
2251	South	Marshall	Boulevard	1900s	Two Flat	Gable Front		C	Garage	NC
2252	South	Marshall	Boulevard	1910s	Two Flat	Classical Revival		C	Garage	NC
2253	South	Marshall	Boulevard	1910s	SF House	Craftsman		C	Garage	NC
2254	South	Marshall	Boulevard	1910s	Two Flat	Craftsman		C		
2255	South	Marshall	Boulevard	1910s	Three Flat	Tudor Revival		C	Garage	C
2258	South	Marshall	Boulevard	1910s	Two Flat	Classical Revival		C	Garage	NC
2259	South	Marshall	Boulevard	1910s	Multiple	Craftsman		C		
2300	South	Marshall	Boulevard	1916	Two Flat	Craftsman		C	Garage	C

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St #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/ NC/ L	Sec. Bldg. Type	Sec. Bldg *C/ NC/ L
2301	South	Marshall	Boulevard	1910s	Multiple	Craftsman		C	Garage	C
2302	South	Marshall	Boulevard	1900s	Two Flat	Classical Revival		C	Garage	C
2305	South	Marshall	Boulevard	1900s	SF House	Gable Front		C		
2306	South	Marshall	Boulevard	1900s	Two Flat	Classical Revival		C	Garage	C
2307	South	Marshall	Boulevard	1900s	SF House	Cottage		C	Garage	NC
2308	South	Marshall	Boulevard	1900s	Two Flat	Richardsonian Romanesque		C	Garage	NC
2309	South	Marshall	Boulevard	1980s	Three Flat			NC		
2311	South	Marshall	Boulevard	1910s	Two Flat	Craftsman		C	Garage	NC
2312	South	Marshall	Boulevard	1908	SF House	Classical Revival		C	Garage	NC
2313	South	Marshall	Boulevard	1900s	Two Flat	Richardsonian Romanesque		C	Flat	NC
2318	South	Marshall	Boulevard	1910s	Three Flat	Craftsman		C	Garage	NC
2322	South	Marshall	Boulevard	1908	SF House	Tudor Revival		C		
2325	South	Marshall	Boulevard	1910s	Two Flat	Craftsman		C	Garage	NC
2328	South	Marshall	Boulevard	1890s	SF House	Queen Anne		C		
2332	South	Marshall	Boulevard	1910s	SF House	Craftsman		C		
2334	South	Marshall	Boulevard	1910s	Two Flat	Tudor Revival		C		
2338	South	Marshall	Boulevard	1890s	Two Flat	Queen Anne		C	Flat	C
2342	South	Marshall	Boulevard	1910s	Two Flat	Tudor Revival		C		
2344	South	Marshall	Boulevard	1910s	Three Flat	Classical Revival		C	Garage	NC
2346	South	Marshall	Boulevard	1910s	Two Flat	Craftsman		C	Garage	NC

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St #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/ NC/ L	Sec. Bldg. Type	Sec. Bldg *C/ NC/ L
2348	South	Marshall	Boulevard	1910s	SF House	Classical Revival		C	Garage	NC
2352	South	Marshall	Boulevard	1890s	Two Flat	Richardsonian Romanesque		C	Garage	NC
2358	South	Marshall	Boulevard	1900s	Multiple	Classical Revival		C	Garage	C
2400	South	Marshall	Boulevard	1899	School	Classical Revival	John Spry Public School	C		
5815	South	Maryland	Avenue	2000s	Hospital		Bernard A. Mitchell Hospital	NC		
5839	South	Maryland	Avenue	1960s	Hospital		Wyler Children's Hospital	NC		
5841	South	Maryland	Avenue	1929	Hospital	Collegiate Gothic	James Robert Moore Pavillion/ Chicago Lying-in Hospital and Dispensary Max Epstein Clinic	L		
3350	West	Maypole	Avenue	1890s	Multiple			NC		
446	North	Monticello	Avenue	1890s	Two Flat	Queen Anne		C	Garage	NC
448	North	Monticello	Avenue	1890s	Two Flat	Classical Revival		C	Garage	NC
450	North	Monticello	Avenue	1890s	Two Flat	Classical Revival		C	Garage	NC
452	North	Monticello	Avenue	1890s	Two Flat	Classical Revival		C		
500	North	Monticello	Avenue	1950s	SF House			NC		
502	North	Monticello	Avenue	1910s	Four Flat	Craftsman		C	Garage	C
506-508	North	Monticello	Avenue	1920s	Six Flat	Tudor Revival		C		
510	North	Monticello	Avenue	1910s	Two Flat	Craftsman		C	Garage	NC
2734-2748	West	North	Avenue	1910s	Multiple Use	Classical Revival		C		
2747-2753	West	North	Avenue	1920s	Multiple Use	French Renaissance Revival		C		
2802-2814	West	North	Avenue	2000s	Other		Humboldt Building	NC	Garage	NC

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St #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/ NC/ L	Sec. Bldg. Type	Sec. Bldg *C/ NC/ L
2818-2820	West	North	Avenue	1900s	Multiple Use	Classical Revival		C	Garage	NC
2834-2840	West	North	Avenue	1990s	Other			NC		
2846	West	North	Avenue	1910s	Factory/ Warehouse	Craftsman		C		
2906	West	North	Avenue	1907	Multiple Use	Classical Revival		C	Flat	C
2908	West	North	Avenue	1900s	Three Flat	Classical Revival		C		
2910	West	North	Avenue	1910s	Three Flat	Craftsman		C	Garage	NC
2912	West	North	Avenue	1900s	Two Flat	Classical Revival		C		
2914	West	North	Avenue	1914	Other	Classical Revival		C	Garage	NC
2918-2920	West	North	Avenue	1910s	Multiple	Craftsman		C	Garage	NC
2932	West	North	Avenue	1900s	Multiple	Queen Anne		C	Garage	NC
2942	West	North	Avenue	1910s	Commercial	Craftsman		C		
2954-2958	West	North	Avenue	1900s	Multiple Use	Classical Revival		C		
3032-3036	West	North	Avenue	1900s	Multiple	Classical Revival	Park View	C		
3038-3042	West	North	Avenue	1920s	Multiple	Spanish Revival		C		
3044	West	North	Avenue	1910s	Three Flat	Classical Revival		C	Garage	C
3046	West	North	Avenue	1900s	Three Flat	Classical Revival		C		
3050-3054	West	North	Avenue	1906	Multiple	Classical Revival		C		
3132	West	North	Avenue	2000s	Multiple Use			NC		
3134	West	North	Avenue	1890s	Multiple Use	Queen Anne		C	Garage	NC
3136	West	North	Avenue	1890s	Multiple Use	Queen Anne		C		
405	East	Oakwood	Boulevard	1910s	Multiple	Classical Revival		C	Garage	NC

Returned

Buildings Surrounding Parks, Boulevards and Squares

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St #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/ NC/ L	Sec. Bldg. Type	Sec. Bldg *C/ NC/ L
417	East	Oakwood	Boulevard	1900s	SF House			NC		
421	East	Oakwood	Boulevard	1904	Townhouse	Richardsonian Romanesque		C		
423	East	Oakwood	Boulevard	1904	Townhouse	Richardsonian Romanesque		C		
425	East	Oakwood	Boulevard	1904	Townhouse	Richardsonian Romanesque		C		
427-439	East	Oakwood	Boulevard	1920s	Courtyard	Tudor Revival		C		
436	East	Oakwood	Boulevard	1890s	Townhouse	Tudor Revival		C	Garage	NC
438	East	Oakwood	Boulevard	1890s	Townhouse	Tudor Revival		C	Garage	NC
442	East	Oakwood	Boulevard	1889	SF House	Gable Front	The Isaac N. W. Sherman House	C	Garage	C
445	East	Oakwood	Boulevard	1890s	Two Flat	Queen Anne		C		
447	East	Oakwood	Boulevard	1890s	Two Flat	Queen Anne		C		
448	East	Oakwood	Boulevard	1890s	SF House	Classical Revival		C	Coach House	C
449	East	Oakwood	Boulevard	1890s	Four Flat	Queen Anne		C	Garage	NC
450	East	Oakwood	Boulevard	1904	SF House	Queen Anne		C	Coach House	C
451	East	Oakwood	Boulevard	1890s	Multiple	Queen Anne		C		
453	East	Oakwood	Boulevard	1890s	Two Flat	Queen Anne		C	Garage	NC
455	East	Oakwood	Boulevard	1880s	Two Flat	Italianate		C	Garage	NC
457	East	Oakwood	Boulevard	1890s	Two Flat	Queen Anne		C	Garage	NC
458	East	Oakwood	Boulevard	2000s	Three Flat			NC		
459	East	Oakwood	Boulevard	1907	Two Flat	Tudor Revival		C	Garage	NC
461	East	Oakwood	Boulevard	1880s	Two Flat	Queen Anne		C	Garage	NC
462	East	Oakwood	Boulevard	1880s	SF House	Queen Anne		C		
463	East	Oakwood	Boulevard	1880s	Two Flat	Italianate		C		
465	East	Oakwood	Boulevard	1880s	Two Flat	Italianate		C		
500	East	Oakwood	Boulevard	1890s	SF House	Richardsonian Romanesque		C	Garage	C
501	East	Oakwood	Boulevard	1880s	Townhouse			NC	Garage	NC
502	East	Oakwood	Boulevard	1890s	SF House	Richardsonian Romanesque		C	Garage	C

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504	East	Oakwood	Boulevard	1880s	SF House	Richardsonian Romanesque		C	Garage	C
507	East	Oakwood	Boulevard	1900s	Three Flat	Richardsonian Romanesque		C		
510-512	East	Oakwood	Boulevard	1900s	Six Flat	Classical Revival		C		
511	East	Oakwood	Boulevard	1893	SF House	Tudor Revival		C	Garage	NC
515	East	Oakwood	Boulevard	1880s	SF House	Richardsonian Romanesque		C	Garage	C
517	East	Oakwood	Boulevard	1904	SF House	Second Empire		C	Garage	NC
519	East	Oakwood	Boulevard	1890s	SF House	Richardsonian Romanesque		C		
521-529	East	Oakwood	Boulevard	1910s	Multiple	Craftsman		C		
545	East	Oakwood	Boulevard	1888	School	Classical Revival	Holy Angels School	C		
540-554	East	Oakwood	Boulevard	1910s	Multiple	Craftsman		C		
555	East	Oakwood	Boulevard	1980s	Church			NC		
566	East	Oakwood	Boulevard	2000s	Eight Flat			NC	Garage	NC
606	East	Oakwood	Boulevard	1888	SF House	Richardsonian Romanesque		C	Garage	NC
607	East	Oakwood	Boulevard	1990s	Other			NC		
609	East	Oakwood	Boulevard	1890s	SF House			NC		
608-610	East	Oakwood	Boulevard	1890s	Two Flat	Queen Anne		C	Garage	NC
611	East	Oakwood	Boulevard	1900s	SF House			NC		
612	East	Oakwood	Boulevard	1900s	Two Flat	Queen Anne		C	Garage	NC
614	East	Oakwood	Boulevard	1900s	Two Flat	Queen Anne		C	Garage	NC
615	East	Oakwood	Boulevard	1990s	SF House			NC		
619	East	Oakwood	Boulevard	1900s	SF House	Tudor Revival		C		
620	East	Oakwood	Boulevard	1880s	Three Flat	Italianate		C	Garage	NC
621	East	Oakwood	Boulevard	1900s	SF House	Tudor Revival		C		
622	East	Oakwood	Boulevard	1880s	Three Flat	Italianate		C		
623	East	Oakwood	Boulevard	1900s	SF House	Tudor Revival		C		

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624	East	Oakwood	Boulevard	1890s	Three Flat	Second Empire		C		
626	East	Oakwood	Boulevard	2000s	SF House			NC	Garage	NC
628-630	East	Oakwood	Boulevard	1903	Four Flat	Italianate		C	Garage	NC
632	East	Oakwood	Boulevard	1870s	Two Flat	Italianate		C		
633	East	Oakwood	Boulevard	1900s	Two Flat	No Style		C	Garage	NC
634	East	Oakwood	Boulevard	1880s	Two Flat	Queen Anne		C		
635	East	Oakwood	Boulevard	1880s	SF House	Queen Anne		C		
636	East	Oakwood	Boulevard	1870s	Two Flat	Italianate		C		
637	East	Oakwood	Boulevard	1880s	SF House	Second Empire		C		
638	East	Oakwood	Boulevard	2000s	SF House			NC		
639	East	Oakwood	Boulevard	1900s	SF House	Second Empire		C		
640	East	Oakwood	Boulevard	1890s	Two Flat	Queen Anne		C		
644	East	Oakwood	Boulevard	1870s	Two Flat	Italianate		C		
649	East	Oakwood	Boulevard	1880s	Church	Richardsonian Romanesque		C		
700	East	Oakwood	Boulevard	1898-03	Other	Italian Renaissance Revival	Abraham Lincoln Center	C		
725-729	East	Oakwood	Boulevard	1899	Church	Richardsonian Romanesque		C		
747-749	East	Oakwood	Boulevard	1888	Townhouse	Queen Anne		C		
5510	South	Paulina	Street	1910s	Two Flat	Craftsman		C		
335	East	Pershing	Road	1910s	Commercial	Craftsman		C		
1950	West	Pershing	Road	1920s	Other	Craftsman		C		
2001	West	Pershing	Road	1920s	Factory/ Warehouse	Craftsman	Clock Tower for CMDF	C		
2011	West	Pershing	Road	1940s	School			NC		
2051-2059	West	Pershing	Road	1936	Other	Craftsman	The Albert Pick Company	C		

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Buildings Surrounding Parks, Boulevards and Squares

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2101-2129	West	Pershing	Road	1920s	Factory/ Warehouse	Tudor Revival	White City Storage Company	C		
2133-2139	West	Pershing	Road	1927	Factory/ Warehouse	Gothic Revival	Standard Brands Inc.	C		
2151-2159	West	Pershing	Road	1936	Factory/ Warehouse	Art Deco		C		
2211-2165	West	Pershing	Road	1922	Factory/ Warehouse	Craftsman	Westinghouse Electric	C		
2225-2235	West	Pershing	Road	1923	Factory/ Warehouse	Classical Revival	L. Fish Furniture Company	C		
5444	South	Prairie	Avenue	1900s	Six Flat	Classical Revival		C		
5448	South	Prairie	Avenue	1900s	Six Flat	Classical Revival		C		
5501	South	Prairie	Avenue	1920s	Multiple Use	Art Deco		C		
2746	West	Potomac	Avenue	1900s	Four Flat	Classical Revival		C		
5201	South	Racine	Avenue	1910s	Multiple Use			NC		
5203	South	Racine	Avenue	1900s	SF House	Gable Front		C		
5205	South	Racine	Avenue	1910s	Two Flat	Tudor Revival		C		
5207	South	Racine	Avenue	1910s	Two Flat	Tudor Revival		C		
5211	South	Racine	Avenue	1900s	Two Flat	Tudor Revival		C		
5215	South	Racine	Avenue	1900s	SF House	Cottage		C	Garage	NC
5223	South	Racine	Avenue	1900s	Two Flat	Gable Front		C	Garage	NC
5225	South	Racine	Avenue	1900s	Two Flat	Gable Front		C	Garage	NC
5227	South	Racine	Avenue	1900s	Two Flat	Gable Front		C	Garage	C

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Buildings Surrounding Parks, Boulevards and Squares

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5231	South	Racine	Avenue	1910s	Bungalow	No Style		C	Garage	C
5233	South	Racine	Avenue	1900s	SF House	Cottage		C		
5235	South	Racine	Avenue	1910s	Two Flat	Craftsman		C	Garage	NC
5237	South	Racine	Avenue	1910s	Two Flat	Craftsman		C		
5245	South	Racine	Avenue	1900s	SF House	Cottage		C	Garage	NC
5251	South	Racine	Avenue	1900s	SF House	Cottage		C		
5253	South	Racine	Avenue	1910s	Two Flat	Classical Revival		C	Garage	NC
5301	South	Racine	Avenue	1910s	Multiple	Classical Revival		C		
5305???	South	Racine	Avenue	1910s	Multiple Use	Classical Revival		C		
5309	South	Racine	Avenue	1880s	Two Flat	Gable Front		C	Garage	NC
5317	South	Racine	Avenue	1900s	SF House	Gable Front		C		
5319	South	Racine	Avenue	1900s	Two Flat			NC		
5321	South	Racine	Avenue	1900s	Two Flat			NC	Garage	NC
5323	South	Racine	Avenue	1900s	SF House	Cottage		C		
5325	South	Racine	Avenue	1900s	SF House			NC		
5327	South	Racine	Avenue	1900s	SF House	Cottage		C	Garage	NC
5331	South	Racine	Avenue	1910s	Two Flat	Classical Revival		C		
5337	South	Racine	Avenue	1900s	SF House			NC		
5339	South	Racine	Avenue	1910s	Bungalow	Craftsman		C	Garage	NC
5347	South	Racine	Avenue	1900s	SF House			NC		

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5401	South	Racine	Avenue	1919	Factory/ Warehouse	Craftsman		C		
5413	South	Racine	Avenue	1910s	Two Flat	Tudor Revival		C	Garage	C
5417	South	Racine	Avenue	1910s	Two Flat	Tudor Revival		C		
5421	South	Racine	Avenue	1910s	Two Flat	Craftsman		C	Garage	C
5423	South	Racine	Avenue	1910s	Two Flat	Tudor Revival		C	Garage	NC
5427	South	Racine	Avenue	1910s	Two Flat	Classical Revival		C		
5429	South	Racine	Avenue	1910s	Two Flat	Craftsman		C	Garage	NC
5431	South	Racine	Avenue	1950s	SF House			NC		
5437	South	Racine	Avenue	1910s	Two Flat	Craftsman		C	Garage	NC
5439	South	Racine	Avenue	1910s	Two Flat	Classical Revival		C		
5441	South	Racine	Avenue	1910s	Two Flat	Craftsman		C		
5500	South	Racine	Avenue	1900s	Other			NC		
2834-2836	West	Roosevelt	Road	1920s	Multiple Use	Craftsman		C		
2838	West	Roosevelt	Road	1910s	Multiple Use	Craftsman		C		
2854	West	Roosevelt	Road	1920s	Commercial	Craftsman		C		
2856	West	Roosevelt	Road	1920s	Multiple Use	Classical Revival		C		
2858	West	Roosevelt	Road	1900s	Multiple Use	Classical Revival		C		
2900	West	Roosevelt	Road	1912	Multiple Use	Classical Revival		C		
2902	West	Roosevelt	Road	1920s	Other			NC		
2924	West	Roosevelt	Road	1900s	Multiple Use	Classical Revival		C		
2938	West	Roosevelt	Road	1950s	SF House			NC		

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2942	West	Roosevelt	Road	1890s	Three Flat	Classical Revival		C		
2948	West	Roosevelt	Road	1894	Three Flat	Richardsonian Romanesque		C		
3006	West	Roosevelt	Road	1920s	Other	Craftsman		C		
3010	West	Roosevelt	Road	1920s	Multiple Use	Craftsman		C	Flat	C
3012	West	Roosevelt	Road	1910s	Multiple Use			NC		
3034	West	Roosevelt	Road	1950s	Other			NC		
3042	West	Roosevelt	Road	1919	Multiple Use	No Style		C		
500	North	Sacramento	Boulevard	1920s	Factory/ Warehouse	Craftsman	GAW O'Hara Enveloper	C		
461-605	North	Sacramento	Boulevard	1941	Factory/ Warehouse	Art Deco	Sprague Warner and Company	C		
548	North	Sacramento	Boulevard	1925	Factory/ Warehouse	No Style		C		
620-722	North	Sacramento	Boulevard	1920s	Factory/ Warehouse	Classical Revival		C		
625	North	Sacramento	Boulevard	1930s	Factory/ Warehouse	Moderne		C		
822-824	North	Sacramento	Boulevard	1920s	Multiple Use	Moderne		C		
839	North	Sacramento	Boulevard	1910s	Multiple	Craftsman		C		
843	North	Sacramento	Boulevard	1910s	Two Flat	No Style		C	Garage	NC
845	North	Sacramento	Boulevard	1910s	Two Flat	No Style		C		
849	North	Sacramento	Boulevard	1910s	Two Flat	Craftsman		C	Garage	NC
851	North	Sacramento	Boulevard	1910s	Two Flat	Craftsman		C	Garage	C
854	North	Sacramento	Boulevard	1910s	Two Flat	Craftsman		C	Garage	NC

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855	North	Sacramento	Boulevard	1910s	Two Flat	Craftsman		C	Garage	NC
857	North	Sacramento	Boulevard	1910s	Two Flat	Classical Revival		C	Garage	NC
858	North	Sacramento	Boulevard	1910s	Two Flat	Classical Revival		C	Garage	NC
860	North	Sacramento	Boulevard	1910s	Two Flat	No Style		C	Garage	NC
861	North	Sacramento	Boulevard	1910s	Two Flat	No Style		C	Garage	NC
863	North	Sacramento	Boulevard	1910s	Two Flat	No Style		C	Garage	C
864	North	Sacramento	Boulevard	1910s	Two Flat	Classical Revival		C	Garage	NC
866	North	Sacramento	Boulevard	1900s	Two Flat	Classical Revival		C	Garage	NC
867	North	Sacramento	Boulevard	1900s	Two Flat	Tudor Revival		C	Garage	NC
868	North	Sacramento	Boulevard	1900s	Two Flat	Tudor Revival		C	Garage	NC
869	North	Sacramento	Boulevard	1900s	Two Flat	Tudor Revival		C	Garage	C
871	North	Sacramento	Boulevard	1920s	Three Flat	Tudor Revival		C	Garage	C
872	North	Sacramento	Boulevard	1910s	Two Flat	Tudor Revival		C	Garage	NC
876	North	Sacramento	Boulevard	1910s	Two Flat	Classical Revival		C	Garage	NC
878	North	Sacramento	Boulevard	1910s	Two Flat	Classical Revival		C	Garage	NC
882	North	Sacramento	Boulevard	1900s	Two Flat	Richardsonian Romanesque		C	Garage	NC
884	North	Sacramento	Boulevard	1910s	Two Flat	No Style		C	Garage	NC
888	North	Sacramento	Boulevard	1910s	Two Flat	Richardsonian Romanesque		C	Coach House	C
901-903	North	Sacramento	Boulevard	1920s	Multiple	Classical Revival		C		
907	North	Sacramento	Boulevard	1920s	Four Flat	Tudor Revival		C		

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909-915	North	Sacramento	Boulevard	1920s	Courtyard	Craftsman		C		
917	North	Sacramento	Boulevard	1900s	Three Flat	Classical Revival		C	Garage	NC
919	North	Sacramento	Boulevard	1900s	Three Flat	Classical Revival		C	Garage	NC
921	North	Sacramento	Boulevard	1910s	Six Flat	Craftsman		C	Garage	NC
927	North	Sacramento	Boulevard	1890s	Two Flat	Richardsonian Romanesque		C	Garage	NC
929	North	Sacramento	Boulevard	1910s	Courtyard	Classical Revival		C	Garage	C
1001	North	Sacramento	Avenue	1910s	Two Flat	French Renaissance Revival		C		
1003	North	Sacramento	Avenue	1910s	Two Flat	French Renaissance Revival		C	Garage	NC
1009	North	Sacramento	Avenue	1900s	Three Flat	Classical Revival		C	Garage	C
1015	North	Sacramento	Avenue	1900s	Two Flat	Classical Revival		C	Garage	C
1017	North	Sacramento	Avenue	1900s	Two Flat	Richardsonian Romanesque		C	Garage	NC
1021	North	Sacramento	Avenue	1900s	Two Flat	Classical Revival		C		
1025	North	Sacramento	Avenue	1890s	Two Flat	Queen Anne		C	Coach House	C
1029	North	Sacramento	Avenue	1890s	SF House	Queen Anne		C		
1107	North	Sacramento	Avenue	1910s	Three Flat	Craftsman		C	Garage	C
1109	North	Sacramento	Avenue	1910s	Two Flat	Craftsman		C	Garage	NC
1111	North	Sacramento	Avenue	1890s	Two Flat	Richardsonian Romanesque		C		
1113	North	Sacramento	Avenue	1900s	Two Flat	Classical Revival		C		
1117	North	Sacramento	Avenue	1900s	Two Flat	Richardsonian Romanesque		C	Garage	C

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1123	North	Sacramento	Avenue	1900s	SF House	Classical Revival		C	Garage	C
1127	North	Sacramento	Avenue	1900s	Two Flat	Richardsonian Romanesque		C		
1133	North	Sacramento	Avenue	1900s	Two Flat	Tudor Revival		C	Garage	NC
1135	North	Sacramento	Avenue	1900s	Two Flat	Richardsonian Romanesque		C	Garage	C
1137	North	Sacramento	Avenue	1890s	Two Flat	Queen Anne		C	Garage	NC
1139	North	Sacramento	Avenue	1894	Two Flat	Richardsonian Romanesque		C	Garage	NC
1141	North	Sacramento	Avenue	1906	Two Flat	Classical Revival		C		
1145-1149	North	Sacramento	Avenue	1910s	Multiple	Craftsman		C		
3658	South	Seeley	Avenue	1910s	SF House	Gable Front		C	Garage	C
3659	South	Seeley	Avenue	1910s	Two Flat	Craftsman		C	Garage	C
500	North	Spaulding	Avenue	1919	Factory/ Warehouse	No Style	DeLuxe Line Loose Leaf Devices and Supplies	C		
5500	South	State	Street	1890s	Multiple Use			NC		
5736	South	Stony Island	Avenue	1910s	Courtyard	Tudor Revival		C		
5830-5844	South	Stony Island	Avenue	1925	Courtyard	Gothic Revival	Vista Homes	L		
6200-6220	South	Stony Island	Avenue	1911	School	Classical Revival	Hyde Park High School	L		
6450-6458	South	Stony Island	Avenue	1900s	Multiple Use	Classical Revival		C		
6516-6520	South	Stony Island	Avenue	1910s	Multiple	Craftsman		C		
5504	South	Throop	Street	1910s	Church	Tudor Revival		C		
5512	South	Throop	Street	1900s	Two Flat	Classical Revival		C		
5502-5510	South	Union	Avenue	1910s	Multiple	Craftsman		C		

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5706	South	University	Avenue	1903	School	Collegiate Gothic	Reynolds Club	C		
5720	South	University	Avenue	1903	School	Collegiate Gothic	Mandel Hall	C		
5734	South	University	Avenue	1930	School	Collegiate Gothic	Eckhart Hall	C		
5828	South	University	Avenue	1971	School		Albert Pick Hall International Studies	NC		
5844-5846	South	University	Avenue	1893	School	Collegiate Gothic	Beecher Hall	L		
5848-5852	South	University	Avenue	1899	School	Collegiate Gothic	Green Hall	L		
5848-5852	South	University	Avenue	1893	School	Collegiate Gothic	Kelly Hall	L		
2951	West	Walton	Street	1990s	Multiple			NC		
3357	West	Warren	Boulevard	1900s	Six Flat	Classical Revival		C		
3807-3811	West	Washington	Boulevard	1980s	Multiple			NC		
3140	South	Western	Avenue	1900s	Factory/ Warehouse	Classical Revival		C	Garage	NC
3301	South	Western	Boulevard	1900s	Two Flat	Classical Revival		C	Garage	NC
3302	South	Western	Avenue	1890s	Multiple Use	Queen Anne		C		
3305	South	Western	Boulevard	1910s	Four Flat	Tudor Revival		C	Garage	C
3310	South	Western	Avenue	1950s	Factory/ Warehouse			NC		
3311	South	Western	Boulevard	1951	SF House			NC		
3313	South	Western	Boulevard	1900s	Two Flat	Classical Revival		C	Garage	NC
3315	South	Western	Boulevard	1900s	Two Flat	Classical Revival		C	Garage	NC
3316	South	Western	Avenue	1900s	SF House	Cottage		C	Garage	NC
3319	South	Western	Boulevard	1900s	Two Flat	Classical Revival		C	Garage	NC

Returned

Buildings Surrounding Parks, Boulevards and Squares

* C= Contributing; NC= Non- Contributing; L= Already listed on the National Register

St #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/ NC/ L	Sec. Bldg. Type	Sec. Bldg *C/ NC/ L
3322	South	Western	Avenue	1900s	SF House	Cottage		C	Garage	NC
3323	South	Western	Boulevard	1900s	Two Flat	Classical Revival		C	Garage	NC
3324	South	Western	Avenue	1880s	SF House	Cottage		C		
3325	South	Western	Boulevard	1910s	Bungalow	Craftsman		C	Garage	C
3326	South	Western	Avenue	1900s	SF House			NC		
3327-3329	South	Western	Boulevard	1920s	Multiple	Tudor Revival		C	Garage	NC
3330	South	Western	Avenue	1880s	SF House	Cottage		C		
3335	South	Western	Boulevard	1910s	Two Flat	Craftsman		C	Garage	NC
3336	South	Western	Avenue	1920s	SF House			NC		
3340	South	Western	Avenue	1910s	SF House	Cottage		C	Garage	NC
3341	South	Western	Boulevard	1910s	Two Flat	Tudor Revival		C	Garage	C
3343	South	Western	Boulevard	1900s	Two Flat	Classical Revival		C	Garage	NC
3344	South	Western	Avenue	1910s	Three Flat	Craftsman		C	Coach House	C
3345	South	Western	Boulevard	1900s	Two Flat	Classical Revival		C	Garage	C
3347	South	Western	Boulevard	1880s	Two Flat	Queen Anne		C	Garage	C
3346	South	Western	Avenue	1891	SF House	Italianate	The W. W. Arnke House	C	Garage	NC
3348-3350	South	Western	Avenue	1900s	SF House	Gable Front		C	Garage	NC
3349	South	Western	Boulevard	1900s	Two Flat	Classical Revival		C	Garage	C
3352	South	Western	Avenue	1900s	Two Flat	Gable Front		C		
3354	South	Western	Avenue	1900s	Two Flat	Gable Front		C	Garage	NC

Returned

Buildings Surrounding Parks, Boulevards and Squares

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St #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/ NC/ L	Sec. Bldg. Type	Sec. Bldg *C/ NC/ L
3356	South	Western	Avenue	1900s	Two Flat	Gable Front		C	Garage	NC
3357	South	Western	Boulevard	1900s	Two Flat	Classical Revival		C	Garage	C
3359	South	Western	Boulevard	1910s	Two Flat	Queen Anne		C	Garage	C
3400	South	Western	Avenue	1990s	SF House			NC	Garage	NC
3401	South	Western	Boulevard	1920s	Two Flat	Craftsman		C	Coach House	C
3402	South	Western	Avenue	1900s	Two Flat	Classical Revival		C	Garage	NC
3404	South	Western	Avenue	1900s	Multiple Use	Gable Front		C		
3405	South	Western	Boulevard	1910s	Two Flat	Craftsman		C	Garage	C
3408	South	Western	Avenue	2000s	SF House			NC	Garage	NC
3409	South	Western	Boulevard	1910s	Two Flat	Tudor Revival		C	Garage	C
3410	South	Western	Avenue	2000s	SF House			NC		
3411	South	Western	Boulevard	1910s	Two Flat	Craftsman		C	Garage	NC
3412	South	Western	Avenue	2000s	SF House			NC		
3414	South	Western	Avenue	1900s	Two Flat	Gable Front		C		
3416	South	Western	Avenue	1900s	SF House	Cottage		C	Garage	C
3417	South	Western	Boulevard	1920s	Two Flat	Craftsman		C	Garage	C
3418	South	Western	Avenue	1900s	Two Flat	Classical Revival		C	Garage	C
3419	South	Western	Boulevard	1910s	Two Flat	Craftsman		C	Garage	C
3422	South	Western	Avenue	1900s	Two Flat	Queen Anne		C	Garage	NC
3423	South	Western	Boulevard	1910s	Two Flat	Craftsman		C	Garage	C

Returned

Buildings Surrounding Parks, Boulevards and Squares

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St #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/ NC/ L	Sec. Bldg. Type	Sec. Bldg *C/ NC/ L
3424	South	Western	Avenue	1900s	Two Flat	Classical Revival		C	Garage	NC
3427	South	Western	Boulevard	1900s	Two Flat	Classical Revival		C	Barn	C
3431	South	Western	Boulevard	1950s	Multiple			NC	Garage	NC
3433	South	Western	Boulevard	1900s	Two Flat	Tudor Revival		C	Garage	NC
3434	South	Western	Avenue	1980s	Other			NC		
3435	South	Western	Boulevard	1900s	Two Flat	Queen Anne		C	Garage	NC
3436	South	Western	Avenue	1890s	Multiple Use	Italianate		C	Garage	C
3439	South	Western	Boulevard	1900s	Two Flat	Classical Revival		C	Garage	NC
3440	South	Western	Avenue	1950s	Commercial			NC	Garage	C
3441	South	Western	Boulevard	1900s	Two Flat	Classical Revival		C		
3443	South	Western	Boulevard	1900s	Two Flat	Queen Anne		C	Garage	NC
3444	South	Western	Avenue	1900s	Two Flat	Italianate		C		
3445	South	Western	Boulevard	1900s	Two Flat	No Style		C	Garage	NC
3448	South	Western	Avenue	1900s	Two Flat	Classical Revival		C	Garage	NC
3449	South	Western	Boulevard	1890s	Two Flat	Queen Anne		C	Garage	NC
3451	South	Western	Boulevard	1900s	Two Flat	Classical Revival		C	Garage	C
3452	South	Western	Avenue	1950s	Other			NC		
3456	South	Western	Avenue	1890s	Multiple Use	Queen Anne		C		
3500	South	Western	Avenue	1900s	Multiple Use	Craftsman		C		
3501	South	Western	Boulevard	1910s	Multiple Use	Craftsman		C		

Returned

Buildings Surrounding Parks, Boulevards and Squares

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St #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/ NC/ L	Sec. Bldg. Type	Sec. Bldg *C/ NC/ L
3503-05	South	Western	Boulevard	1900s	Four Flat	Classical Revival		C	Garage	C
3504	South	Western	Avenue	1950s	Other			NC		
3506	North	Western	Avenue	1900s	Commercial	Craftsman		C		
3508	South	Western	Avenue	1900s	Two Flat	Richardsonian Romanesque		C		
3509	South	Western	Boulevard	1950s	Two Flat			NC	Garage	C
3510-3524	South	Western	Avenue	1927	Factory/ Warehouse	Classical Revival	Parisian Novelty Co.	C		
3515	South	Western	Boulevard	1910s	SF House	Craftsman		C	Garage	NC
3517	South	Western	Boulevard	1900s	Two Flat	Classical Revival		C	Garage	NC
3519	South	Western	Boulevard	1910s	Two Flat	Craftsman		C	Garage	NC
3521	South	Western	Boulevard	1900s	Two Flat	Classical Revival		C		
3523	South	Western	Boulevard	1900s	Two Flat	Classical Revival		C		
3527-3529	South	Western	Boulevard	1910s	Two Flat	Craftsman		C	Garage	C
3528	South	Western	Avenue	1900s	SF House	Cottage		C	Garage	NC
3537-3539	South	Western	Boulevard	1900s	Multiple	Classical Revival		C		
3543	South	Western	Boulevard	1900s	Two Flat	Classical Revival		C	Garage	C
3545	South	Western	Boulevard	1900s	Two Flat	Queen Anne		C		
3549	South	Western	Boulevard	1900s	Three Flat	Classical Revival		C	Garage	NC
3553	South	Western	Boulevard	1900s	Two Flat	Tudor Revival		C	Garage	C
3559	South	Western	Boulevard	1900s	SF House	Queen Anne		C		
3601	South	Western	Boulevard	1924	Commercial	Craftsman		C		

Returned

Buildings Surrounding Parks, Boulevards and Squares

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St #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/ NC/ L	Sec. Bldg. Type	Sec. Bldg *C/ NC/ L
3900-3904	South	Western	Avenue	1920s	Commercial	No Style		C		
3930	South	Western	Avenue	1900s	SF House	Cottage		C	Garage	NC
3932	South	Western	Avenue	1900s	SF House	Cottage		C	Garage	NC
3934	South	Western	Avenue	1900s	SF House	Cottage		C	Garage	NC
3936	South	Western	Avenue	1900s	SF House			NC	Garage	NC
3938	South	Western	Avenue	1900s	SF House	Gable Front		C	Garage	NC
3942	South	Western	Avenue	1900s	Two Flat	Gable Front		C	Garage	NC
3944	South	Western	Avenue	1900s	SF House	Cottage		C	Garage	NC
3946	South	Western	Avenue	1900s	SF House	Cottage		C	Garage	NC
3948	South	Western	Avenue	1890s	Multiple Use	Queen Anne		C	Garage	NC
3950	South	Western	Avenue	1890s	Multiple Use	Queen Anne		C	Garage	NC
3952	South	Western	Avenue	1890s	Multiple Use	Queen Anne		C	Garage	NC
3954	South	Western	Avenue	1890s	Multiple Use	Queen Anne		C	Garage	NC
3956	South	Western	Avenue	1890s	Multiple Use	Queen Anne		C	Garage	NC
3958	South	Western	Avenue	1890s	Multiple Use	Queen Anne		C	Garage	NC
3960	South	Western	Avenue	1890s	Multiple Use	Queen Anne		C	Garage	NC
4039	South	Western	Boulevard	1930s	Factory/ Warehouse	Moderne		C		
4043-4047	South	Western	Boulevard	1939	Factory/ Warehouse	Moderne		C		
4049	South	Western	Boulevard	1900s	SF House	Cottage		C		

Returned

Buildings Surrounding Parks, Boulevards and Squares

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St #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/ NC/ L	Sec. Bldg. Type	Sec. Bldg *C/ NC/ L
4057	South	Western	Boulevard	1910s	Two Flat	Craftsman		C	Garage	NC
4102	South	Western	Avenue	1900s	SF House			NC	Garage	NC
4108	South	Western	Avenue	1900s	SF House			NC	Garage	NC
4110	South	Western	Avenue	1900s	SF House	Cottage		C	Garage	NC
4111	South	Western	Boulevard	1910s	Bungalow	No Style		C	Garage	NC
4123	South	Western	Boulevard	1950s	Factory/ Warehouse			NC		
4130	South	Western	Avenue	1950s	Other			NC		
4134	South	Western	Avenue	1910s	Two Flat	Gambrel Front		C	Garage	NC
4136-4138	South	Western	Avenue	1910s	Two Flat	Craftsman		C	Garage	NC
4139	South	Western	Boulevard	1950s	Other			NC		
4144-4146	South	Western	Avenue	1920s	Commercial	Craftsman		C		
4150	South	Western	Avenue	2000s	Multiple Use			NC		
4152	South	Western	Avenue	2000s	Multiple Use			NC		
4156	South	Western	Avenue	2000s	Multiple Use			NC		
4158	South	Western	Avenue	2000s	Multiple Use			NC		
4155-4157	South	Western	Boulevard	1900s	Multiple	Richardsonian Romanesque		C		
4200	South	Western	Avenue	1920s	Multiple Use	Tudor Revival		C	Garage	NC
4201	South	Western	Boulevard	1900s	Two Flat	Richardsonian Romanesque		C	Garage	C
4202	South	Western	Avenue	1910s	Multiple Use	Tudor Revival		C		

Returned

Buildings Surrounding Parks, Boulevards and Squares

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St #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/ NC/ L	Sec. Bldg. Type	Sec. Bldg *C/ NC/ L
4206-4208	South	Western	Avenue	1910s	Factory/ Warehouse	No Style		C		
4220	South	Western	Avenue	1920s	Commercial	No Style		C		
4226	South	Western	Avenue	1910s	SF House	No Style		C		
4232	South	Western	Avenue	1900s	Two Flat	Gable Front		C	Garage	NC
4236-4242	South	Western	Avenue	1920s	Commercial	No Style		C		
4235-4259	South	Western	Boulevard	1920s	Factory/ Warehouse	Craftsman		C		
4300	South	Western	Avenue	1912	Multiple Use	No Style		C		
4301	South	Western	Boulevard	1920s	Factory/ Warehouse	Craftsman		C		
4304	South	Western	Avenue	1910s	Multiple Use			NC		
4311	South	Western	Boulevard	1921	Factory/ Warehouse	Craftsman		C		
4312-4314	South	Western	Avenue	1950s	Multiple Use			NC	Garage	NC
4318-4320	South	Western	Avenue	1910s	Commercial	No Style		C	Garage	NC
4322-4324	South	Western	Avenue	1910s	Commercial	Craftsman		C		
4321-4323	South	Western	Boulevard	1940s	Factory/ Warehouse			NC		
4326	South	Western	Avenue	1950s	Other			NC		
4328	South	Western	Avenue	1950s	Factory/ Warehouse			NC		
4334	South	Western	Avenue	1910s	Two Flat	Craftsman		C	Garage	NC

Returned

Buildings Surrounding Parks, Boulevards and Squares

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St #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/ NC/ L	Sec. Bldg. Type	Sec. Bldg *C/ NC/ L
4335	South	Western	Boulevard	1910s	Factory/ Warehouse	Craftsman		C	Garage	C
4338	South	Western	Avenue	1910s	Two Flat	Craftsman		C	Garage	NC
4340	South	Western	Avenue	1980s	Other			NC		
4342	South	Western	Avenue	1910s	Two Flat	Craftsman		C		
4344-4346	South	Western	Avenue	1950s	Multiple Use			NC		
4352	South	Western	Avenue	1910s	Commercial	Craftsman		C		
4401-4411	South	Western	Boulevard	1914	Factory/ Warehouse	Craftsman		C		
4425	South	Western	Boulevard	1910s	Factory/ Warehouse	Tudor Revival		C		
4426	South	Western	Avenue	1910s	Other	Craftsman		C	Garage	NC
4428	South	Western	Avenue	1910s	Two Flat	Craftsman		C	Garage	NC
4432	South	Western	Avenue	1910s	Other	Craftsman		C	Garage	NC
4435	South	Western	Boulevard	1910s	Factory/ Warehouse	Classical Revival		C		
4440	South	Western	Avenue	1910s	Commercial	Craftsman		C	Garage	C
4442	South	Western	Avenue	1910s	Two Flat	Craftsman		C		
4444	South	Western	Avenue	1900s	Other	Gambrel Front		C	Garage	NC
4446-4448	South	Western	Avenue	1910s	Commercial	Craftsman		C		
4452	South	Western	Avenue	1910s	Other	Craftsman		C	Garage	C
4454-4446	South	Western	Avenue	1910s	Multiple Use	Craftsman		C	Garage	C

Returned

Buildings Surrounding Parks, Boulevards and Squares

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St #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/ NC/ L	Sec. Bldg. Type	Sec. Bldg *C/ NC/ L
4501	South	Western	Boulevard	1919	Factory/ Warehouse	Craftsman	Charmell Chemical Co.	C		
4622	South	Western	Avenue	1910s	Multiple Use	Craftsman		C	Garage	NC
4624	South	Western	Avenue	1900s	Multiple Use	Classical Revival		C	Garage	C
4632	South	Western	Avenue	1920s	Commercial	Craftsman		C		
4709	South	Western	Boulevard	1920s	Three Flat	Gable Front		C		
4711	South	Western	Boulevard	1920s	Factory/ Warehouse	No Style		C		
4725	South	Western	Boulevard	1910s	Two Flat	Craftsman		C	Garage	NC
4732	South	Western	Avenue	1910s	SF House	Tudor Revival		C	Garage	NC
4735	South	Western	Boulevard	1910s	SF House	Craftsman		C		
4736	South	Western	Avenue	1910s	Bungalow	Craftsman		C	Garage	NC
4737	South	Western	Boulevard	1900s	SF House	Cottage		C		
4743	South	Western	Boulevard	1910s	SF House	Gambrel Front		C		
4745	South	Western	Boulevard	1910s	SF House	Gable Front		C		
4747	South	Western	Boulevard	1910s	Two Flat	Craftsman		C	Garage	NC
4751	South	Western	Boulevard	1910s	Two Flat	Queen Anne		C	Garage	NC
4755	South	Western	Boulevard	1910s	Two Flat	Tudor Revival		C	Garage	NC
4757	South	Western	Boulevard	1910s	Factory/ Warehouse	Craftsman		C	Garage	NC
4901	South	Western	Boulevard	1990s	Other			NC		
4919-4943	South	Western	Boulevard	1927	Other	Classical Revival	Western Avenue Pumping Station	C		

Returned

Buildings Surrounding Parks, Boulevards and Squares

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St #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/ NC/ L	Sec. Bldg. Type	Sec. Bldg *C/ NC/ L
4959	South	Western	Boulevard	1927	Other	Classical Revival	Western Avenue Pumping Station Dependency	C		
4922	South	Western	Avenue	1920s	Commercial	No Style		C		
4928-4932	South	Western	Avenue	1900s	SF House	Cottage		C	Garage	NC
4940	South	Western	Avenue	1950s	Multiple			NC	Garage	NC
4942	South	Western	Avenue	1900s	SF House	Cottage		C	Garage	NC
4944	South	Western	Avenue	1900s	Two Flat	No Style		C	Garage	NC
4948-4946	South	Western	Avenue	1910s	Factory/ Warehouse	Craftsman		C		
5000	South	Western	Avenue	1910s	Multiple Use	No Style		C		
5001	South	Western	Boulevard	1910s	Factory/ Warehouse	Craftsman		C		
5002	South	Western	Avenue	1920s	Commercial	No Style		C		
5006	South	Western	Avenue	1890s	Two Flat	Queen Anne		C	Garage	NC
5007	South	Western	Boulevard	1910s	SF House	Gable Front		C	Garage	NC
5010	South	Western	Avenue	2000s	SF House			NC		
5011	South	Western	Boulevard	1921	Split Level	Craftsman		C		
5014	South	Western	Avenue	1900s	SF House			NC	Garage	NC
5015	South	Western	Boulevard	1921	Split Level	Craftsman		C		
5016	South	Western	Avenue	1900s	Two Flat	Gable Front		C	Garage	NC
5018	South	Western	Avenue	1900s	SF House	Cottage		C	Garage	NC
5019	South	Western	Boulevard	1910s	Two Flat	Craftsman		C	Garage	C

Returned

Buildings Surrounding Parks, Boulevards and Squares

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St #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/ NC/ L	Sec. Bldg. Type	Sec. Bldg *C/ NC/ L
5026	South	Western	Avenue	1910s	Multiple	Classical Revival		C		
5030	South	Western	Avenue	1910s	Two Flat	Craftsman		C	Garage	NC
5038-5040	South	Western	Avenue	1950s	Other			NC		
5043	South	Western	Boulevard	1910s	Two Flat	Classical Revival		C	Garage	NC
5045	South	Western	Boulevard	1910s	Factory/ Warehouse	Craftsman		C		
5048	South	Western	Avenue	1920s	Multiple Use	Craftsman		C		
5100	South	Western	Avenue	1920s	Multiple Use	Classical Revival		C		
5118	South	Western	Avenue	1930s	Other	Moderne		C		
5121	South	Western	Boulevard	1910s	Two Flat	Craftsman		C	Garage	NC
5147	South	Western	Boulevard	1902	Four Flat	Classical Revival	The C. F. Clausseir House	C	Garage	C
5150	South	Western	Avenue	1910s	Two Flat	Gable Front		C	Garage	C
5158	South	Western	Avenue	1930s	Commercial	No Style		C	Garage	C
5200	South	Western	Avenue	1910s	Multiple Use	Craftsman		C	Garage	NC
5204	South	Western	Avenue	1910s	Two Flat	Classical Revival		C	Garage	NC
5206	South	Western	Avenue	1910s	Two Flat	Craftsman		C	Garage	NC
5210	South	Western	Avenue	1910s	Two Flat	Craftsman		C	Garage	NC
5216	South	Western	Avenue	1910s	Commercial	No Style		C	Garage	NC
5218	South	Western	Avenue	1910s	Fire Station	Craftsman	City of Chicago Fire Station	C		
5224	South	Western	Avenue	1910s	Two Flat	Tudor Revival		C	Garage	NC
5228-5230	South	Western	Avenue	1980s	Other			NC		

Returned

Buildings Surrounding Parks, Boulevards and Squares

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St #	St. Dir.	Street	St. Type	Date	Building Type	Style	Historic Name	Prim Bldg *C/ NC/ L	Sec. Bldg. Type	Sec. Bldg *C/ NC/ L
5244	South	Western	Avenue	1900s	SF House	Gable Front		C	Garage	NC
5246	South	Western	Avenue	1900s	SF House	Gable Front		C	Garage	NC
5301-5323	South	Western	Boulevard	1910s	Factory/ Warehouse	Craftsman		C		
5331-5335	South	Western	Boulevard	1910s	Factory/ Warehouse	Craftsman		C		
5361	South	Western	Boulevard	1970s	Other			NC		
5401-5415	South	Western	Boulevard	1930s	Factory/ Warehouse	No Style		C		
5807	South	Woodlawn	Avenue	1990s	School			NC		

Returned

Total Primary Buildings	
C	**1913**
NC	**252**
L	**55**

Total Secondary Buildings	
C	**341**
NC	**614**
L	**8**

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

The Chicago Park Boulevard System Historic District
Name of Property
Cook, Illinois
County and State
Not Applicable
Name of multiple listing (if applicable)

Section number Structures Inventory (Attachment: 7) Page 1

Structures along Boulevards

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St. Dir.	Street	St. Type	Description / Name	Location	Date	Number of Structures	C/ NC/ L	Syst. Map #
West	31St	Boulevard	Bridge	East of South Rockwell Street	1940	1	C	42
North	Central Park	Avenue/ Boulevard	Bridge	North edge of Garfield Park	1905-1910	1	C	57, 58
East	Garfield	Boulevard	Bridge	Between South Calumet Avenue & South Prairie Avenue	1896-1913	1	NC	24, 25
West	Garfield	Boulevard	Bridge	Between South Perry/ South Federal Street and South LaSalle Street	c. 1895	1	C	26
West	Garfield	Boulevard	Bridge	Between South Perry/ South Federal Street and South LaSalle Street	Late 20th C.	1	NC	26
West	Garfield	Boulevard	Bridge	Over Interstate 90-94, Dan Ryan Expressway	1989	1	NC	26
West	Garfield	Boulevard	Bridge	Just East of South Stewart Avenue	1896-1913	1	C	26

Returned

Structures along Boulevards

* C= Contributing; NC= Non- Contributing; L= Already listed on the National Register

St. Dir.	Street	St. Type	Description / Name	Location	Date	Number of Structures	C/ NC/ L	Syst. Map #
West	Garfield	Boulevard	Bridges	Between South Lowe Avenue & South Normal Boulevard	1896-1913	3	C	27
West	Garfield	Boulevard	Bridges	Between South Hoyne Avenue & South Oakley Avenue	1896-1913	2	C	31, 32
West	Garfield	Boulevard	Bridge	Between South Hoyne Avenue & South Oakley Avenue	c. 1895	1	C	31, 32
South	Hamlin	Boulevard	Bridge	Over Interstate 290, D. Eisenhower Expressway/ Between West Congress Prkwy and West Harrison St.	c. 1955	1	NC	53, 54

Returned

Structures along Boulevards

* C= Contributing; NC= Non- Contributing; L= Already listed on the National Register

St. Dir.	Street	St. Type	Description / Name	Location	Date	Number of Structures	C/ NC/ L	Syst. Map #
South	Independence	Boulevard	Bridge	Over Interstate 290, D. Eisenhower Expressway/ Between West Congress Prkwy and West Harrison St	c. 1955	1	NC	53, 54
South	Independence	Boulevard	Bridge	Between West Taylor Street & West Fillmore Street	1910s	1	C	52
West	Lake	Street	Bridge	North Hamlin Boulevard	1893	1	C	57
West	Lake	Street	Bridge	North Central Park Avenue	1893	1	C	57
West	Lake	Street	Bridge	North Conservatory Drive	1893	1	C	57
South	Marshall	Boulevard	Bridge	Between West 19th Street & West 21st Street	1905-1910	1	C	47
South	Marshall	Boulevard	Bridge	Between West 19th Street & West 21st Street	Late 20th C.	1	NC	47

Returned

Structures along Boulevards

* C= Contributing; NC= Non- Contributing; L= Already listed on the National Register

St. Dir.	Street	St. Type	Description / Name	Location	Date	Number of Structures	C/ NC/ L	Syst. Map #
North	Sacramento	Boulevard	Bridge	Just South of West Chicago Avenue	1908	1	C	60
South	Western	Boulevard/ Avenue	Bridge	West 49th Street	1896-1914	1	C	34
South	Western	Boulevard/ Avenue	Bridge	West 49th Street	Late 20th C.	1	NC	34
South	Western	Boulevard/ Avenue	Bridge	West 39th Street	1896-1913	3	C	38, 39
South	Western	Boulevard/ Avenue	Bridge	Between South Archer Avenue & West 36th Street	1896-1913	1	C	40
South	Western	Boulevard/ Avenue	Bridge	Between South Archer Avenue & West 36th Street	Late 20th C.	1	NC	40
South	Western	Boulevard/ Avenue	Bridge	Over Interstate 55, Stevenson Expressway	1964	1	NC	41, 42
South	Western	Boulevard/ Avenue	Bridge	Sanitary and Ship Canal	1939-1941	1	C	42

Returned

Structures along Boulevards

* C= Contributing; NC= Non- Contributing; L= Already listed on the National Register

St. Dir.	Street	St. Type	Description / Name	Location	Date	Number of Structures	C/ NC/ L	Syst. Map #
South	Western	Boulevard/ Avenue	Bridge	Railroad Tracks North of Interstate 55, Stevenson Expressway	1939-1941	1	C	42
South	Western	Boulevard/ Avenue	Rapid Transit Station	West 49th Street	Late 20th C.	1	NC	34

Returned

Total Structures	
C	23
NC	10
L	

United States Department of the Interior
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National Register of Historic Places
Continuation Sheet

The Chicago Park Boulevard System Historic District
Name of Property
Cook, Illinois
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Not Applicable
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Section number Objects Inventory (Attachment: 8) Page 1

-

Objects along Boulevards and in Squares

* C= Contributing; NC= Non- Contributing; L= Already listed on the National Register

St. Dir.	Street/ Square	St. Type	Description/ Name	Location	Date	Number of Objects	C/ NC / L	Syst. Map #
West	24th	Boulevard	*Jacques Marquette Monument*	West 24th Blvd & South Marshall Blvd	1926	1	C	45
South	California	Boulevard	Fountain	South California Boulevard & West 26th Street	Late 20th C	1	NC	44
West	Douglas	Boulevard	Sculpture	West Douglas Blvd & South Keeler Ave	Late 20th C	1	NC	50
West	Douglas	Boulevard	Obelisk	West Douglas Blvd & Douglas Park	1996	1	NC	49
South	Dr. M. L. King Jr.	Drive	*Victory Monument*	East 35th Street & South Dr. M. L. King Jr. Drive	1927-1936	1	L	1
South	Dr. M. L. King Jr.	Drive	Flagpole	East 35th Street & South Dr. M. L. King Jr. Drive	1996	1	NC	4, 10
South	Dr. M. L. King Jr.	Drive	Jazz Towers topped by musicians	East 47th Street & South Dr. M. L. King Jr. Drive	2005	4	NC	3
South	Dr. M. L. King Jr.	Drive	*George Washington Monument*	East 51st Street & South Dr. M. L. King Jr. Drive	1904	1	C	4, 10
South	Drexel	Boulevard	Fountain	Intersection of South Drexel Blvd & East Oakwood Blvd	1998	1	NC	6

Returned

Objects along Boulevards and in Squares

* C= Contributing; NC= Non- Contributing; L= Already listed on the National Register

St. Dir.	Street/ Square	St. Type	Description/ Name	Location	Date	Number of Objects	C/ NC / L	Syst. Map #
	Drexel Square		*Drexel Fountain*		1882-1888	1	C	8, 9
West	Garfield	Boulevard	Fountain	Intersection of West Garfield Blvd & South Western Blvd	1997	1	NC	31, 32
	Garfield Square		Obelisk		1996	1	NC	57, 58
	Independence Square		*American Youth and Independence Day Fountain*		1902	1	C	51

Returned

Total Objects	
C	4
NC	11
L	1

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Section number Douglas Park Resource Inventory (Attachment: 9) Page 1

Douglas Park Sites, Buildings, Structures, Objects

Sites Inventory

Name	Type/ Style		Date	Architect	C/NC	Map/ Text Reference
Douglas Park Landscape	N/A		1869-1941	Jenney/Dubuis /Jensen/CPD	C	
Junior Golf Facility	N/A		c. 2000	CPD	NC	[7]

Total Sites	
C	1
NC	1

Returned

Buildings Inventory

Name	Type/ Style	Stories	Date	Architect	C/NC	Map/ Text Reference
Collins High School	N/A	two-three	1973	Chicago Public Building Commission	NC	[10]
Comfort Station	Colonial Revival	one	1936	CPD	C	[19]
Comfort Station	N/A	one	c 1975	CPD	NC	[24]
Field House	Georgian Revival	two	1928	Michaelsen & Rognstad	C	[8]
Flower Hall	Prairie	one	1907	Schmidt Garden and Martin (attrib)	C	[12]

Douglas Park Sites, Buildings, Structures, Objects

Stables	Late Victorian Era	one and a half	c 1908	WPC	C	[25]
Storage Shed	N/A	one	1965	CPD	NC	[17]
					Total Buildings	
					C	**4**
					NC	**3**

Structures Inventory

Returned

Name	Type/ Style	Number of Structures	Date	Architect	C/NC	Map/ Text Reference
Basketball Courts	N/A	2	c. 1990	CPD	NC	[26],[32]
Carriage Drive Bridge	Late Victorian Era	1	1892	WPC	C	[4]
Granite Boulder Bridge	Late Victorian Era	1	1897	WPC	C	[5]
Limestone Bridge	Late Victorian Era	1	c 1895	WPC	C	[6]
Pergola	N/A	2	2001	CPD	NC	[18]
Playgrounds	N/A	5	c 1995	CPD	NC	[22], [28-31]
Soccer Field	N/A	1	c 2010	CPD	NC	[20]
Spraypool	N/A	1	c 1995	CPD	NC	[27]
Swimming Pool	N/A	1	1955	CPD	NC	[9]
Tennis Courts	N/A	1	c 1995	CPD	NC	[21]
					Total Structures	
					C	**3**
					NC	**13**

Douglas Park Sites, Buildings, Structures, Objects

Objects Inventory

Name	Style	Number of Objects	Date	Architect	C/NC	Map/ Text Reference
Concrete Benches	Prairie	10	1907	Jensen/Garden attrib.	C	[15],[16]
Concrete Lanterns	Prairie	4	1907	Jensen/Garden attrib.	C	[14]

Total Objects	
C	14
NC	0

Returned

Total Resources	
C	22
NC	17

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The Chicago Park Boulevard System Historic District
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Section number Gage Park Resources Inventory (Attachment: 10) Page 1

Gage Park Sites, Buildings, Structures, Objects

Sites Inventory

Name	Type/ Style		Date	Architect	C/NC	Map/ Text Reference
Gage Park Landscape	N/A		1928-1941	SPC	C	
					Total Sites	
					C	**1**
					NC	**0**

Returned

Buildings Inventory

Name	Type/ Style	Stories	Date	Architect	C/NC	Map/ Text Reference
Boiler House	Beaux Arts	one	1928	SPC	C	[7]
Field House	Beaux Arts	one	1928	SPC	C	[3]
Locker and Changing Room	Beaux Arts	one	1928	SPC	C	[4]
					Total Buildings	
					C	**3**
					NC	**0**

Gage Park Sites, Buildings, Structures, Objects

Structures Inventory

Name	Type/ Style	Number of Structures	Date	Architect	C/NC	Map/ Text Reference
Basketball Court	N/A	1	c 1970	CPD	NC	[14]
Handball Court	N/A	1	c 1970	CPD	NC	[15]
Playground	N/A	1	c 1990	CPD	NC	[8]
Spraypool	N/A	1	c 1990	CPD	NC	[6]
Swimming Pool	N/A	1	c 1928	SPC	C	[5]
Tennis Courts	N/A	4	c 1928	SPC	C	[19]

Total Structures	
C	5
NC	4

Returned

Objects Inventory

Name	Type/ Style	Number of Objects	Date	Architect	C/NC	Map/ Text Reference
Flag Pole	N/A	1	c. 1974	SPC	NC	[2]

Total Objects	
C	0
NC	1

Total Resources	
C	9
NC	5

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The Chicago Park Boulevard System Historic District
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Section number McKinley Park Resource Inventory (Attachment: 11) Page 1

McKinley Park Sites, Buildings, Structures, Objects

Sites Inventory

Name	Type/ Style		Date	Architect	C/NC	Map/ Text Reference
McKinley Park Landscape	N/A		1901-1941	SPC	C	

Total Sites	
C	1
NC	0

Returned

Buildings Inventory

Name	Type/ Style	Stories	Date	Architect	C/NC	Map/ Text Reference
Boiler House	Beaux Arts	one	1916	SPC	C	[24]
Comfort Station	Late Victorian Era	one	1903	SPC	C	[7]
Field House	Beaux Arts	one	1916	SPC	C	[25]
Landscape/ Maintenance Building	Beaux Arts	one	1903	SPC	C	[18]

Total Buildings	
C	4
NC	0

McKinley Park Sites, Buildings, Structures, Objects

Structures Inventory

Name	Type/ Style	Number of Structures	Date	Architect	C/NC	Map/ Text Reference
Basketball Court	N/A	1	ca. 1970	CPD	NC	[19]
Hand Ball Court Slab	N/A	1	ca. 1950	CPD	C	[13]
McKinley Monument Exedra/ Plaza	Beaux Arts	1	1905	Pond and Pond	C	[6]
Playground	N/A	1	1993	CPD	NC	[11]
S. Damen Avenue Viaduct	N/A	1	1960	Unknown	NC	[15]
Skating Rink	N/A	1	1996	CPD	NC	[5]
Spray pool/ Interactive Water Pool Area	N/A	1	ca. 2000	CPD	NC	
Swimming Pool	N/A	1	1950	CPD	C	[21]
Tennis Courts	N/A	2	1939	CPD	C	[4]

Total Structures	
C	5
NC	5

Returned

McKinley Park Sites, Buildings, Structures, Objects

Objects Inventory

Name	Type/ Style	Number of Objects	Date	Architect	C/NC	Map/ Text Reference
McKinley Monument Sculpture	Beaux Arts	1	1905	Charles Mulligan	C	[6]
Flag Pole	N/A	1	1916	SPC	C	[27]

Total Objects	
C	2
NC	0

Returned

Total Resources	
C	12
NC	5

Douglas Park A:
William Le Baron Jenney's Original Plan of 1871

1 Circuit Drive

Douglas Park B:
Oscar F. Dubuis' Plan of 1885

1 Circuit Drive
2 Ogden Avenue
3 Lagoon
4 Carriage Drive Bridge
5 Granite Boulder Footbridge
6 Limestone Footbridge

Returned

Douglas Park C:
Jens Jensen's Record Drawing of 1912

1 Circuit Drive
2 Ogden Avenue
3 Lagoon
4 Carriage Drive Bridge
5 Granite Boulder Footbridge
6 Limestone Footbridge
11 Formal Gardens
12 Flower Hall
13 Water Court
14 Prairie Style Lanterns
15 S. Sacramento Drive
16 Prairie Style Benches
18 Marshall Blvd. Pergolas
23 Natatorium & Running Track
25 Stable Building

Douglas Park D:
Chicago Park District Plot Plan of 1984, Updated 2012

1 Circuit Drive

2 Ogden Avenue

3 Lagoon

4 Carriage Drive Bridge

5 Granite Boulder Footbridge

6 Limestone Footbridge

7 Junior Golf Course

8 Douglas Park Field House

9 Swimming Pool

10 Collins High School

11 Formal Gardens

12 Flower Hall

13 Water Court

14 Prairie Style Lanterns

15 S. Sacramento Drive

16 Prairie Style Benches

17 Storage Shed

18 Marshall Blvd. Pergolas

19 1936 Comfort Station

20 Soccer Field

21 Tennis Courts

22 Southwest Side Playground
& Spray pool

23 Running Track

24 1970 Brick Comfort Station

25 Stable Building

26 Basketball Courts

27 Spray pool

28 East Side Playground

29 West Side Playground

30 North Side Playground

31 Southeast Side Playground
& Spray pool

32 Southeast side Basketball Court

Returned

Douglas Park E:
2008 Aerial Photograph

Returned

1 Circuit Drive
2 Ogden Avenue
3 Lagoon
4 Carriage Drive Bridge
5 Granite Boulder Footbridge
6 Limestone Footbridge
7 Junior Golf Course
8 Douglas Park Field House
9 Swimming Pool
10 Collins High School
11 Formal Gardens
12 Flower Hall
13 Water Court
14 Prairie Style Lanterns
15 S. Sacramento Drive
16 Prairie Style Benches
17 Storage Shed
18 Marshall Blvd. Pergolas
19 1936 Comfort Station
20 Soccer Field
21 Tennis Courts
22 Southwest Side Playground & Spray pool
23 Running Track
24 1970 Brick Comfort Station
25 Stable Building
26 Basketball Courts
27 Spray pool
28 East Side Playground
29 West Side Playground
30 North Side Playground
31 Southeast Side Playground & Spray pool
32 Southeast side Basketball Court

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National Register of Historic Places Continuation Sheet

The Chicago Park Boulevard System Historic District
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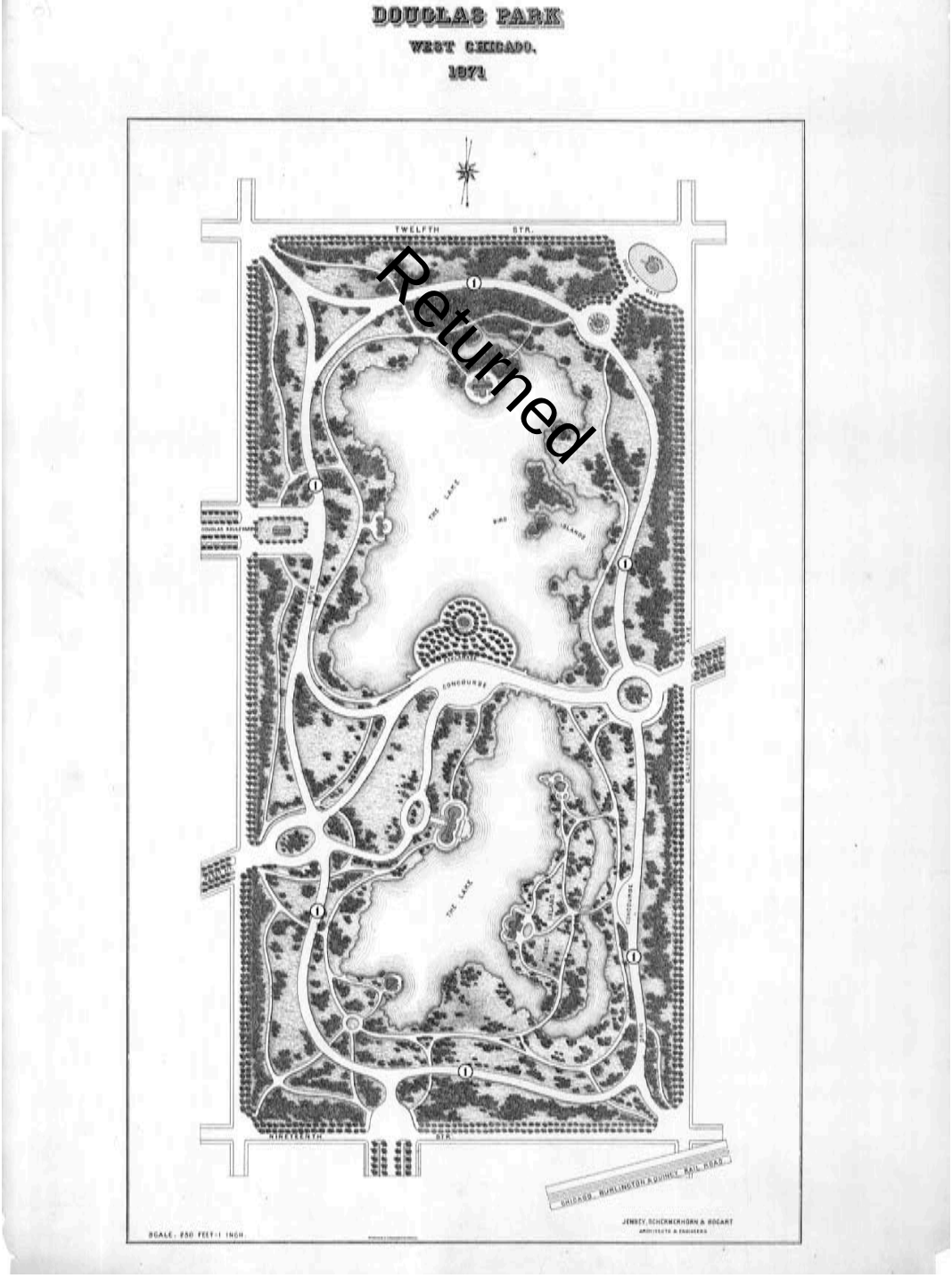
Section number Douglas Park Map A, 1871 (Attachment: 13) Page 1

A

Douglas Park
William Le Baron Jenney's Original Plan of 1871



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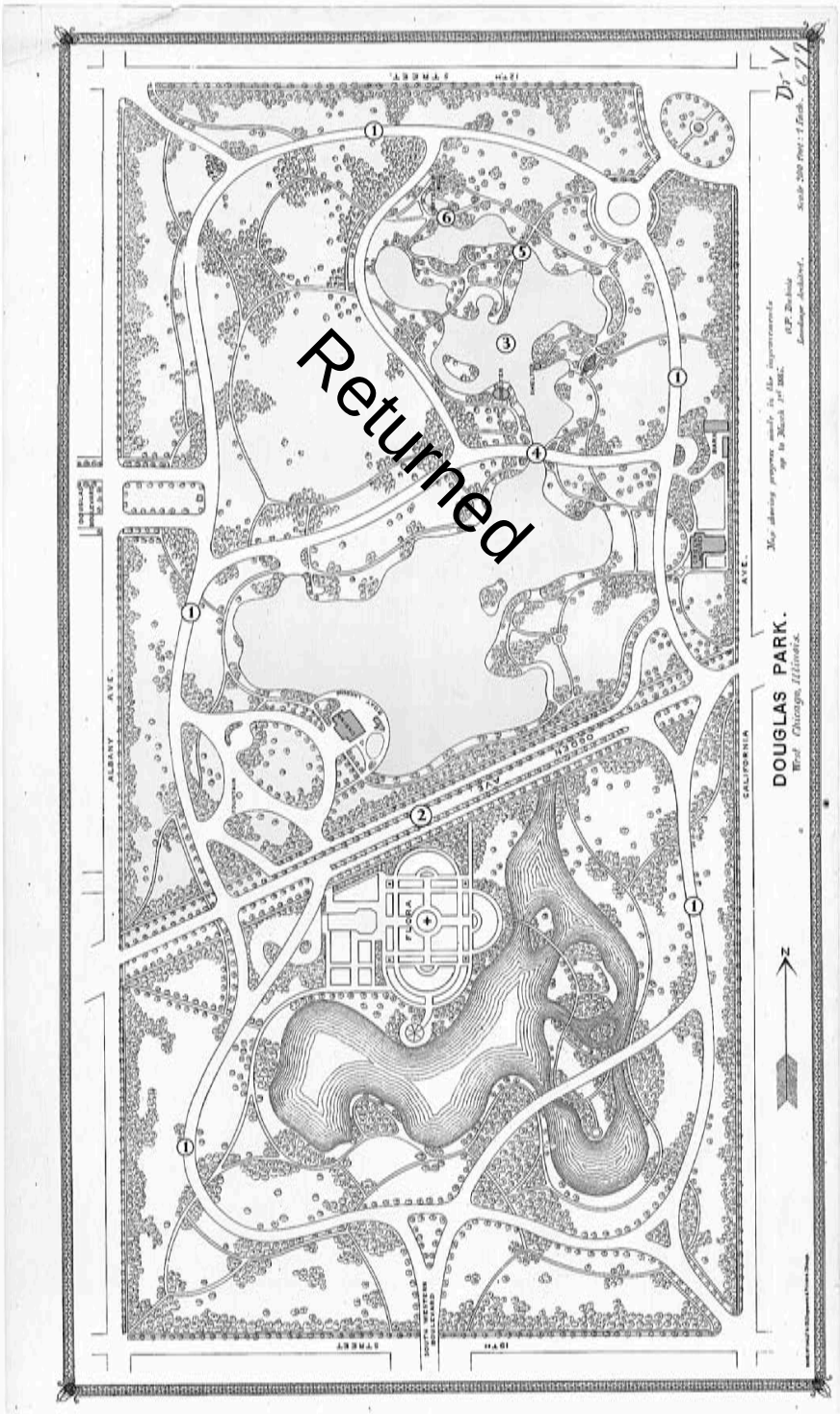
Section number Douglas Park Map B, 1885 (Attachment: 14) Page 1

B

Douglas Park
Oscar F. Dubuis' Plan of 1885



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National Register of Historic Places Continuation Sheet

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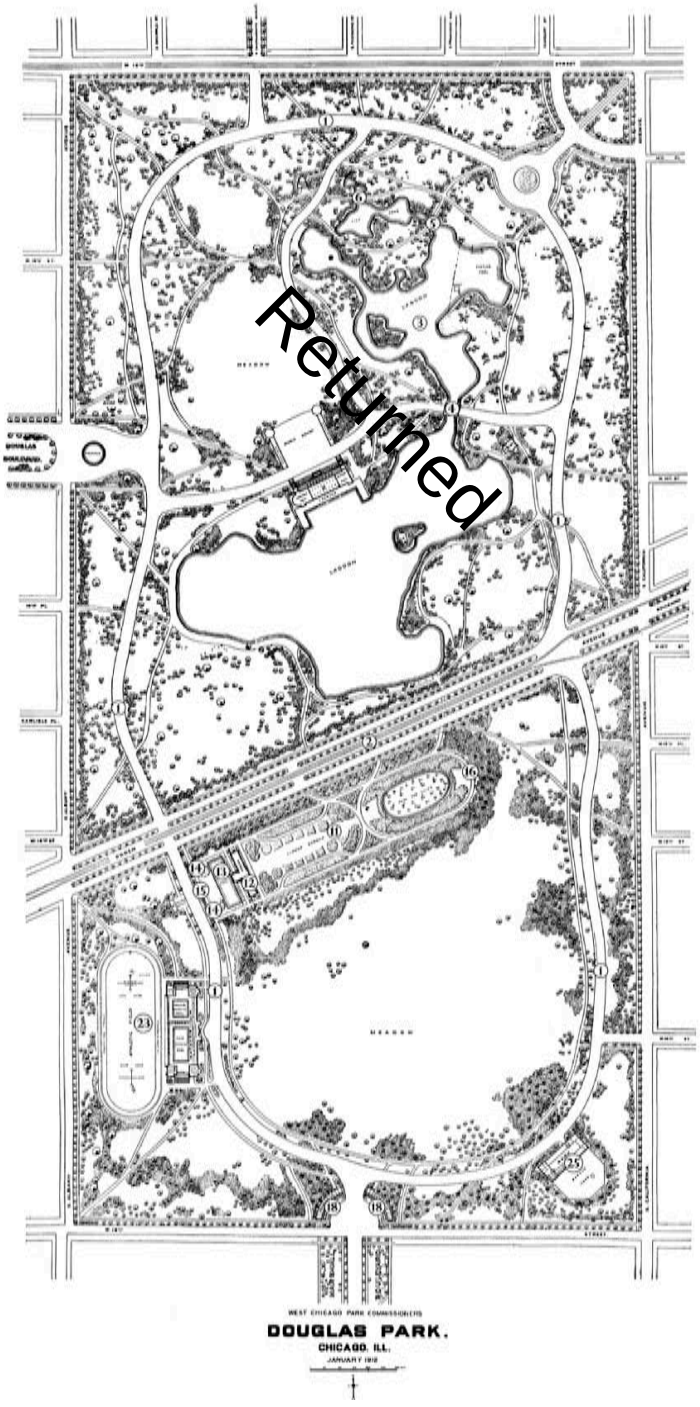
Section number Douglas Park Map C (Attachment: 15) Page 1

©

Douglas Park
Jens Jensen's Record Drawing of 1912



United States Department of the Interior
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National Register of Historic Places
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The Chicago Park Boulevard System Historic District
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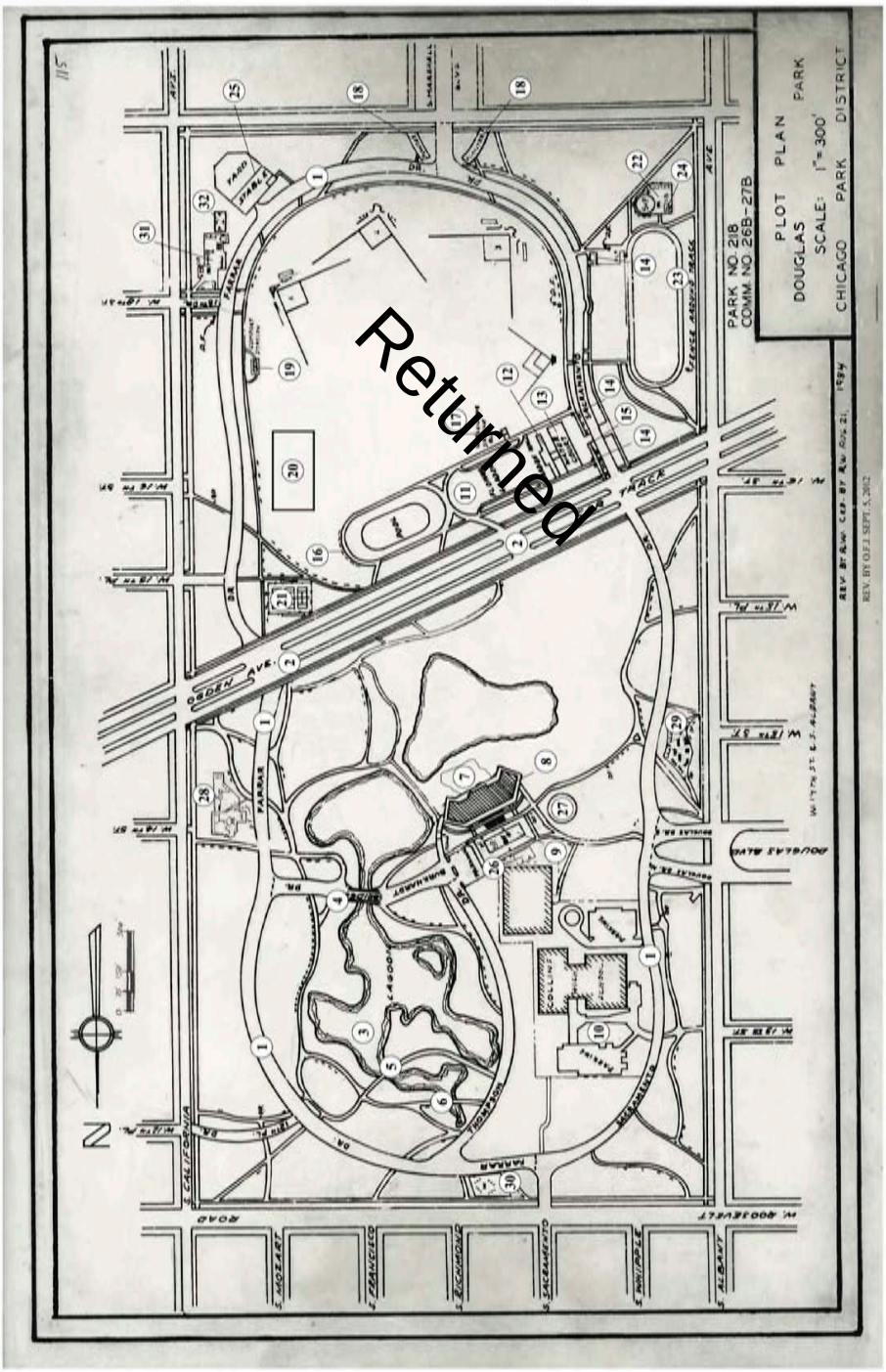
Name of multiple listing (if applicable)

Section number Douglas Park Map D, 1984, update 2012 (Attachment: 16) Page 1

D

Douglas Park
Chicago Park District Plot Plan 1984, updated 2012



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The Chicago Park Boulevard System Historic District
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Section number Douglas Park Map E, 2008 (Attachment: 17) Page 1

E

Douglas Park
2008 Aerial Photograph

Douglas (Stephen A.) Park (218)
1401 S. Sacramento Ave.



Returned

United States Department of the Interior
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National Register of Historic Places Continuation Sheet

The Chicago Park Boulevard System Historic District
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Section number Gage Park Map Keys (Attachment: 18) Page 1

Gage Park A: South Park Commission Record Plan of 1905

1 Ball Field

17 Landscape Area (South of W. Garfield Blvd.)

18 Landscape Area (North of W. Garfield Blvd.)

Gage Park B: Plan of General Development by the South Park Commissioners' In-House Designers, c. 1925

Returned

1 Ball Field

2 Flagpole

3 Field House

4 Locker & Changing Room Building

5 Swimming Pool

7 Boiler House

8 Playground

9 Lawn Area

10 Tennis Courts

11 Ball Field

12 Men's Outdoor Gymnasium

13 Running Track

17 Landscape Area (South of W. Garfield Blvd.)

18 Landscape Area (North of W. Garfield Blvd.

Gage Park C:
Chicago Park District Plot Plan of 1984, Updated 2012

1 Ball Field

2 Flagpole

3 Field House

4 Locker & Changing Room Building

5 Swimming Pool

6 Spray Pool

7 Boiler House

8 Playground

9 Lawn Area

10 Tennis Courts

11 Ball Field

12 Men's Outdoor Gymnasium

13 Running Track

14 Basketball Court

15 Handball Court

16 Play Slab

17 Artificial Turf Field

18 Landscape Area (North of W. Garfield Blvd.)

Returned

Gage Park D:
2008 Aerial Photograph

1 Ball Field

2 Flagpole

3 Field House

4 Locker & Changing Room Building

5 Swimming Pool

6 Spray Pool

7 Boiler House

8 Playground

9 Lawn Area

10 Tennis Courts

11 Ball Field

12 Men's Outdoor Gymnasium

Gage Park D: 2008 Aerial Photograph (Continuation)

13 Running Track

14 Basketball Court

15 Handball Court

16 Play Slab

17 Artificial Turf Field

18 Landscape Area (North of W. Garfield Blvd.

Returned

United States Department of the Interior
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The Chicago Park Boulevard System Historic District
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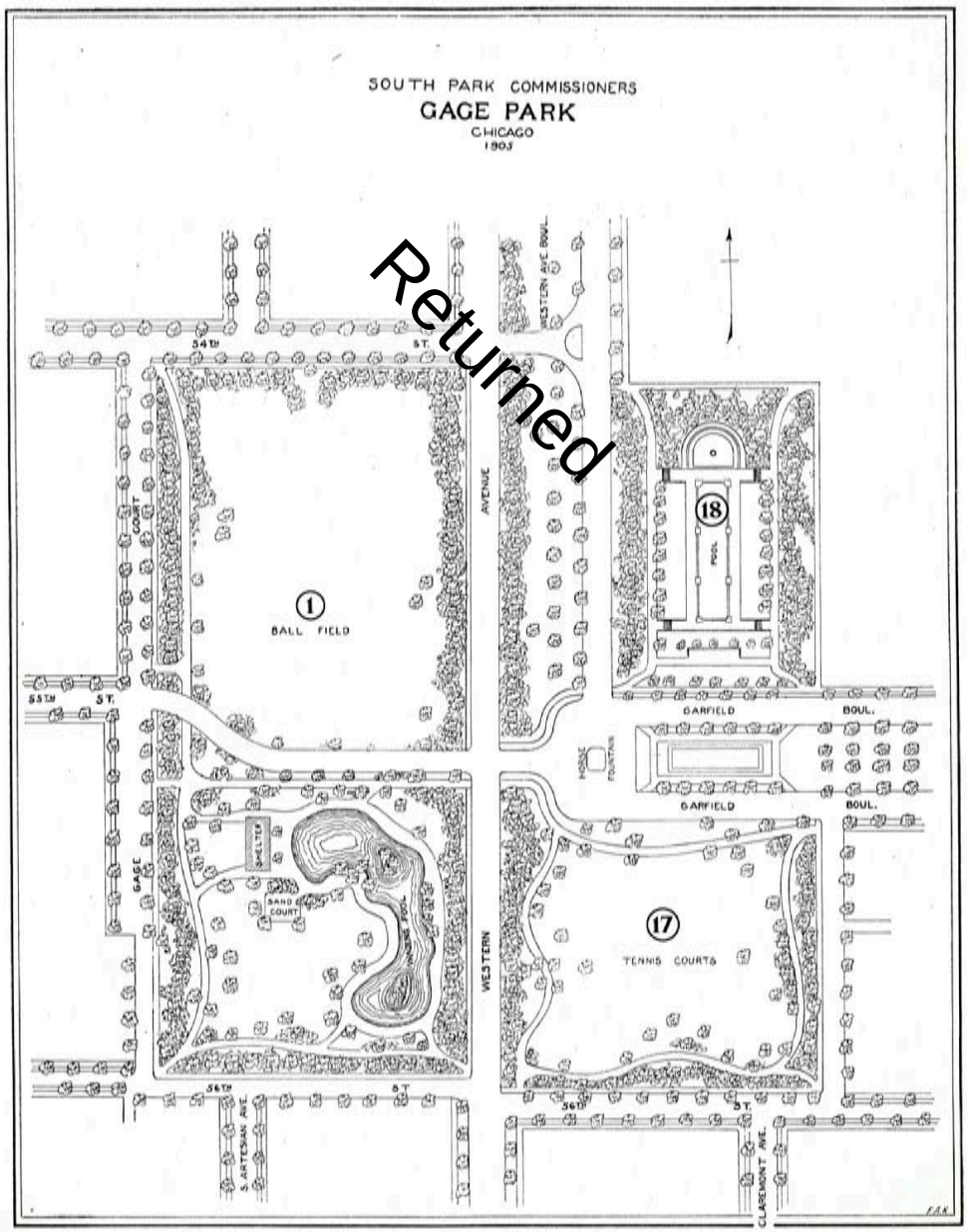
Section number Gage Park Map A, 1905 (Attachment: 19) Page 1

A

Gage Park
South Park Commissioners Record Plan of 1905



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The Chicago Park Boulevard System Historic District
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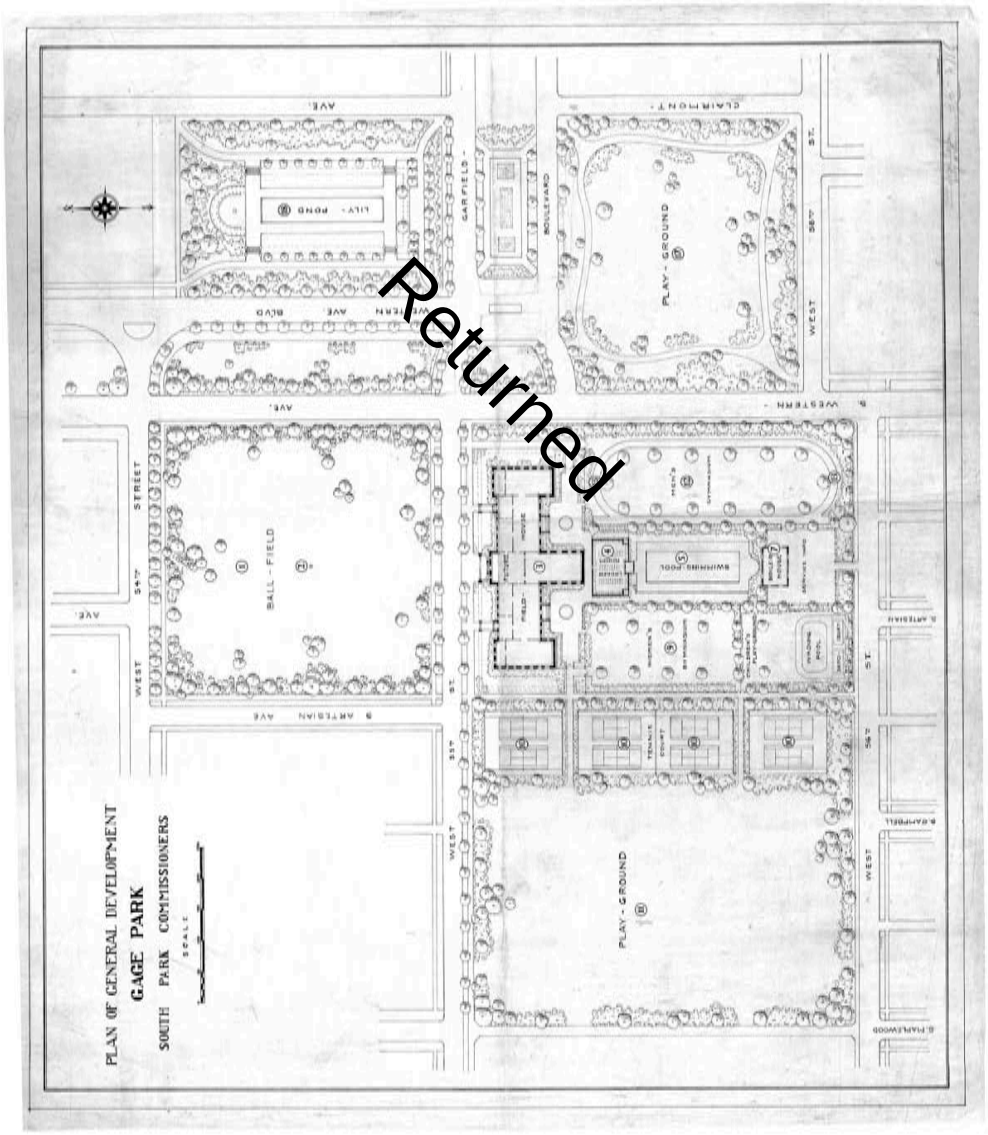
Section number Gage Park Map B, 1925 (Attachment: 20) Page 1

B

Gage Park
Plan of General Development by the South Park Commissioners' In-house Designers, c.1925



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National Register of Historic Places
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The Chicago Park Boulevard System Historic District
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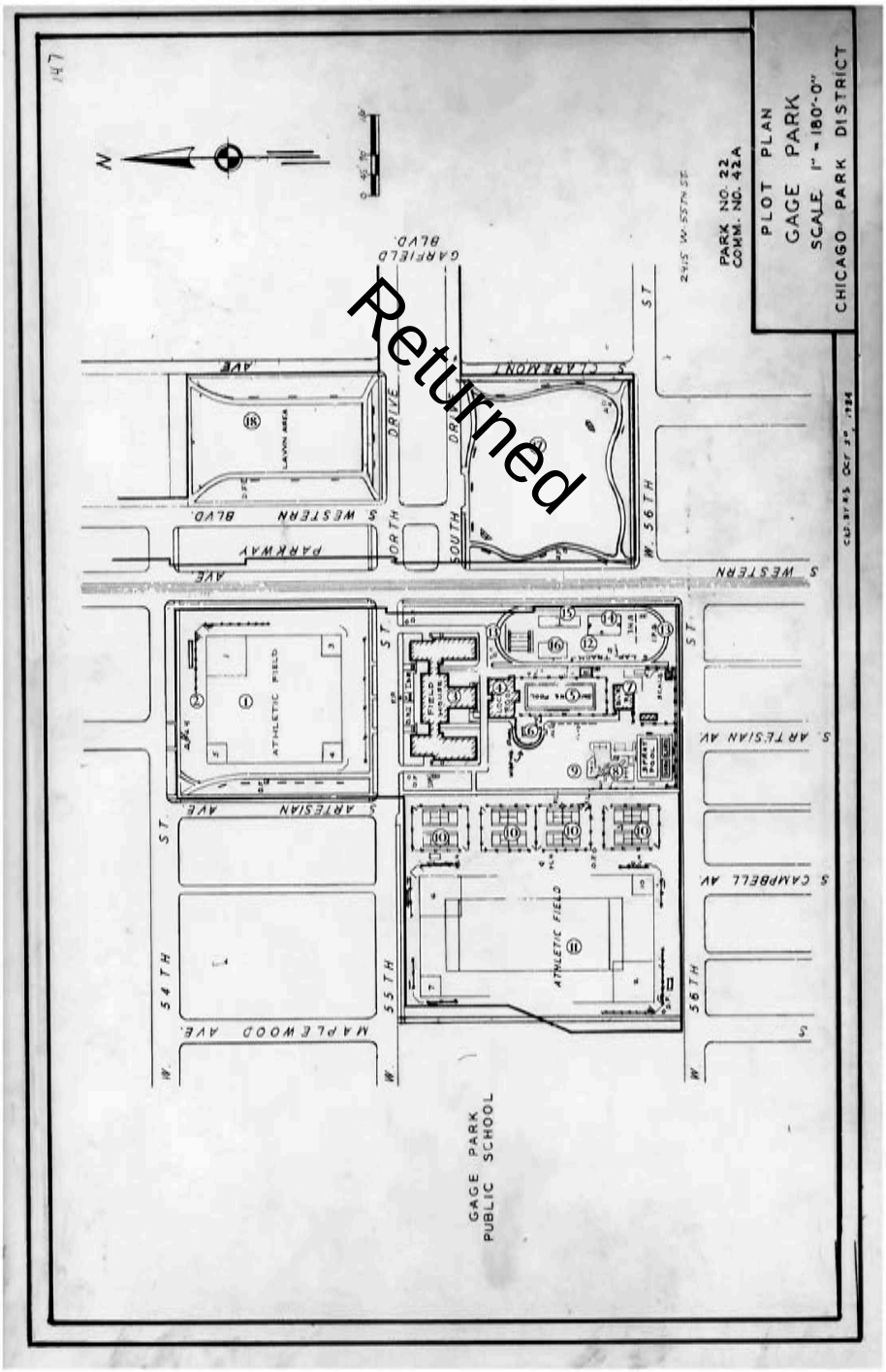
Not Applicable
Name of multiple listing (if applicable)

Section number Gage Park Map C, 1984, updated 2012 (Attachment: 21) Page 1

Gage Park
Chicago Park District Plot Plan of 1984, updated 2012



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National Register of Historic Places Continuation Sheet

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Cook, Illinois
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Name of multiple listing (if applicable)

Section number Gage Park Map D, 2008 (Attachment: 22) Page 1

D

Gage Park
2008 Aerial Photograph

Gage (George W.) Park (22)
2411 W. 55th St.



McKinley A:
South Park Commission Plan of 1905

1 Ball Field
2 Walkway
3 Circular Lawn Beds
4 Tennis Courts
6 William McKinley Monument
7 Comfort Station
8 Open Shelter
9 Original Wading Pool
18 Bathhouse (Field House on map.)

Returned

McKinley B:
South Park Commission Plan of 1906

1 Ball Field
2 Walkway
3 Circular Lawn Beds
4 Tennis Courts
6 William McKinley Monument
7 Comfort Station
8 Open Shelter
9 Original Wading Pool
14 Lagoon
16 Plaza
17 Lawn Area
18 Bathhouse (Field House on map.)

McKinley C:
South Park Commission Plan of 1906

1 Ball Field
2 Walkway
3 Circular Lawn Beds
4 Tennis Courts
6 William McKinley Monument
7 Comfort Station

McKinley C:
South Park Commission Plan of 1906
(continuation)

8 Open Shelter

9 Original Wading Pool

14 Lagoon

16 Plaza

17 Lawn Area

18 Bathhouse

24 Boiler House

25 Field House

26 Concrete Steps

27 Flagpole

Returned

McKinley D:
Chicago Park District Plot Plan of 1999

1 Ball Field

2 Walkway

3 Circular Lawn Beds

4 Tennis Courts

5 Ice-Skating Rink

6 William McKinley Monument

7 Comfort Station

8 Playslab (old floor of Shelter)

10 Artificial Turf Field

11 Playground

12 Tennis Courts

13 Handball Court Slab

14 Lagoon

15 S. Damen Ave. Viaduct

16 Plaza

17 Lawn Area

McKinley D:
Chicago Park District Plot Plan of 1999 (continuation)

18 Maintenance Building (Old Bathhouse)

19 Basketball Courts

20 Ball Field

21 Swimming Pool

22 Parking Lot

23 Water Play Area

24 Boiler House

25 Field House

26 Concrete Steps

27 Flagpole

Returned

McKinley E:
2008 Aerial Photograph

1 Ball Field

2 Walkway

3 Circular Lawn Beds

4 Tennis Courts

5 Ice-Skating Rink

6 William McKinley Monument

7 Comfort Station

8 Playslab (old floor of Shelter)

10 Artificial Turf Field

11 Playground

12 Tennis Courts

13 Handball Court Slab

14 Lagoon

15 S. Damen Ave. Viaduct

16 Plaza

17 Lawn Area

18 Maintenance Building (Old Bathhouse)

19 Basketball Courts

20 Ball Field

McKinley E:
2008 Aerial Photograph
(continuation)

21 Swimming Pool

22 Parking Lot

23 Water Play Area

24 Boiler House

25 Field House

26 Concrete Steps

27 Flagpole

Returned

United States Department of the Interior
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National Register of Historic Places Continuation Sheet

The Chicago Park Boulevard System Historic District
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Cook, Illinois
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Not Applicable
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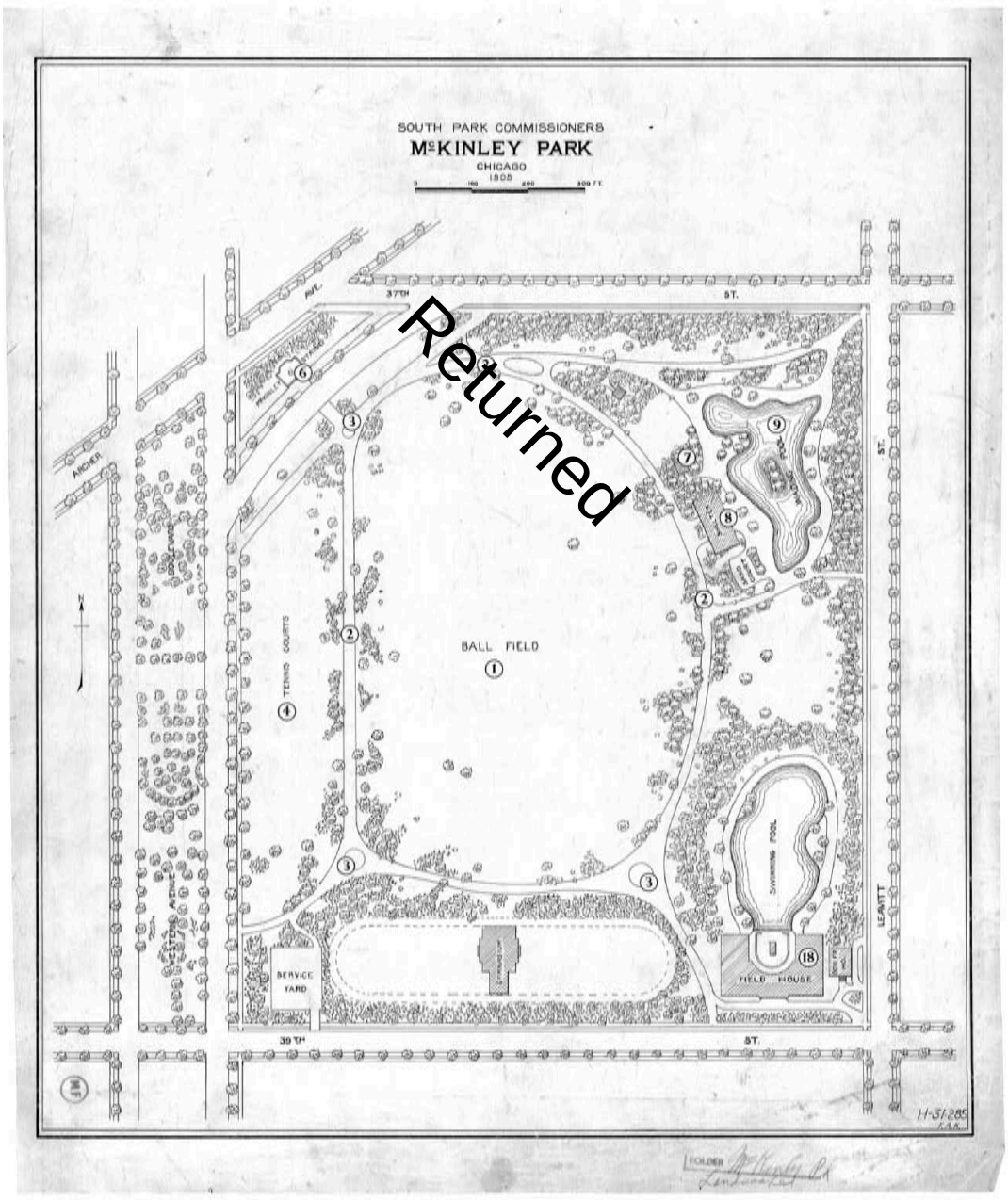
Section number McKinley Park Map A, 1905 (Attachment: 24) Page 1

A

McKinley Park
South Park Commission Plan of 1905



United States Department of the Interior
National Park Service

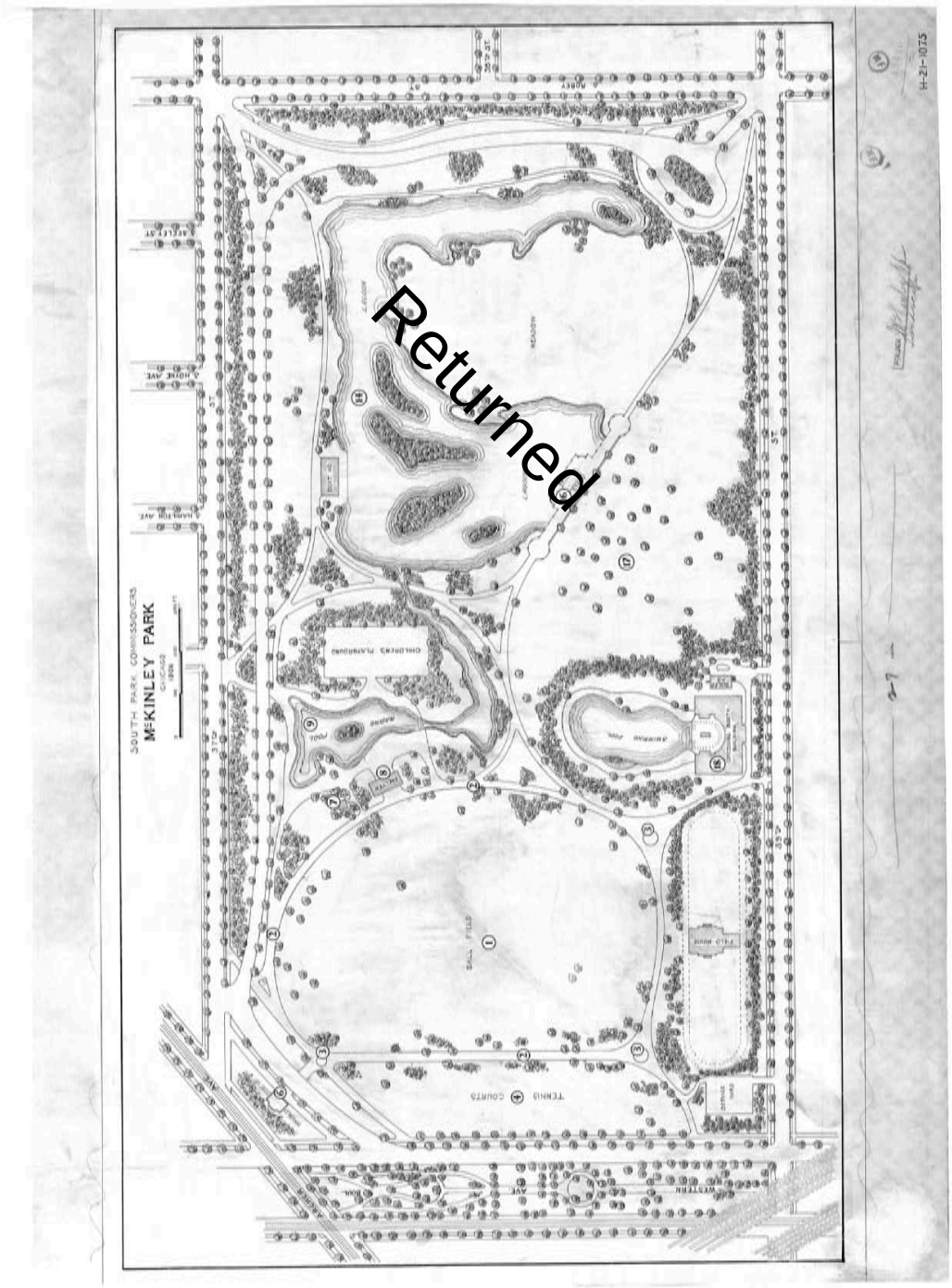
National Register of Historic Places Continuation Sheet

The Chicago Park Boulevard System Historic District
Name of Property
Cook, Illinois
County and State
Not Applicable
Name of multiple listing (if applicable)

Section number McKinley Park Map B, 1906 (Attachment: 25) Page 1

B

McKinley Park
South Park Commission Plan of 1906



United States Department of the Interior
National Park Service

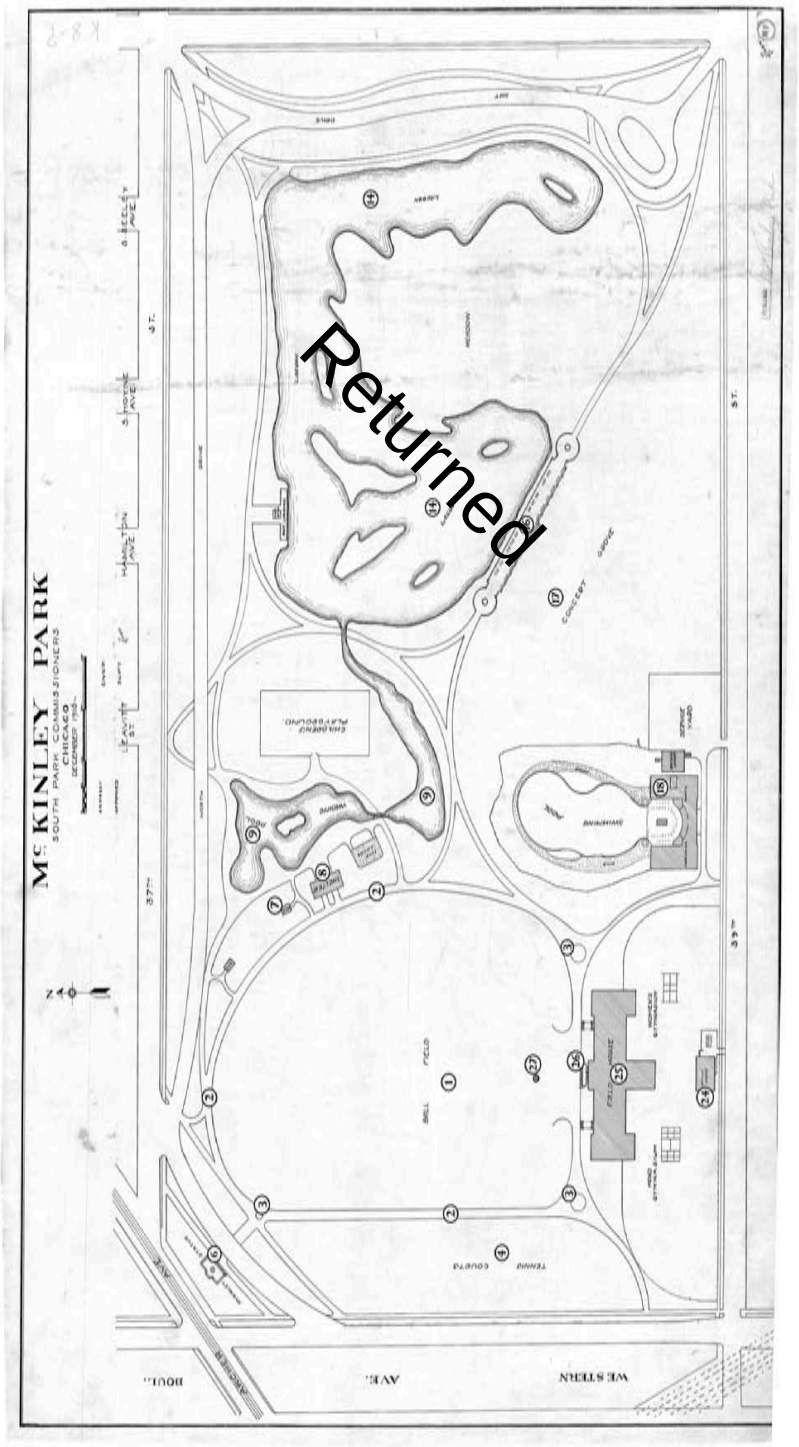
National Register of Historic Places Continuation Sheet

The Chicago Park Boulevard System Historic District
Name of Property
Cook, Illinois
County and State
Not Applicable
Name of multiple listing (if applicable)

Section number McKinley Park Map C, 1916 (Attachment: 26) Page 1

©

McKinley Park
South Park Commission Plan of 1916



Returned

United States Department of the Interior
National Park Service

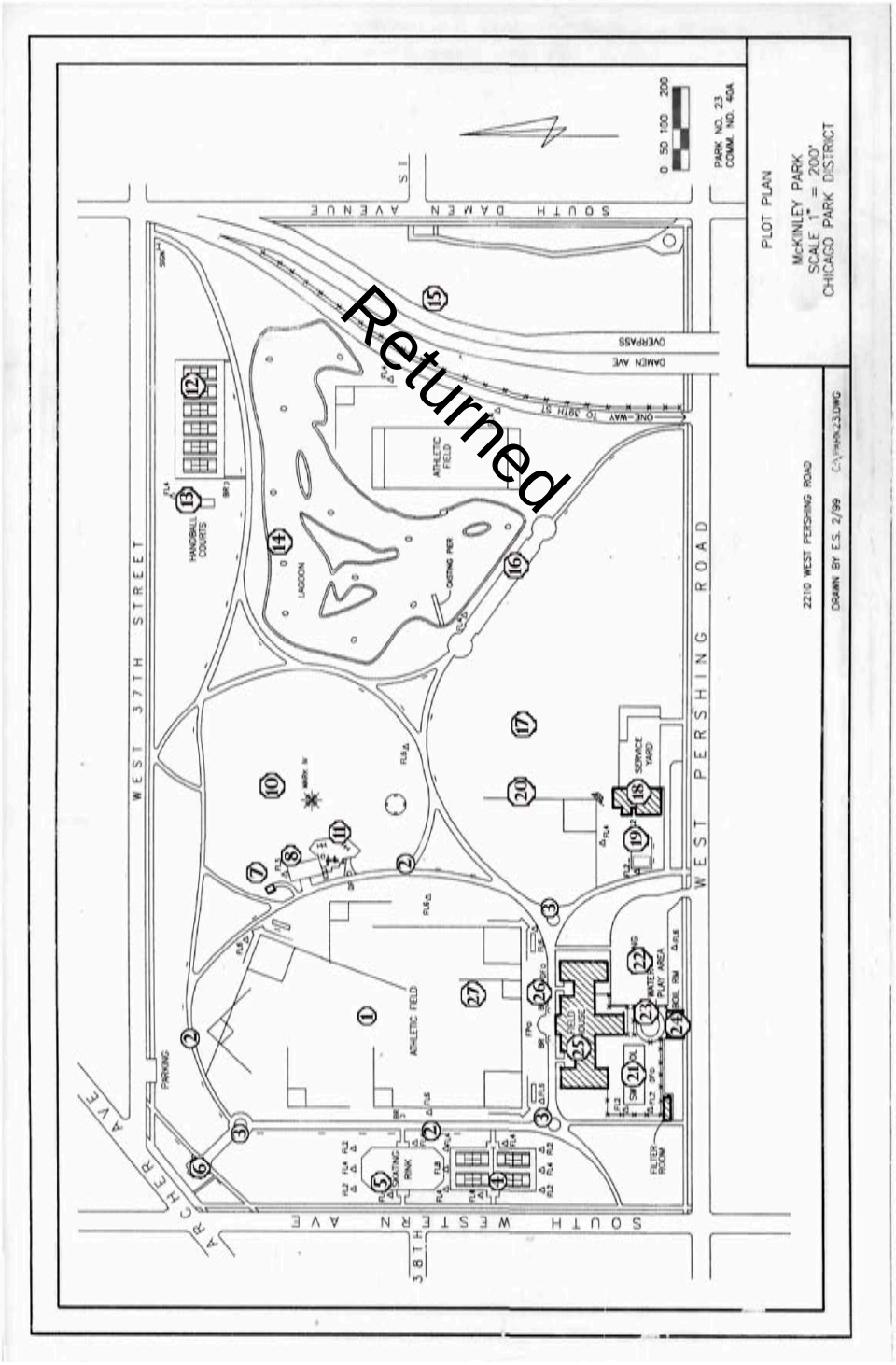
National Register of Historic Places Continuation Sheet

The Chicago Park Boulevard System Historic District
Name of Property
Cook, Illinois
County and State
Not Applicable
Name of multiple listing (if applicable)

Section number McKinley Park Map D, 1999 (Attachment: 27) Page 1

D

McKinley Park
Chicago Park District Plot Plan of 1999



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

The Chicago Park Boulevard System Historic District
Name of Property
Cook, Illinois
County and State
Not Applicable
Name of multiple listing (if applicable)

Section number McKinley Park Map E, 2008 (Attachment: 28) Page 1

E

McKinley Park
2008 Aerial Photograph

McKinley (William) Park (23)
2210 W. Pershing Rd.



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

The Chicago Park Boulevard System Historic District
Name of Property
Cook, Illinois
County and State
Not Applicable
Name of multiple listing (if applicable)

Section number Aerials of Listed Parks (Attachment: 29) Page 1

Midway Plaisance
2008 Aerial Photograph



Midway Plaisance Park (1268)
Woodlawn Avenue (1600 E.)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

The Chicago Park Boulevard System Historic District
Name of Property
Cook, Illinois
County and State
Not Applicable
Name of multiple listing (if applicable)

Section number Aerials of Listed Parks (Attachment: 29) Page 2

Jackson Park
2008 Aerial Photograph

Jackson (Andrew) Park (19)
6401 S. Stony Island Ave.



Washington Park
2008 Aerial Photograph

Washington (George) Park (21)
5531 S. King Dr.



Sherman Park
2008 Aerial Photograph



Garfield Park
2013 Aerial Photograph



Humboldt Park
2008 Aerila Photograph

Humboldt (Baron Von) Park (219)
1440 N. Sacramento Blvd.



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

The Chicago Park Boulevard System Historic District
Name of Property
Cook, Illinois
County and State
Not Applicable
Name of multiple listing (if applicable)

Section number Chicago System Boundaries, Keys and Maps (Attachment: 30) Page 1

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DIGITAL PHOTOGRAPHY LIST

IL – Cook County – The Chicago Park Boulevard System Historic District #001
The Chicago Park Boulevard System Historic District
Black Soldiers Monument
E. 35th St. and S. Dr. Martin Luther King Junior Dr.
Chicago, Cook County, Illinois
View of West Side of Sculpture, Facing Northeast
Digital Photo Taken by Susan Benjamin, March 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #002
The Chicago Park Boulevard System Historic District
D. Harry Hammer House
3656 S. Dr. Martin Luther King Junior Dr.
Chicago, Cook County, Illinois
View of East Elevation, Facing Southwest
Digital Photo Taken by Susan Benjamin, June 2010

Returned

IL – Cook County – The Chicago Park Boulevard System Historic District #003
The Chicago Park Boulevard System Historic District
The Pearl and The Carolyn
3830-3838 S. Dr. Martin Luther King Junior Dr.
Chicago, Cook County, Illinois
View of East Elevations, Facing Northwest
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #004
The Chicago Park Boulevard System Historic District
4018-4020 S. Dr. Martin Luther King Junior Dr.
Chicago, Cook County, Illinois
View of East Elevations, Facing Southwest
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #005
The Chicago Park Boulevard System Historic District
4000 Block, West Side of S. Dr. Martin Luther King Junior Dr.
Chicago, Cook County, Illinois
View of East Elevations, Facing Northwest
Digital Photo Taken by Susan Benjamin, March 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #006
The Chicago Park Boulevard System Historic District
4300 Block, East Side of S. Dr. Martin Luther King Junior Dr.
Chicago, Cook County, Illinois
View of West Elevations, Facing Northeast
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #007
The Chicago Park Boulevard System Historic District
Sinai Temple
4600 S. Dr. Martin Luther King Junior Dr.
Chicago, Cook County, Illinois
View of North and East Elevations, Facing Southwest
Digital Photo Taken by Susan Benjamin, March 2010

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IL – Cook County – The Chicago Park Boulevard System Historic District #008
The Chicago Park Boulevard System Historic District
Corpus Christi Church
4910 S. Dr. Martin Luther King Junior Dr.
Chicago, Cook County, Illinois
View of East Elevation, Facing Southwest
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #009
The Chicago Park Boulevard System Historic District
4900 Block, East Side of S. Dr. Martin Luther King Junior Dr.
Chicago, Cook County, Illinois
View of West Elevations, Facing Northeast
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #010
The Chicago Park Boulevard System Historic District
400 Block, South Side of E. Oakwood Blvd.
Chicago, Cook County, Illinois
View of North Elevations, Facing Southeast
Digital Photo Taken by Susan Benjamin, March 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #011
The Chicago Park Boulevard System Historic District
622 E. Oakwood Blvd.
Chicago, Cook County, Illinois
View of South Elevation, Facing Northwest
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #012
The Chicago Park Boulevard System Historic District
600 Block, North Side of E. Oakwood Blvd.
Chicago, Cook County, Illinois
View of South Elevations, Facing Northwest
Digital Photo Taken by Susan Benjamin, June 2010

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IL – Cook County – The Chicago Park Boulevard System Historic District #013
The Chicago Park Boulevard System Historic District
Abraham Lincoln Center
700 E. Oakwood Blvd.
Chicago, Cook County, Illinois
View of South Elevation, Facing Northwest
Digital Photo Taken by Susan Benjamin, March 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #014
The Chicago Park Boulevard System Historic District
725-729 E. Oakwood Blvd.
Chicago, Cook County, Illinois
View of North Elevation, Facing Southwest
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #015
The Chicago Park Boulevard System Historic District
First Church of Christ Science
4017-4023 S. Drexel Blvd.
Chicago, Cook County, Illinois
View of West Elevation, Facing Northeast
Digital Photo Taken by Susan Benjamin, March 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #016
The Chicago Park Boulevard System Historic District
4100 Block, East Side of S. Drexel Blvd.
Chicago, Cook County, Illinois
View of West Elevations, Facing Northeast
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #017
The Chicago Park Boulevard System Historic District
Martin Ryerson House
4845-4851 S. Drexel Blvd.
Chicago, Cook County, Illinois
View of West Elevation, Facing Northeast
Digital Photo Taken by Susan Benjamin, March 2010

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IL – Cook County – The Chicago Park Boulevard System Historic District #018
The Chicago Park Boulevard System Historic District
4800 Block, West Side of S. Drexel Blvd.
Chicago, Cook County, Illinois
View of East Elevations, Facing Northwest
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #019
The Chicago Park Boulevard System Historic District
John A. McGill House
4920-4948 S. Drexel Blvd.
Chicago, Cook County, Illinois
View of East Elevation, Facing Northwest
Digital Photo Taken by Susan Benjamin, March 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #020
The Chicago Park Boulevard System Historic District
Drexel Square
Chicago, Cook County, Illinois
View of Square, Facing Northwest
Digital Photo Taken by Susan Benjamin, March 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #021
The Chicago Park Boulevard System Historic District
800 Block, South Side of Drexel Square
Chicago, Cook County, Illinois
View of North Elevations, Facing Southeast
Digital Photo Taken by Susan Benjamin, February 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #022
The Chicago Park Boulevard System Historic District
Washington Park, View of Lagoon
Chicago, Cook County, Illinois
View of Lagoon, Facing Northwest
Digital Photo Taken by Susan Benjamin, June 2010

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IL – Cook County – The Chicago Park Boulevard System Historic District #023
The Chicago Park Boulevard System Historic District
Midway Plaisance, View East from S. Cottage Grove Ave.
Chicago, Cook County, Illinois
Midway Plaisance, Facing East
Digital Photo Taken by Susan Benjamin, March 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #024
The Chicago Park Boulevard System Historic District
Joseph Bond Chapel/William Wieboldt Hall
1050-1058 E. 59th St.
Chicago, Cook County, Illinois
View of South Elevation, Facing North
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #025
The Chicago Park Boulevard System Historic District
St. Paul's Church and Sonia Shankman Orthogenic School
1365-1375 E. 60th St.
Chicago, Cook County, Illinois
View of North Elevation, Facing Southeast
Digital Photo Taken by Susan Benjamin, March 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #026
The Chicago Park Boulevard System Historic District
Lorado Taft Midway Studios
6016 S. Ingleside Ave.
Chicago, Cook County, Illinois
View of North Elevation, Facing Southeast
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #027
The Chicago Park Boulevard System Historic District
Jackson Park, View of Museum of Science and Industry/Fine Arts Building
Chicago, Cook County, Illinois
View of Lagoon, Facing Northwest
Digital Photo Taken by Susan Benjamin, June 2010

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IL – Cook County – The Chicago Park Boulevard System Historic District #028
The Chicago Park Boulevard System Historic District
300 Block, South Side of E. Garfield Blvd.
Chicago, Cook County, Illinois
View of North Elevations, Facing South
Digital Photo Taken by Susan Benjamin, March 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #029
The Chicago Park Boulevard System Historic District
Visitation Church
843 W. Garfield Blvd.
Chicago, Cook County, Illinois
View of North Elevation, Facing Southeast
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #030
The Chicago Park Boulevard System Historic District
Sherman Park, View of Lagoon
Chicago, Cook County, Illinois
View of Lagoon, Facing Northeast
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #031
The Chicago Park Boulevard System Historic District
5226 S. Loomis Blvd., Non-Contributing Building
Chicago, Cook County, Illinois
View of East Elevation, Facing Northwest
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #032
The Chicago Park Boulevard System Historic District
5201 S. Racine Ave., Non-Contributing Building
Chicago, Cook County, Illinois
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #033
The Chicago Park Boulevard System Historic District
1600 Block, North Side of W. Garfield Blvd.
Chicago, Cook County, Illinois
View of South Elevations, Facing Northeast
Digital Photo Taken by Susan Benjamin, March 2010

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IL – Cook County – The Chicago Park Boulevard System Historic District #034
The Chicago Park Boulevard System Historic District
1700 W. Garfield Blvd.
Chicago, Cook County, Illinois
View of West Elevation, Facing Southeast
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #035
The Chicago Park Boulevard System Historic District
1722 W. Garfield Blvd.
Chicago, Cook County, Illinois
View of West Elevation, Facing Northeast
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #036
The Chicago Park Boulevard System Historic District
2100 Block, North Side of W. Garfield Blvd.
Chicago, Cook County, Illinois
View of South Elevations, Facing Northwest
Digital Photo Taken by Susan Benjamin, March 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #037
The Chicago Park Boulevard System Historic District
2301 W. Garfield Blvd.
Chicago, Cook County, Illinois
View of North Elevation, Facing Southwest
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #038
The Chicago Park Boulevard System Historic District
Gage Park Field House
2411 W. 55th St.
Chicago, Cook County, Illinois
View of North Elevation, Facing Southeast
Digital Photo Taken by Susan Benjamin, June 2010

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IL – Cook County – The Chicago Park Boulevard System Historic District #039
The Chicago Park Boulevard System Historic District
Interior, Gage Park Field House
2411 W. 55th St.
Chicago, Cook County, Illinois
View of Auditorium, Facing Southeast
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #040
The Chicago Park Boulevard System Historic District
5300 Block, West Side of S. Western Blvd.
Chicago, Cook County, Illinois
View of Boulevard, Facing Northwest
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #041
The Chicago Park Boulevard System Historic District
2414 W. 53rd St.
Chicago, Cook County, Illinois
View of East Elevation, Facing Northwest
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #042
The Chicago Park Boulevard System Historic District
5147 S. Western Blvd.
Chicago, Cook County, Illinois
View of West Elevation, Facing East
Digital Photo Taken by Susan Benjamin, February 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #043
The Chicago Park Boulevard System Historic District
Western Avenue Pumping Station
4919-4959 S. Western Blvd.
Chicago, Cook County, Illinois
View of West Elevation, Facing Northeast
Digital Photo Taken by Susan Benjamin, June 2010

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IL – Cook County – The Chicago Park Boulevard System Historic District #044
The Chicago Park Boulevard System Historic District
4425 S. Western Blvd.
Chicago, Cook County, Illinois
View of West Elevation, Facing Northeast
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #045
The Chicago Park Boulevard System Historic District
4300 Block, East Side of S. Western Blvd.
Chicago, Cook County, Illinois
View of West Boulevard, Facing Southeast
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #046
The Chicago Park Boulevard System Historic District
4304 S. Western Blvd.
Chicago, Cook County, Illinois
View of East Elevation, Facing West
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #047
The Chicago Park Boulevard System Historic District
4043-4047 S. Western Blvd.
Chicago, Cook County, Illinois
View of West Elevation, Facing East
Digital Photo Taken by Susan Benjamin, March 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #048
The Chicago Park Boulevard System Historic District
Central Manufacturing District
2100-2200 Block, South Side of W. Pershing Rd.
Chicago, Cook County, Illinois
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #049
The Chicago Park Boulevard System Historic District
Central Manufacturing District Clock Tower
2001 W. Pershing Rd.
Chicago, Cook County, Illinois
View of East Elevation, Facing Southwest
Digital Photo Taken by Susan Benjamin, February 2010

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IL – Cook County – The Chicago Park Boulevard System Historic District #050
The Chicago Park Boulevard System Historic District
McKinley Park, View of Lagoon
Chicago, Cook County, Illinois
View of Lagoon, Facing Southwest
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #051
The Chicago Park Boulevard System Historic District
McKinley Park Field House
Chicago, Cook County, Illinois
View of North Elevation, Facing Southeast
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #052
The Chicago Park Boulevard System Historic District
McKinley Park Bath House
Chicago, Cook County, Illinois
View of West Elevation, Facing Southeast
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #053
The Chicago Park Boulevard System Historic District
Parisian Novelty Company
3510-3524 S. Western Blvd.
Chicago, Cook County, Illinois
View of East Elevation, Facing Southwest
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #054
The Chicago Park Boulevard System Historic District
3456 S. Western Ave.
Chicago, Cook County, Illinois
View of East Elevation, Facing Northwest
Digital Photo Taken by Susan Benjamin, June 2010

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IL – Cook County – The Chicago Park Boulevard System Historic District #055
The Chicago Park Boulevard System Historic District
Western Avenue Bridge from 33rd Street, South of Sanitary and Ship Canal
Chicago, Cook County, Illinois
View of Bridge's Eastern Side, Facing Northwest
Digital Photo Taken by Susan Benjamin, February 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #056
The Chicago Park Boulevard System Historic District
W. 31st Blvd., Facing West from S. Western Boulevard
Chicago, Cook County, Illinois
View of Boulevard, Facing Southwest
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #057
The Chicago Park Boulevard System Historic District
Cook County Criminal Court House
2600 S. California Ave.
Chicago, Cook County, Illinois
View of East Elevation, Facing Northwest
Digital Photo Taken by Susan Benjamin, February 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #058
The Chicago Park Boulevard System Historic District
St. Maximilian Kolbe Catholic School
2817 W. 24th Blvd.
Chicago, Cook County, Illinois
View of North Elevation, Facing South
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #059
The Chicago Park Boulevard System Historic District
W. 24th Blvd., from S. Marshall Blvd.
Chicago, Cook County, Illinois
View of Boulevard, Facing Northeast
Digital Photo Taken by Susan Benjamin, March 2010

Returned

IL – Cook County – The Chicago Park Boulevard System Historic District #060
The Chicago Park Boulevard System Historic District
Jacques Marquette Monument
S. Marshall Blvd. and W. 24th Blvd.
Chicago, Cook County, Illinois
View of Sculpture's Northeast Side, Facing Southwest
Digital Photo Taken by Susan Benjamin, March 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #061
The Chicago Park Boulevard System Historic District
2100 Block, East Side of S. Marshall Blvd.
Chicago, Cook County, Illinois
View of Boulevard, Facing Southeast
Digital Photo Taken by Susan Benjamin, March 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #062
The Chicago Park Boulevard System Historic District
St. Anthony Hospital
2875 W. 19th St.
Chicago, Cook County, Illinois
View of North Elevation, Facing Southeast
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #063
The Chicago Park Boulevard System Historic District
3000 Block, South Side of W. 19th St.
Chicago, Cook County, Illinois
View of North Elevations, Facing Southeast
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #064
The Chicago Park Boulevard System Historic District
W. 19th St. Alley, Contributing Garage
Chicago, Cook County, Illinois
View of West Elevation, Facing Northeast
Digital Photo Taken by Susan Benjamin, June 2010

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IL – Cook County – The Chicago Park Boulevard System Historic District #065
The Chicago Park Boulevard System Historic District
Nathaniel Pope School
1852 S. Albany Ave.
Chicago, Cook County, Illinois
View of East Elevation, Facing Southwest
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #066
The Chicago Park Boulevard System Historic District
Flower Hall, Douglas Park
Chicago, Cook County, Illinois
View of West Elevation, Facing Southeast
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #067
The Chicago Park Boulevard System Historic District
Lanterns, Douglas Park
Chicago, Cook County, Illinois
View of East Side of Lanterns, Facing West
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #068
The Chicago Park Boulevard System Historic District
View towards Flower Hall, Douglas Park
Chicago, Cook County, Illinois
View across Lagoon, Facing Southwest
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #069
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Benches, Douglas Park
Chicago, Cook County, Illinois
View of West Side of Benches, Facing Northeast
Digital Photo Taken by Susan Benjamin, June 2010

Returned

IL – Cook County – The Chicago Park Boulevard System Historic District #070
The Chicago Park Boulevard System Historic District
Concrete Bench, Douglas Park
Chicago, Cook County, Illinois
View of West Side of Benches, Facing Northwest
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #071
The Chicago Park Boulevard System Historic District
Maimonides Hospital Building/Mt. Sinai
1500 S. California Blvd.
Chicago, Cook County, Illinois
View of West Elevation, Facing Southeast
Digital Photo Taken by Susan Benjamin, February 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #072
The Chicago Park Boulevard System Historic District
Douglas Park Field House
Chicago, Cook County, Illinois
View of South Elevation, Facing Northwest
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #073
The Chicago Park Boulevard System Historic District
Iron Bridge, Douglas Park
Chicago, Cook County, Illinois
View of North Side of Bridge, Facing Southeast
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #074
The Chicago Park Boulevard System Historic District
Stone Bridge, Douglas Park
Chicago, Cook County, Illinois
View of East Side of Bridge, Facing Northwest
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #075
The Chicago Park Boulevard System Historic District
St. Agatha Roman Catholic Rectory
3147 W. Douglas Blvd.
Chicago, Cook County, Illinois
Digital Photo Taken by Susan Benjamin, February 2010

Returned

IL – Cook County – The Chicago Park Boulevard System Historic District #076
The Chicago Park Boulevard System Historic District
3200 Block, W. Douglas Blvd.
Chicago, Cook County, Illinois
View of Boulevard, Facing East
Digital Photo Taken by Susan Benjamin, March 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #077
The Chicago Park Boulevard System Historic District
3223 W. Douglas Blvd.
Chicago, Cook County, Illinois
View of North and West Elevation, Facing Southeast
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #078
The Chicago Park Boulevard System Historic District
Jewish People's Institute Building
3500-3516 W. Douglas Blvd.
Chicago, Cook County, Illinois
View of South and East Elevation, Facing Northwest
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #079
The Chicago Park Boulevard System Historic District
Congregation Anshe Roumania Synagogue
3620-3624 W. Douglas Blvd.
Chicago, Cook County, Illinois
View of South Elevation, Facing Northwest
Digital Photo Taken by Susan Benjamin, March 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #080
The Chicago Park Boulevard System Historic District
Theodore Herzl Public School
3701-3725 W. Douglas Blvd.
Chicago, Cook County, Illinois
View of North Elevation, Facing Southeast
Digital Photo Taken by Susan Benjamin, June 2010

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IL – Cook County – The Chicago Park Boulevard System Historic District #081
The Chicago Park Boulevard System Historic District
American Youth and Independence Day Fountain, Independence Square
Chicago, Cook County, Illinois
View of North Side of Sculpture, Facing Southwest
Digital Photo Taken by Susan Benjamin, March 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #082
The Chicago Park Boulevard System Historic District
S. Independence Blvd. Viaduct, From 900 Block of S. Independence Blvd.
Chicago, Cook County, Illinois
View of North Side of Viaduct, Facing Southeast
Digital Photo Taken by Susan Benjamin,

IL – Cook County – The Chicago Park Boulevard System Historic District #083
The Chicago Park Boulevard System Historic District
800 Block, S. Independence Blvd.
Chicago, Cook County, Illinois
View of Boulevard, Facing Northwest
Digital Photo Taken by Susan Benjamin, March 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #084
The Chicago Park Boulevard System Historic District
100 Block, West Side of S. Hamlin Blvd.
Chicago, Cook County, Illinois
View of South and East Elevations, Facing Northwest
Digital Photo Taken by Susan Benjamin, March 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #085
The Chicago Park Boulevard System Historic District
Garfield Park Field House
Chicago, Cook County, Illinois
View of East Elevation, Facing Southwest
Digital Photo Taken by Susan Benjamin, June 2010

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IL – Cook County – The Chicago Park Boulevard System Historic District #086
The Chicago Park Boulevard System Historic District
Garfield Square
Chicago, Cook County, Illinois
View of Square, Facing Northeast
Digital Photo Taken by Susan Benjamin, March 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #087
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DeLuxe Line Loose Leave Devices and Supplies
500 N. Spaulding Ave.
Chicago, Cook County, Illinois
View of South and East Elevations, Facing Northwest
Digital Photo Taken by Susan Benjamin, March 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #088
The Chicago Park Boulevard System Historic District
Sprague, Warner and Company
461-605 N. Sacramento Blvd.
Chicago, Cook County, Illinois
View of West Elevation, Facing Southeast
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #089
The Chicago Park Boulevard System Historic District
Cribben and Sexton Company Building
620-722 N. Sacramento Blvd.
Chicago, Cook County, Illinois
View of East Elevation, Facing Southwest
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #090
The Chicago Park Boulevard System Historic District
800 Block, West Side of N. Sacramento Blvd.
Chicago, Cook County, Illinois
View of East Elevations, Facing Northwest
Digital Photo Taken by Susan Benjamin, June 2010

Returned

IL – Cook County – The Chicago Park Boulevard System Historic District #091
The Chicago Park Boulevard System Historic District
1316 N. Kedzie Ave.
Chicago, Cook County, Illinois
View of East Elevation, Facing Southwest
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #092
The Chicago Park Boulevard System Historic District
Daughters of Zion Jewish Day Nursery and Infant Home
1401-1409 N. California Ave.
Chicago, Cook County, Illinois
View of West and South Elevation, Facing Northeast
Digital Photo Taken by Susan Benjamin, February 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #093
The Chicago Park Boulevard System Historic District
Humboldt Park Lagoon, View towards Refectory/Boat House
Chicago, Cook County, Illinois
View of Lagoon, Facing Southwest
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #094
The Chicago Park Boulevard System Historic District
1445 N. California Ave.
Chicago, Cook County, Illinois
View of West Elevation, Facing East
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #095
The Chicago Park Boulevard System Historic District
Humboldt Park Swedish Mission Church
1455 N. California Ave.
Chicago, Cook County, Illinois
View of West and South Elevation, Facing Northeast
Digital Photo Taken by Susan Benjamin, June 2010

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IL – Cook County – The Chicago Park Boulevard System Historic District #096
The Chicago Park Boulevard System Historic District
1550 N. Kedzie Blvd.
Chicago, Cook County, Illinois
View of North and East Elevation, Facing Southwest
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #097
The Chicago Park Boulevard System Historic District
2906 W. North Ave.
Chicago, Cook County, Illinois
View of South and East Elevation, Facing Northwest
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #098
The Chicago Park Boulevard System Historic District
W. North Ave. and N. Humboldt Blvd.
Chicago, Cook County, Illinois
View of Boulevard, Facing Northwest
Digital Photo Taken by Susan Benjamin, March 2010

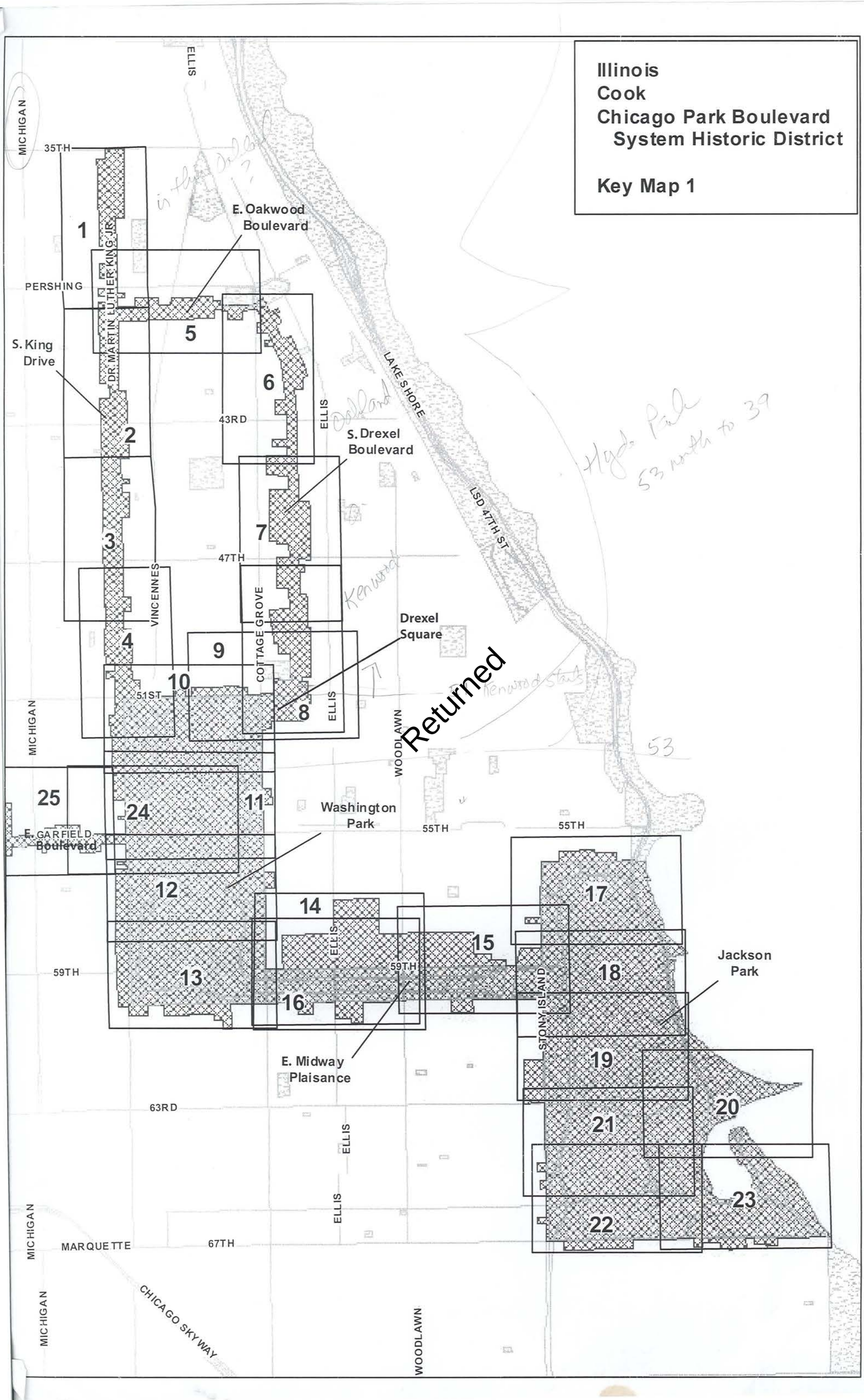
IL – Cook County – The Chicago Park Boulevard System Historic District #099
The Chicago Park Boulevard System Historic District
Palmer Square
Chicago, Cook County, Illinois
View of Square, Facing Northeast
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #100
The Chicago Park Boulevard System Historic District
2500 Block, East Side of N. Kedzie Blvd.
Chicago, Cook County, Illinois
View of Boulevard, Facing Southeast
Digital Photo Taken by Susan Benjamin, June 2010

Returned

IL – Cook County – The Chicago Park Boulevard System Historic District #101
The Chicago Park Boulevard System Historic District
Logan Square
Chicago, Cook County, Illinois
View of Square, Facing Southeast
Digital Photo Taken by Susan Benjamin, June 2010

IL – Cook County – The Chicago Park Boulevard System Historic District #102
The Chicago Park Boulevard System Historic District
2800 Block, West Side of W. Logan Blvd.
Chicago, Cook County, Illinois
View of Boulevard, Facing East
Digital Photo Taken by Susan Benjamin, June 2010


Illinois
Cook
Chicago Park Boulevard
System Historic District
Key Map 1
Returned
E. Oakwood Boulevard
S. King Drive
S. Drexel Boulevard
Drexel Square
Washington Park
E. GARFIELD Boulevard
E. Midway Plaisance
Jackson Park
DR MARTIN LUTHER KING JR
LAKE SHORE
LSD 47TH ST
STONY ISLAND
CHICAGO SKY WAY
MICHIGAN
ELLIS
WOODLAWN
VINCENNES
COTTAGE GROVE
PERSHING
35TH
43RD
47TH
51ST
55TH
59TH
63RD
MARQUETTE
67TH
1
2
3
4
5
6
7
8
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11
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13
14
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16
17
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Illinois
Cook
Chicago Park Boulevard
System Historic District

Key Map 2

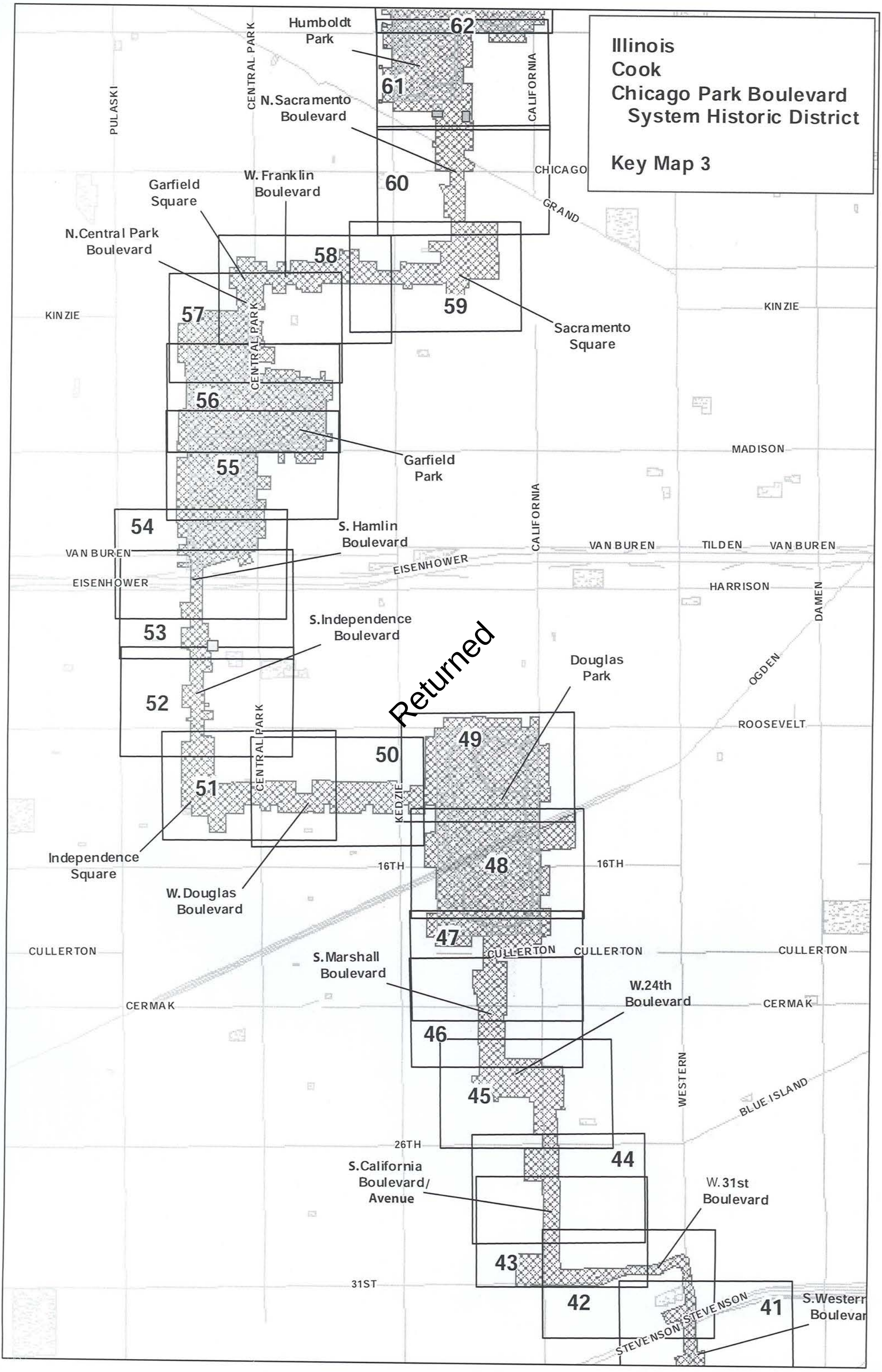
Returned

43
42
41
40
39
38
37
36
35
34
33
32
31
30
29
28
27
26
25
24
1
2
3
4
5
9
10
11
12

31ST
STEVENSON DAMEN AV
STEVENSON
STEVENSON I55 KEDZIE AV
S. Western Boulevard/ Avenue
DAMEN
RACINE
STEWART
35TH
McKinley Park
ARCHER
PERSHING
43RD
POPE JOHN PAUL II
CALIFORNIA
S. Western Boulevard/ Avenue
DAN RYAN
LSD 47TH ST
S. King Drive
DR MARTIN LUTHER KING JR
VINCENNES
47TH
WESTERN
ASHLAND
HALSTED
STATE
MICHIGAN
Sherman Park
W. Garfield Boulevard
51ST
W./ E. Garfield Boulevard
DAN RYAN LOCAL
KEDZIE
Gage Park
55TH
GARFIELD

Illinois
Cook
Chicago Park Boulevard System Historic District

Key Map 3



Illinois
Cook
Chicago Park Boulevard
System Historic District

Key Map 4

KENNEDY
KENNEDY EXPRESS
ELSTON
KEDZIE
PULASKI
DIVERSEY
Logan Square
N.Kedzie Boulevard
66
67
W. Logan Boulevard
MILWAUKEE
FULLERTON
Palmer Square
65
WESTERN
KENNEDY
KENNEDY
N. Humboldt Boulevard
ARMITAGE
PULASKI
CENTRAL PARK
KEDZIE
64
CALIFORNIA
63
NORTH
Returned
Humboldt Park
62
DIVISION
CENTRAL PARK
61
N. Sacramento Boulevard
CHICAGO
Garfield Square
W. Franklin Boulevard
60
GRAND
N. Central Park Boulevard
58
59
DAMEN
KINZIE
KINZIE
57
Sacramento Square
56
MADISON
Garfield Park
55
CALIFORNIA
54
S. Hamlin Boulevard
VAN BUREN
VAN BUREN
EISENHOWER
TILDEN
VAN BUREN
EISENHOWER
HARRISON
OGDEN
53
Independence

S PRAIRIE AVE

S CALUMET AVE

E PERSHING RD

S GILES AVE

E 37TH ST

S PRAIRIE AVE

S CALUMET AVE

E 38TH ST

S CALUMET AVE

S CALUMET AVE

S CALUMET AVE

S. Dr. Martin Luther King Jr. Dr.

Returned

E 35TH ST

E BROWNING AVE

E 36TH PL

E 36TH ST

S VERNON AVE

S RHODES AVE

E. 38TH PL

E. 38TH ST

E. 37TH PL

E. Oakwood Boulevard

Illinois
Cook
Chicago Park Boulevard System
Historic District
Map 1 - Dr Martin Luther King Jr Dr

▲ Non Contributing Properties

Victory Monument
Already Listed on
National Register
of Historic Places

S PRAIRIE AVE

S PRAIRIE AVE

E 44TH ST

E 43RD ST

E 42ND ST

S CALUMET AVE

E 41ST ST

E 40TH ST

S CALUMET AVE

S DR MARTIN LUTHER KING JR DR

S. Dr. Martin Luther King Jr. Dr.

S DR MARTIN LUTHER KING JR DR

Returned

E. Oakwood Boulevard

E BOWEN AVE

E 42ND PL

E 42ND ST

E 41ST ST

E 40TH ST

S VERNON AVE

S VINCENNES AVE

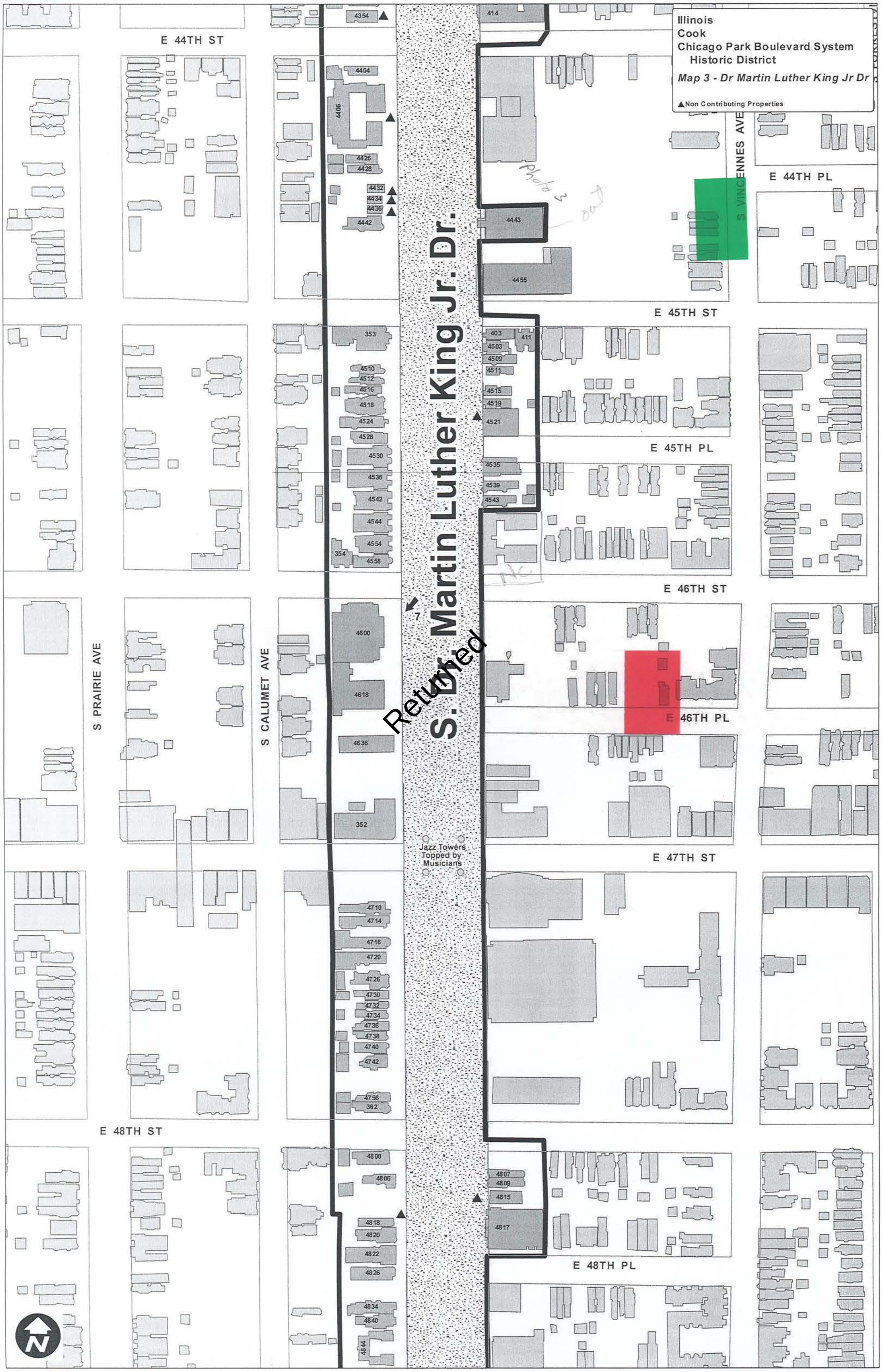
S FORRESTVILLE AVE

S VINCENNES AVE

S EBERHART AVE

Illinois
Cook
Chicago Park Boulevard System
Historic District
Map 2 - Dr Martin Luther King Jr Dr

▲Non Contributing Properties


Illinois
Cook
Chicago Park Boulevard System
Historic District
Map 3 - Dr Martin Luther King Jr Dr
▲Non Contributing Properties
E 44TH ST
E 44TH PL
E 45TH ST
E 45TH PL
E 46TH ST
E 46TH PL
E 47TH ST
E 48TH ST
E 48TH PL
S PRAIRIE AVE
S CALUMET AVE
S VINCENNES AVE
S. Dr. Martin Luther King Jr. Dr.
Returned
Jazz Towers Topped by Musicians
Photo 3
out
N

S PRAIRIE AVE

E 50TH ST

E 49TH ST

E 48TH ST

S CALUMET AVE

S CALUMET AVE

George Washington Monument

S. Dr. Martin Luther King Jr. Dr.

Returned

S. ELLSWORTH DR

Washington Park

Park Already Listed on National Register of Historic Places

S WASHINGTON PARK CT

E 50TH PL

E 50TH ST

E 48TH PL

S VINCENNES AVE

S FORRESTVILLE AVE

E 51ST ST

Illinois
Cook
Chicago Park Boulevard System Historic District
Map 4 - Dr Martin Luther King Jr Dr

▲Non Contributing Properties

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 5 - Oakwood Boulevard

▲ Non Contributing Properties

E. Oakwood Boulevard

E 38TH ST

E 38TH PL

E 40TH ST

E 41ST ST

E PERSHING RD

S CALUMET AVE

S VERNON AVE

S RHODES AVE

S VINCENNES AVE

S LANGLEY AVE

S DREXEL BLVD

S COTTAGE GROVE AVE

S EBERHART AVE

S. Dr. Martin Luther King Jr. Dr.

Returned

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 6 - Drexel Boulevard

▲Non Contributing Properties

E. Oakwood Boulevard

Fountain

S LANGLEY AVE

S ELLIS AVE

S OAKLAND

S COTTAGE GROVE AVE

S. Drexel Boulevard

E 40TH ST

E 41ST ST

E BOWEN AVE

E 42ND ST

E 42ND PL

E 43RD ST

E 44TH ST

S EVANS AVE

644 700 649 725 747 749 3918 3920 3922 3961 3963 3965 3967 3978 3979 3983 4013 4014 4017 4018 4020 4025 4031 4037 4043 4103 4111 4115 4119 4121 4123 4127 4129 4131 4133 4135 4137 4143 4147 4149 4200 4202 4204 4234 4240 4244 4246 4248 4336 815 4400 4408

15 16

Returned

VACANT

NC

2

S EVANS AVE

S COTTAGE GROVE AVE

E 48TH ST

E 47TH PL

E 47TH ST

E 46TH ST

S EVANS AVE

S COTTAGE GROVE AVE

E 44TH ST

816
4830
4850
4750
4742
4740
4734
4730
4720
4716
4700
817
4630
4626
4610
4600
812
4548
4530
4520
4518
4512
4508
4500
819
4420
815
4418
4408
4400

Returned

S. Drexel Boulevard

S DREXEL BLVD

17

4825
4851
4815
4805
4801
4719
4711
900
4625
4619
4611
4605
4601
4545
4537
4523

S INGLESIDE AVE

E 48TH ST

E 46TH ST

E 45TH ST

E 44TH ST

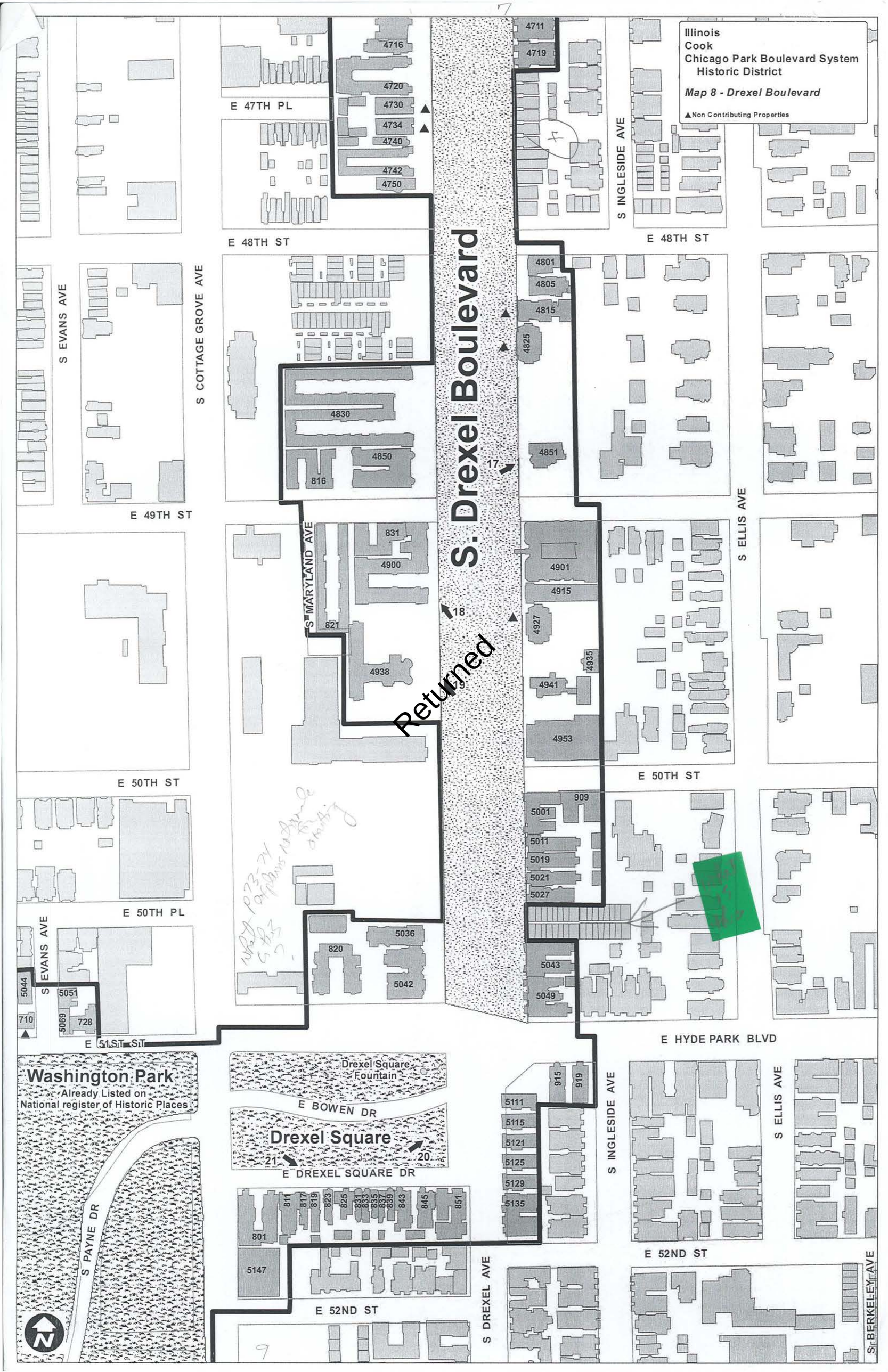
S ELLIS AVE

S ELLIS AVE

S BERKELEY

Illinois
Cook
Chicago Park Boulevard System
Historic District
Map 7 - Drexel Boulevard

▲ Non Contributing Properties


Illinois
Cook
Chicago Park Boulevard System
Historic District
Map 8 - Drexel Boulevard
▲Non Contributing Properties
S. Drexel Boulevard
Returned
E 47TH PL
E 48TH ST
E 49TH ST
E 50TH ST
E 50TH PL
E 51ST ST
E HYDE PARK BLVD
E BOWEN DR
E DREXEL SQUARE DR
E 52ND ST
S EVANS AVE
S COTTAGE GROVE AVE
S MARYLAND AVE
S INGLESIDE AVE
S ELLIS AVE
S DREXEL AVE
S BERKELEY AVE
S PAYNE DR
Washington Park
Already Listed on
National register of Historic Places
Drexel Square
Drexel Square Fountain
4711
4719
4716
4720
4730
4734
4740
4742
4750
4801
4805
4815
4825
4830
4850
816
4851
17
831
4900
821
18
4901
4915
4927
4935
4938
4941
4953
909
5001
5011
5019
5021
5027
5036
820
5042
5043
5049
5044
5051
5069
728
710
915
919
5111
5115
5121
5125
5129
5135
811
817
819
823
825
831
833
835
837
839
843
845
851
801
5147
21
20

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 9 - Drexel Square

▲ Non Contributing Properties

S ST LAWRENCE AVE
S CHAMPLAIN AVE
S LANGLEY AVE
S COTTAGE GROVE AVE
E 50TH ST
E 50TH PL
S EVANS AVE
E 51ST ST
S. Drexel Boulevard
S ELLIS AVE
E HYDE PARK BLVD
Returned
Drexel Square Fountain
E BOWEN DR
Drexel Square
E DREXEL SQUARE DR
S INGLESIDE AVE
S GREENWOOD AVE
E 52ND ST
S BERKELEY AVE
S PAYNE DR

Washington Park

Already Listed on National register of Historic Places

Drexel lot 51 & 52 sounds like district. see p. 161

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 10 - Washington Park

▲ Non Contributing Properties

Washington Park

Park Already Listed on
National Register of Historic Places

Returned

S DR MARTIN LUTHER KING JR DR
George Washington Monument
5007
5014
5035
S WASHINGTON PARK CT
S VINCENNES AVE
S FORRESTVILLE AVE
S ST LAWRENCE AVE
S CHAMPLAIN AVE
E 50TH PL
S EVANS AVE
544
552
600
5053
634
640
644
650
656
660
700
702
710
728
E 51ST ST
E HYDE PARK BLVD
E BOWEN DR
Drexel Square
21
E DREXEL SQUARE DR
801
811
817
819
5147
E 52ND ST
5114
5130
5140
5152
5200
5210
5212
5216
5220
5228
5240
5244
5248
5256
E 53RD ST
363
S DR MARTIN LUTHER KING JR DR
S ELLSWORTH DR
S PAYNE DR
E NAVAL ARMORY DR
S COTTAGE GROVE AVE
E 53RD ST
N

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 11 - Washington Park

▲ Non Contributing Properties

Returned

Washington Park

Park Already Listed on
National Register of Historic Places

5240
5244
5248
5256
E 53RD ST
363
5312
5322
5326
5336
E 54TH ST
S MARTIN LUTHER KING JR DR
S ELLSWORTH DR
5428
E 54TH PL
E GARFIELD BLVD
E 55TH PL
E MORGAN DR
S RUSSELL DR
E RAINEY DR
S PAYNE DR
E 55TH DR
S COTTAGE GROVE AVE
804
E 54TH ST
805
E 55TH ST

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 12 - Washington Park

▲ Non Contributing Properties

S ELLSWORTH DR

E GARFIELD BLVD

E 55TH PL

5536

E 56TH ST

5600
5610
5612
5614
5618
5624
5628
5634
5640
5644
5656

E 57TH ST

5714
5720
5722
5728
5746
364

E 58TH ST

S DR MARTIN LUTHER KING JR DR

E MORGAN DR

E POOL DR

S RUSSELL DR

E RAINEY DR

Returned

Washington Park

Park Already Listed on
National Register of Historic Places

S LOOP DR

S PAYNE DR

E 57TH DR

E 56TH ST

5611

5629

S COTTAGE GROVE AVE

E 57TH ST

E 58TH ST

N

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 13 - Washington Park

▲ Non Contributing Properties

Washington Park

Park Already Listed on
National Register of Historic Places

Returned

E 58TH ST

S DR MARTIN LUTHER KING JR DR

S RUSSELL DR

E 59TH ST

S COTTAGE GROVE AVE

E 60TH ST

E MIDWAY PLAISANCE

S PAYNE DR

E BEST DR

S ST LAWRENCE DR

S VERNON AVE

S EBERHART AVE

S RHODES AVE

S CHAMPLAIN AVE

S WOODLAWN AVE

22

23

5728
5746
364
5810
5812
5826
5838
5846
5850
5856
5900
5904
5910
5914
5916
5922
5924
5930
5934
5936
370
411
413
415
417
423
501
505
509
515
521
541
539
547
549
601
607
609
613
615
619
6002

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 14 - Midway Plaisance

▲ Non Contributing Properties

Midway Plaisance

Boulevard Already Listed on
National Register of Historic Places

Returned

Washington Park
Boulevard Already Listed on
National Register of Historic Places

E 57TH DR
E 57TH ST
E 58TH ST
E 59TH ST
E 60TH ST
E MIDWAY PLAISANCE
E MIDWAY PLAISANCE

S COTTAGE GROVE AVE
S MARYLAND AVE
S ELLIS AVE
S UNIVERSITY AVE
S WOODLAWN AVE
S KIMBARK AVE

5709 1025 1131
5735
5747 1110 1118
5801
5815 5812
5824
5839 5840
950
860
5841
922 970
1101 1115 5828
5845 5836 5835 5844
1010 1058 1116 1126
1155
1156
1144
5815
1212

23 24

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 15 - Midway Plaisance

▲ Non Contributing Properties

S WOODLAWN AVE
S KIMBARK AVE
S KENWOOD AVE
S DORCHESTER AVE
S BLACKSTONE AVE
S HARPER AVE
S STONY ISLAND AVE

E 58TH ST
E 59TH ST
E MIDWAY PLAISANCE
E MIDWAY PLAISANCE
E 60TH ST
E 60TH ST

5801
5811
5815
5823
1362
1212
1414
1442
5736
5830
1316
1524
1315
1365

Returned

Midway Plaisance

Boulevard Already Listed on National Register of Historic Places

25

Jackson Park

Park Already Listed on National Register of Historic Places

connects to map 14

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 16 - Midway Plaisance

▲ Non Contributing Properties

Washington Park
Park Already Listed on
National Register of Historic Places

E 58TH ST

5747 1110 1118

5801

5815 5812 5824 5811 1101 1115 5828

5839 5840 5845 5836 5835 5844

860 950

5841 922 970 1010 1058 1116 1126

S UNIVERSITY AVE

1155 1156 1144

S WOODLAWN AVE

5815 1212

E 59TH ST

23 24

Returned

E MIDWAY PLAISANCE

S ELLIS AVE

Midway Plaisance

E MIDWAY PLAISANCE

Boulevard Already Listed on
National Register of Historic Places

26

E 60T

923-37 6016

1005

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 17 - Jackson Park

▲ Non Contributing Properties

PARK PL
S HARPER AVE
S LAKE PARK AVE
S CORNELL AVE
S HYDE PARK BLVD
S EVERETT AVE
S SHORE DR
E 56TH ST
1642
1700
5555
S STONY ISLAND AVE
S HYDE PARK DR
E 57TH DR
E 57TH ST
5736
Returned
S EVERETT DR
E MUSEUM DR
E MUSEUM DR
S CORNELL DR
S COLUMBIA DR
E SCIENCE DR
S LAKE SHORE DR

Lake Michigan

Jackson Park

Park Already Listed on National Register of Historic Places

27

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 18 - Jackson Park

▲ Non Contributing Properties

5830-44

1516

1524

E 59TH ST

E MIDWAY PLAISANCE

S STONY ISLAND AVE

S COLUMBIA DR

Returned

Jackson Park

Park Already Listed on
National Register of Historic Places

S LAKE SHORE DR

Lake Michigan

E 60TH ST

E PUBLIC WAY

S HARPER AVE

S CORNELL DR

E MIDWAY PLAISANCE

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 19 - Jackson Park

▲ Non Contributing Properties

E 60TH ST

S HARPER AVE

S STONY ISLAND AVE

S CORNELL DR

Lake Michigan

S LAKE SHORE DR

E 61ST ST

E 62ND ST

S PARK SHORE EAST CT

6220

E HAYES DR

Jackson Park

Returned

Park Already Listed on
National Register of Historic Places

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 20 - Jackson Park

▲ Non Contributing Properties

E HAYES DR

Returned

Jackson Park

Park Already Listed on National Register of Historic Places

Lake Michigan

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 21 - Jackson Park

▲ Non Contributing Properties

S PARK SHORE EAST CT

E 63RD ST

E 64TH ST

S STONY ISLAND AVE

S CORNELL DR

E HAYES DR

S RICHARDS DR

S COAST GUARD DR

E MARQUETTE DR

E 65TH ST

E 65TH PL

6450

6516

Returned

Jackson Park

Park Already Listed on National Register of Historic Places

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 22 - Jackson Park

▲ Non Contributing Properties

S CORNELL DR

S RICHARDS DR

S COAST GUARD DR

6450

E 65TH ST

6516

E 65TH PL

S CORNELL DR

E MARQUETTE DR

Returned

Jackson Park

Park Already Listed on
National Register of Historic Places

S STONY ISLAND AVE

E MARQUETTE RD

1550

E 66TH PL

S JEFFERY DR

E 67TH ST

S CORNELL AVE

S EAST END AVE

S RIDGELAND AVE

S CREGIER AVE

S CONSTANCE AVE

S BENNETT AVE

S EUCLID AVE

S JEFFERY BLVD

S CHAPPEL AVE

S STONY ISLAND AVE

1627

1643

1701

1707

6700

1733

1747

1809

2015

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 23 - Jackson Park

▲ Non Contributing Properties

Harbor

Lake Michigan

S COAST GUARD DR

S PROMONTORY DR

COMMODORE WHALEN DR

E MARQUETTE DR

Returned

S JEFFERY DR

Jackson Park

Park Already Listed on National Register of Historic Places

E 67TH ST

S EUCLID AVE

S JEFFERY BLVD

2015

S CHAPPEL AVE

6701

2049

S CLYDE AVE

2101

2125

S MERRILL AVE

2139

S PAXTON AVE

2201

2221

6700

S CRANDON AVE

S OGLESBY AVE

SOUTH SHORE DR

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 24 - Garfield Boulevard

▲ Non Contributing Properties

E 53RD ST

363

5312

5322

5326

5336

S CALUMET AVE

E 54TH ST

S PRAIRIE AVE

S MARTIN LUTHER KING JR DR

5428

E 54TH PL

S ELLSWORTH DR

Returned

Washington Park

Already Listed on
National register of Historic Places

200

5444

5448

218

224

230

E. Garfield Boulevard

28

Bridge

5501

305

315

323

327

E 55TH PL

5536

E 56TH ST

5600

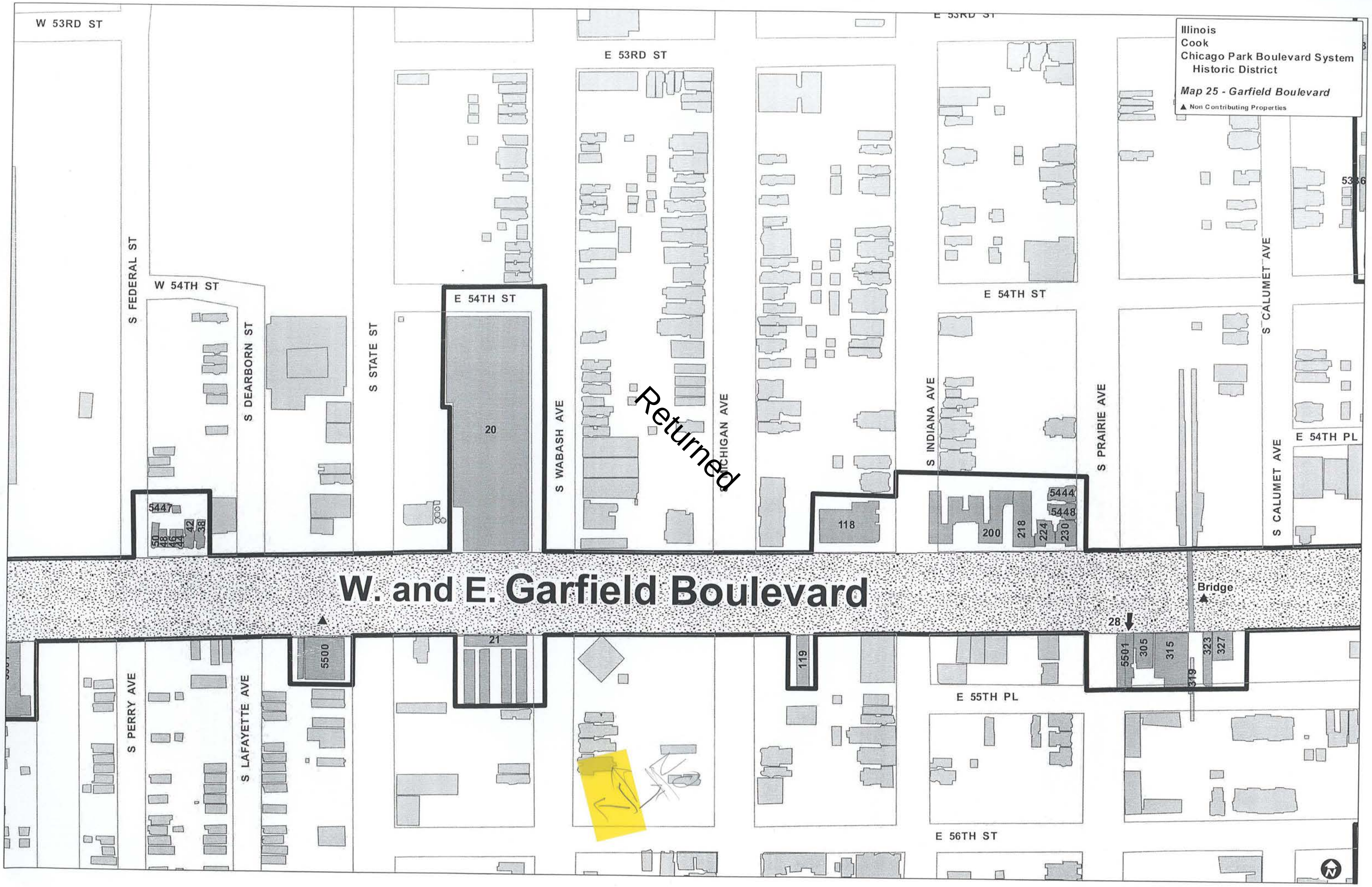
E MORGAN DR

E POOL DR

S RUSSELL DR

E RAINEY DR

S PAYNE DR



Illinois
Cook
Chicago Park Boulevard System
Historic District
Map 25 - Garfield Boulevard
▲ Non Contributing Properties
W 53RD ST
E 53RD ST
W 54TH ST
E 54TH ST
E 54TH PL
E 55TH PL
E 56TH ST
S FEDERAL ST
S DEARBORN ST
S STATE ST
S WABASH AVE
S MICHIGAN AVE
S INDIANA AVE
S PRAIRIE AVE
S CALUMET AVE
S PERRY AVE
S LAFAYETTE AVE
W. and E. Garfield Boulevard
Bridge
Returned
20
21
28
5447
50
48
46
44
42
38
5500
118
119
200
218
224
230
5444
5448
5501
305
315
319
323
327

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 27 - Garfield Boulevard

▲ Non Contributing Properties

W. Garfield Boulevard

W 53RD PL

W 54TH ST

W 54TH PL

W 56TH ST

S MORGAN ST

S HALSTED ST

S UNION AVE

S EMERALD AVE

S LOWE AVE

S WALLACE ST

S SANGAMON ST

S PEORIA ST

S GREEN ST

W GARFIELD BLVD

Bridges

Returned

29

1014 956 944 942 940 930 928 916 900 850 842 836 834 832 830 726 722 718 712 710 708 704 700 652 650 646 644 638 616 612 602 600

1023 1017 1015 1011 1009 1001 5509 923 919 917 913 907 901 843 5501 735 717 709 705 5502 645 643 639 545

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 26 - Garfield Boulevard

▲ Non Contributing Properties

W. Garfield Boulevard

W GARFIELD BLVD

Bridge

Bridge Over
Interstate 90-94,
Dan Ryan Expressway

Bridges

W 54TH ST

W 54TH PL

W 56TH ST

W TREMONT ST

S NORMAL AVE

S NORMAL BLVD

S SHIELDS AVE

S STEWART AVE

S PRINCETON AVE

S WELLS ST

S DAN RYAN EXPRESS EXPY

S DAN RYAN EXPY

S WENTWORTH AVE

S LA SALLE ST

S FEDERAL ST

S PERRY AVE

Returned

342
340

523
519
517
509
507
501

435
433
431
427
425
421
419
415
409
405

339
333

321
317
315
311

153

5501

5447
50
48
46

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 28 - Garfield Boulevard & Sherman Park

▲ Non Contributing Properties

Sherman Park

Park Already Listed on National Register of Historic Places

Returned

W. Garfield Boulevard

W 54TH ST

W 56TH ST

W GARFIELD BLVD

S LAFLIN ST

S BISHOP ST

S LOOMIS BLVD

S SHERMAN PARK

W SHERMAN PARK

S RACINE AVE

S MAY ST

S ABERDEEN ST

S CARPENTER ST

S ADA ST

S THROOP ST

S ELIZABETH ST

5300 5319 5321 5323 5325 5327 5331 5337 5339 5347 5401 5413 5417 5421 5423 5427 5429 5431 5437 5439 5441 5430 5436 5438 5440 5448 5451 5445 1400 1510 1508 1506 1450 1446 1444 1442 1438 1436 1434 1418 1416 1414 1412 1408 1122 1118 1110 1106 1102 1058 1054 1052 1048 1040 1036 1014 1515 1511 1509 1505 1455 1449 1447 1443 1439 5503 1413 1411 1359 1355 1351 1349 1347 1343 1341 1339 1335 1323 1319 1317 1315 1311 1307 5504 1259 1253 1245 1243 1239 1235 5512 1225 1223 1221 1219 1217 1211 1209 5500 1155 1151 1147 1137 1135 5507 1119 1115 1109 1107 1101 1059 1055 1053 1049 1045 1039 1035 1023 1017 1015

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 29 - Sherman Park

▲ Non Contributing Properties

Sherman Park

Park Already Listed on
National Register of Historic Places

Returned

W SHERMAN PARK

S SHERMAN PARK

S ADA ST

S THROOP ST

S ELIZABETH ST

S MAY ST

S RACINE AVE

S LOOMIS BLVD

S BISHOP ST

S LAFLIN ST

S ABERDEEN ST

S CARPENTER ST

W 52ND ST

W 53RD ST

W 54TH ST

1344
1334

1220
1214
1210
1208
1206

5202
5206
5212
5214
5216
5218
5222
5226
5228
5230
5234
5238
5242
5244
5250
5252
5254
5256

5300

5430
5436▲

▲5201
5203
5205
5207
5211
5215
5223
5225
5227
5231
5233
5235
5237
5245
5251
5253

5301
5309
5317
▲5319
▲5321
5323
▲5325
5327
5331
▲5337
5339
▲5347

5401
5413
5417
5421
5423
5427
5429
▲5431
5437

30
31
32

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 30 - Garfield Boulevard

▲ Non Contributing Properties

W. Garfield Boulevard

Returned

W 54TH ST

W GARFIELD BLVD

S WINCHESTER AVE

S WOLCOTT AVE

S HONORE ST

S WOOD ST

S HERMITAGE AVE

S PAULINA ST

S MARSHFIELD AVE

S ASHLAND AVE

S JUSTINE ST

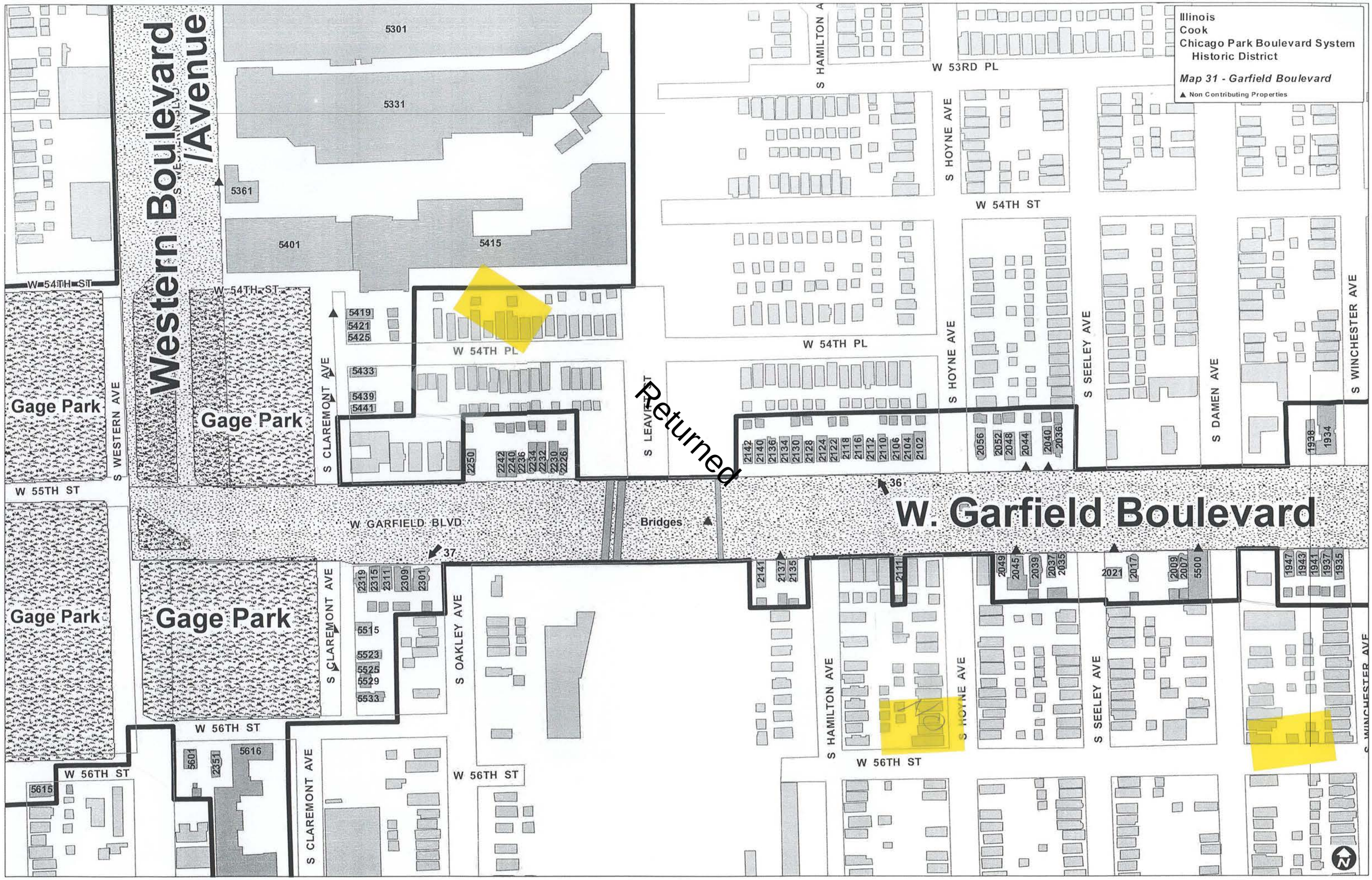
S LAFLIN ST

W 56TH ST

1938 1934 1924 1922 1920 1916 1912 1908 1906 1900 1856 1854 1850 1758 1752 1748 1742 1740 1734 1722 1720 1716 1712 1710 1706 1700 1656 1652 1648 1646 1644 1642 1638 1636 1634 1618 1616 1614 1602 1550 1546 1544 1540 5451 1520 1518 1516 1510 1508 1506 5448

35 34 33

1947 1943 1941 1937 1935 1925 1923 1919 1917 1915 1911 1907 1901 1859 1851 1849 1847 1845 1839 1837 1835 1815 1809 1807 1805 1801 1753 1751 1747 1745 1739 1735 1725 1721 1717 1715 1713 1711 1701 1657 1653 1645 1649 1643 1635 1617 1611 1609 1611 1525 1515 1511 1509 1505



Illinois
Cook
Chicago Park Boulevard System
Historic District
Map 31 - Garfield Boulevard
▲ Non Contributing Properties
Western Boulevard /Avenue
W. Garfield Boulevard
Gage Park
Gage Park
Gage Park
Gage Park
Returned
Bridges
W 54TH ST
W 54TH PL
W 53RD PL
W 55TH ST
W 56TH ST
W GARFIELD BLVD
S WESTERN AVE
S CLAREMONT AVE
S OAKLEY AVE
S HAMILTON AVE
S HOYNE AVE
S SEELEY AVE
S DAMEN AVE
S WINCHESTER AVE
5301
5331
5361
5401
5415
5419
5421
5425
5433
5439
5441
2250
2242
2240
2236
2234
2232
2230
2226
2142
2140
2136
2134
2130
2128
2124
2122
2118
2116
2112
2110
2106
2104
2102
2056
2052
2048
2044
2040
2036
1938
1934
36
37
2319
2315
2311
2309
2301
5515
5523
5525
5529
5533
2141
2137
2135
2111
2049
2045
2039
2037
2035
2021
2017
2009
2007
5500
1947
1943
1941
1937
1935
5601
2351
5616
5615

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 32 - Gage Park

▲ Non Contributing Properties

Returned

W. Western Boulevard / Avenue

W. Garfield Boulevard

Gage Park

Fountain

Bridges

38, 39

37

W 54TH ST

W 54TH PL

W 55TH ST

W 56TH ST

S CAMPBELL AVE

S ARTESIAN AVE

S MAPLEWOOD AVE

S ROCKWELL ST

S CLAREMONT AVE

S OAKLEY AVE

S LEAVITT ST

S HAMILTON AVE

5301
5331
5361
5401
5415
5516
5616

2454 2450 2446 2444 2442 2440 2436 2432

5400 5406 5410 5414 5418 5420 5422 5424 5430 5432 5440

2520 2514 2510 2508 2506 2502 2500

5419 5421 5425

5433 5439 5441

2250 2242 2240 2236 2234 2232 2230 2226

2142 2140 2136 2134 2130 2128 2124 2122

2319 2315 2311 2309 2301

2141 2137 2135

5515 5523 5525 5529 5533

2355 2351

5601 5600 5601 5614 5615

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 33 - Western Boulevard

▲ Non Contributing Properties

S. Western Boulevard / Avenue

Returned

W 51ST PL

W 52ND ST

W 53RD ST

W 54TH ST

W 52ND PL

W_53RD_PL

W 54TH_ST

S OAKLEY

S ROCKWELL ST

S MAPLEWOOD AVE

S CAMPBELL AVE

S ARTESIAN AVE

S HAMILTON AVE

5118
5121
5150
5156
5147
42
5200
5204
5206
5210
5216
5218
5224
5230
5228
5244
5246
2414
41
40
5301
5331
5361
5401
5415
2454
2450
2446
2444
2442
2440
2436
2432
5400
5406
5419
5421
Gage Park
Gage Park

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 34 - Western Boulevard

▲ Non Contributing Properties

S CAMPBELL AVE
W 48TH PL
S OAKLEY AVE
W 49TH ST
W 49TH PL
Bridges ▲
4901
4922
4928
4932
4940 ▲
4942
4944
4946
4921
4959
S. Western Boulevard
Returned
W 50TH ST
S ROCKWELL ST
S MAPLEWOOD AVE
S CAMPBELL AVE
S ARTESIAN AVE
5000
5002
5006
5010 ▲
5014 ▲
5016
5018
5026
5030
5038 ▲
5048
5001
5007
5011
5015
5019
W 50TH PL
5043
5045
S LEAVITT ST
W 51ST ST
5100
5118
5121
N

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 35 - Western Boulevard

▲ Non Contributing Properties

W 46TH ST

W 46TH PL

S ROCKWELL ST

4622
4624

4632

S. Western Boulevard/ Avenue

Returned

W 47TH ST

4709
4711

4725

W 47TH PL

S MAPLEWOOD AVE

S CAMPBELL AVE

4732
4736

4735
4737
4743
4745
4747
4751
4755
4757

S OAKLEY AVE

W 48TH ST

W 48TH PL

4901

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 36 - Western Boulevard

▲ Non Contributing Properties

S ROCKWELL ST
S MAPLEWOOD AVE
S CAMPBELL AVE
S ARTESIAN AVE
S OAKLEY AVE

W 44TH ST
W 44TH PL
W 45TH ST
W 45TH PL
W 46TH ST
W 46TH PL

S. Western Boulevard/ Avenue

Returned

4328
4334
4338
4340
4342
4344
4352
4321
4335
4401
4425
4426
4428
4432
4435
4440
4444
4448
4452
4454
4501
4622
4624
4632

45
44

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 37 - Western Boulevard

▲ Non Contributing Properties

S. Western Boulevard/ Avenue

S WESTERN BLVD

S CAMPBELL AVE

S ARTESIAN AVE

S MAPLEWOOD AVE

S OAKLEY AVE

W 41ST ST

W 42ND ST

W 42ND PL

W POPE JOHN PAUL II DR

W 43RD ST

4039
4045
4049
4057
4102 ▲
4108 ▲
4110
4111
4130 ▲
4123
4134
4136
4139
4144
4150 ▲
4152 ▲
4156 ▲
4158 ▲
4155
4201
4200
4202
4208
4220
4226
4232
4242
4252
4235
4300
4304 ▲
4312 ▲
4318
4322
4326
4328 ▲
4334
4338
4301
4311
4321

47

46

Returned

Illinois
Cook
Chicago Park Boulevard System
Historic District
Map 38 - Western Boulevard & McKinley Park
▲ Non Contributing Properties

McKinley Park

W 38TH ST
S ARCHER AVE
W 39TH PL
W 40TH ST
S MAPLEWOOD AVE
S CAMPBELL AVE
S ARTESIAN AVE
Bridges
S. Western Boulevard /Avenue
Returned
W PERSHING RD
S OAKLEY AVE
S IRVING AVE
S LEAVITT ST
S HAMILTON AVE
S HOYNE AVE
3900
3904
3930
3932
3934
3936
3938
3942
3944
3946
3948
3950
3952
3954
3956
3958
3960
2225
2165
2159
2139
3916
2101
4039
4045
4049
4057
47
48

S. Western Boulevard/ Avenue

S ARCHER AVE

2270 2266 2262 2258 2254 2252 2250 2240 2228 2226 2222 2220 2216 2210 2208 2204 2200

S LEAVITT ST

3659 3656 3655 3658 3659 3658 3659 3658 3657 3659

W 37TH ST

S HOYNE AVE

3703 3705 3707 3709 3711 3715 3719 3721 3723 3727 3729 3731 3735 3737 3741 3743 3747 3749 3757

S WINCHESTER AVE

W 38TH ST

S DAMEN AVE

3801 3805 3809 3811 3815 3817 3821 3825 3827 3829 3833 3835 3839 3841 3845 1950

McKinley Park

Returned

50

51

52

W PERSHING RD

48 PERSHING RD

49

Bridges

3900 3904

S OAKLEY AVE

2225

S IRVING AVE

2165

S LEAVITT ST

2159

2139

S HAMILTON AVE

2101

S HOYNE AVE

2055

2011

2001

W PERSHING PL

S SEELEY AVE

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 39 - McKinley Park & Western Boulevard

▲ Non Contributing Properties

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 40 - Western Boulevard

▲ Non Contributing Properties

S. Western Boulevard/Avenue

Returned

W 34TH ST

W 34TH PL

W 35TH ST

W 35TH PL

W 36TH ST

W 37TH ST

S CLAREMONT AVE

S OAKLEY AVE

S BELL AVE

S LEAVITT ST

S HAMILTON AVE

S MAPLEWOOD AVE

S CAMPBELL AVE

S ARTESIAN AVE

S ARCHER AVE

S BLAKE ST

S HOYNE AVE

3400 3402 3404 3408 3410 3412 3414 3416 3418 3422 3424

3401 3405 3409 3411 3417 3419 3423 3427

2411

3434 3436 3440 3444 3448 3452 3456

3431 3433 3435 3439 3441 3443 3445 3449 3451

54

3500 3504 3508

3501 3503 3509 3515 3517 3519 3521 3523 3529

3510

53

3528 3530 3534 3536 3538 3542 3544 3548 3550 3554

3537 3543 3545 3549 3553 3559

3601

Bridges

2240

2266 2264 2258 2254 2252 2250

2228 2226 2222 2220 2216 2210 2208 2204 2200

3659 3656 3655 3658 3659

McKinley Park

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 41 - Western Boulevard

▲ Non Contributing Properties

Sanitary and Ship Canal

Bridge

3140

Bridge Interstate 55,
Stevenson Expressway

Returned

55

S.Western Boulevard
/Avenue

3301
3302
3305
3310
3311
3313
3315
3316
3319
3322
3323
3324
3325
3326
3327
3330
3335
3336
3340
3341
3343
3344
3345
3346
3347
3348
3349
3352
3354
3356
3357
3359
3400
3401
3402
3404
3405

W BROSS AVE

W 33TH ST

W 34TH ST

S CLAREMONT AVE

S OAKLEY AVE

S BELL AVE

S LEAVITT ST

S HAMILTON AVE

Illinois
Cook
Chicago Park Boulevard System
Historic District
Map 42 - Western Boulevard & 31st Boulevard
▲ Non Contributing Properties

S.California Boulevard /Avenue

S ROCKWELL AVE

S WESTERN AVE

W. 31st Boulevard

W 31ST ST

Bridge

56

Returned

Bridge over Sanitary and Ship Canal

Sanitary and Ship Canal

S.Western Boulevard /Avenue

S WESTERN AVE

Bridge

3140

W STEVENSON EXPY

Bridge Interstate 55, Stevenson Expressway

W BROSS AVE

Illinois
Cook
Chicago Park Boulevard System
Historic District
Map 43 - California Boulevard & 31st Boulevard

▲ Non Contributing Properties

S. California Boulevard/Avenue

W 28TH ST

Returned

S ROCKWELL AVE

3000

3026

56

W 31ST ST

W. 31st Boulevard

W 31ST ST

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 44 - California Boulevard

▲ Non Contributing Properties

S SACRAM

S FRANCIS

W 26TH ST

2600

2650

Fountain

57

W 27

S.California Boulevard/ Avenue

S WASHTE

S ROCKW

S WASHTENAW AVE

W 26TH PL

S ROCKWELL AVE

W 28TH ST

S SACRAMENTO AVE

S CALIFORNIA AVE

NIA BLVD

Returned

Illinois
Cook
Chicago Park Boulevard System
Historic District
Map 45 - California Boulevard
24th Boulevard
Marshall Boulevard

▲ Non Contributing Properties

W 23RD ST
W 23RD PL
W 24TH ST
W 24TH PL
W 25TH ST
W 25TH PL
W 26TH ST
W LUTHER ST

S Marshall Boulevard
W. 24th Boulevard
S. California Boulevard/ Avenue
Returned

S WHIPPLE ST
S SACRAMENTO AVE
S BOULEVARD WAY
S FRANCISCO AVE
S WASHTENAW AVE
S ROCKWELL ST

Jacques Marquette Monument

60
59
58

2300 2302 2306 2308 2312 2318 2322 2328 2332 2334 2338 2342 2344 2346 2348 2352 2358
2301 2305 2307 2309 2311 2313 2325
2832
2801
2400
2347 2756 2754 2750 2746 2744 2740 2738 2734 2730 2728
2401 2405 2409 2411 2413 2415 2419 2421 2425
2435 2725 2437 2441 2445 2449 2451
2933 2927 2923 2921 2917 2915 2909 2907 2903 2901
2859 2857 2855 2853 2849 2847 2845 2831
2817
2434 2438 2440 2442 2446 2448 2450 2452 2454 2458
2500 2506 2510 2514 2516 2518 2520 2524
2532 2536 2538

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 46 - Marshall Boulevard

▲ Non Contributing Properties

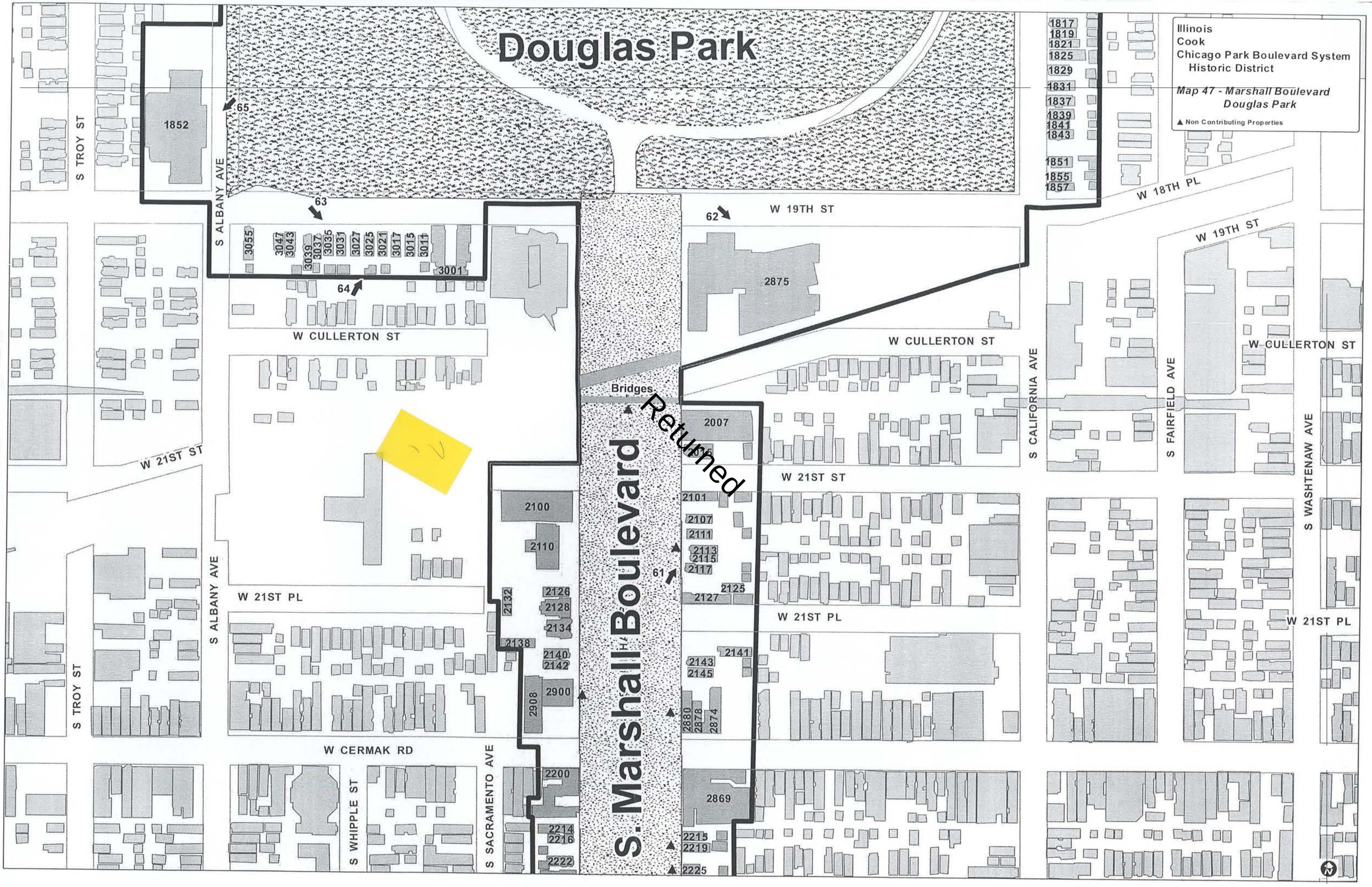
W 21ST ST
W 21ST PL
W CERMAK RD
W 22ND PL
W 23RD ST
W 23RD PL

S TROY ST
S ALBANY AVE
S WHIPPLE ST
S SACRAMENTO AVE
S CALIFORNIA AVE
S FAIRFIELD AVE
S WASHTENAW AVE

S. Marshall Boulevard
Returned

2100 2110 2126 2128 2132 2134 2138 2140 2142 2900 2908
2200 2214 2216 2222 2228 2232 2234 2236 2240 2242 2244 2246 2252 2254 2258
2300 2302 2306 2308 2312 2318 2322 2328 2332 2334 2338 2342 2344 2346 2348
2007 2015 2101 2107 2111 2113 2115 2117 2125 2127 2141 2143 2145 2869 2874 2878 2880
2219 2225 2235 2237 2241 2245 2249 2251 2253 2255 2259 2301 2305 2307 2309 2311 2313 2325
2832 2801

61


Illinois
Cook
Chicago Park Boulevard System
Historic District
Map 47 - Marshall Boulevard
Douglas Park
▲ Non Contributing Properties
Douglas Park
S. Marshall Boulevard
Returned
Bridges
S TROY ST
S ALBANY AVE
W CULLERTON ST
W 21ST ST
W 21ST PL
W CERMAK RD
S WHIPPLE ST
S SACRAMENTO AVE
W 19TH ST
W 18TH PL
S CALIFORNIA AVE
S FAIRFIELD AVE
S WASHTENAW AVE
1852
65
63
64
62
61
3055
3047
3043
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3027
3025
3021
3017
3015
3011
3001
2875
2007
2100
2110
2101
2107
2111
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2117
2125
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2126
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2138
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2141
2143
2145
2900
2908
2880
2878
2874
2200
2869
2214
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2222
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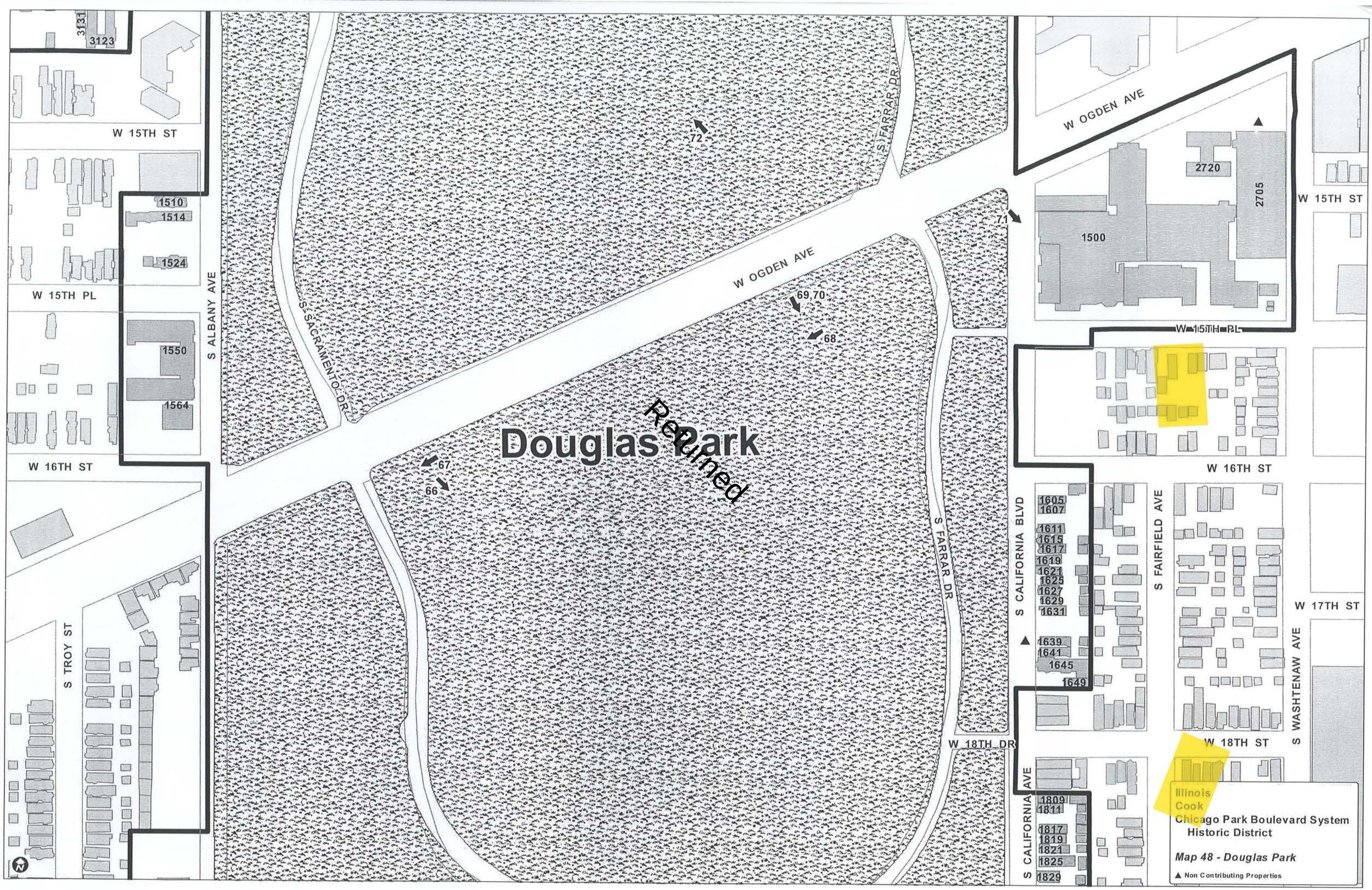
1855
1857


Douglas Park
Returned
W 15TH ST
W 15TH PL
W 16TH ST
W OGDEN AVE
S ALBANY AVE
S SACRAMENTO DR
S FARRAR DR
S TROY ST
S CALIFORNIA BLVD
S FAIRFIELD AVE
S WASHTENAW AVE
W 17TH ST
W 18TH DR
W 18TH ST
3131
3123
1510
1514
1524
1550
1564
1500
2720
2705
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1809
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1821
1825
1829
72
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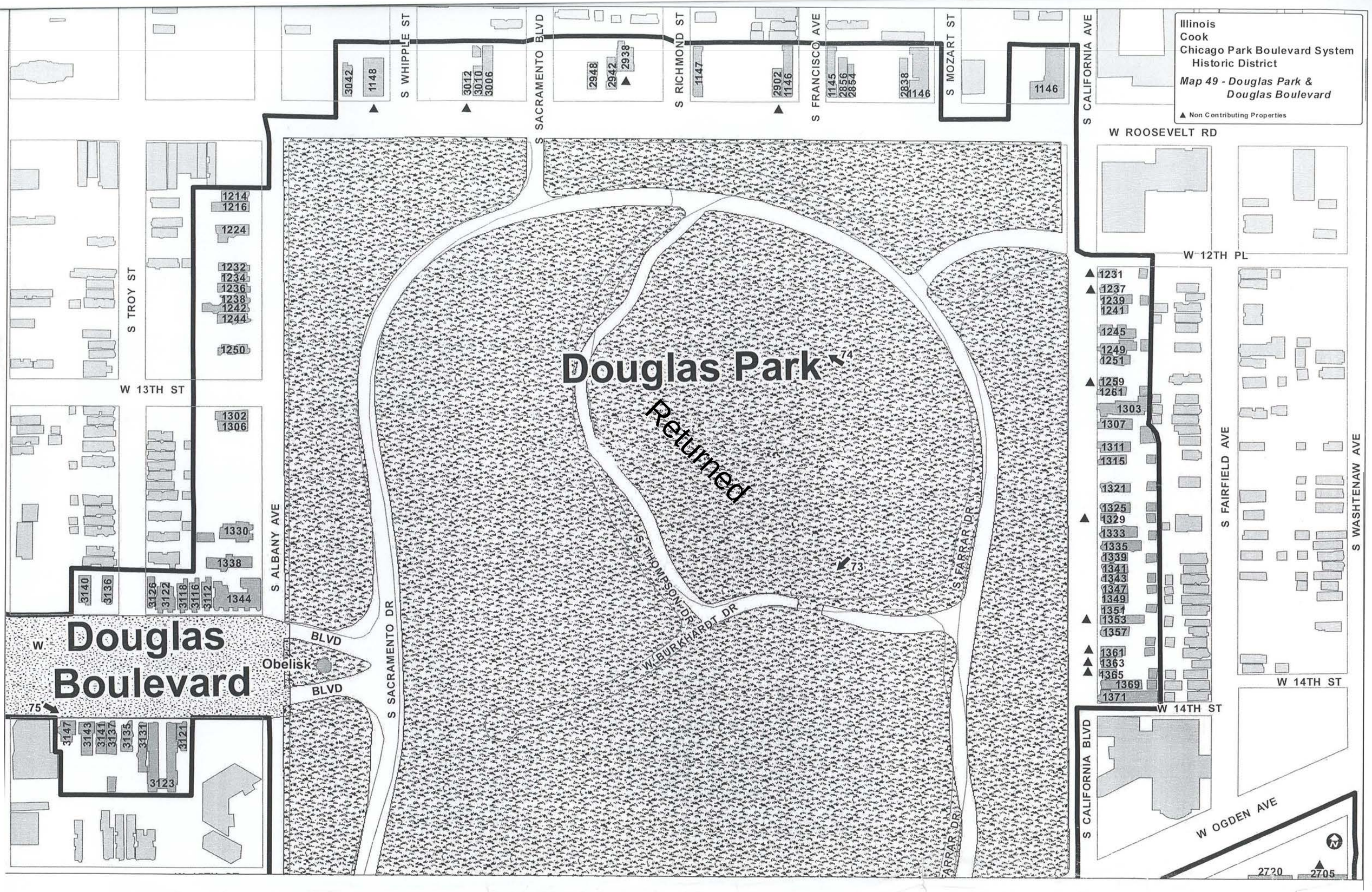
69,70
68
67
66
Illinois
Cook
Chicago Park Boulevard System
Historic District
Map 48 - Douglas Park
▲ Non Contributing Properties



Illinois
Cook
Chicago Park Boulevard System
Historic District
Map 49 - Douglas Park &
Douglas Boulevard
▲ Non Contributing Properties
Douglas Park
Returned
Douglas
Boulevard
Obelisk
S WHIPPLE ST
S SACRAMENTO BLVD
S RICHMOND ST
S FRANCISCO AVE
S MOZART ST
S CALIFORNIA AVE
W ROOSEVELT RD
W 12TH PL
S TROY ST
W 13TH ST
S ALBANY AVE
S SACRAMENTO DR
S THOMPSON DR
W BURKHARDT DR
S FARRAR DR
S FAIRFIELD AVE
S WASHTENAW AVE
W 14TH ST
S CALIFORNIA BLVD
W OGDEN AVE
BLVD
3042
1148
3012
3010
3006
2948
2942
2938
1147
2902
1146
1145
2856
2854
2838
1146
1146
1214
1216
1224
1232
1234
1236
1238
1242
1244
1250
1302
1306
1330
1338
1344
3140
3136
3126
3122
3118
3116
3112
3147
3143
3141
3137
3135
3131
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1341
1343
1347
1349
1351
1353
1357
1361
1363
1365
1369
1371
2720
2705
73
74
75

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 50 - Douglas Boulevard

▲ Non Contributing Properties

W 12TH PL

W 13TH PL

W 13TH ST

S CENTRAL PARK AVE

S ST LOUIS AVE

S HOMAN AVE

S CHRISTIANA AVE

S SPAULDING AVE

S KEDZIE AVE

S TROY ST

3608 3600 1337 3550 3548 3546 3544 3540 3528 3500 3422 3400 1335 3350 3348 3346 3342 3340 3338 3334 3312 3306 3304 3300 3252 3250 3248 3244 3242 3238 3234 3206 3224 3222 3220 3216 3140 3136 3126 3122 3118

Returned

W. Douglas Boulevard

78 76 77 75

Sculpture

3557 3553 3551 3549 3623 3521 3517 3511 3509 3507 3501 3447 3445 3441 3437 3423 3355 3347 3343 3341 3339 3323 3315 3313 3301 3243 3239 3237 3235 3223 3219 3215 3211 3209 3147 3143 3141 3137 3135 3131 3123

S DRAKE AVE

S TRUMBULL AVE

S SAWYER AVE

W 15TH ST

W 15TH ST

W 15TH PL

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 51 - Douglas Boulevard and Independence Square Independence Boulevard

▲ Non Contributing Properties

Returned

S. Independence Boulevard

Indepen-dence Square

American Youth and Independence Day Fountain

W. Douglas Boulevard

W 13TH ST

W 12TH PL

W 13TH PL

W 15TH ST

4TH ST

S AVERS AVE

S LAWNDALE AVE

S MILLARD AVE

S CENTRAL PARK AVE

S ST LOUIS AVE

S HOMAN AVE

S HAMLIN AVE

S RIDGEWAY AVE

S DRAKE AVE

S TRUMBULL AVE

1211 1217 1224 1226 1232 1234 1233 1237 1241 1245 1256

1301 1306 1308 1309 1313 1316 1317 1318 1321 1322 1323

1352 1404 1406 1410 1414 1345

3726 3716 3710 3700 3656 3650 3646 3642 3638 3634 3620 3608 3600

0 1337 3550 3548 3546 3544 3540 3528 3500

3422 3400 1335 3356 3352

3657 3653 3645 3643 3641 3639 3701 3755 3745

3557 3553 3551 3549 3623 3621 3517 3511 3509 3507 3501

3447 3445 3441 3437 3423 3355

81 80 79 78

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 52 - Independence Boulevard

▲ Non Contributing Properties

W ARTHINGTON ST

W TAYLOR ST

S SPRINGFIELD AVE

S LAWNDALE AVE

Bridge

W FILLMORE ST

S. Independence Boulevard

Returned

W GRENSHAW ST

W ROOSEVELT RD

S HARDING AVE

S AVERS AVE

S MILLARD AVE

S CENTRAL PARK AVE

W 12TH PL

808
815
819
823
82
901
911
1014
1022
1100
1108
1110
1114
1116
1118
1117
1135
1145
1146
1211
1217
1224
1226
1232
1233
1234
1237
1241

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 53 - Independence Boulevard

▲ Non Contributing Properties

Garfield Park
Park Already Listed on
National Register of Historic Places

S. Hamlin Boulevard

S. Independence Boulevard

Returned

Bridge over
Interstate 290,
Eisenhower Expressway

W VAN BUREN ST

S SPRINGFIELD AVE

W FIFTH AVE

S MILLARD AVE

W CONGRESS PKWY

W EISENHOWER EXPY

W HARRISON ST

W FLOURNOY ST

S LAWNDALE AVE

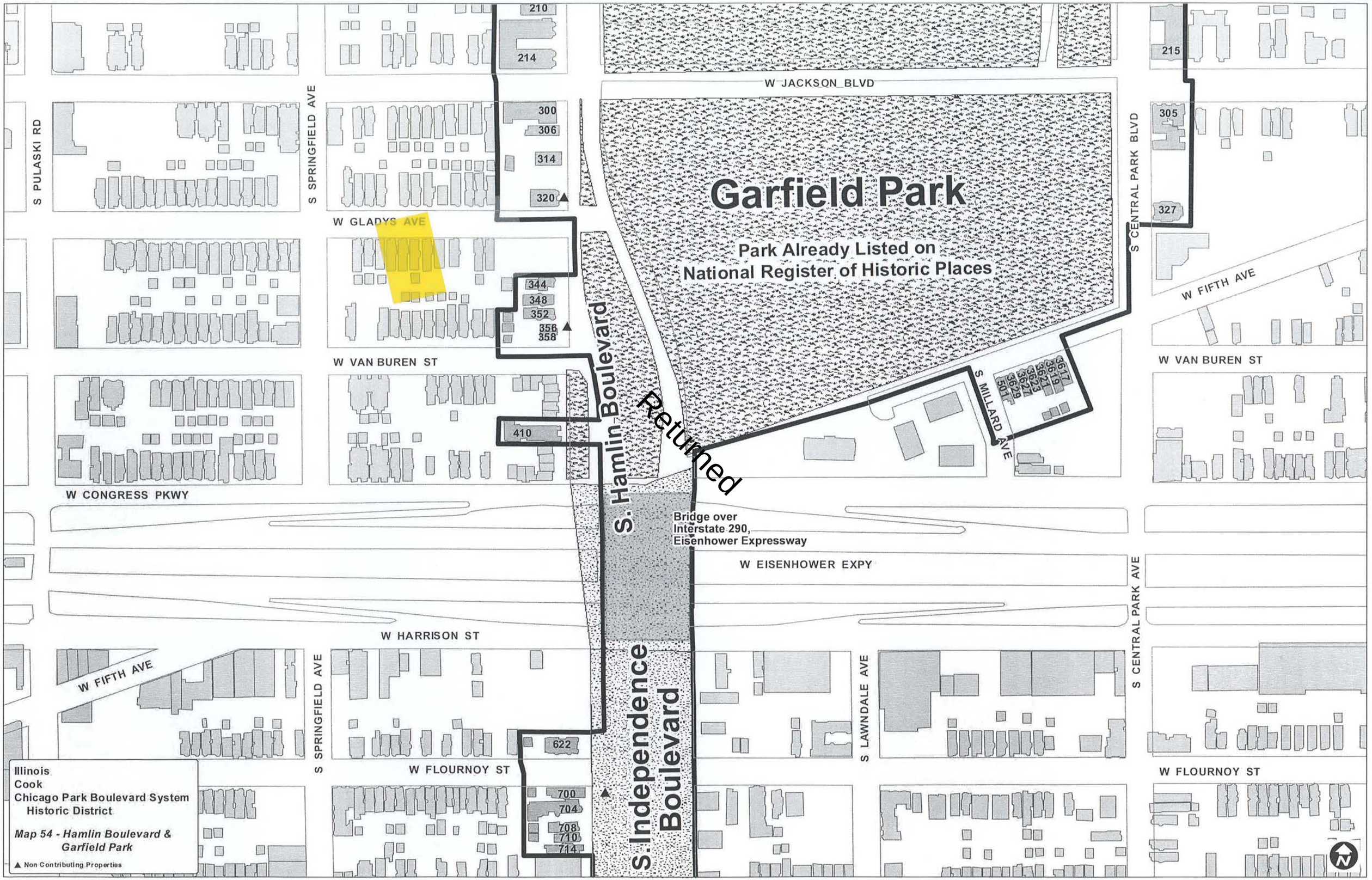
S CENTRAL PARK AVE

W LEXINGTON ST

W POLK ST

W ARTHINGTON ST

356
358
410
622
700
704
708
710
714
740
752-754
735-737
739-741
745-747
755-757
800-802
806
808
801
805
815
819
823
83
3617
3619
3621
3623
3627
3629
501



Garfield Park
Park Already Listed on
National Register of Historic Places
Bridge over
Interstate 290,
Eisenhower Expressway
Returned
S. Hamlin Boulevard
S. Independence Boulevard
W JACKSON BLVD
W GLADYS AVE
W VAN BUREN ST
W CONGRESS PKWY
W EISENHOWER EXPY
W HARRISON ST
W FLOURNOY ST
W FIFTH AVE
S PULASKI RD
S SPRINGFIELD AVE
S CENTRAL PARK BLVD
S CENTRAL PARK AVE
S MILLARD AVE
S LAWNDALE AVE
210
214
215
300
306
314
320
305
327
344
348
352
356
358
410
3617
3619
3621
3623
3627
3629
501
622
700
704
708
710
714
Illinois
Cook
Chicago Park Boulevard System
Historic District
Map 54 - Hamlin Boulevard &
Garfield Park
▲ Non Contributing Properties

Garfield Park

Park Already Listed on
National Register of Historic Places

Returned

N HAMLIN BLVD
N MCCREA DR
W WASHINGTON BLVD
124
108
100
3807
3800
W MADISON ST
N CENTRAL PARK DR
W WARREN DR
N HOMAN BLVD
3357
3801
16
18
20
W MONROE ST
S WOODWARD DR
W MUSIC COURT DR
3513
3451
3437
3427
3423
3419
3411
3409
3407
S HOMAN AVE
W MONROE ST
100
102
104
108
110
114
116
120
W WILCOX ST
S HAMLIN BLVD
S CENTRAL PARK BLVD
115
S ST LOUIS AVE
138
146
84
W ADAMS ST
W ADAMS ST
206
210
214
201
209
213
215
W JACKSON BLVD
W JACKSON BLVD

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 55 - Garfield Park

▲ Non Contributing Properties

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 56 - Garfield Park

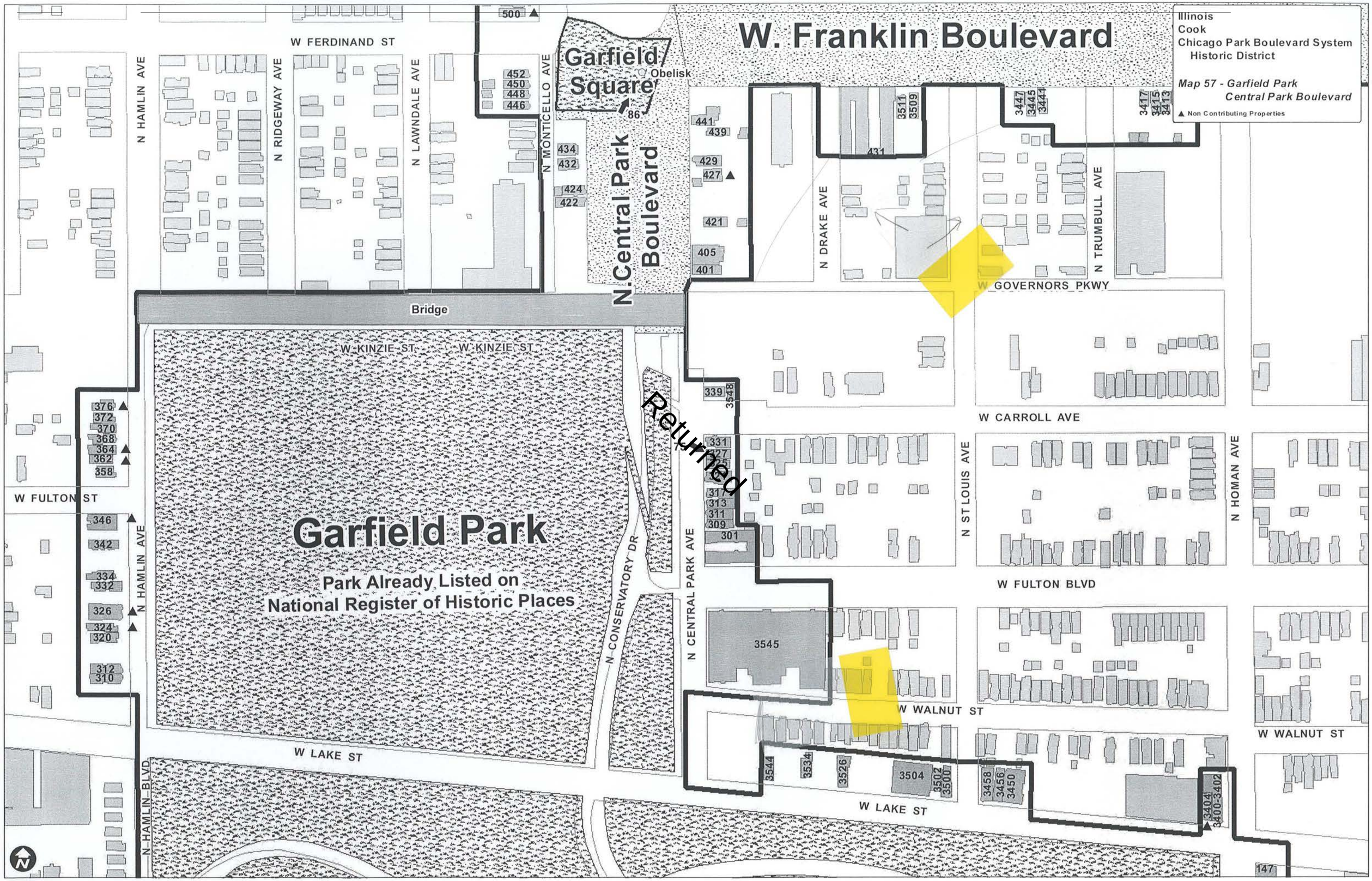
▲ Non Contributing Properties

Garfield Park

Park Already Listed on National Register of Historic Places

W FULTON BLVD
N CENTRAL PARK AVE
N CONSERVATORY DR
N ST LOUIS AVE
W WALNUT ST
N HOMAN AVE
N HAMLIN AVE
W SCHRAEDER DR
N CENTRAL PARK DR
N MCCREA DR
W MAYPOLE AVE
W WEST END AVE
W WASHINGTON BLVD
W WARREN DR
W WARREN BLVD
W MADISON ST
N HOMAN BLVD
N HAMLIN BLVD

301
334
332
326
324
320
312
310
3545
3544
3534
3526
3504
3502
3500
3458
3456
3450
3404
3400-3402
147
139
3350
124
108
100
3807
3800
3357
3513
85



Illinois
Cook
Chicago Park Boulevard System
Historic District
Map 57 - Garfield Park
Central Park Boulevard
▲ Non Contributing Properties
W. Franklin Boulevard
Garfield Square
Obelisk
N. Central Park Boulevard
Bridge
Garfield Park
Park Already Listed on
National Register of Historic Places
Returned
W FERDINAND ST
N HAMLIN AVE
N RIDGEWAY AVE
N LAWNDALE AVE
N MONTICELLO AVE
N DRAKE AVE
N TRUMBULL AVE
W GOVERNORS PKWY
W KINZIE ST
W CARROLL AVE
N ST LOUIS AVE
N HOMAN AVE
W FULTON ST
W FULTON BLVD
N CONSERVATORY DR
N CENTRAL PARK AVE
W WALNUT ST
W LAKE ST
N HAMLIN BLVD
3545
3504

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 58 - Garfield Square
Franklin Boulevard

▲ Non Contributing Properties

W. Franklin Boulevard

Garfield Square
Obelisk

Garfield Park
Park Already Listed on
National Register of Historic Places

N. Central Park Boulevard

Returned

Bridge

W OHIO ST
W GARFIELD SQUARE DR
W FERDINAND ST
W GOVERNORS PKWY
W CARROLL AVE
W KINZIE ST

N LAWNDALE AVE
N MONTICELLO AVE
N CENTRAL PARK AVE
N DRAKE AVE
N ST LOUIS AVE
N TRUMBULL AVE
N HOMAN AVE
N SPAULDING AVE
N SAWYER AVE

CONSERVATORY DR

3600
3622
3618
3614
3550
3548
3542
3520
3518
3514
3512
3510
3446
3432
3424
3418
3416
3410
3414
3408
3406
508
501
500
3256
3234
87
510
506
502
500
452
450
448
446
86
434
432
424
422
441
439
429
427
421
405
401
431
3511
3509
3447
3445
3417
3415
3413
3411
339
331
327
325
321
317
313
311
309
301

W OHIO ST

N SPAULDING AVE

N SAWYER AVE

N KEDZIE AVE

N TROY ST

N.Sacramento Boulevard

500

3256

3234

3146
3142

3136

3114
3112

3100

548

500

3056
3054
3050
3046
3044

625

605

88

87

461

W. Franklin Boulevard

Returned

Sacramento Square

W FERDINAND ST

N SAWYER AVE

3139
3137
3135

N TROY ST

N ALBANY AVE

N WHIPPLE ST

3001

W CARROLL AVE

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 59 - Franklin Boulevard
Sacramento Square
Sacramento Boulevard

▲ Non Contributing Properties

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 60 - Sacramento Boulevard

▲ Non Contributing Properties

N TROY ST
N ALBANY AVE
W RICE ST
878
876
872
868
866
864
860
858
854
90
2951
871
869
867
863
861
857
855
851
849
845
843
839
N RICHMOND ST
N FRANCISCO AVE
N MOZART ST
N CALIFORNIA AVE
3037
822
3028
3036
2950
W CHICAGO AVE
Returned
W GRAND AVE
W SUPERIOR ST
N KEDZIE AVE
N TROY ST
N ALBANY AVE
W HURON ST
Bridge
89
700
N. Sacramento Boulevard
625
605

Humboldt Park

Park Already Listed on
National Register of Historic Places

Returned

N. Sacramento Boulevard

W DIVISION ST
W HADDON AVE
W THOMAS ST
W CORTEZ ST
W AUGUSTA BLVD
W GRAND AVE
W WALTON ST
N KEDZIE AVE
N LUIS MUNOZ MARIN DR
W LUIS MUNOZ MARIN DR
N HUMBOLDT DR
N WOZART DR
N FRANCISCO AVE
N SACRAMENTO AVE
N RICHMOND ST
N MOZART ST
N CALIFORNIA AVE

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 61 - Sacramento Boulevard
Humboldt Park

▲ Non Contributing Properties

Humboldt Park

Park Already Listed on
National Register of Historic Places

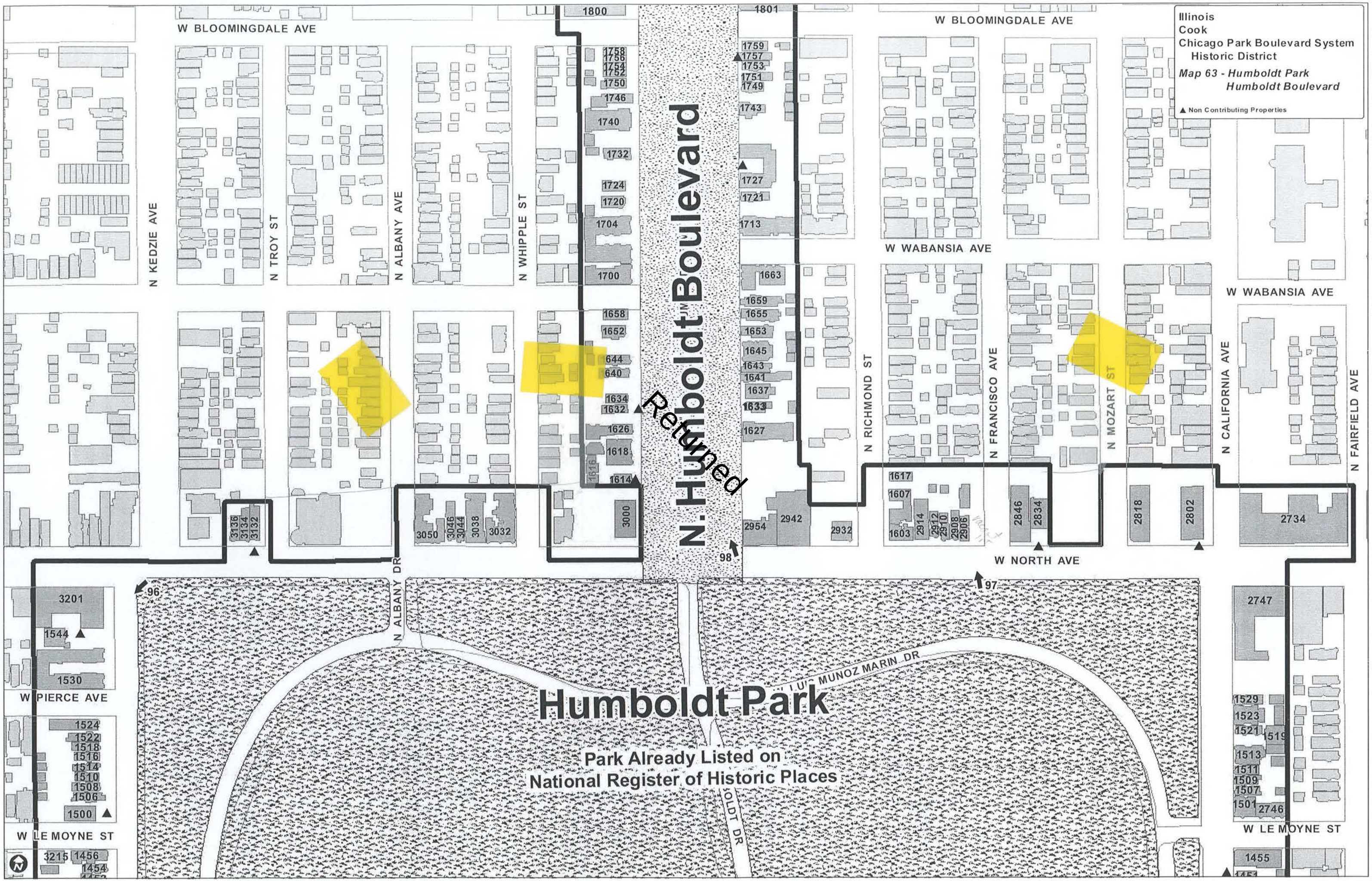
Returned

W LE MOYNE ST
1508
1506
1500
3215
1456
1454
1452
1448
1444
1442
1438
3208
W BEACH AVE
3211
1420
1416
1412
1408
1400
W HIRSCH ST
1354
1350
1346
1344
1340
1336
1334
N KEDZIE AVE
1320
1318
1316
1312
1310
1306
1300
W POTOMAC AVE
1258
1254
1250
1248
1242
1238
1236
1234
W CRYSTAL ST
N LUIS MUNOZ MARIN DR
N BOLDT
91
93
95
94
92
W DIVISION ST
W LUIS MUNOZ MARIN DR
N MOZART DR
1509
1507
1501 2746
W LE MOYNE ST
1455
1451
1449
1445
1433
1431
1427
1425
1421
1417
1415
1411
1401
N FAIRFIELD AVE
W HIRSCH ST
1355
1351
1349
1343
1335
W EVERGREEN AVE
1305
1301 2746
W POTOMAC AVE
N CALIFORNIA AVE
1257
1253
1251
1247
1245
1237
W CRYSTAL ST
1225
1219
1211

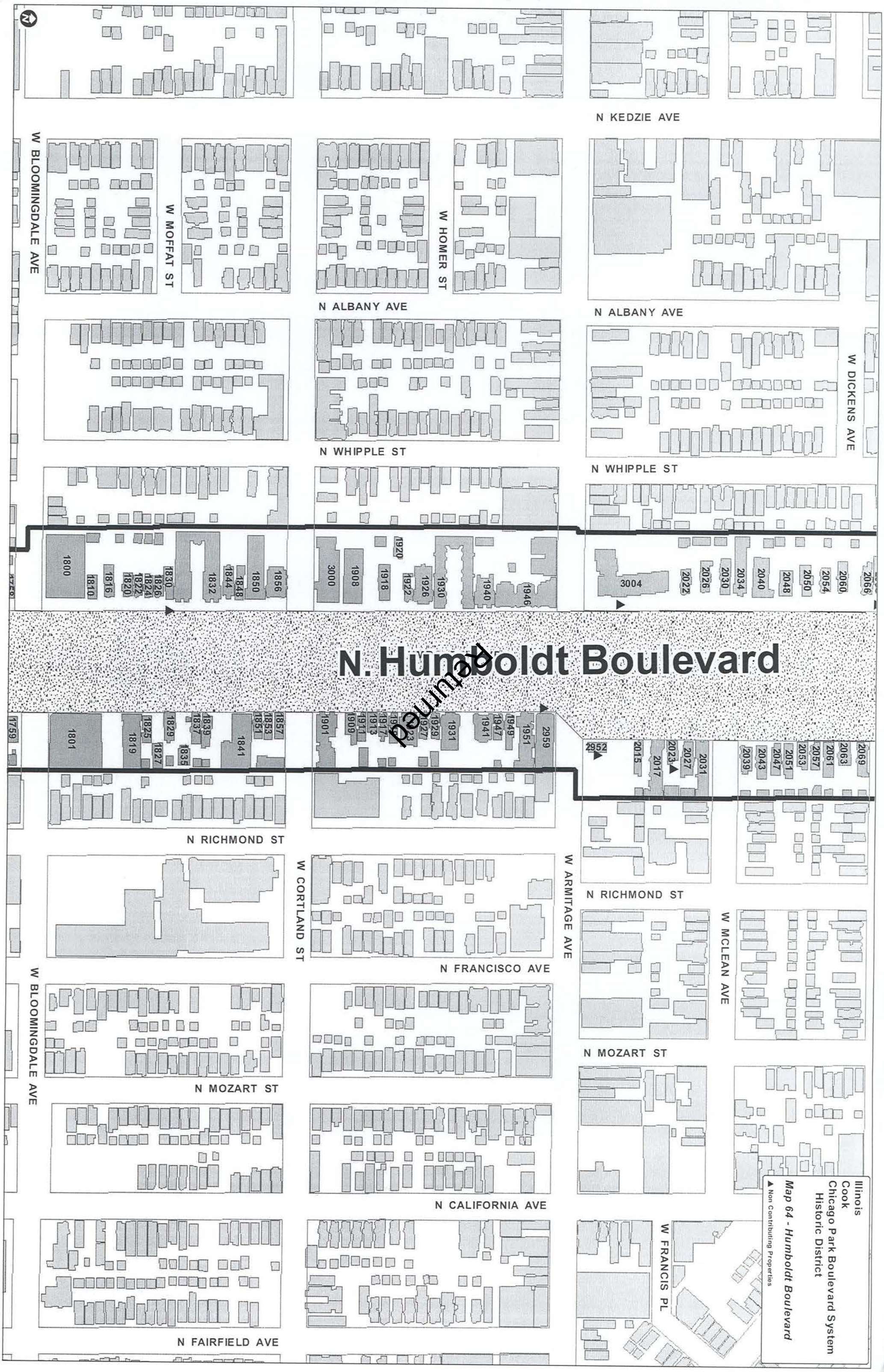
Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 62 - Humboldt Park

▲ Non Contributing Properties



Illinois
Cook
Chicago Park Boulevard System
Historic District
Map 63 - Humboldt Park
Humboldt Boulevard
▲ Non Contributing Properties
W BLOOMINGDALE AVE
W WABANSIA AVE
W NORTH AVE
W PIERCE AVE
W LE MOYNE ST
N KEDZIE AVE
N TROY ST
N ALBANY AVE
N WHIPPLE ST
N RICHMOND ST
N FRANCISCO AVE
N MOZART ST
N CALIFORNIA AVE
N FAIRFIELD AVE
N ALBANY DR
LUIS MUNOZ MARIN DR
N. Humboldt Boulevard
Returned
Humboldt Park
Park Already Listed on
National Register of Historic Places
1800
1801
1758
1756
1754
1752
1750
1746
1740
1732
1724
1720
1704
1700
1658
1652
644
640
1634
1632
1626
1618
1616
1614
3000
3136
3134
3132
3050
3046
3044
3038
3032
1759
1757
1753
1751
1749
1743
1727
1721
1713
1663
1659
1655
1653
1645
1643
1641
1637
1633
1627
2954
2942
2932
1617
1607
1603
2914
2912
2910
2908
2906
2846
2834
2818
2802
2734
98
97
96
3201
1544
1530
1524
1522
1518
1516
1514
1510
1508
1506
1500
3215
1456
1454
2747
1529
1523
1521
1519
1513
1511
1509
1507
1501
2746
1455


N. Humboldt Boulevard
Returned
N KEDZIE AVE
W BLOOMINGDALE AVE
W MOFFAT ST
W HOMER ST
N ALBANY AVE
N ALBANY AVE
W DICKENS AVE
N WHIPPLE ST
N WHIPPLE ST
N RICHMOND ST
N RICHMOND ST
W CORTLAND ST
W ARMITAGE AVE
W MCLEAN AVE
N FRANCISCO AVE
W BLOOMINGDALE AVE
N MOZART ST
N MOZART ST
N CALIFORNIA AVE
W FRANCIS PL
N FAIRFIELD AVE
1800
1810
1816
1820
1822
1824
1826
1830
1832
1844
1848
1850
1856
3000
1908
1918
1920
1922
1926
1930
1940
1946
3004
2022
2026
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2034
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2054
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2066
1759
1801
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1827
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1857
1901
1909
1911
1913
1917
1927
1929
1931
1941
1947
1949
1951
2959
2952
2015
2017
2023
2027
2031
2039
2043
2047
2051
2053
2057
2061
2063
2069
Illinois
Cook
Chicago Park Boulevard System
Historic District
Map 64 - Humboldt Boulevard
▲ Non Contributing Properties

Illinois
Cook
Chicago Park Boulevard System
Historic District

Map 65 - Humboldt Boulevard
Palmer Square
Kedzie Boulevard

▲ Non Contributing Properties

N. Kedzie Boulevard

Returned

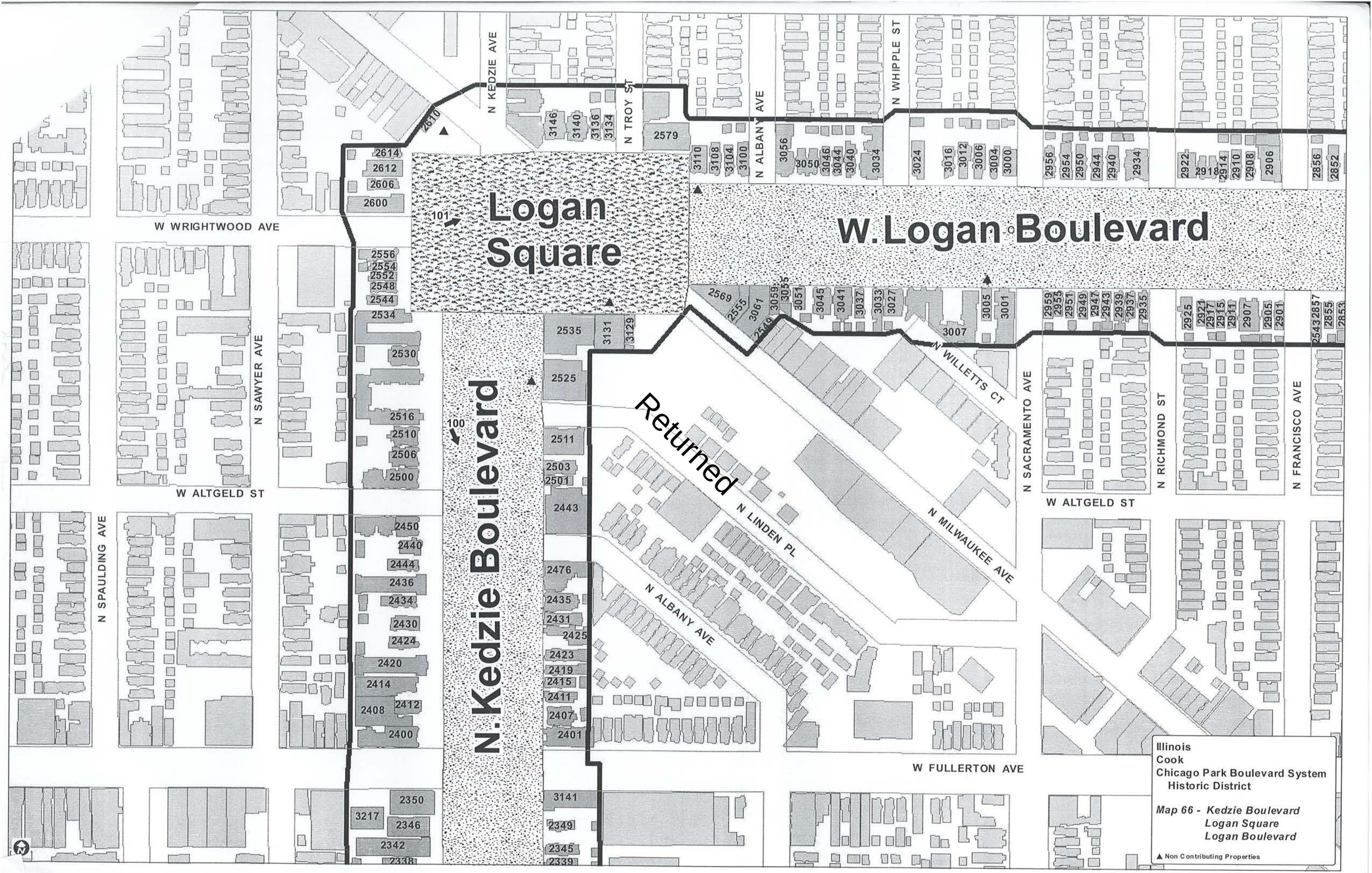
W. Palmer Square

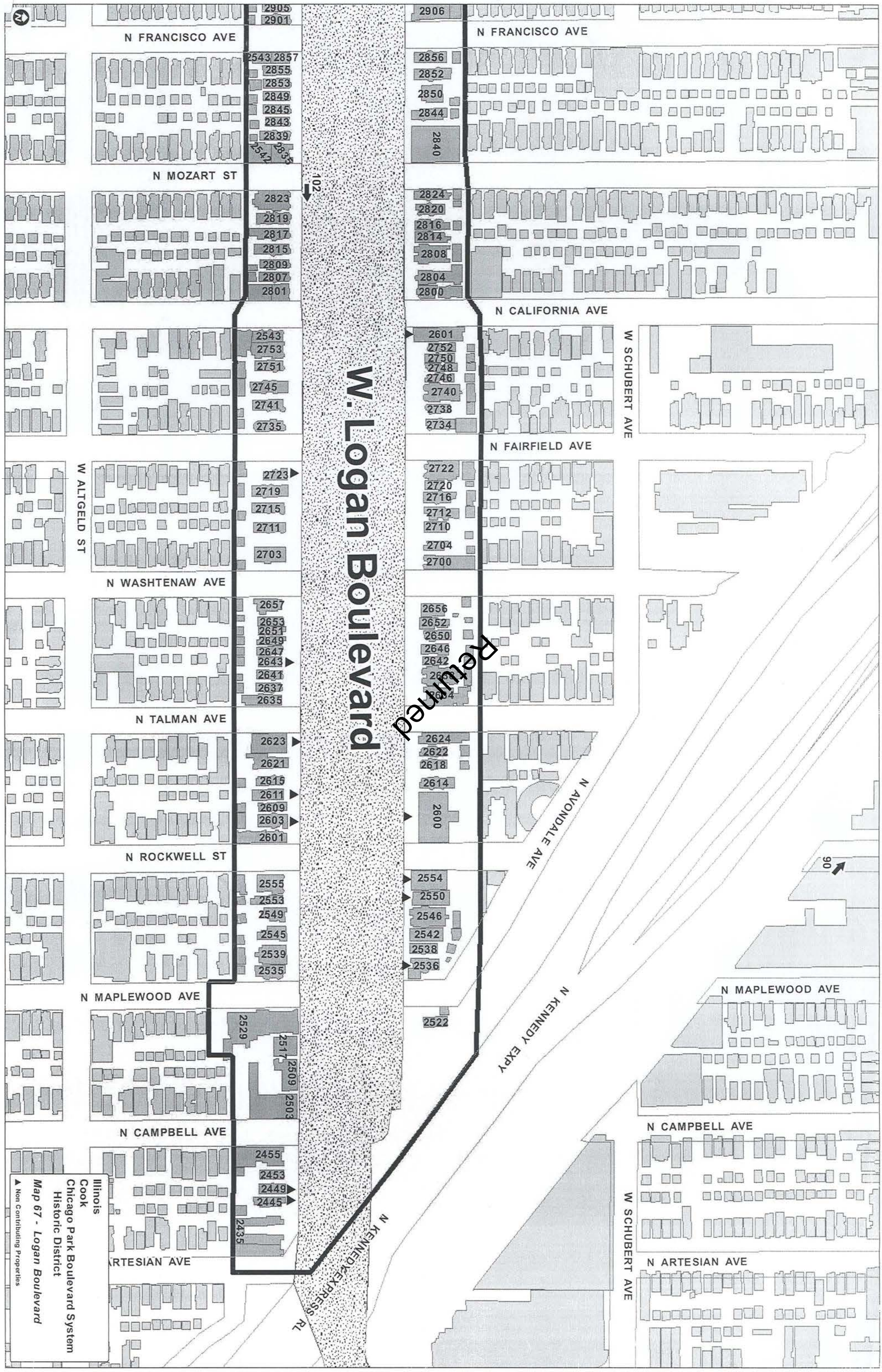
Palmer Square

W. Palmer Square

N.Humboldt Boulevard

2400 2401 3141 2349 2345 2339 2337 2331 2319 2313 2267 2261 2257 2253 2245 2231 3126 3120 3118 3114 3110 3102 3104 3100 3080 3078 3074 3062 3056 3052 3048 3042 3036 3032 3030 3024 3022 3018 3014 3010 3006 2200 2948 2936 2350 3217 2346 2342 2338 2334 2330 2324 2320 2312 2308 2302 2256 2242 2234 2228 2224 2220 2208 2204 2156 2154 2150 2148 2144 2128 2129 3125 3123 3119 3111 3109 3105 3101 3077 3071 3065 3059 3055 3053 3049 3027 2108 2104 2102 2076 2070 2068 2066 2157 3027 2141 2125 2123 2119 2117 2113 2109 2107 2101 2069 2063 99


Logan Square
W. Logan Boulevard
N. Kedzie Boulevard
Returned
W WRIGHTWOOD AVE
W ALTGELD ST
W FULLERTON AVE
N KEDZIE AVE
N TROY ST
N ALBANY AVE
N WHIPPLE ST
N SAWYER AVE
N SPAULDING AVE
N WILLETTS CT
N SACRAMENTO AVE
N RICHMOND ST
N FRANCISCO AVE
N LINDEN PL
N MILWAUKEE AVE
101
100
Illinois
Cook
Chicago Park Boulevard System
Historic District
Map 66 - Kedzie Boulevard
Logan Square
Logan Boulevard
▲ Non Contributing Properties



N FRANCISCO AVE
N MOZART ST
N CALIFORNIA AVE
N FAIRFIELD AVE
W SCHUBERT AVE
W ALTGELD ST
N WASHTENAW AVE
N TALMAN AVE
N ROCKWELL ST
N MAPLEWOOD AVE
N CAMPBELL AVE
N ARTESIAN AVE
W. Logan Boulevard
Retained
N AVONDALE AVE
N KENNEDY EXPY
N KENNEDY EXPRESS RL
102
90
2905
2901
2906
2543 2857
2855
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2536
2522
2529
2517
2509
2503
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2453
2449
2445
2435
Illinois
Cook
Chicago Park Boulevard System
Historic District
Map 67 - Logan Boulevard
▲ Non Contributing Properties

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: RESUBMISSION

PROPERTY NAME: Chicago Park Boulevard System Historic District

MULTIPLE NAME:

STATE & COUNTY: ILLINOIS, Cook

DATE RECEIVED: 5/13/14 DATE OF PENDING LIST:
DATE OF 16TH DAY: DATE OF 45TH DAY: 6/29/14
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 12000040

DETAILED EVALUATION:

___ACCEPT X RETURN ___REJECT 6-27-14 DATE

ABSTRACT/SUMMARY COMMENTS:

Return:
Please see the attached
National Register Evaluation/Return Sheet
for an explanation.

RECOM./CRITERIA ____

REVIEWER Barbara Wyatt DISCIPLINE Historian

TELEPHONE 202-354-2252 DATE 6-27-14

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

United States Department of the Interior

NATIONAL PARK SERVICE
1849 C Street, N.W.
Washington, DC 20240

United States Department of the Interior
National Park Service
National Register of Historic Places

Comments
Evaluation/Return Sheet

Property Name: Chicago Park Boulevard System Historic District

Property Location: Chicago, Cook County, Illinois

Reference Number: 12000040

Date of Return: October 1, 2014

Reason for Return

The nomination is being returned for technical corrections and additional information. Maps, text, and inventories have been improved from the original submission, and those changes make the nomination much easier to review.

A description of the corrections or clarification needed follow.

Parks not Listed in the National Register
In Section 7 the discussion of parks not already listed in the National Register needs some reconciliation with the inventories and inventory count. The rules for counting, found on page 17 of the *How To* bulletin, should be followed, especially these:

> Do not count minor resources, such as small sheds or grave markers, unless they strongly contribute to the property's historic significance.
>
> Count gardens, parks, vacant lots, or open spaces as "sites" only if they contribute to the significance of the property.

With this in mind, for Douglas, Gage, and McKinley parks there should be a brief explanation of the parameters used to classify resources as "countable" resources, as opposed to "historic features" that are not inventoried due to their scale, but nevertheless contribute to historic

character. Such character-defining features may include flagpoles and furniture. Including a "character-defining features" list in the inventory would underscore their significance. Alternatively, a zero could be placed in the "numbers" columns for minor features and sites (see below) that are mentioned in the text and should be included in the inventory but not counted. Minor features that have been included in inventories and counted, such as flagpoles, should be removed and placed on the character-defining features list.

If the park is considered a contributing site, individual sites within the park shouldn't be counted (this would be double counting), but it would be useful to recognize their significance by including them on the character-defining features list, even though they may not be minor in scale. The Jensen Formal Garden at Douglas Park may be an example.

Please clarify the period of significance for each of the three parks. For example, the last sentence on page 22 refers to Douglas Park's period of significance. Please identify the period of significance for Douglas Park and for the other two parks, if they vary from the overall period of significance.

Buildings, Boundaries, and Integrity

The nomination states on page 14 that "contributing and noncontributing buildings provide a frame for the boulevards, squares and parks." The boundaries were generally drawn to include "contiguous areas with the greatest integrity" (p. 14). It is also said, "This nomination, for the entire system, goes beyond the story of the parks alone and beyond the narrative of a single segment of Chicago's contiguous park and boulevard system. It completes the story of that system by including all of its essential elements" (p. 13).

The establishment of a "frame" was the overriding rationale for including the buildings, so where the frame is missing or the boundaries weave in and out of contributing buildings there is no frame. National Register guidance does not prohibit either of these practices, but discourages them, reminding nomination preparers that district boundaries should be based on significance and integrity, and a decline in the concentration of contributing resources helps determine district boundaries (*How To Complete a National Register Registration Form,* p. 56).

Where the district boundary weaves in and out of contributing and noncontributing resources, the resources need to be described. The nomination does not include sufficient description (or photographic coverage) of many blocks to convey their appearance or integrity. Individual exclusions and large stretches of excluded areas should be identified and explained, with descriptions tied to maps and map codes so their locations can be found and their impact on integrity can be assessed. Without this, the integrity of the boulevards where a "frame" is totally or partially excluded is still nearly impossible to evaluate.

For example, on S. Drexel Blvd, the omitted portion of the bordering streetscape seems about 40%. The appearance of the portions of adjacent development that has been excluded is not known, beyond the guiding principles that "boundaries were generally drawn to exclude large areas of vacant land and new construction . . . or non-contributing buildings" (p. 14). At a minimum, the nomination needs to include, for each boulevard, square, and park, an explanation of the general character of the nonhistoric "frame" that exists in many places and representative photographic coverage.

Other specific comments:

South Drexel Blvd and Drexel Square (text pages 160-163, maps 6,7,8,9)
Text, page 161: Hyde Park, Kenwood, and Oakwood should be indicated on Key Map 1. Text doesn't say where Oakland starts (or where Kenwood ends) and where Oakland ends. State if it extends north to the end of Hyde Park, which is identified as 53rd Street.

The lots around Drexel Square have all been included in the district, except for the building to the east of 820 E. Hyde Park Blvd. It is not explained why this building is omitted, nor are the omissions on S. Drexel explained. The nomination states that "vacant corner lots are left in the historic district if they are part of an expanse of historic buildings" or "when they have been redeveloped with incompatible new construction corner lots are almost always taken out of the district" (p. 74). It appears that close to half of the space on either side of S. Drexel Blvd. has been omitted. None of this is explained, as previously requested, so the integrity of the boulevard is not demonstrated and cannot be evaluated.

The change in the boulevard over time is not well explained. Drexel Blvd. is said to be a Type 1 boulevard (p. 40), but elsewhere the nomination states that Type 1 only applies to the Midway Plaisance (p. 37). It seems that Drexel Blvd. is a Type 3 boulevard, as stated on p. 38, because it is 200 feet wide with a median. Please reconcile.

Grand Boulevard
Please explain the character of the streetscapes omitted on the east side of the boulevard, between East Pershing and E. 37th and between E. 49th and E. 46th. In Section 7 these large omitted areas should be described and their impact on integrity of the district explained. Please discuss if they relate to the African American history of this area, which the nomination says was the "heart of Chicago's middle class African-American community" (p. 165).

Midway Plaisance and University of Chicago
The Midway Plaisance is already listed in the National Register, but the entire historic University of Chicago campus has been included in this nomination, because it is located on the north side of the Midway Plaisance. "The Midway forms the university's front yard," according to the nomination (p. 168). The campus and its buildings have not been adequately described, nor has the significance of the campus itself been adequately explained. The campus needs to be as fully described as any of the parks.

Information on the History of Noncontributing Areas
It would be useful to briefly describe the development of the context of the omitted frames, after 1942 (end of the period of significance). An entire history unfolded that remains unknown, except perhaps in general statements. For example, we know from the nomination that by 1930 Grand Blvd. was the heart of Chicago's African American middle class. What was the subsequent history that resulted in large areas that are noncontributing? Does this same history extend to the east end of Oakwood, where another large area has been omitted? Is this part of Northeastern University and, if so, what is the impact of this space (green space?) and when did this development occur? Please provide general historical information on the areas excluded as noncontributing.

Other Corrections Needed

1. Photo coverage of the parks and squares is incomplete. For parks already listed in the National Register, a couple of context views is adequate, but for the three unlisted parks more extensive photo coverage should be submitted, including noncontributing elements.

2. Photo coverage along the boulevards does not include photos of areas that have been left out of the boundary. The buildings and sites adjacent to boulevards (and parks and squares) are considered an essential "frame." It needs to be revealed what exists where that essential frame has been omitted. It is particularly important to include panoramic streetscapes of these areas. A few good panoramic streetscapes are included, but they generally represent contributing areas.

3. Representative photos of noncontributing resources should be included. Only a couple could be found.

4. In the digital photography list, please note that #46 should be classified as noncontributing for consistency.

5. The University of Chicago is not described in nearly enough detail (see pages 54 and page 57), nor is the photographic representation adequate. This is a large and important component of the "frame" for the Midway Plaisance. In Section 7, please describe the nominated portion of the campus, including the designed landscape (site plan by Henry Ives Cobb) and how the nominated part corresponds to the broader campus. In Section 8, please provide a brief history of the school and its development over time. Cross reference to the Practitioners section if designers who helped shape the University of Chicago are mentioned. It also should be mentioned if adjacent parts of the university are potentially eligible. Please submit better photographic coverage for the University of Chicago.

6. The boundary at the northeast corner of Jackson Park seems to arbitrarily jut east to Lake Michigan. Is this a property line? Should the boundary in this area be Lakeshore Drive instead, or does this boundary reflect the NR listed resource?

7. Have UTM or lat-long points been submitted with USGS maps?

8. The bibliography should be Section 9, not Attachment 9.

9. The two 8½ x 11" maps that are Attachment 3, titled "Map of Chicago Boulevard and Park System, 1872" and "Olmsted Vaux & Co. 1871 Map of Chicago South Park Commission" should be eliminated, because they are completely unreadable. Alternatively, a readable copy could be submitted.

10. Staff who contributed to the review of this nomination found that within some boundaries new construction has occurred; such buildings need to be added to the inventory.

11. The nomination needs to include an explanation of different neighborhood or maps divisions used in the nomination. Although perhaps abundantly clear to Chicagoans, the nomination needs to explain the location of Hyde Park, Kenwood, Oakwood, and other areas that have distinct personalities and histories. At a minimum, these neighborhoods should be labeled on reference maps.

12. At the bottom of page 22, please explain that the noncontributing Collins High School is retained within the boundaries because the contributing circle drive (#1) encompasses it.

Please call me at 202-354-2252 or send an email to barbara_wyatt@nps.gov if you have any questions.

Barbara Wyatt, Historian
National Register of Historic Places

2014
Federal
Comments

United States Department of the Interior
National Park Service
National Register of Historic Places

Comments
Evaluation/Return Sheet

Property Name: Chicago Park Boulevard System Historic District

Property Location: Chicago, Cook County, Illinois

Reference Number: 12000040

Date of Return: October 1, 2014

Reason for Return

The nomination is being returned for technical corrections and additional information. Maps, text, and inventories have been improved from the original submission and those changes make the nomination easier to review.

A description of corrections or clarification needed follows.

Parks Not Listed in the National Register
In Section 7, the discussion of parks not already listed in the National Register needs some reconciliation with the inventories and inventory counts. The rules for counting, found on page 17 of the *How To* National Register bulletin, should be followed, especially these:

> Do not count minor resources, such as small sheds or grave markers, unless they strongly contribute to the property's historic significance.
>
> Count gardens, parks, vacant lots, or open spaces as "sites" only if they contribute to the significance of the property.

With this in mind, for Douglas, Gage, and McKinley parks there should be a brief explanation of the parameters used to classify resources as "countable" resources, as opposed to "historic features" that are not inventoried due to their scale, but nevertheless contribute to historic

character. Such character-defining features may include flagpoles and furniture. Including a "character-defining features" list in the inventory would underscore their significance. Alternatively, a zero could be placed in the "numbers" columns for minor features and sites that are mentioned in the text and should be included in the inventory but not counted (with a footnote or other explanation). Minor features that have been included in inventories and counted, such as flagpoles, should be removed and placed on the character-defining features list. Please make sure all lists are complete and contain all components and features mentioned in the text.

If the park is considered a contributing site, individual sites within the park should not be counted (this would be double counting), but such sites within the park should be included on inventory lists to note their significance. The Jensen Formal Garden at Douglas Park may be an example.

Please clarify the period of significance for each of the three parks. The last sentence on page 22 refers to Douglas Park's period of significance. Please identify the period of significance for Douglas Park and for the other two parks, if they vary from the overall period of significance.

Buildings, Boundaries, and Integrity

The nomination states on page 14 that "contributing and noncontributing buildings provide a frame for the boulevards, squares, and parks." The boundaries were generally drawn to include "contiguous areas with the greatest integrity" (p. 14). It is also stated, "This nomination, for the entire system, goes beyond the story of the parks alone and beyond the narrative of a single segment of Chicago's contiguous park and boulevard system. It completes the story of that system by including all if its essential elements" (p. 13). The problem is that in many places the "essential elements" have been considered too compromised to include. Please add an explanation of how that changes the "story." This is an important point to explain, because the establishment of a "frame" was the overriding rationale for including the buildings. Where the frame is missing or the boundaries weave in and out of contributing buildings, there is no frame. National Register guidance does not prohibit stretching a boundary to include a single building or weaving boundaries in and out of contributing buildings, but discourages these practices by specifying that district boundaries should be based on significance and integrity, and that a decline in the concentration of contributing resources should help determine district boundaries (*How to Complete the National Register Registration Form,* p. 56).

Where the boundaries eliminate entire blocks of buildings or weave in and out of buildings, the integrity of setting—and several other aspects of integrity—is seemingly lost. Please explain the impact on integrity and why these entire blocks of buildings were not eliminated from the district. Where the frame exists in its entirety, it provides an effective streetscape, but where it is lost, it seems it would be more appropriate to eliminate the entire block, rather than include a small number of buildings (a single building is particularly disturbing). On the other hand, if the scale, massing, and texture of nonhistoric buildings on a streetscape are in keeping with historic buildings, this may suggest their inclusion as noncontributing resources is appropriate.

The nomination does not include sufficient description (or photographic coverage) of many blocks to convey their appearance or integrity. Individual exclusions and large stretches of

excluded areas should be explained, with descriptions tied to maps and map codes. Some specific examples of where this is evident follow:

South Drexel Bvd. And Drexel Square (text, pages 160-163, maps 6-9). The omissions around Drexel Square and on S. Drexel Blvd. have not been explained. The omitted parts could be of a scale, massing, or layout in keeping with the essential frame, which would suggest their inclusion as noncontributing resources.

Grand Blvd. Please explain the character of the streetscape omitted on the east side of the boulevard, between E. Pershing and E. 37th and between E. 49th and E. 46th. In Section 7 these large omitted areas should be described and their impact on integrity of the district explained. Please discuss if they relate to the African American history of this area, as mentioned in the nomination (p. 165).

Midway Plaisance and University of Chicago. The Midway Plaisance is already listed in the National Register, but much of the historic University of Chicago campus has been included in this nomination because it is located on the north side of the Midway Plaisance. The University of Chicago is not described in nearly enough detail (see pages 54 and 57), nor is the photographic representation adequate. This is a large and important component of the "frame" for the Midway Plaisance. In Section 7, please describe the nominated portion of the campus, including the designed landscape (site plan by Henry Ives Cobb) and how the nominated part corresponds to the broader campus. In Section 8, please provide a brief history of the school and its development over time. Cross reference to the Practitioners section if designers who helped shape the University of Chicago are mentioned. It also should be mentioned if adjacent parts of the university are potentially eligible. Please submit better photographic coverage for the University of Chicago.

Technical Issues

1. Photo coverage of the parks and squares is incomplete. For parks already listed in the National Register, the couple of context views submitted are adequate, but for the three unlisted parks more extensive photo coverage should be submitted, including representative noncontributing elements.

2. Representative photos of noncontributing resources and areas eliminated from the "frame" because they are considered noncontributing are needed. Only very few views of noncontributing photos could be found among the photos submitted, and none could be found for the large areas of "frame" omitted. Panoramic shots are particularly useful.

3. In the digital photography list, please note that #46 is noncontributing, but is not labeled as such, as the others are.

4. Drexel Blvd. is said to be a Type 1 boulevard (p. 40), but elsewhere the nomination states that Type 1 only applies to Midway Plaisance (p. 37). Please explain.

5. In the text on page 161, Hyde Park, Kenwood, and Oakwood should be indicated on Key Map 1. The text doesn't reveal where Oakwood starts, where Kenwood ends, and where

Oakland ends. If the boundaries for these neighborhoods are vague, that can also be explained.

6. Please briefly describe the development of the context of the omitted frames, after 1942 (end of the period of significance). An entire history unfolded that remains unknown, except in a few general statements.

7. The boundary at the northeast corner of Jackson Park seems to arbitrarily jut east to Lake Michigan. Is this a property line? Does it reflect the National Register listed resource? Does Jackson Park extend to Lake Michigan, or should the boundary in this area be Lake Shore Drive? An adjustment may not be needed, but an explanation is needed.

8. Have UTM or lat-long points been submitted with USGS maps?

9. The bibliography should be Section 9, not Attachment 9.

10. The two 8 ½ x 11" maps that are titled "Olmsted Vaux & Co. 1871 Map of Chicago South Park Commission" and "Map of Chicago Boulevard and Park System, 1872" should be eliminated, because they are unreadable. Alternatively, readable copies may be submitted.

11. National Register staff who contributed to the review of this nomination found that within some boundaries new construction has occurred; such buildings need to be added to the inventory.

Please call me at 202-354-2252 or send an email to barbara_wyatt@nps.gov if you have any questions.

Barbara Wyatt
National Register of Historic Places

ILLINOIS
DEPARTMENT OF NATURAL RESOURCES

Illinois Department of **Natural Resources**

One Natural Resources Way Springfield, Illinois 62702-1271
www.dnr.illinois.gov

Bruce Rauner, Governor
Wayne A. Rosenthal, Director

November 9, 2018

Ms. Barbara Wyatt, National Park Service
National Register of Historic Places
1849 C Street, NW, Mail Stop 7228
Washington, DC 20240

Dear Ms. Wyatt:

Enclosed are the disks that contain the true and correct copies of the National Register nomination recommended for nomination by the Illinois Historic Sites Advisory Council at its October 26, 2018 meeting and signed by the Deputy State Historic Preservation Officer:

Larkin Home for Children, Elgin, Kane County
Hermosa Bungalow Historic District, Chicago, Cook County
Rochelle Downtown Historic District, Rochelle, Ogle County (includes USPS notification)

Please note that that the following documentation is also included:

Reference Number 12000040, Chicago Park Boulevard System Historic District. A new cover, disk with the corrected nomination, and 22 disks with photographs are included.

Reference Number 100002826, Downtown Peoria Historic District. A copy of the correspondence between the SHPO, the USPS and the GSA regarding the federally-owned property located within the district is included. A new cover and continuation sheets are included regarding the contributing designation of the properties at 124 ½ NE Adams Street (Annex) and 124 SW Adams Street (Block and Kuhl Department Store).

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
Illinois State Historic Preservation Office/Illinois Department of Natural Resources
Attachments

12-18-18

To: Chicago Park Boulevard System Historic District file

From: Barbara Wyatt

RE: Summary of the nomination approval process

The Chicago Park Boulevard System Historic District National Register nomination took some six years to review due to its huge size, its unusual parameters (parks, boulevards, and buildings fronting both were included), and two returns for additional information. A general timeline of key points follows:

Feb 2012 The nomination was originally received by NPS.

April 2012 The nomination was returned with comments.

May 13, 2014 The nomination was re-submitted.

Oct 1, 2014 The resubmission was returned with comments.

March 2015 I visited the district with Amy Hathaway and Andrew Heckenkamp, the SHPO National Register coordinators.

Nov 2015 I met with Amy, Andrew, and city staff Eleanor Gorski and Matt Crawford in Chicago.

Nov 2015 Amy developed four approaches to re-structuring the nomination. The approach favored by the SHPO and the city was selected. The city and the SHPO revised the nominations (instead of the consultant) from this point forward.

Summer 2018 Two interns were hired with funding from the National Council for Preservation Education via the NPS/National Register. The interns were supervised by Matt Crawford of the city to re-survey the proposed district due to a number of demolitions.

Fall 2018 Survey data was processed and the nomination was revised. Melanie Bishop, one of the NCPE interns, was in Washington serving another internship with the NPS at MIB. She contributed to the inventory and mapping components of the revisions. Amy Hathaway and Matt Crawford were primarily responsible for other editing.

Nov 15, 2018 The nomination was received by NPS for the third time (second revised nomination).

Dec 17, 2018 I signed the nomination, thus it was listed in the National Register.

By 9-24 notes

DEPARTMENT OF PLANNING AND DEVELOPMENT

CITY OF CHICAGO

MEMORANDUM

TO: Barbara Wyatt, ASLA
National Park Service

FROM: Matt Crawford
Coordinating Planner
Bureau of Planning, Historic Preservation & Sustainability
City of Chicago, Department of Planning and Development

DATE: July 24, 2018

SUBJECT: **Resurvey of the *Chicago Park Boulevard System Historic District***

Background

In December 2011, the City of Chicago's Historic Preservation Division submitted to NPS a draft National Register nomination form for the *Chicago Park Boulevard System Historic District*. In April 2012, NPS returned the nomination for "substantive and technical problems." The City of Chicago endeavored to address these and resubmitted a revised draft of the nomination. This revised draft was returned by NPS in October 2014 for "technical corrections and additional information."

Staff attrition at the City of Chicago's Planning, Design and Historic Preservation Division halted work on the nomination between 2014 and 2017. With the passage of time since the original survey of the district in 2010, NPS recommended that the district be resurveyed to identify any demolition, loss of integrity or other changes to buildings, structures and objects in the district.

To assist the City with this resurvey, NPS funded two internships with the National Council for Preservation Education (NCPE) intern program. Melanie Bishop and Meredith Stewart were hired for these internships and conducted the resurvey between the months of January and March of 2018. The City is extremely grateful for NPS' funding and the excellent work conducted by the interns. Broadly, the resurvey found that little has changed in the district since 2010.

The goal of the 2018 resurvey was to correct any inconsistencies between the 2010 survey and the current condition of the boulevard system. The 2018 resurvey focused on three tasks:

1. For buildings lining the parks, boulevards and squares: the 2018 resurvey identified demolition, new construction, and substantial loss of building integrity. The resurvey also identified minor changes to the district boundary to reflect these changes. Minor clerical errors in the 2010 survey were also corrected.

2. Parks not previously listed: Gage, McKinley and Douglas Parks were resurveyed to confirm that buildings within them as identified in the 2010 survey are still extant, in addition to noting demolition, new construction, and loss of integrity.

3. Photography: the photographs submitted with the original 2011 nomination were inadequate in coverage and, with the passage of time, out of date. Extensive new photographs were taken during the resurvey for submission with the revised nomination.

Buildings Lining the Parks, Boulevards and Squares

Based on the resurvey, the City of Chicago recommends seven changes to the boundary of the *Chicago Park Boulevard System Historic District* since it was last presented to NPS in 2011. Most of these changes are very minor where one building or two neighboring buildings have been demolished and they are not surrounded by contributing buildings on two sides. The most significant boundary change is to remove two blocks on the south side of Garfield Boulevard between Stewart and Lowe Avenues where 16 neighboring buildings have been demolished (Map 26). One other recommended boundary change is to correct an error in the original survey map that left off one contributing building.

The proposed district consists of eight large parks, six squares, and 19 boulevard segments spanning across 26 miles of the Northwest, West and South Sides of Chicago. Section 8 of the draft nomination for the *Chicago Park Boulevard System Historic District* breaks this large geographic area down into 21 distinctive geographic areas in the section entitled "Architecture Lining the Parks, Boulevards and Squares: 1869-1942." These geographic segments are defined by specific parks, squares and boulevard segments. The findings of the resurvey for each of these 21 areas is detailed in the table below.

Area 1:	**S. Drexel Boulevard and Drexel Square**
Maps:	6-9
	The buildings lining Drexel Boulevard and Square are some of the oldest in the boulevard system and many were built by elite Chicagoans in popular styles of architecture. With the exception of one new building on what was a vacant lot, the resurvey found this area to be unchanged since the 2010 survey. No boundary changes are recommended.
Demolition	0
New Construction	1
Loss of Integrity	0

Area 2:	**Grand Boulevard (S. Dr. Martin Luther King, Jr. Drive)**
Maps	1-4
	Like Drexel Boulevard, Grand Boulevard attracted members of Chicago's upper middle class. The buildings are primarily single-family and multi-family houses with a few commercial resources where King Drive intersects with major east/west streets. The resurvey found this area to be largely unchanged since the original survey. Two minor boundary changes are recommended to remove a demolished building that is not surrounded by contributing buildings (at the corner of King Drive and Pershing) and one non-contributing building (behind 3656 S. King Drive).
Demolition	1
New Construction	10 (all on vacant lots at time of 2010 survey)
Loss of Integrity	4

Area 3:	**E. Oakwood Boulevard**
Maps:	5-6
	The area around E. Oakwood Boulevard (39th Street) was part of the prosperous Oakland neighborhood in the 1870s and 1880s. The buildings lining the boulevard are primarily residential with some institutional buildings. There have been minimal changes since the original 2010 survey and no boundary changes are recommended.
Demolition	0
New Construction	1 (on vacant lots at time of 2010 survey)
Loss of Integrity	1

Area 4:	**Washington Park Area**
Maps:	10-13
	A range of residential and institutional building types face Washington Park. There have been minimal changes since the original 2010 survey. Two minor boundary changes are recommended to remove demolished buildings: 5428 S. King Drive is demolished and not surrounded by contributing buildings, and 5611 and 5629 S. Cottage Grove were neighboring buildings that are not surrounded by contributing buildings.
Demolition	3
New Construction	0
Loss of Integrity	0

Area 5:	**Midway Plaisance and the University of Chicago**
Maps:	14-16

The buildings facing the Midway Plaisance are primarily institutional structures associated with the University of Chicago. The resurvey found no changes to the building stock since the original survey and no boundary changes are recommended.

Demolition	0
New Construction	0
Loss of Integrity	0

Area 6:	**Jackson Park Area**
Maps:	17-23

The buildings surrounding Jackson Park are primarily residential. With the exception of one demolished building, the resurvey found this area to be largely unchanged since the original survey. One minor boundary change is recommended to remove t demolished building at the corner of E. 66th Place and S. Stony Island Ave. as this building is not surrounded by contributing buildings.

Demolition	1
New Construction	0
Loss of Integrity	0

Area 7:	**E. and W. Garfield Boulevard**
Maps:	24-28, 30, 31

This is one of the longest sections of boulevard in the system with over 300 buildings, primarily single and multi-family residences. It is also an area of the system that has seen the most change since the 2010 survey with 26 demolished buildings and two others that have lost integrity. Two boundary changes are recommended. One is minor, to remove two neighboring buildings at 323 and 327 E. Garfield Blvd. that have been demolished and which are not surrounded by contributing buildings. The other boundary change is the largest recommendation as a result of the resurvey: it is to remove two blocks on the south side of Garfield between Stewart and Lowe Avenues where 16 buildings have been demolished.

Demolition	26
New Construction	1
Loss of Integrity	2

Area 8:	**Sherman Park Area**
Maps:	28-29

The buildings lining Sherman Park are primarily two-flats built to house a working class population between 1900 and 1920. The resurvey found moderate eight demolitions since the 2010 survey. These demolitions are located within groups of contributing buildings, therefore no boundary changes are recommended.

Demolition	8
New Construction	0
Loss of Integrity	0

Area 9:	**Gage Park Area**
Map:	32
	The buildings facing Gage Park are smaller, simpler homes that provided housing for the largely Irish Catholic and Eastern Europeans who worked in nearby factory buildings. The resurvey found one demolition since the 2010 survey and no boundary changes are recommended.
Demolition	1
New Construction	0
Loss of Integrity	0

Area 10:	**S. Western Boulevard/Avenue**
Maps:	33-41
	The buildings facing S. Western Boulevard/Avenue are a mix of flats, houses and small scale commercial buildings and large industrial buildings. Since the 2010 survey there have been 7 demolitions with one of the demolished buildings replaced with a new building. 10 buildings have substantial loss of integrity. These changes are widely dispersed across this long section of boulevard and no boundary changes are recommended.
Demolition	7
New Construction	1 (replacing a building that was demolished since the 2010 survey)
Loss of Integrity	10

Area 11:	**McKinley Park Area**
Map:	39
	The buildings facing McKinley Park represent the most significant complex of industrial buildings along the boulevard system. Since the 2010 survey the Pershing Road Historic District was listed in the National Register under the Central Manufacturing District MPD. Nine buildings in the Pershing Road Historic District are within the Chicago Park Boulevard System Historic District. The resurvey found minimal changes to this area. One building has been demolished and replaced with new construction. Three buildings have lost integrity. No boundary changes are recommended.
Demolition	1
New Construction	1 (replacing a building that was demolished since the 2010 survey)

Loss of Integrity	3

Area 12:	**W. 31st Boulevard**
Map:	42
	This short stretch of the boulevard system has no sustained no changes since the 2010 survey; no boundary changes are recommended.
Demolition	0
New Construction	0
Loss of Integrity	0

Area 13:	**S. California Boulevard/Avenue**
Maps:	43-45
	The buildings facing S. California Boulevard/Avenue are primarily institutional related to county courts and a municipal hospital. The resurvey found no changes to primary buildings in this area and no boundary changes are recommended.
Demolition	0
New Construction	0
Loss of Integrity	0

Area 14:	**W. 24th Boulevard**
Map:	45
	This short boulevard segment is faced with primarily single- and multi-family residential resources. The resurvey found no changes to buildings on this segment and no boundary changes are recommended.
Demolition	0
New Construction	0
Loss of Integrity	0

Area 15:	**S. Marshall Boulevard**
Maps:	45-47
	The housing along this stretch of the park and boulevard system is middle class, predominantly made up of a dense concentration of 2- and 3-flats with a small number of single-family houses. The resurvey found one demolished building on this segment and two buildings that have lost integrity. No boundary changes are recommended.
Demolition	1
New Construction	0
Loss of Integrity	2

Area 16:	**Douglas Park Area**
Maps:	47-49
	The buildings facing Douglas Park are primarily middle class housing types, though there are several synagogues, schools, social organizations and recreational facilities that reflect the area's historic development as a Jewish community. The resurvey found four demolished buildings on this segment, and one building that had lost integrity. The resurvey also found one error in the 2010 survey map: 1401 S. California Blvd. (Map 49) was identified as contributing in the original survey, however it was excluded from the 2010 map. The boundary should be changed to include this contributing building.
Demolition	4
New Construction	0
Loss of Integrity	1

Area 17:	**W. Douglas and S. Independence Boulevards**
Maps:	49-53
	W. Douglas and S. Independence Boulevards are lined with flat buildings constructed between the 1890s to the 1910s. The resurvey found one demolished building on three that have lost integrity on this segment; no boundary changes are recommended.
Demolition	1
New Construction	0
Loss of Integrity	3

Area 18:	**Garfield Park Area**
Maps:	54-57
	The buildings facing Garfield Park are primarily multi-family residential interspersed with churches, schools and other institutions. The resurvey six demolitions with three of those being replaced with new construction. No boundary changes are recommended.
Demolition	6
New Construction	3
Loss of Integrity	0

Area 19:	**Garfield Square, W. Franklin Boulevard, Sacramento Square and N. Sacramento Boulevard**
Maps:	58-61

	This part of the boulevard system links Garfield and Humboldt Parks. The buildings around Garfield Square are primarily flats and apartment buildings with some commercial and religious structures. The built environment becomes increasing industrial around W. Franklin Boulevard. The resurvey found three demolished buildings in this area. Two of these demolished buildings have been replaced with a new row of townhomes of compatible scale with historic flat buildings. No boundary changes are recommended.
Demolition	3
New Construction	2
Loss of Integrity	1

Area 20:	**Humboldt Park Area**
Maps:	61-63
	The buildings facing Humboldt Park are a mix of residential, institutional, and commercial resources. The resurvey found two demolished buildings and three new buildings on what were vacant lots at the time of the 2010 Survey. No boundary changes are recommended.
Demolition	2
New Construction	3 (on what were vacant lots during the 2010 survey)
Loss of Integrity	0

Area 21:	**Humboldt Park Area**
Maps:	63-67
	N. Humboldt Boulevard along with the previously listed Logan Square Boulevards District consist of primarily residential, institutional, and commercial resources. The part of the district north of North Avenue and N. Humboldt Boulevard remains largely intact as it is designated locally as part of the Logan Square Boulevards District. However, five new buildings have been constructed on N. Humboldt Boulevard just outside of the local district boundary. Four buildings have lost integrity. No boundary changes are recommended.
Demolition	0
New Construction	4 (on what were vacant lots during the 2010 survey)
Loss of Integrity	4

Resurvey of Parks Not Previously Listed: Gage, McKinley and Douglas Parks

These three parks were resurveyed to confirm that buildings within them as identified in the 2010 survey are still extant, in addition to noting demolition, new construction, and loss of integrity. For all three parks the

resurvey found that the resources remain intact since the 2010 survey and no changes to the inventory or boundary are recommended.

Gage Park
Gage Park is located where W. Garfield Boulevard meets S. Western Boulevard/Avenue. The contributing features, such as the field house, boiler house, swimming pool, changing rooms, fountain, and tennis courts are still present. Later, non-contributing additions to the grounds, such as the baseball fields and basketball court, are also still present from the 2010 survey. The landscape remains largely intact from the intended 1928 design by the South Parks Commission. No changes to the inventory or boundary are recommended.

McKinley Park
McKinley Park is located on the east side of S. Western Boulevard/Avenue and W. Pershing Road. The historic, contributing features, such as the field house, boiler house, handball slab and comfort station, remain on the grounds. The non-historic features, like the playground, basketball court, and skating rink are also still present. The park is primarily designed with limited vehicle access, with a majority of the paths designated for pedestrians. The landscape is centered around the lagoon, with winding paths and mature trees occupying the surrounding grounds and remains respectful to the intended design of the South Parks Commission. McKinley Park remains a very scenic asset to the boulevard system with notable features such as the McKinley Monument Plaza and Field House. No changes to the inventory or boundary are recommended.

Douglas Park
Douglas Park is located on the west side of S. California Avenue between Roosevelt Road and 19th Street. As one of the larger parks in the boulevard system, Douglas Park contains several historic buildings and landscape features. The landscape, designed by William LeBaron Jenney, Oscar Dubuis, and Jens Jensen, remains largely intact. All of the contributing historic resources remain intact, such as the field house, flower hall, and Prairie style concrete benches and lanterns. A series of three late Victorian era bridges remain as well and are noted as contributing. In addition to several contributing resources, all non-contributing resources remain extant as well including Collins High School, basketball courts, soccer field, and playground. Douglas Park remains an asset to the boulevard system and serves as a connection between the south and west segments of the system. No changes to the inventory or boundary are recommended.

Attachments

Attached to this memo are maps and an annotated inventory of the buildings lining the parks, boulevards and squares. The maps show the boundary and contributing/noncontributing status as determined by the 2010 survey. In addition, each map shows changes identified by the resurvey:

- Buildings that have been demolished since 2010,
- New construction that has replaced a historic building since 2010,
- New construction that has replaced a vacant lot since 2010,
- Proposed boundary changes.
- Photo keys are shown in the legend, however these have not yet been added to these maps.

The annotated building inventory is an excel file showing the original building inventory with the addition of a column entitled "Resurvey Finding." If the building has changed since the 2010 survey, then the change will be noted in this column. For buildings where this column is blank, then no change has occurred to it since the 2010 survey.

In conclusion, if NPS finds the changes to inventory and limited boundary changes acceptable, the City will move forward with revising the nomination accordingly and send a draft redline version with the intention of re-submitting to IHSAC in October.

ILLINOIS
DEPARTMENT OF NATURAL RESOURCES

Illinois Department of **Natural Resources**

One Natural Resources Way Springfield, Illinois 62702-1271
www.dnr.illinois.gov

Bruce Rauner, Governor
Wayne A. Rosenthal, Director

November 9, 2018

Ms. Barbara Wyatt, National Park Service
National Register of Historic Places
1849 C Street, NW, Mail Stop 7228
Washington, DC 20240

Dear Ms. Wyatt:

Enclosed are the disks that contain the true and correct copies of the National Register nomination recommended for nomination by the Illinois Historic Sites Advisory Council at its October 26, 2018 meeting and signed by the Deputy State Historic Preservation Officer:

Larkin Home for Children, Elgin, Kane County
Hermosa Bungalow Historic District, Chicago, Cook County
Rochelle Downtown Historic District, Rochelle, Ogle County (includes USPS notification)

Please note that that the following documentation is also included:

Reference Number 12000040, Chicago Park Boulevard System Historic District. A new cover, disk with the corrected nomination, and 22 disks with photographs are included.

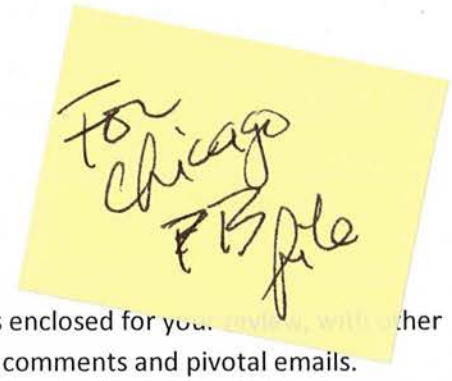
Reference Number 100002826, Downtown Peoria Historic District. A copy of the correspondence between the SHPO, the USPS and the GSA regarding the federally-owned property located within the district is included. A new cover and continuation sheets are included regarding the contributing designation of the properties at 124 ½ NE Adams Street (Annex) and 124 SW Adams Street (Block and Kuhl Department Store).

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
Illinois State Historic Preservation Office/Illinois Department of Natural Resources
Attachments

7-10-17



TO: Paul Loether
FR: Barbara Wyatt
RE: Chicago parks and boulevards

The Chicago Parks and Boulevard System Historic District is enclosed for your review, with other documents that pertain to the review, including my return comments and pivotal emails.

A timeline of important dates/decisions follows ("tabs" refer to this notebook):[1]

April 2012 First nomination returned with comments (2012 tab).

October 2014 Second nomination returned with comments (2014 return tab). BW offers to help make corrections "so this property can get listed" (see memo dated 10-17-14).

December 2014 SHPO attempts to develop a strategy for moving forward. See memo 12-2-14 from Amy (March 15 tab).

March 2015 Barbara visits district with Amy Hathaway and Andrew Heckenkamp, IL NR coordinators.

November 2015 Barbara meets with Amy, Andrew, and city staff Eleanor Gorski and Matt Crawford.

November 2015 Amy develops 4 approaches; NR coordinators and city favor of #4 (Nov 2015 tab)

February 2016 Barbara comments on approaches and states, "Please engage me as you wish in your conversations to resolve this important nomination and to push it toward completion. As I hope you know, I support the City of Chicago and the SHPO's efforts." See memo from me dated 2-22-16 (2016 tab).

February 2016 City responds that they "still think the fourth option is the way to move forward." See memo from Matt Crawford, 2-23-16 (2016 tab).

---

[1] Also see the summary written by Amy Hathaway (in the 2016 tab).

2016 DOCUMENTS

CHICAGO PARK BOULEVARD SYSTEM

Wyatt, Barbara <barbara_wyatt@nps.gov>

Parks and Boulevards

1 message

Wyatt, Barbara <barbara_wyatt@nps.gov> Mon, Feb 22, 2016 at 4:05 PM
To: "Hathaway, Amy" <Amy.Hathaway@illinois.gov>, "Heckenkamp, Andrew" <andrew.heckenkamp@illinois.gov>, "Leibowitz, Rachel" <Rachel.Leibowitz@illinois.gov>, "Gorski, Eleanor" <Eleanor.Gorski@cityofchicago.org>, "Crawford, Matt" <Matt.Crawford@cityofchicago.org>

Greetings everyone. I'm sorry to be weighing in late. I didn't know my response to the summary was holding things up. I'll insert comments into each option, but I want to begin with some preliminary reminders:

- District boundaries should not be artificially stretched to pick up a small number of out-lying buildings, even those that may be individually eligible.
- The goal should be to nominate the extent of the resource that exhibits integrity.
- The boundary should follow the justification provided in the nomination and in the description in Section 7.
- The description should be very clear about what is meant by "frame," which is not a standard National Register concept and, I believe, unique to this nomination.

My comments are in red, below.

1. Nominate just the boulevards and adjoining parks/ squares

PROs: This would be the quickest solution. Eliminating the buildings would address many of the concerns with the existing nomination.

CONs: This is the most drastic approach. It is not in keeping with the original intent of the nomination (to include the "frame") and does not take into consideration the work that has gone into the nomination so far.

This solution recognizes the loss of integrity of much of the frame, especially farther south. One compromise we discussed--perhaps on our site visit--was to include the frame in the upper third or so, where it is essentially intact, and to eliminate the frame where it begins to lose integrity. One problem with the frame that I've mentioned since the beginning is that we don't know where we're dealing with districts that continue beyond the face of the boulevards. The NR does not have guidelines for nominating partial districts, which I fear might be the case in the northern stretches. You may remember my comment, to the effect, that it should be noted if a larger district exists. I don't recall if that was done.

2. Divide the boulevards into sections and list only those that had integrity.

PROs: This would allow some of the buildings to remain in the nomination and eliminate the problem of erratic boundaries.

CONs: This may also eliminate the nomination of the parks/squares that did not have sufficient integrity on their own. There was concern about excluding areas in the less affluent neighborhoods. It would be harder to justify national significance for certain portions.

This is pretty much what I suggested in #1. It was my impression that an important rationale for the district (as opposed to a MPDF) was to include parks that are sufficiently intact to be considered contributing but not individually eligible. I was told by someone early on that most of the parks that have enough integrity to be individually listed, have been listed. If there are parks that are so compromised they can't be considered contributing, they should be removed. The quality of the entire resource suffers if sub-standard resources are included.

The point about the relative wealth of various neighborhoods is an important city concern, but the National Register looks at integrity objectively. As you know, nationwide there are rich and poor historic districts, but these factors should not have guided boundary definition.

3. Develop an MPD, list the boulevard, and develop registration requirements to allow for the nomination of the neighborhoods along the boulevard. How are the parks handled with this strategy?

PROs: This would allow for the entire boulevard system to be listed for national significance and the creation of more districts. This also would bring to light the individual histories of the neighborhoods through which the boulevard system passes.

CONs: This would take the most time and incur the most expenses. There was also concern that once the boulevards were listed, there would be little incentive to nominate the possible districts connected to the boulevards.

I don't exactly remember this strategy, as stated. The MPDF should include property types that reflect the different categories of boulevards, the different categories of parks, and historic districts that have an important historical association with either and that meet the stated integrity standards. This approach should address the complete historic district, rather than the "frame" which is not a concept identified in NR guidance. No doubt cohesive neighborhoods developed around the parks, not just single street subdivisions. To what extent integrity exists may not be known.

This strategy would involve significant tweaking of the entire nomination, which could be converted to a MPDF, certainly with some re-structuring. At least one part that involves less updating could be converted to a smaller nomination. This might be the upper part or, if the city wants to pay more attention to the southern area, that could be the initial nomination.

One benefit of this approach is that everything doesn't have to be defined and updated now. The MPDF explains the types of resources that fit the context (parks, boulevards, etc.) and the property types that are appropriate (individual properties or districts). The city seems really motivated to pursue National Register recognition for its park and boulevard system, so I would expect nominations to follow, but we all have budget issues.

4. List the boulevard system in its entirety and evaluate the buildings in the boulevard segments between each park or square. Include only the buildings in the segments where the buildings -- as a grouping-- have sufficient integrity.

PROs: This allows for the inclusion of the entire system, keeps the original intent of the nomination, and creates a justifiable boundary.

CONs: A sizeable amount of eligible buildings may not be listed as a result.

We discussed this approach most seriously. The "con" argument, in my opinion, refers to buildings that actually aren't eligible because of their lack of association with the district due to expanses of vacant land or noncontributing resources (that post-date the period of significance) or because they simply are not individually eligible.

This is your nomination to move forward as you think will work best, given your resources. Please engage me as you wish in your conversations to resolve this important nomination and to push it toward completion. As I hope you know, I support the City of Chicago and the SHPO's efforts.

Please feel free to include me in a follow-up conference call, if you think that would be useful. If any one of you wants to call me for clarification, please feel free. I will be in the office Tuesday and Thursday this week and Thursday next week. Send an email and we'll schedule a time to talk.

Many thanks, Amy, for developing these notes and, again, I'm sorry if I held up your progress.

Barbara

--

Barbara Wyatt, ASLA
National Park Service
National Register/NHL Programs
1201 Eye Street NW
Washington, DC 20005
202.354.2252

this is what they want to do

Wyatt, Barbara <barbara_wyatt@nps.gov>

Re: Parks and Boulevards

1 message

Crawford, Matt <Matt.Crawford@cityofchicago.org> Tue, Feb 23, 2016 at 1:21 PM
To: "Wyatt, Barbara" <barbara_wyatt@nps.gov>, "Hathaway, Amy" <Amy.Hathaway@illinois.gov>, "Heckenkamp, Andrew" <andrew.heckenkamp@illinois.gov>, "Leibowitz, Rachel" <Rachel.Leibowitz@illinois.gov>, "Gorski, Eleanor" <Eleanor.Gorski@cityofchicago.org>

Barbara,

Thanks for the feedback. I still think the fourth option is the way to move forward. I also think the boundary justification may need to be modified to resolve the conflict between the statements that say on one hand a block should be included if it has 50 per cent or more integrity and on the other that the boundary can be stretched to pick up one or two properties that may have exceptional architectural character.

IHPA staff please let me know if you want to schedule a conference call to discuss.

Best,

Matt Crawford
Coordinating Planner
Department of Planning and Development
Planning, Design & Historic Preservation Division
City Hall, 121 N. LaSalle St., Room 1101
Chicago, IL 60602
t 312 742 0276

From: Wyatt, Barbara <barbara_wyatt@nps.gov>
Sent: Monday, February 22, 2016 3:05 PM
To: Hathaway, Amy; Heckenkamp, Andrew; Leibowitz, Rachel; Gorski, Eleanor; Crawford, Matt
Subject: Parks and Boulevards

Greetings everyone. I'm sorry to be weighing in late. I didn't know my response to the summary was holding things up. I'll insert comments into each option, but I want to begin with some preliminary reminders:

- District boundaries should not be artificially stretched to pick up a small number of out-lying buildings, even those that may be individually eligible.

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This is pretty much what I suggested in #1. It was my impression that an important rationale for the district (as opposed to a MPDF) was to include parks that are sufficiently intact to be considered contributing but not individually eligible. I was told by someone early on that most of the parks that have enough integrity to be individually listed, have been listed. If there are parks that are so compromised they can't be considered contributing, they should be removed. The quality of the entire resource suffers if sub-standard resources are included.

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Wyatt, Barbara <barbara_wyatt@nps.gov>

FW: Chicago Boulevards Historic District

1 message

Hathaway, Amy <Amy.Hathaway@illinois.gov> Fri, Jun 17, 2016 at 11:05 AM
To: "Wyatt, Barbara" <barbara_wyatt@nps.gov>

Barbara!

Thanks so much for your help today. I really appreciate it.

This is what I sent re: the Boulevards. No response. Sigh.

Have an awesome weekend!

Amy

* See SHPO Summary →

From: Hathaway, Amy
Sent: Wednesday, April 20, 2016 3:36 PM
To: Bonnie McDonald <McDonaldB@lpci.org>
Cc: Heckenkamp, Andrew <Andrew.Heckenkamp@Illinois.gov>; Crawford, Matt <Matt.Crawford@cityofchicago.org>; Leibowitz, Rachel <Rachel.Leibowitz@Illinois.gov>
Subject: Chicago Boulevards Historic District

Dear Bonnie:

I am sorry I missed Landmarks' press conference last week – I have a backlog of National Register nominations that I'm trying to get on the next agenda. Anyway, Andrew told me that you had some questions about the status of the Chicago Boulevards nomination. Since I have been the point person from our office, I thought you might like a summary of the project. This doesn't include the countless phone calls and emails that were exchanged, but I hope it gives you an idea of what we have done to date since the second draft was returned from the NPS on October 1, 2014. (See attached).

October – December 2014

Andrew and I discussed with Barbara Wyatt her comments on the nomination

Andrew, Rachel, and I had a conference call with Barbara

Andrew and I visited the boulevards

I prepared a methodology to assess the integrity of the boulevards by evaluating entire blocks as opposed to weaving in and out of buildings along the boulevards, which I shared with Barbara, Matt, and Eleanor.

January – December 2015

Barbara, Andrew, and I met in Chicago, where we drove the entire length of the boulevards while reviewing the proposed boundaries from the 2014 draft. Our determination at that time was that the revisions would be too much for staff (city/SHPO) to handle alone and it may be necessary to hire a consultant to correct the nomination. We had asked if it was possible to give Chicago the money through a CLG pass-through but was told that the city would have to apply for a grant. (I do want to clarify that no state or federal money has been spent on this project.) After reviewing the nomination draft and visiting the site twice, I was of the opinion that a block-by-block assessment of the boulevards would not solve the boundary issue, and that a more feasible option would be to assess the integrity of each stretch of boulevard (the 19 boulevards in the district).

In November, Barbara, Andrew, and I met with Eleanor and Matt in Chicago to discuss the boulevards. Andrew and I provided a follow-up email, which I have attached with feedback from Matt and Rachel. I have attached a subsequent email with Barbara's comments. (It was on a different string.)

January 2016 – present

After receiving Barbara's comments, Rachel, Andrew and I had a conference call with Matt and Eleanor. At that time, Matt and Eleanor believed with extra staff and summer interns, they would be able to make the necessary revisions in-house.

After much discussion, the NPS, NR staff, and City of Chicago are all on the same page as how to proceed. As a precaution, however, we will forward the first completed boulevard "segment" to Barbara for her comments and guidance, both of which have been invaluable throughout the process.

I just want to assure you that Barbara and her colleagues at the NPS are committed to seeing the Chicago Boulevards Historic District through to its eventual approval. Please feel free to contact me any time; I would be happy to discuss this further.

Sincerely,

Amy

Amy Hathaway

Survey and National Register Specialist

amy.hathaway@illinois.gov

217-782-8588

---------- Forwarded message ----------
From: "Crawford, Matt" <Matt.Crawford@cityofchicago.org>
To: "Wyatt, Barbara" <barbara_wyatt@nps.gov>, "Hathaway, Amy" <Amy.Hathaway@illinois.gov>, "Heckenkamp, Andrew" <Andrew.Heckenkamp@illinois.gov>, "Leibowitz, Rachel" <Rachel.Leibowitz@illinois.gov>, "Gorski, Eleanor" <Eleanor.Gorski@cityofchicago.org>
Cc:
Bcc:
Date: Tue, 23 Feb 2016 18:21:50 +0000
Subject: Re: Parks and Boulevards

SITE VISIT ON NOV 10, 2015

CHICAGO PARK BOULEVARD SYSTEM

Wyatt, Barbara <barbara_wyatt@nps.gov>

Re: HPF funds

1 message

Wyatt, Barbara <barbara_wyatt@nps.gov> Mon, Oct 26, 2015 at 2:38 PM
To: "Brown, Megan" <megan_brown@nps.gov>
Cc: "Hathaway, Amy" <Amy.Hathaway@illinois.gov>, "Leibowitz, Rachel" <Rachel.Leibowitz@illinois.gov>, "Wellock, Jennifer" <jennifer_wellock@nps.gov>, Paul Lusignan <paul_lusignan@nps.gov>, "Heckenkamp, Andrew" <Andrew.Heckenkamp@illinois.gov>, Brian Goeken <Brian_Goeken@nps.gov>

Greetings, everyone.
We all agree that the Chicago parks and boulevards nomination needs to move forward, but it is challenging. This nomination represents the largest, most complex district I've ever seen. The SHPO staff and I have spent a great deal of time reviewing the nomination, and progress has been made; however, issues still must be resolved. If anyone is interested in seeing my last set of comments, please feel free to ask and I'll send them to you.

Several months ago, Amy, Andrew, and I met in Chicago to review the district in the field, and we came to a tentative agreement on the boundary issues. My understanding is that there has been no funding to carry out the needed revisions.

After the ASLA meeting in Chicago in early November, I will be meeting with the Chicago city staff and Amy and Andrew to discuss the wrap-up of the nomination. If possible, it would be a good idea for Amy and Andrew to outline a work program for the completion of the nomination that we can use in our discussion.

Thanks very much for your interest and support, everyone. Contact me if you have any questions.
Barbara

On Mon, Oct 26, 2015 at 12:58 PM, Brown, Megan <megan_brown@nps.gov> wrote:

Amy,

Thank you for your concern about this project. I did have a conversation with Rachel and Brian about this last week after speaking with Jen Wellock as I was puzzled about the project and wanted to get a better picture. I have not had a chance to speak to Barbara yet as the NR reviewer.

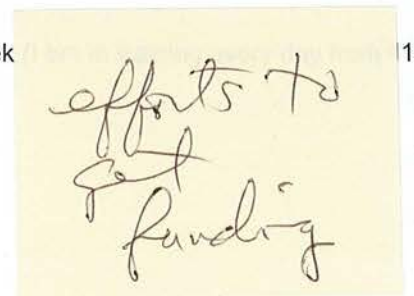
It is my understanding that a large quantity of CLG funding has already been spent on this project. Could you tell me how much to date and how much the City has put in?

Given our combined investment, I think it might be a good idea for all of us (NR, SHPO, CLG, Grants, CLG) to have a conversation about the best way to move this project forward.

As for using more CLG funding, certainly that is an option but this project would need to be proposed by the City and compete against your other CLG grant applications. Chapter 9 of the HPF Grants manual is very clear about competitive selection of CLG grants. This could be in your 2016 round if the City is willing to apply and once again able to secure the match. The reference you make to scholarships is a different use and that is a pooling of funding to benefit all CLGs and this does not fall under that exception.

Given the length of time and resources spent on this project, I do think it is worthy of a conversation if this is the best use of limited CLG funds and is the nomination acceptable in its current state. It is my understanding that Chicago has communicated with the SHPO and NPS throughout the process so would like to better understand the comments and the effect that is having on our very limited CLG grant funding.

Perhaps this is something we could do either one morning this week (1-5)? If not it would need to wait until the 16th.



Let me know your thoughts and others feel free to chime in.

Megan

Megan J. Brown
Chief State, Tribal, Local Plans & Grants (Acting)

State, Tribal, Local Plans and Grants Division, National Park Service
1201 Eye St NW (2256), Washington DC 20005
202-354-2062 phone 202-371-1794 fax
megan_brown@nps.gov, www.nps.gov/stlpg

2016 National Park Service CENTENNIAL

Celebrate with us at FindYourPark.com and join our celebration as a partner at NextCenturyforParks.org!

Like us on Facebook! **https://www.facebook.com/HHPreservItNPS**
Follow us on Twitter! **@HHPreservItNPS**
Learn more on Tumblr! **https://www.tumblr.com/blog/hhpreserveit**

On Mon, Oct 26, 2015 at 11:43 AM, Hathaway, Amy <Amy.Hathaway@illinois.gov> wrote:

> Dear Megan:
>
> Over the past several years, our office has been working with the City of Chicago and Barbara Wyatt to see through the completion of the Chicago Park Boulevard System Historic District. The district encompasses the 26 -mile boulevard and adjacent parks, squares, and buildings. It is a monumental task and the City of Chicago has spent a great deal of time and money on the project. Due to the complexity and enormity of the nomination, it has been sent back twice for revisions, but we feel confident now that we are on the right track and will be able to make the necessary corrections needed to satisfy the requirements of the National Register program. The project deserves more time than SHPO or city staff can afford, however, so we would like to hire a consultant to complete the nomination.
>
> Since Chicago participates in the CLG program, I wanted to know if it was possible to give them HPF money to complete the project and have that count as part of our 10% match. Our concern is that, without HPF assistance, this project will not be completed. Illinois has been operating for nearly four months without a budget, so I would imagine that our chances of getting state funds are slim. Chicago has spent nearly six figures on the project to date, and the city is reluctant to request additional funds.
>
> Our office has given HPF funds directly to CLGs to reimburse members for conference expenses, and we have used CLG money as pass through to help pay for statewide conferences. If there is anything we can do to work something out to help pay for this, we would greatly appreciate it.
>
> Sincerely,
>
> Amy
>
> Amy Hathaway
>
> Survey and National Register Specialist
>
> amy.hathaway@illinois.gov
>
> 217-782-8588

Wyatt, Barbara <barbara_wyatt@nps.gov>

Tuesday, November 10th

1 message

Hathaway, Amy <Amy.Hathaway@illinois.gov> Mon, Nov 2, 2015 at 5:18 PM
To: "Gorski, Eleanor" <Eleanor.Gorski@cityofchicago.org>, "Wyatt, Barbara" <barbara_wyatt@nps.gov>

Dear Eleanor and Barbara:

I'm just confirming our meeting about the Boulevards on Tuesday, November 10th at 10:30 AM.

Barbara, the Commission on Chicago Landmarks address is 33 N. LaSalle, Room 1600.

Please let me know if there are any changes.

Andrew and I will be driving up that morning; Rachel will be in town already.

My cell is 217-816-1211 in case you need it.

Thanks and I look forward to seeing you!

meeting with city staff

Amy Hathaway

Survey and National Register Specialist

amy.hathaway@illinois.gov

217-782-8588

Wyatt, Barbara <barbara_wyatt@nps.gov>

Chicago Boulevards

1 message

Hathaway, Amy <Amy.Hathaway@illinois.gov> Wed, Nov 25, 2015 at 12:11 PM
To: "Gorski, Eleanor" <Eleanor.Gorski@cityofchicago.or yatt@nps.gov>, "Crawford, Matt" <Matt.Crawford@cityofchicago.org>
Cc: "Heckenkamp, Andrew" <Andrew.Heckenkamp@illir achel.Leibowitz@illinois.gov>

Good morning!

Andrew and I thought it would be a good idea to send a follow-up recap of our November 10th meeting about the Chicago Boulevards. It is obvious that this is a very complicated project to which there is no simple solution. I think we all agreed, besides the fact that we are dedicated to seeing the nomination through, that the documentation compiled in the nomination was good and that the majority of the concerns lay in Section 7. Below are – to my recollection—the possible solutions we discussed and the pros and cons. If I have omitted or misconstrued anything, please let me know.

- Nominate just the boulevards and adjoining parks/ squares

  PROs: This would be the quickest solution. Eliminating the buildings would address many of the concerns with the existing nomination.

  CONs: This is the most drastic approach. It is not in keeping with the original intent of the nomination (to include the "frame") and does not take into consideration the work that has gone into the nomination so far.

- Divide the boulevards into sections and list only those that had integrity.

  PROs: This would allow some of the buildings to remain in the nomination and eliminate the problem of erratic boundaries.

  CONs: This may also eliminate the nomination of the parks/squares that did not have sufficient integrity on their own. There was concern about excluding areas in the less affluent neighborhoods. It would be harder to justify national significance for certain portions.

- Develop an MPD, list the boulevard, and develop registration requirements to allow for the nomination of the neighborhoods along the boulevard.

  PROs: This would allow for the entire boulevard system to be listed for national significance and the creation of more districts. This also would bring to light the individual histories of the neighborhoods through which the boulevard system passes.

  CONs: This would take the most time and incur the most expenses. There was also concern that once the boulevards were listed, there would be little incentive to nominate the possible districts connected to the boulevards.

- List the boulevard system in its entirety and evaluate the buildings in the boulevard segments between each park or square. Include only the buildings in the segments where the buildings -- as a grouping-- have sufficient integrity.

  PROs: This allows for the inclusion of the entire system, keeps the original intent of the nomination, and creates a justifiable boundary.

  CONs: A sizeable amount of eligible buildings may not be listed as a result.

After reviewing the options, Andrew and I prefer the latter. We would like everyone to be in agreement, so please feel free to follow up with any questions, concerns, or alternatives. Once we come up with a path, Andrew and I will develop a scope of work for the nomination's revisions for all to review.

Other items that came up in our discussion:

Barbara was going to look into other boulevard systems to see whether they existed in comparable, densely populated areas. Barbara was also going to talk to Megan Brown about funding possibilities.

Eleanor was going to see how much money it cost the city to have the maps done. This is in regards to the possibility of using the cost as a match in the event the city applies for a CLG grant (which would not occur in the 2016 grant cycle).

I know the holidays are upon us but I would like to hear back from everyone in the next couple of weeks while it's (relatively) fresh in my mind. Speaking of, Happy Thanksgiving Everyone!

Take care,

Amy

Amy Hathaway

Survey and National Register Specialist

amy.hathaway@illinois.gov

217-782-8588

Wyatt, Barbara <barbara_wyatt@nps.gov>

RE: Chicago Boulevards

1 message

Leibowitz, Rachel <Rachel.Leibowitz@illinois.gov> Wed, Nov 25, 2015 at 12:34 PM
To: "Hathaway, Amy" <Amy.Hathaway@illinois.gov>, "Gorski, Eleanor" <Eleanor.Gorski@cityofchicago.org>, "Wyatt, Barbara" <barbara_wyatt@nps.gov>, "Crawford, Matt" <Matt.Crawford@cityofchicago.org>
Cc: "Heckenkamp, Andrew" <Andrew.Heckenkamp@illinois.gov>

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Thanks,

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1 Old State Capitol Plaza

Springfield, Illinois 62701

Phone: (217) 785-5031

E-mail: rachel.leibowitz@illinois.gov

Website: www.illinoishistory.gov

From: Hathaway, Amy
Sent: Wednesday, November 25, 2015 11:11 AM
To: Gorski, Eleanor <Eleanor.Gorski@cityofchicago.org>; Wyatt, Barbara <barbara_wyatt@nps.gov>; Crawford, Matt <Matt.Crawford@cityofchicago.org>
Cc: Heckenkamp, Andrew <Andrew.Heckenkamp@Illinois.gov>; Leibowitz, Rachel <Rachel.Leibowitz@Illinois.gov>
Subject: Chicago Boulevards

Good morning!

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- Nominate just the boulevards and adjoining parks/ squares

  PROs: This would be the quickest solution. Eliminating the buildings would address many of the concerns with the existing nomination.

  CONs: This is the most drastic approach. It is not in keeping with the original intent of the nomination (to include the "frame") and does not take into consideration the work that has gone into the nomination so far.

- Divide the boulevards into sections and list only those that had integrity.

  PROs: This would allow some of the buildings to remain in the nomination and eliminate the problem of erratic boundaries.

  CONs: This may also eliminate the nomination of the parks/squares that did not have sufficient integrity on their own. There was concern about excluding areas in the less affluent neighborhoods. It would be harder to justify national significance for certain portions.

- Develop an MPD, list the boulevard, and develop registration requirements to allow for the nomination of the neighborhoods along the boulevard.

  PROs: This would allow for the entire boulevard system to be listed for national significance and the creation of more districts. This also would bring to light the individual histories of the neighborhoods through which the boulevard system passes.

  CONs: This would take the most time and incur the most expenses. There was also concern that once the boulevards were listed, there would be little incentive to nominate the possible districts connected to the boulevards.

- List the boulevard system in its entirety and evaluate the buildings in the boulevard segments between each park or square. Include only the buildings in the segments where the buildings -- as a grouping-- have sufficient integrity.

  PROs: This allows for the inclusion of the entire system, keeps the original intent of the nomination, and creates a justifiable boundary.

  CONs: A sizeable amount of eligible buildings may not be listed as a result.

Wyatt, Barbara <barbara_wyatt@nps.gov>

RE: Chicago Boulevards

1 message

Hathaway, Amy <Amy.Hathaway@illinois.gov> Wed, Nov 25, 2015 at 4:59 PM
To: "Leibowitz, Rachel" <Rachel.Leibowitz@illinois.gov>, "Gorski, Eleanor" <Eleanor.Gorski@cityofchicago.org>, "Wyatt, Barbara" <barbara_wyatt@nps.gov>, "Crawford, Matt" <Matt.Crawford@cityofchicago.org>
Cc: "Heckenkamp, Andrew" <Andrew.Heckenkamp@illinois.gov>

Rachel:

Andrew and I are recommending the approach that we believe is most feasible and works with what we already have. We are not recommending a building-by-building or block-by-block approach. The number of buildings included/excluded is to be determined. Andrew and I would be happy to go over the meeting discussion with you in greater detail if you wish.

Have a great 4 day weekend everyone!

Amy

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Sent: Wednesday, November 25, 2015 11:35 AM
To: Hathaway, Amy <Amy.Hathaway@Illinois.gov>; Gorski, Eleanor <Eleanor.Gorski@cityofchicago.org>; Wyatt, Barbara <barbara_wyatt@nps.gov>; Crawford, Matt <Matt.Crawford@cityofchicago.org>
Cc: Heckenkamp, Andrew <Andrew.Heckenkamp@Illinois.gov>
Subject: RE: Chicago Boulevards

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On the other hand, looking at the fourth option, which you prefer and which also sounds reasonable, my question is what a "sizable amount of eligible buildings" might amount to, as an estimated percentage, and how their integrity would be judged "as a grouping" in these segments, as you wrote. Would it likely result in a loss of 25% or more of the buildings that had been considered eligible/contributing so far? Would they be evaluated block by block individually, or would one block's integrity be weighted or judged against the integrity of another block much farther away in this large network/system?

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Wyatt, Barbara <barbara_wyatt@nps.gov>

city 2 Chicago

Re: Chicago Boulevards

1 message

Crawford, Matt <Matt.Crawford@cityofchicago.org> Fri, Nov 27, 2015 at 11:12 AM
To: "Hathaway, Amy" <Amy.Hathaway@illinois.gov>, "Leibowitz, Rachel" <Rachel.Leibowitz@illinois.gov>, "Gorski, Eleanor" <Eleanor.Gorski@cityofchicago.org>, "Wyatt, Barbara" <barbara_wyatt@nps.gov>
Cc: "Heckenkamp, Andrew" <Andrew.Heckenkamp@illinois.gov>

Amy,

Thanks for this excellent summary. We would prefer the fourth option as well, though we are very interested in what Barbara's recommendation is.

Matt Crawford
City Planner IV
Department of Housing and Economic Development
Historic Preservation Division
City Hall, 121 N. LaSalle St., Room 1101
Chicago, IL 60602
t 312 744 9146
f 312 744 9140

city agrees w state proposal

From: Hathaway, Amy <Amy.Hathaway@Illinois.gov>
Sent: Wednesday, November 25, 2015 3:59 PM
To: Leibowitz, Rachel; Gorski, Eleanor; Wyatt, Barbara; Crawford, Matt
Cc: Heckenkamp, Andrew
Subject: RE: Chicago Boulevards

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Sent: Wednesday, November 25, 2015 11:35 AM
To: Hathaway, Amy <Amy.Hathaway@Illinois.gov>; Gorski, Eleanor <Eleanor.Gorski@cityofchicago.org>; Wyatt,

Barbara <barbara_wyatt@nps.gov>; Crawford, Matt <Matt.Crawford@cityofchicago.org>
Cc: Heckenkamp, Andrew <Andrew.Heckenkamp@Illinois.gov>
Subject: RE: Chicago Boulevards

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Wyatt, Barbara <barbara_wyatt@nps.gov>

Re: Chicago Boulevards

1 message

Wyatt, Barbara <barbara_wyatt@nps.gov> Tue, Dec 1, 2015 at 5:37 PM
To: "Crawford, Matt" <Matt.Crawford@cityofchicago.org>
Cc: "Hathaway, Amy" <Amy.Hathaway@illinois.gov>, "Leibowitz, Rachel" <Rachel.Leibowitz@illinois.gov>, "Gorski, Eleanor" <Eleanor.Gorski@cityofchicago.org>, "Heckenkamp, Andrew" <Andrew.Heckenkamp@illinois.gov>

Hi everyone. First to tell you that I really enjoyed meeting you, Eleanor and Matt. I thought we had a very productive meeting and I know we're all energized to move the nomination forward. That said, I'm on my way to Missouri to give some training, so I won't be able to thoughtfully respond to Amy's options until next week. I'll be in touch with all of you, with questions, requests for clarification, or an opinion. I'll couch anything in terms of appropriateness according to NR regs and guidance, and the most direct route forward.

From Chicago I headed to Madison, where Susan was a participant in my workshop. She was absolutely delighted that we had met about the nomination, and wondered if there was anything she could do to help wrap it up. I'm not sure if she approached you or if she really has time to contribute, but just wanted you to know she's interested.

More later,
Barbara

On Fri, Nov 27, 2015 at 11:12 AM, Crawford, Matt <Matt.Crawford@cityofchicago.org> wrote:

> Amy,
>
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>
> Matt Crawford
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> t 312 744 9146
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>
> ---
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> **Sent:** Wednesday, November 25, 2015 3:59 PM
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>
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From: Hathaway, Amy
Sent: Wednesday, November 25, 2015 11:11 AM
To: Gorski, Eleanor <Eleanor.Gorski@cityofchicago.org>; Wyatt, Barbara <barbara_wyatt@nps.gov>;

SITE VISIT ON MARCH 18, 2015

CHICAGO PARK BOULEVARD SYSTEM

Wyatt, Barbara <barbara_wyatt@nps.gov>

March 18

1 message

Wyatt, Barbara <barbara_wyatt@nps.gov> Wed, Mar 11, 2015 at 7:54 PM
To: "Hathaway, Amy" <Amy.Hathaway@illinois.gov>, "Heckenkamp, Andrew" <andrew.heckenkamp@illinois.gov>

Hi, I'm arriving at O'Hare at about 7:30 AM on March 18 so we can take a look at the Ps and Bs. I hope this still works for you. I'm sure I can take a shuttle from O'Hare to downtown, but where will you be? I can catch the bus for Madison at the Amtrak station (225 S. Canal) at either 12:30 or 2:00, depending on when you need to leave. Please let me know which is best so I can go ahead and get the bus ticket.

Does this sound OK? Except for the EARLY hour I need to get up, I'm looking forward to seeing you and the district.

Barbara

--
Barbara Wyatt, ASLA
National Park Service
National Register/NHL Programs
1201 Eye Street NW
Washington, DC 20005
202.354.2252

Wyatt, Barbara <barbara_wyatt@nps.gov>

Chicago Boulevards

1 message

Hathaway, Amy <Amy.Hathaway@illinois.gov> NR Coordinator Tue, Dec 2, 2014 at 12:28 PM
To: "Heckenkamp, Andrew" <Andrew.Heckenkamp@illinois.gov>, "Wyatt, Barbara" <barbara_wyatt@nps.gov>

Good morning!

I took a stab at developing a methodology for the boulevards (Word attachment) and it just about drove me nuts. I wanted to have at least 1 completed segment as an example and I used MLK Jr. Dr. since this was the one we discussed the most. I highlighted the segment in yellow and then drew a red line to show the proposed new boundary (Google Earth attachment).

For reference, see maps 1-4 and 10.

The properties at the southern end, which I highlighted in blue are my problem in part because the loss of the buildings around 5007 and 5035 MLK (see attached Sanborn Map) and the awkward angles of the area around the monument make them look like orphans. I'm considering eliminating the 5007 one. I could connect the apartment complex (5035) with the area around the park on 51st St., but would have to pick up a huge (2 block) non-contributing building.

I can't look at it anymore!! Any suggestions?

Am I on track or off the mark?

Thanks :)

Amy

Amy Hathaway

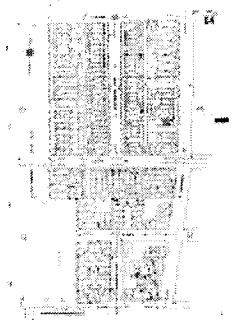
Survey and National Register Specialist

amy.hathaway@illinois.gov

217-782-8588

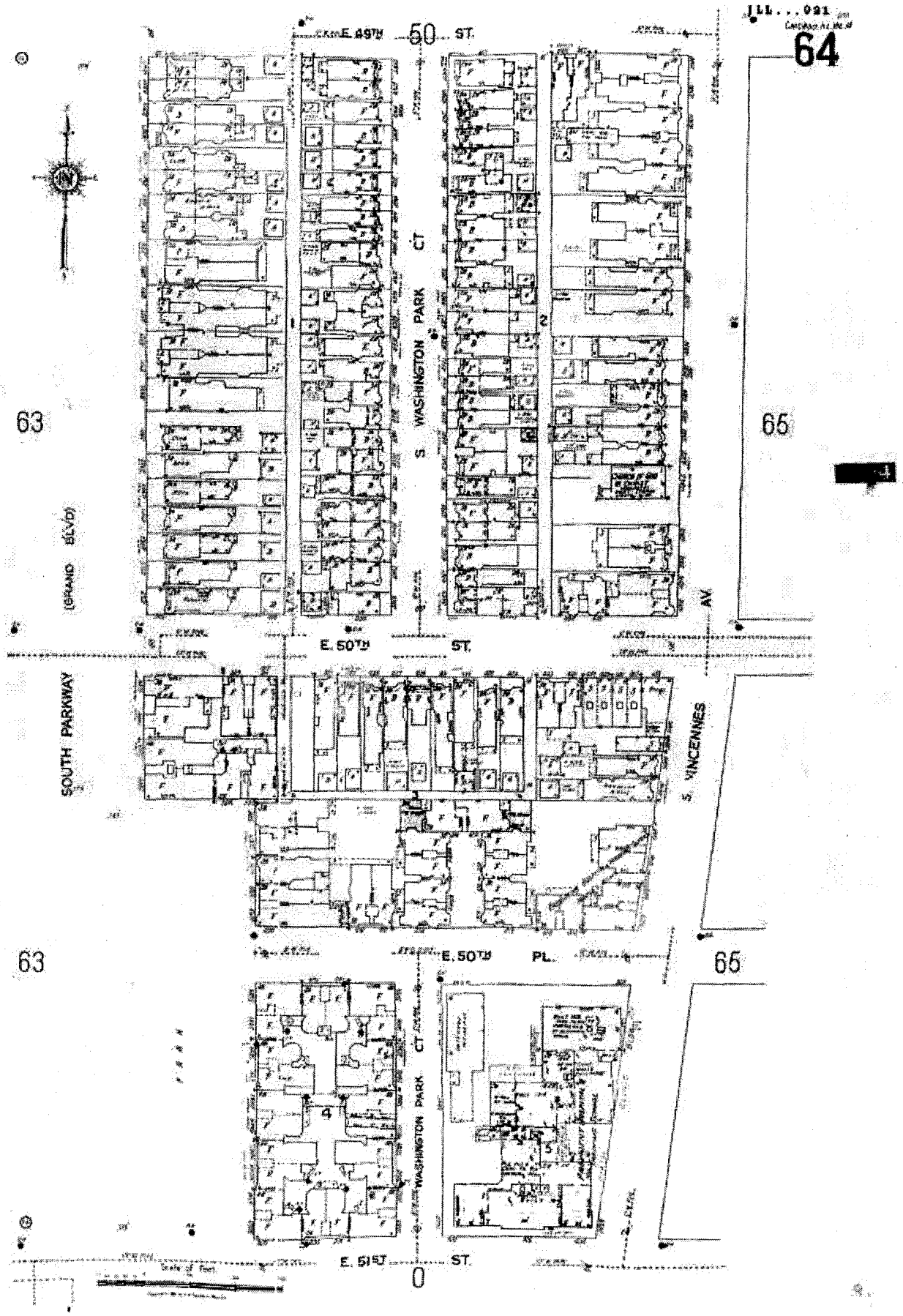
3 attachments

getimage.jpg
168K



boulevards guidelines.docx
15K

MLK.kmz
1K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Boundary Justification

The buildings along the boulevards are considered a significant part of the setting and act as a "framework for the entire system." The district boundaries should be drawn with the intent to keep that framework intact by including non-contributing buildings where they preserve the visual continuity of each boulevard segment and create a logical border. Non-contributing buildings that preserve the character of the boulevards are those that are consistent with the scale, setback, and orientation of the historic setting of the segment in which it is located. Blocks that have a majority of non-contributing buildings can be included when they fill gaps between blocks with a high concentration of contributing buildings. Otherwise when the majority of a block has non-contributing buildings and/or vacant lots the entire area should be excluded from the district. Buildings that are not oriented to the boulevards can be included as part of the district as long as they are adjacent to the street.

Example 1: S. Dr. Martin Luther King Jr. Drive

West side Include the entire west side of S. Dr. Martin Luther King from 3520 - 4958, beginning just south of e. 35th Street, and ending north of E. 50th Street.

East side: include the entire block from 3501, south of E. 35th to 3660, north of E. 37th St.

Exclude S. Dr. Martin Luther King south of 37th to 42nd Street (405 E. Oakwood Boulevard can be included with the Oakwood Boulevard arm)

Include S. Dr. Martin Luther King from 4201, south of E. 42nd Street , to 4557, north of E. 46th Street

Exclude S. Dr. Martin Luther King Jr. Drive south of E. 46th Street to e. 48th Street

Include S. Dr. Martin Luther King Jr. Drive from 4807 to 4959.

5007 & 5035?????

Additional Suggestions

Garfield Boulevard

Only include the buildings along the boulevard when there is a consistent block face – somewhere after Wallace Street. (West of the Dan Ryan --94). Then pick up the blocks on either side.

Western

Consider only including the boulevard in this stretch.

2014 RETURN

CHICAGO PARK BOULEVARD SYSTEM

2014
Return
Comments

United States Department of the Interior
National Park Service
National Register of Historic Places

Comments
Evaluation/Return Sheet

Property Name: Chicago Park Boulevard System Historic District

Property Location: Chicago, Cook County, Illinois

Reference Number: 12000040

Date of Return: October 1, 2014

Reason for Return

The nomination is being returned for technical corrections and additional information. Maps, text, and inventories have been improved from the original submission and those changes make the nomination easier to review.

A description of corrections or clarification needed follows.

Parks Not Listed in the National Register
In Section 7, the discussion of parks not already listed in the National Register needs some reconciliation with the inventories and inventory counts. The rules for counting, found on page 17 of the *How To* National Register bulletin, should be followed, especially these:

> Do not count minor resources, such as small sheds or grave markers, unless they strongly contribute to the property's historic significance.
>
> Count gardens, parks, vacant lots, or open spaces as "sites" only if they contribute to the significance of the property.

With this in mind, for Douglas, Gage, and McKinley parks there should be a brief explanation of the parameters used to classify resources as "countable" resources, as opposed to "historic features" that are not inventoried due to their scale, but nevertheless contribute to historic

character. Such character-defining features may include flagpoles and furniture. Including a "character-defining features" list in the inventory would underscore their significance. Alternatively, a zero could be placed in the "numbers" columns for minor features and sites that are mentioned in the text and should be included in the inventory but not counted (with a footnote or other explanation). Minor features that have been included in inventories and counted, such as flagpoles, should be removed and placed on the character-defining features list. Please make sure all lists are complete and contain all components and features mentioned in the text.

If the park is considered a contributing site, individual sites within the park should not be counted (this would be double counting), but such sites within the park should be included on inventory lists to note their significance. The Jensen Formal Garden at Douglas Park may be an example.

Please clarify the period of significance for each of the three parks. The last sentence on page 22 refers to Douglas Park's period of significance. Please identify the period of significance for Douglas Park and for the other two parks, if they vary from the overall period of significance.

Buildings, Boundaries, and Integrity

The nomination states on page 14 that "contributing and noncontributing buildings provide a frame for the boulevards, squares, and parks." The boundaries were generally drawn to include "contiguous areas with the greatest integrity" (p. 14). It is also stated, "This nomination, for the entire system, goes beyond the story of the parks alone and beyond the narrative of a single segment of Chicago's contiguous park and boulevard system. It completes the story of that system by including all if its essential elements" (p. 13). The problem is that in many places the "essential elements" have been considered too compromised to include. Please add an explanation of how that changes the "story." This is an important point to explain, because the establishment of a "frame" was the overriding rationale for including the buildings. Where the frame is missing or the boundaries weave in and out of contributing buildings, there is no frame. National Register guidance does not prohibit stretching a boundary to include a single building or weaving boundaries in and out of contributing buildings, but discourages these practices by specifying that district boundaries should be based on significance and integrity, and that a decline in the concentration of contributing resources should help determine district boundaries (*How to Complete the National Register Registration Form,* p. 56).

Where the boundaries eliminate entire blocks of buildings or weave in and out of buildings, the integrity of setting—and several other aspects of integrity—is seemingly lost. Please explain the impact on integrity and why these entire blocks of buildings were not eliminated from the district. Where the frame exists in its entirety, it provides an effective streetscape, but where it is lost, it seems it would be more appropriate to eliminate the entire block, rather than include a small number of buildings (a single building is particularly disturbing). On the other hand, if the scale, massing, and texture of nonhistoric buildings on a streetscape are in keeping with historic buildings, this may suggest their inclusion as noncontributing resources is appropriate.

The nomination does not include sufficient description (or photographic coverage) of many blocks to convey their appearance or integrity. Individual exclusions and large stretches of

excluded areas should be explained, with descriptions tied to maps and map codes. Some specific examples of where this is evident follow:

South Drexel Bvd. And Drexel Square (text, pages 160-163, maps 6-9). The omissions around Drexel Square and on S. Drexel Blvd. have not been explained. The omitted parts could be of a scale, massing, or layout in keeping with the essential frame, which would suggest their inclusion as noncontributing resources.

Grand Blvd. Please explain the character of the streetscape omitted on the east side of the boulevard, between E. Pershing and E. 37th and between E. 49th and E. 46th. In Section 7 these large omitted areas should be described and their impact on integrity of the district explained. Please discuss if they relate to the African American history of this area, as mentioned in the nomination (p. 165).

Midway Plaisance and University of Chicago. The Midway Plaisance is already listed in the National Register, but much of the historic University of Chicago campus has been included in this nomination because it is located on the north side of the Midway Plaisance. The University of Chicago is not described in nearly enough detail (see pages 54 and 57), nor is the photographic representation adequate. This is a large and important component of the "frame" for the Midway Plaisance. In Section 7, please describe the nominated portion of the campus, including the designed landscape (site plan by Henry Ives Cobb) and how the nominated part corresponds to the broader campus. In Section 8, please provide a brief history of the school and its development over time. Cross reference to the Practitioners section if designers who helped shape the University of Chicago are mentioned. It also should be mentioned if adjacent parts of the university are potentially eligible. Please submit better photographic coverage for the University of Chicago.

Technical Issues

1. Photo coverage of the parks and squares is incomplete. For parks already listed in the National Register, the couple of context views submitted are adequate, but for the three unlisted parks more extensive photo coverage should be submitted, including representative noncontributing elements.

2. Representative photos of noncontributing resources and areas eliminated from the "frame" because they are considered noncontributing are needed. Only very few views of noncontributing photos could be found among the photos submitted, and none could be found for the large areas of "frame" omitted. Panoramic shots are particularly useful.

3. In the digital photography list, please note that #46 is noncontributing, but is not labeled as such, as the others are.

4. Drexel Blvd. is said to be a Type 1 boulevard (p. 40), but elsewhere the nomination states that Type 1 only applies to Midway Plaisance (p. 37). Please explain.

5. In the text on page 161, Hyde Park, Kenwood, and Oakwood should be indicated on Key Map 1. The text doesn't reveal where Oakwood starts, where Kenwood ends, and where

Oakland ends. If the boundaries for these neighborhoods are vague, that can also be explained.

6. Please briefly describe the development of the context of the omitted frames, after 1942 (end of the period of significance). An entire history unfolded that remains unknown, except in a few general statements.

7. The boundary at the northeast corner of Jackson Park seems to arbitrarily jut east to Lake Michigan. Is this a property line? Does it reflect the National Register listed resource? Does Jackson Park extend to Lake Michigan, or should the boundary in this area be Lake Shore Drive? An adjustment may not be needed, but an explanation is needed.

8. Have UTM or lat-long points been submitted with USGS maps?

9. The bibliography should be Section 9, not Attachment 9.

10. The two 8 ½ x 11" maps that are titled "Olmsted Vaux & Co. 1871 Map of Chicago South Park Commission" and "Map of Chicago Boulevard and Park System, 1872" should be eliminated, because they are unreadable. Alternatively, readable copies may be submitted.

11. National Register staff who contributed to the review of this nomination found that within some boundaries new construction has occurred; such buildings need to be added to the inventory.

Please call me at 202-354-2252 or send an email to barbara_wyatt@nps.gov if you have any questions.

Barbara Wyatt
National Register of Historic Places

Wyatt, Barbara <barbara_wyatt@nps.gov>

RE: Chicago Parks and Blvds

1 message

Heckenkamp, Andrew <Andrew.Heckenkamp@illinois.gov> NR Coordinator Thu, Oct 9, 2014 at 11:25 AM
To: "Wyatt, Barbara" <barbara_wyatt@nps.gov>
Cc: "Hathaway, Amy" <Amy.Hathaway@illinois.gov>

Thanks, Barbara. I think the plan right now is for me to make the changes in cooperation with the City of Chicago, but I will keep you posted. Thank you so much for all your time on this!!!!!

From: Wyatt, Barbara [mailto:barbara_wyatt@nps.gov]
Sent: Thursday, October 09, 2014 10:21 AM
To: Heckenkamp, Andrew
Subject: Chicago Parks and Blvds

Hi Andrew. I'm sending you the Chicago Parks and Blvd return comments. When you send these comments to the authors, please highlight requested information and corrections, perhaps with notes regarding items you believe are particularly important. Feel free to re-word these points to make sure they're understood (some of my comments from before weren't addressed). I would also appreciate it if you would review the edited nomination before it's re-submitted to me. You might ask the authors to use a format that facilitates the review of this big document, such as including new material in bold.

I'm at 410-775-0056 today and would welcome a call after you've had a chance to read the comments.

Thanks, Andrew.

Barbara

--

Barbara Wyatt, ASLA

National Park Service

National Register/NHL Programs

1201 Eye Street NW

Washington, DC 20005

202.354.2252

Wyatt, Barbara <barbara_wyatt@nps.gov>

RE: Chicago Parks and Blvds

1 message

Heckenkamp, Andrew <Andrew.Heckenkamp@illinois.gov> Fri, Oct 17, 2014 at 1:58 PM
To: "Wyatt, Barbara" <barbara_wyatt@nps.gov>
Cc: "Hathaway, Amy" <Amy.Hathaway@illinois.gov>

Perfect

From: Wyatt, Barbara [mailto:barbara_wyatt@nps.gov]
Sent: Friday, October 17, 2014 12:15 PM
To: Heckenkamp, Andrew
Subject: Re: Chicago Parks and Blvds

Sure, Andrew. I heard you were on the road. I'm only in Monday and Tuesday next week. Tuesday afternoon would be best. Does that work?

Thanks,

Barbara

On Fri, Oct 17, 2014 at 11:30 AM, Heckenkamp, Andrew <Andrew.Heckenkamp@illinois.gov> wrote:

> Barbara-
>
> Sorry for my delayed response. Can we set up a time early next week?
>
> **From:** Wyatt, Barbara [mailto:barbara_wyatt@nps.gov]
> **Sent:** Friday, October 10, 2014 9:10 AM
> **To:** Heckenkamp, Andrew
> **Subject:** Re: Chicago Parks and Blvds
>
> Hi Andrew, I would like to talk with you, and perhaps Rachel, about how you might use my comments to craft the Chicago P and B nomination into an acceptable document. I would also like to volunteer to help, as possible, so this property can get listed. I looked over the latest draft carefully, because of the complexity and scale of the proposed district. Some of my notes, not included in the comments I sent you, would be useful for editing purposes. For example, I compared the nomination text, maps, and inventory lists pretty carefully for Douglas Park, in part to check the inventory count. I would be happy to share this with you, but I would need to put it in a format that makes sense to you.
>
> I'm very glad to talk with you today, or next Tuesday afternoon (Monday is a federal holiday; Tues morning I have a doctor appointment). Both days I'll be at 410-775-0056.

Barbara

On Thu, Oct 9, 2014 at 11:25 AM, Heckenkamp, Andrew <Andrew.Heckenkamp@illinois.gov> wrote:

> Thanks, Barbara. I think the plan right now is for me to make the changes in cooperation with the City of Chicago, but I will keep you posted. Thank you so much for all your time on this!!!!!
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> **From:** Wyatt, Barbara [mailto:barbara_wyatt@nps.gov]
> **Sent:** Thursday, October 09, 2014 10:21 AM
> **To:** Heckenkamp, Andrew
> **Subject:** Chicago Parks and Blvds
>
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> I'm at 410-775-0056 today and would welcome a call after you've had a chance to read the comments.
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> Thanks, Andrew.
>
> Barbara
>
> --
>
> Barbara Wyatt, ASLA
>
> National Park Service
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> National Register/NHL Programs
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> 1201 Eye Street NW
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> Washington, DC 20005
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> 202.354.2252

2012 RETURN

CHICAGO PARK BOULEVARD SYSTEM

2012 Return Comments

United States Department of the Interior
National Park Service
National Register of Historic Places

Comments
Evaluation/Return Sheet

Property Name: Chicago Park Boulevard System Historic District

Property Location: Chicago, Cook County, Illinois

Reference Number: 12000040

Reason for Return
The nomination for the Chicago Park Boulevard System Historic District is being returned because of several substantive and technical problems. The resource is considered eligible, but some information is not clear and some aspects of the nomination need further explanation. Because of the size and complexity of the district, clear explanations must be provided for the boundaries of the district, evaluations of contributing and noncontributing resources, and the evaluation process

The comments in this return document begin with a brief summary of the nomination, followed by questions or a discussion of issues according to these topics:

- Boundaries
- Adjacent Districts
- Integrity 1,044 NC Bldgs
- National Significance
- Inventories
- Counting Resources
- Sketch Maps and Aerial Photos
- UTM References and Acreage
- Additional Documentation

Summary of the Nomination
The Chicago Park Boulevard System Historic District is a 26-mile stretch of the city's historic boulevard system, including adjacent parks, squares, and buildings. Chicago's boulevard system consists of 19 boulevard segments that connect eight parks. Six squares connect various boulevards. Five parks have been listed in the National Register, with reference to the multiple property cover, "Historic Resources of the Chicago Park District." The earlier park nominations did not include adjacent buildings. This nomination includes buildings surrounding the eight parks; it does not reference the multiple property cover. The "Logan Square Boulevards Historic District," listed in 1985, is encompassed by the Park Boulevard System historic district. It

includes three boulevards and two squares, as well as the buildings surrounding these squares and boulevards.[1]

The district is nominated under criteria A and C for significance in Architecture, Community Planning and Development, and Landscape Architecture. The periods of significance (POS) are 1869 to 1942 and 1906 to 1964. The first POS begins with passage of the legislation that created the park system (1869) and ends with the curtailment of major funding in 1942. This POS is related to Criterion A, Community Planning and Development, and Criterion C, Landscape Architecture. Criterion A and these two areas of significance pertain to the entire district. The second POS, 1906 to 1964, only pertains to the Architecture significance of the buildings "along the south side of Chicago's Midway Plaisance" (page 69). The significance begins with construction of Midway Studios and extends to 1964 when the School of Social Service Administration was built.

The district is considered nationally significant for its significance in Landscape Architecture and locally significant in terms of Community Planning and Development and Architecture.

If anything in this summary is incorrect, please explain more clearly in the text of the nomination. Some of the summary was based on interpretation of the text, but the interpretations may be incorrect.

Boundaries

The nomination states that the nominated resource includes the Chicago boulevards and associated parks, squares, and buildings. Section 7 states, "These 'primary' buildings consist of every type of building (single family residences, apartments, churches, schools, etc.) facing on the parks, boulevards and squares" (p. 8). The Boundary Justification states, "the boundaries include the established parks, boulevards and squares ringing the city of Chicago, as laid out in 1869, and *all the properties* surrounding the parks, boulevards and squares" (p. 211; italics added).

The maps reveal that in many areas the buildings adjacent to the boulevards, squares, and parks are not included within the boundary. Buildings within blocks have been omitted in some cases, and corner buildings were deliberately omitted if they do not face the parks, squares, or boulevards. Consideration should be given to including these buildings, even if they are evaluated as noncontributing. The boundary justification claims that the resource is considered to be the parks, boulevards, squares, *and surrounding properties*. The nomination does not mention that the surrounding properties are only considered contributing buildings, if that is in fact what was done. It seems that the surrounding properties would be the lots and whatever may be built on them, whether buildings, parking lots, or something else.

It seems very arbitrary to omit corner lots. Often buildings on corner lots, regardless of their orientation, contribute to the streetscape by bracketing the buildings within the blockface.

1 Please note that "The Historic Resources of the Chicago Park District" multiple property documentation form could have been expanded with additional contexts to address the boulevards, squares, and surrounding buildings. The comprehensive district could have been included as a property type. There would have been practical reasons for that approach, not the least being an ability to reduce the length of this nomination.

Corner development may be stylistically and temporally related to their park-facing neighbors. The exclusion of these buildings denies an important aspect of the developmental history of these neighborhoods.

From the documentation submitted, the resource seems to encompass all development adjacent to the boulevards, parks, and squares—not simply some developed lots. The boulevards, parks, and squares could constitute a resource without the surrounding development, but if the surrounding development is included, the parameters for its inclusion must be explained. The nomination must define what is meant by "surrounding properties" and explain the general principles that led to the omission of portions of blocks or entire blocks. In addition, individual exclusions should be identified and explained, with descriptions tied to maps and map codes so their locations can be found and their impact on integrity can be assessed. The omission of corner lots should be corrected, unless a compelling reason to do otherwise can be explained. The verbal boundary description must reflect the realities of the boundary and buildings and sites added as a result of these comments must be included in the inventory.

Adjacent Districts
Some contributing buildings that face the parks, boulevards, and squares may be portions of larger districts extending beyond the boundaries of this nomination. Normally, portions of districts are not nominated. However, in this nomination the blocks directly adjacent to the parks, boulevards, and squares may be intended to *represent* the development that followed construction of the boulevards. Some larger districts from the period of significance may extend beyond the park-facing blocks. In these cases, the adjacent blocks may be a portion of another resource (district) not being nominated at this time. Clearly, the nomination would be unwieldy if these larger districts were included, but if such districts have been identified, they should be briefly described.

Integrity
The nomination discusses the integrity of the boulevards in Section 7 (pages 38-39) and briefly in Section 8 (page 69). The integrity of the nominated district is considered "very high" (page 69). However, descriptions of the district and individual resources do not always clearly articulate the high level of significance claimed in Section 8. The integrity assessment for buildings is somewhat clearer than the assessments of landscapes. The integrity of landscapes is tied to spatial organization, plant materials, circulation, buildings and structures, and other features, which are evaluated in terms of the POS and the original design intent. The discussion of each of these items should be thorough and should be cross-referenced to the accompanying inventory and the map or site plan. This has not been done consistently. For example, for Gage Park the inventory lists five resources, in addition to the park itself. The text describes 17 items labeled on the aerial photo. It is not clear how resources other than the five on the inventory contribute to the park. A walkway, for example, leading from 55th to 56th street is described in the text "to be lined on both sides with historic canopy trees" (p. 19). Is this a contributing

feature? Resources that are "features" can be included in the inventory, even if they're not resources that will be counted.

It is not sufficient to claim a level of integrity without demonstrating how that evaluation has been achieved. The reader should not be charged with the task of assessing integrity by comparing site plans, text, and aerial photos to determine changes over time. Using Gage Park as an example, the maps are not the least bit useful in determining what contributes to the park or the integrity of the park. In addition to the field house, they show small, unidentified squares and rectangles and a small square marked "O." The text reveals this is the boiler house, but the squares and rectangles are not identified. To understand what contributes to Gage Park, one needs to disregard the map and use the aerial, text, and inventory in combination to attempt to try to understand what exists in the park, what contributes, and the integrity.. It would be preferable for an easy-to-read site plan to reveal the information explained in the text and compiled on the inventory.

It is important to maintain some consistency in evaluations of integrity throughout the nomination and it best to use the method of description and evaluation described above. Relying on unexplained assumptions is not valid. For example, the nomination states that some of the changes over time "have been guided by significant practitioners, sensitive to the designs of the original landscape architects." This implies that changes over time are acceptable if well guided and with a prominent practitioner involved. However, this statement ignores the relevance of the POS to change and the impact of change on the design intent. The reputation of the landscape architect is not as significant as the degree of change, whether changes fall within the POS, and their impact on the historic resource. In some cases, a second landscape architect may have made sweeping changes during the POS that have become accepted as the design of the site (park, square, etc.). Thus, the integrity of the site may be tied to its resemblance to the altered plan, rather than the original. This must be explained.

The three parks in the district that were not nominated under the multiple property nomination "Historic Resources of the Chicago Park District" do not have to adhere to the integrity levels described in the cover, but the information in the MP cover should inform the descriptions and integrity evaluations in this nomination. As described above, the integrity of the parks should be evaluated in terms of spaces and spatial relationships, vegetation (including its use to define spaces and features), and constructed elements (buildings, structures, sites, and objects). Some areas of these parks may have losses of integrity that, if individually nominated, could have compromised their eligibility or suggested that parts should not be included in the nomination. (The multiple property cover suggests that it may be appropriate to nominate "elements" of some parks, rather than the entire park if integrity is compromised.) Because these parks are part of the larger boulevard district, it may be appropriate to include the entire park but evaluate some areas as noncontributing. The multiple property cover says, "The integrity evaluation will rely upon analyses of the historic design intents associated with the various periods of significance and the degree to which the current property exemplifies those design intents. This endeavor is critical."

Please be aware that evaluations should be considerate of the layers of history that may be evident. For example, the playground at Gage Park, has modern equipment, fencing, and paving,

but the space has been used as a playground since the 1920s. Thus, it makes a spatial contribution to the park and has maintained integrity of use, even though its details are noncontributing.

National Significance
The district is considered nationally significant under Criterion C for Landscape Architecture. The nomination does not cite specific design excellence, but considers the district significant for "being early and influential," for being "designed and executed by some of the nation's greatest luminaries in the field of landscape architecture," and for being "the first major comprehensive system in the country . . . . seminal in the creation of park and boulevard systems in cities nationwide" (page 68).

Section 8 clarifies that the national significance is related to the number of well-known and accomplished practitioners involved in the systems' design and as the first comprehensive boulevard/park system, thus influential in the development of similar systems. In the discussion of national significance (particularly page 72), the nomination reinforces this latter realm of significance: ". . . the Chicago park and boulevard system is nationally significant as an early and seminal development in what would become a national movement to establish urban park systems." The nomination presents several boulevard or parkway systems in other cities for comparative information. Scholarly references are presented.

The number and quality of landscape architects' participation is noteworthy, but it is not clearly articulated that this helps justify national significance. The system was developed over time so it is reasonable to expect the participation of a number of practitioners. Their participation in the development of the Chicago system should be linked to their bodies of work. Were some of their greatest achievements made on the park and boulevard development? The Milwaukee system is said to have been designed by Olmsted "with numerous other landscape architects." It is not clear if other cities also used a number of practitioners, but a specific comparison with Milwaukee's design team over time could be helpful. To date, parks and parkways associated with the Milwaukee system are considered locally significant. (The "system" does not seem to have been evaluated.)

The national significance of the nominated district seems more closely aligned with the system's role in Community Planning and Development. Chicago showed great foresight in its planning for the system to be developed over time. An excellence in landscape architecture has not been well argued in this nomination, but Chicago's place in the nation's city planning history is explained. The national significance should be claimed for the area where it most clearly is evident.

Inventories
The nomination provides uneven information for certain types of resources in the inventories and the inventories are not cross-referenced to other information. As mentioned above, the inventory

for Gage Park (page 2, Contributing List) lists five resources in addition to the park itself and the aerial photo contains 17 features or resources. The text, pages 18-20, describes the numbered items on the aerial, but the inventory does not use the inventory numbers.

It is not clear that all resources in the parks not previously nominated have been identified as contributing. This is because clear cross-referencing is lacking. For example, a walkway that leads from 55th to 56th street in the text is said "to be lined on both sides with historic canopy trees" (page 19). Is this walkway with its plantings a contributing feature or contributing site? A little more description may be needed to confirm its integrity, such as the paving material and ground cover beneath the trees, but it seems that it should be included in the inventory and evaluated. Noncontributing resources also need to be in the inventory.

Buildings. In Section 7, the data for buildings is the most complete, with summary information for each address included in the "Building Inventory" tables. However, this information is incomplete for buildings classified as "Secondary Structures" (please note that these are classified as primary and secondary *buildings* in the text, with *structures* included on another list). It is not clear if the secondary structures are garages, barns, or carriage houses. Because dates are not given, it is not clear if the secondary structures are noncontributing because of dates of construction or lack of integrity. The secondary structures need to be identified by some descriptor, such as "garage," style, if evident, and approximate date of construction. Without this basic information, it is not clear what is being nominated.

Please explain the inventory/research method in order to reveal how dates of construction were derived. Many buildings have construction dates pinned to a decade (1910s, for example). Are these dates based on observations or by another means of data collection or interpretation?

Sites, Structures, Objects. The "List of Contributing Sites/Structures/Objects along the Boulevards and within the Parks" is more problematic. This information should have been compiled on a comparable table that shows contributing and noncontributing resources. As submitted, the list is organized by contributing sites, contributing structures, and contributing objects, followed by an inventory of contributing resources or features at each park, including those already listed in the National Register. A comparable list of noncontributing sites, structures, and objects seems to be missing. It is essential to identify both contributing and noncontributing resources.

Features. There also should be a list of contributing and noncontributing features, and there should be an *explanation* of what constitutes contributing features. Generally, they are minor in scale and are not individually counted as resources. However, "features," even if they are not defined as objects or structures, can nevertheless contribute to the historic resource. Omitting these features from the inventory could be interpreted as a denial of their importance. This could be problematic in the development of treatment plans.

Historic landscapes. All of the contributing sites are categorized as "historic landscapes." This may have been done to indicate their significance under Criterion C, but in terms of the inventory it is sufficient to identify them by their names, such as "E. Oakwood Boulevard;" they are classified as "sites," the appropriate National Register property type. It would make sense to

include parks on the first list, rather than including them in the resource lists for individual parks. The parks are among the most important sites in this nomination, but they do not appear on the list titled "Contributing Sites."

Existing nominations. The inventory lists contributing buildings, structures, and objects for all parks. It is not clear if the information for parks already listed in the National Register is new information or a repetition of the inventories in the existing nominations. Inventory updates for listed properties should be submitted separately as Additional Information to the original nomination. See below for a fuller discussion of this point.

Squares. Consideration should be given to addressing the squares as discrete sites, like the parks, and providing a list of contributing and noncontributing buildings, structures, and objects within the squares. As presented, it appears that the only resources in the squares are the American Youth and Independence Day Fountain, Drexel Fountain, and the Centennial Monument. The text in Section 7 mentions a building at Independence Square (noncontributing) that should appear on the inventory. Is anything else missing? The integrity of paving, plant materials, and spatial patterns should be described.

Counting Resources
Contributing and noncontributing resources are described in Section 7 (page 8-10). The information in these sections lends itself to tables. This information will be clearer without the inclusion of Additional Documentation that belongs elsewhere (see Additional Documentation, below). The inventory lists should be the basis for the resource count of contributing and noncontributing districts, buildings, structures, sites, and objects. They are a means of conveying how resource counts were obtained. In this nomination, it is not clear how the resource count was achieved and how previously listed properties are treated in the resource count. Perhaps the inventory of buildings and list of sites, structures, and objects could include a column that reveals how resources at each address were counted. Thus, for a particular address it might read "1 building" or "1 building, 1 structure" or "2 buildings." A subtotal could be included at the bottom of each page or section.

To reiterate, this nomination needs to clarify how resources were counted and present information 1) indicating that resources already listed are not being recounted, and 2) indicating that expanded inventory information for listed properties (except boundaries) is being included in the original nominations as Additional Documentation (again, see below).

Sketch maps and aerial photographs
The sketch maps are presented at a good, readable scale. However, in some cases information is not clear and in other cases information is missing, with the aerial photos or text necessary to lend clarity. For example, the map that includes Gage Park is not the least bit useful in determining what contributes to Gage Park. In addition to the field house, it shows small, unidentified squares and rectangles and a small square marked "O." From the text, one can

discover that this is the boiler house. Nothing seems to reveal the identity of the small squares and rectangles. To understand what contributes to Gage Park one needs to disregard the map, but use the aerial, text, and inventory in combination to attempt to understand what is identified in the district and what contributes. The boundaries of Gage Park do not seem to be identified on the aerial photo or map. Thus, it is not clear whether the building labeled 5516 on map 1 of 2 is in the park. The park boundaries should be clear on the maps and aerial photos, particularly if they are an essential tool to understanding the district. To that end, the street names and numbers should be clear on the aerials, because they are needed to understand this district.

Map numbers and key. It is difficult to understand how any one map corresponds with the district. Thus, finding the location of any of these segments, or any mapped building, is very difficult. Two maps were submitted that could be categorized as keys, but both are deficient in this regard (one is on a continuation sheet; the other seems to be an official city map). One of these maps should be identified as a key to the many smaller maps, and each of the small maps should be keyed to it. It would help tremendously to sequentially number the individual sketch maps, instead of numbering them as "1 of 2" or "1 of 9." With the size of this district and the number of resources added to the National Register via this nomination, the information between text and maps must be clearly cross-referenced.

Properties without addresses, such as squares, should be assigned inventory numbers so they can be easily found on the map. Each of the maps mentioned above has a key with squares, parks, etc. numbered. These numbers could be used as inventory numbers in the text, or new inventory numbers should be assigned and used consistently in the text and on the maps. Incidentally, the two overall maps mentioned above present different numbers for sites in the higher numbers. It is not clear why the two maps are needed, but their cross-referencing should be the same.

Some major geographic areas are not shown on maps, such as the "West Park System Boulevards and Squares." Because these divisions are used to organize the nomination, they should be mapped.

UTM References and Acreage

UTM points are indicated on the submitted USGS maps, but they have not been included in Section 10 of the nomination. This correction must be made. The acreage of the district has not been submitted. This must be calculated and entered on the nomination form.

Additional Documentation

Section 7 begins with "Sections Previously Listed on the National Register" (p. 7), which is a brief discussion of properties already listed in the National Register. These nominations have been updated in the new district nomination by the inclusion of more complete inventories than were included in the original nominations (see "List of Contributing Sites/Structures/Objects along the Boulevards and within the Parks"). The new inventory data for listed properties seems to be included in the count of resources for the Park Boulevard System Historic District. This is not clear.

The appropriate means of updating listed properties is to update the original nomination via the submission of Additional Documentation (AD) on continuation sheets. Revisions to the count of

resources for listed properties should constitute an update to the original nomination. Although the new inventories also can be included in the new district nomination that encompasses the old nominations, the count of contributing and noncontributing resources must be an update to the original nomination. The area surrounding the previously listed parks (adjacent buildings) should not be submitted as Additional Documentation to the old nominations, because it would constitute a boundary expansion, which would impose notification requirements. In summary, the Additional Documentation submitted for existing nominations should include updated inventories and maps, and a count of resources. The method of counting should be clear and there should be a clear distinction between what's already been counted and what's been added.

Please call me at 202-354-2252 or send an email to barbara_wyatt@nps.gov if you have any questions or if you want to discuss these comments.

Barbara Wyatt, Historian
National Register of Historic Places
4-23-12