

BOLDLY FORWARD

JAMES R. THOMPSON CENTER

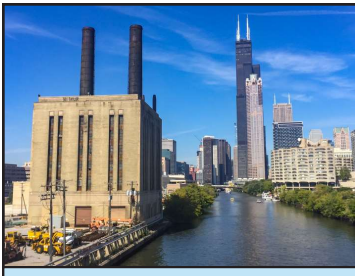
- Murphy-Jahn
- Post-Modern
- Loop
- 1985



PRESERVATION CHICAGO
THE CHICAGO 7 MOST ENDANGERED • 2020



Preservation Chicago Unveils the 2020 Chicago 7 Most Endangered



Union Station Power House



Chicago Town & Tennis Club



Central Manufacturing District



Thompson Center



Washington Park National Bank



Jackson Park & South
Shore Cultural Center



Roseland Commercial District



Photos © Eric Allix Rogers
Thompson Center
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Written by Preservation Chicago
Published by Preservation Chicago
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ISBN: 978-1-951944-00-1
Title: Preservation Chicago: The Chicago 7 Most
Endangered 2020
Author and Editor: Preservation Chicago
Library of Congress Control Number: 2019918254

Preservation Chicago's 2020 Chicago 7 Most Endangered

Since 2003, the “Chicago 7 Most Endangered” has sounded the alarm on imminently threatened historic buildings and public assets in Chicago to mobilize the stakeholder support necessary to save them from demolition.



Central Manufacturing District Tower © Eric Allix Rogers

Table of Contents

• Chicago 7 2020 Map	2
• Table of Contents	3
• James R. Thompson Center / State of Illinois Building	4
• Jackson Park, South Shore Cultural Center Grounds & Midway Plaisance	18
• Chicago Union Station Power House	38
• Chicago Town & Tennis Club / Unity Church	48
• Washington Park National Bank	62
• Central Manufacturing District - Pershing Road	74
• Roseland's Michigan Avenue Commercial District	82
• Acknowledgements	98

Get involved at www.PreservationChicago.org

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Vision: Preservation Chicago is committed to strengthening the vibrancy of Chicago's economy and quality of life by championing our historic built environment.



Mission: Preservation Chicago protects and revitalizes Chicago's irreplaceable architecture, neighborhoods and urban green spaces. We influence stakeholders toward creative reuse and preservation through advocacy, outreach, education, and partnership.

James R. Thompson Center / State of Illinois Building

100 W. Randolph Street, Chicago



Evening view of Thompson Center's curvilinear façade, principal entry and plaza with Dubuffet sculpture © Serhii Chrucky

OVERVIEW

For a fourth year, Preservation Chicago has selected the James R. Thompson Center/State of Illinois Building for our Chicago 7 Most Endangered list. The Thompson Center is an iconic and integral component to Chicago's downtown municipal core. The building's exterior is noted for its prominent curvilinear corner and polychromed facades and many public spaces, including open plazas and arcades. Its interior has a soaring, voluminous 17-story interior atrium, concourse-level food halls, underground pedways, and a CTA transit center. Public art is located throughout the complex, most notably the *Monument with Standing Beast* sculpture on the large open plaza by Jean Dubuffet, one of the world's most celebrated modernist artists.

James R. Thompson Center / State of Illinois Building

Address: 100 W. Randolph Street

Architect: C.F. Murphy, Murphy/Jahn,
Helmut Jahn

Date: 1985

Style: Postmodern / Deconstructivist

Neighborhood: Loop



View from above the atrium floor's central rosette and radial pattern which creates the illusion of an inverted dome. Thompson Center © Serhii Chrukky

Determined by elected officials to be too expensive to maintain and repair, the anticipated sale and deaccession of a public governmental building is cause for great concern. The potential destruction of the Thompson Center would be a huge embarrassment to both the City of Chicago and the State of Illinois and would rank among Chicago's most significant missteps of the past. Its loss would be included among the many world-renowned structures which Chicago has allowed to be wantonly demolished. Many of the demolished buildings were great works of art and architecture which have been lost forever.

Designed by Helmet Jahn, an architect of great note on the world's stage, the Thompson Center is well-documented, published and recognized as an architectural landmark in many architectural circles. From his Chicago architecture office, Jahn's extensive commissions extend to buildings and projects around the world. These include many tall buildings from Chicago to Europe and Asia. Opened in 2000, the enormously successful and popular Sony Center in Berlin, Germany was modeled in part on Chicago's Thompson Center. Both the Sony Center and the Thompson Center are among the few mid-rise structures by the firm and both serve as integral parts of Berlin's and Chicago's city centers.

At the time of its completion in 1985, the building's unusual design presented engineering challenges and generated negative publicity. However, it's undeniable that the Thompson Center is an iconic representation of postmodern design by world-renowned architect Helmut Jahn, and the firm of C.F. Murphy-Murphy/Jahn.

The building's primary facade transitions between a flat plane and a curvilinear-stepped glass curtain wall. Its design includes vertical column structures which originally supported granite slabs that continued the stone cladding outward from the base of the façade. These free-standing elements appear as fragmentations and a visual extension of the building's base which define the perimeter of the open plaza. The T-shaped forms attached to the cylindrical columns helped to demarcate the plaza. The granite cladding was removed from both the building and



Original granite cladding and deconstructivist plinths at Thompson Center c. 1985 © C. William Brubaker, photographer. bruo03_05_gF, C. William Brubaker digital image collection, Special Collections and University Archives, University of Illinois at Chicago

the columns in 2009 due to deferred maintenance. The concept of a building appearing to deconstruct or flay are evident in some examples of postmodern/deconstructivist architecture. Such ideas as this extension of the structure were popular with other architects of the period, and this may indeed be one of the first examples of deconstructivist architecture noted in a Chicago building.

Preservation Chicago encourages the City of Chicago to work with the Governor and the State of Illinois to consider a Chicago Landmark designation for this building in order to protect its significant features and overall design. Illinois Governor J.B. Pritzker's authorization to proceed with the sale the Thompson Center does not require a future purchaser to retain the building.

Former Governor Rauner had suggested the sale of the Thompson Center site to a developer for replacement by a super-tall building as a means to balance his proposed budgets. Selling the Thompson Center appears to be short-sighted, and public assets including state-owned buildings should not be sold to the highest bidder by our elected officials. The potential sale of a significant public asset without recognizing the importance of the building's architecture is concerning. Without protections, the outcome from a sale will likely be demolition and new construction.

Preservation Chicago hopes that the potential sale of the Thompson Center will include a requirement that the building be retained and protected. Ironically, one of the requirements of the sale mandates that any future development on the property must bear the name of former Governor James R. Thompson. Once again, we are compelled to spotlight the building in 2020.

The Thompson Center serves as an important transit hub for the Chicago Transit Authority and connects many rapid transit lines at one central location. Additionally, it should not be overlooked that the Thompson Center is also part of an important governmental center in the heart of the Loop's central business district. Several of the



Chicago City Hall/Cook County Building across from the Thompson Center and Plaza with sculpture by Jean Dubuffet. © Serhii Chrucky

buildings comprising this governmental center are designated Chicago Landmarks including Chicago City Hall/Cook County Building and the Richard J. Daley Center. The George Dunne Building/former Brunswick Building by architect Myron Goldsmith and Skidmore, Owings & Merrill is not landmarked, however, this structure would likely meet criterion for a Landmark designation.

HISTORY

The James R. Thompson Center/State of Illinois Building's futuristic design and program was unique and progressive when constructed. It sought to diminish the barriers found in traditional government buildings through an open, transparent structure with public amenities and open spaces. The public plaza, the covered arcades, the vast 17-story atrium, retail shops on the first two levels, the concourse level of restaurants, and the transit center were all integrated into a public building—"a people's palace" — with governmental offices located above. This was an extraordinary and revolutionary departure from the design, program and public interfacing of government buildings of the past.

Traditionally, government buildings were neoclassical in design with heavy stone columns and symmetrical composition such as Chicago City Hall/Cook County Building. During the mid-twentieth century, government buildings in Chicago embraced a modernist approach with rectilinear glass and steel structures such as Federal Center and Daley Center. In comparison, the Thompson Center took a radical new approach which was much more exuberant in its overall design. Its vivid colors, rounded shape and deconstructivist appearance contrasted wildly with the design conventions of more typical governmental building.

All of the Thompson Center's elevations are glass. The transparency of the main entry and principal elevation was intended to suggest a more open, transparent and dynamic interface between the people and officials of the State of Illinois. Additionally, the design and scale referenced the grandiose and magnificent large, public buildings of the late nineteenth and early twentieth centuries. Architect Helmut Jahn specifically noted in a public lecture on the



Upper floors, offices, elevator towers, and skylight of Thompson Center atrium © Serhii Chrucky

Thompson Center in the 1980s that the building's design recalled the massive dome and vast interior atrium space of the old Chicago Federal Building and Post Office. This massive building, completed in 1905, was crowned by an enormous 100-foot-diameter dome, which made it four feet larger than the United States Capitol dome in Washington, D.C. The old Chicago Federal Building and Post Office was designed by architect Henry Ives Cobb and bounded the full city block of Dearborn, Jackson, Adams and Clark Streets. This grandiose building and soaring 16-story rotunda was tragically demolished in 1965.

The Thompson Center's awe-inspiring 17-story atrium is topped by a vast skylight and curving stepped glass curtain-wall which spans the corner entry, extending across most of the building's Randolph and Clark Street facades. This effect creates a large public plaza both on the interior and exterior of the building's main entry, extending to the concourse level of the structure. The design feature was intended to welcome the public into a government building. An additional reference to the soaring dome of the old Chicago Federal Building is an illusion to an inverted dome. This illusion is further simulated by the central rosette and radiating pattern of the main floor and concourse levels of the atrium when viewed from above. The radial floor pattern extends beyond the atrium to the exterior plaza.

The Thompson Center was architect Helmut Jahn's most significant public building at the time of its completion. It was a bold design idea to represent the State's Chicago offices. Recognized internationally for its architecture, it served as a "second state capitol building" intended to project the State's influence in the largest and most populous city in Illinois. It was designed to capture the viewer's attention and signal its importance as a seat of government. The building's futuristic styling generated, and continues to generate, both great support and criticism.

The innovative design of the Thompson Center's curvilinear walls comprised of irregularly shaped glass panels presented considerable challenges to building construction methods of the 1980s. This resulted in higher construction costs than originally projected. Value-engineering to lower construction costs resulted in an alternate



Aerial views of the Thompson Center's Clark and Randolph Street elevations with projecting skylight © Serhii Chruky



View of Thompson Center's atrium and skylight © Serhii Chrucky

glass being installed which significantly decreased the ability of the building's climate control systems to maintain even temperatures throughout the structure's various and expansive interior spaces.

The State of Illinois Building and its atrium were originally conceived to mix governmental offices with various services and retail, which was intended to reinvigorate the City's business district along Randolph and Clark Streets. At one time, public music concerts were held in its grand atrium space.

This area of the Loop had once been the center of Chicago's theater and entertainment district informally referred to as the Rialto District. Chicago's Rialto District once included over 25 significant theaters of which only a handful survive. The theaters included the Palace/Bismarck Theater (now the Cadillac Palace Theater), the Schiller/Garrick Theater (demolished), the Woods Theater (demolished), the Apollo/United Artists Theater (demolished), the Oriental Theater (now the Nederlander Theater), the Iroquois/Colonial Theater (demolished), the Erlanger Theater (demolished), and the Grand Opera House/RKO Grand Theater (demolished).

Additional nearby theaters included the Harris and Selwyn/Michael Todd Theaters (now the Goodman Theater) around the corner on Dearborn, the Chicago Theater, the Roosevelt Theater (demolished), the Loop Theater (demolished), State-Lake Theater (demolished), the Capital (demolished), and the Randolph Theater (demolished) on nearby State Street. Others included the Clark Theater (demolished), the Monroe Theater (demolished), the Today Theater (demolished), McVicker's Theater (demolished), Olympic Theater (demolished), LaSalle Theater (demolished), Illinois Theater (demolished), Majestic/Shubert/LaSalle Bank Theater (now CIBC Theater) and the Rialto Theater (demolished).

The theaters that survive today represent a small fraction of those that once defined Chicago's Rialto District which was said to have rivaled the Broadway theater district in New York City.

Chicago 7: James R. Thompson Center / State of Illinois Building

The Rialto District was supported by a vibrant collection of famous Chicago restaurants, including Henrici's, Toffenetti's, Old Heidelberg, Holloway House, South Pacific, Mayor's Row, Hoe Sai Gai, Stouffer's, Pixley & Ehler's and the Blackhawk, extending eastward to Wabash Avenue.

The site of the Thompson Center was previously occupied by the legendary 1,700-room Sherman House Hotel. Founded in 1837 as the City Hotel and renamed the Sherman House in 1844, it was a famous destination in Chicago since its earliest years.

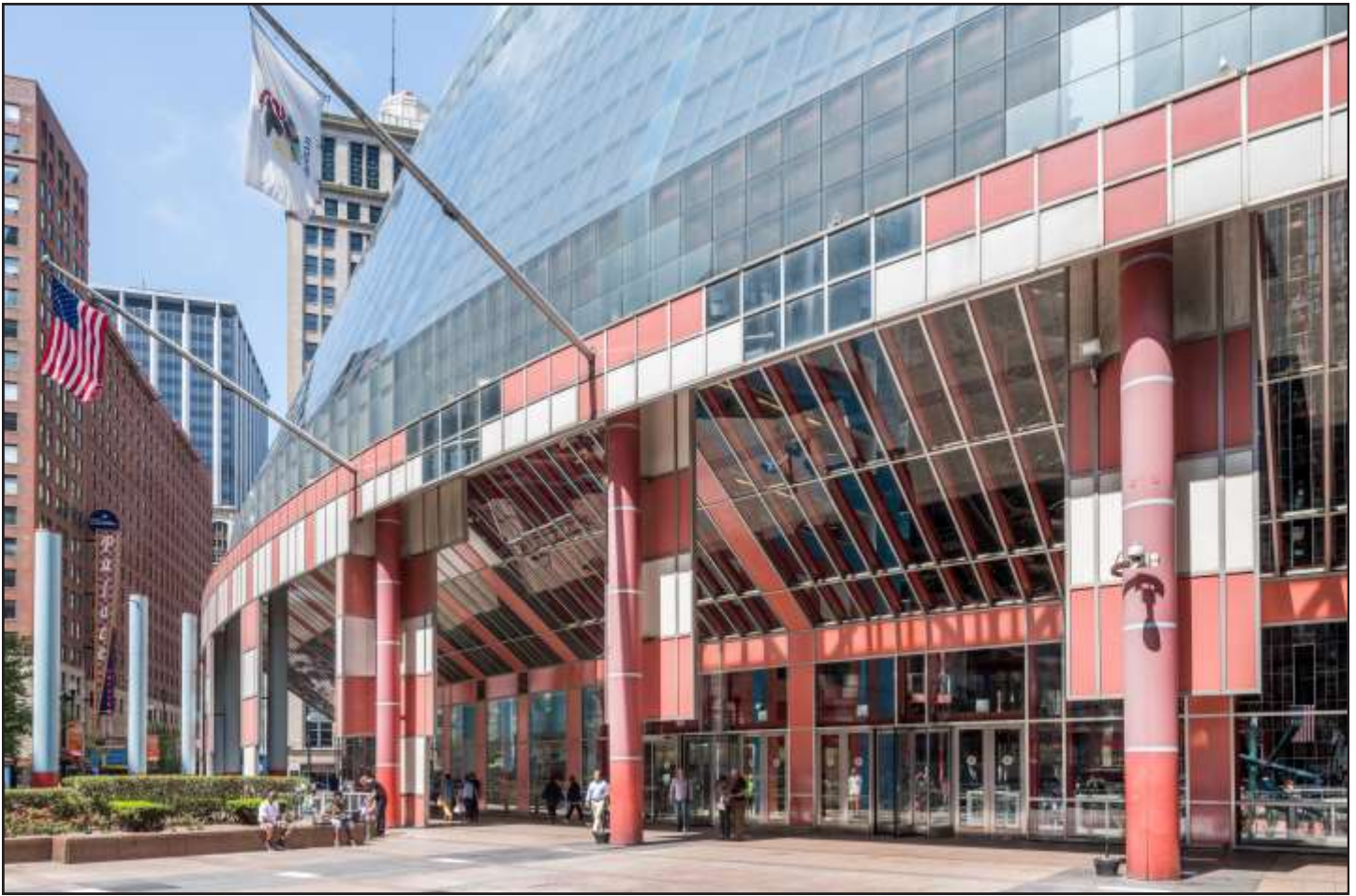
In 1911, a new 11-story Sherman House Hotel was built at Clark and Randolph Streets and was the fourth hotel of the same name on the same site. It was designed by the noted Chicago architecture firm of Holabird & Roche and was a thoroughly modern hotel. It was built with steel and masonry and considered a skyscraper. In 1920, the decorative mansard roof was removed and an additional six stories were added to bring the height to 17-stories. In 1925, an addition on adjacent land reached 23 stories in height and became known as the Sherman House Annex. Together these two buildings filled in much of the block on Randolph Street between Clark and LaSalle Street.

The Sherman House and Annex were affectionately known as "The Sherman." It was considered one of Chicago's great legendary hotels and continued to be a destination throughout the early to mid-twentieth century. It served as a popular anchor on Randolph Street and Chicago's Rialto district, bubbling with theaters, restaurants and hotels.

The Sherman became a vibrant site for jazz music, dances, and proms and was famous for its many restaurants and venues including The College Inn, Panther Room, Well of the Sea, Celtic Cafe and places as The Scuttlebutt Lounge which featured entertainer Hots Michaels for years. It was a large scale hotel and a swanky destination. It stood in contrast to the equally legendary but much more staid and elegant Palmer House Hotel with its world-famous Empire Room.



Lower levels of Thompson Center atrium with retail storefronts © Serhii Chrukky



Plaza and principal entry to Thompson Center from Clark and Randolph Streets © Serhii Chrucky

In approximately 1972, the decision was made to close The Sherman House and demolish the building, except its steel frame, and reconstruct a new Sherman House Hotel. This was an unusual idea for the time, however a modern glass curtain wall cladding on the old steel framework from 1911 and 1920 would allow it to appear to be an entirely new building. After The Sherman House's closing in 1973 and a successful sale of the contents of the hotel, the building sat vacant for approximately seven years while ownership unsuccessfully pursued development financing for the facade demolition and reconstruction. The vacant building became a symbol of the urban decay of the city center. During this time period, older buildings often languished as attention shifted to newer structures.

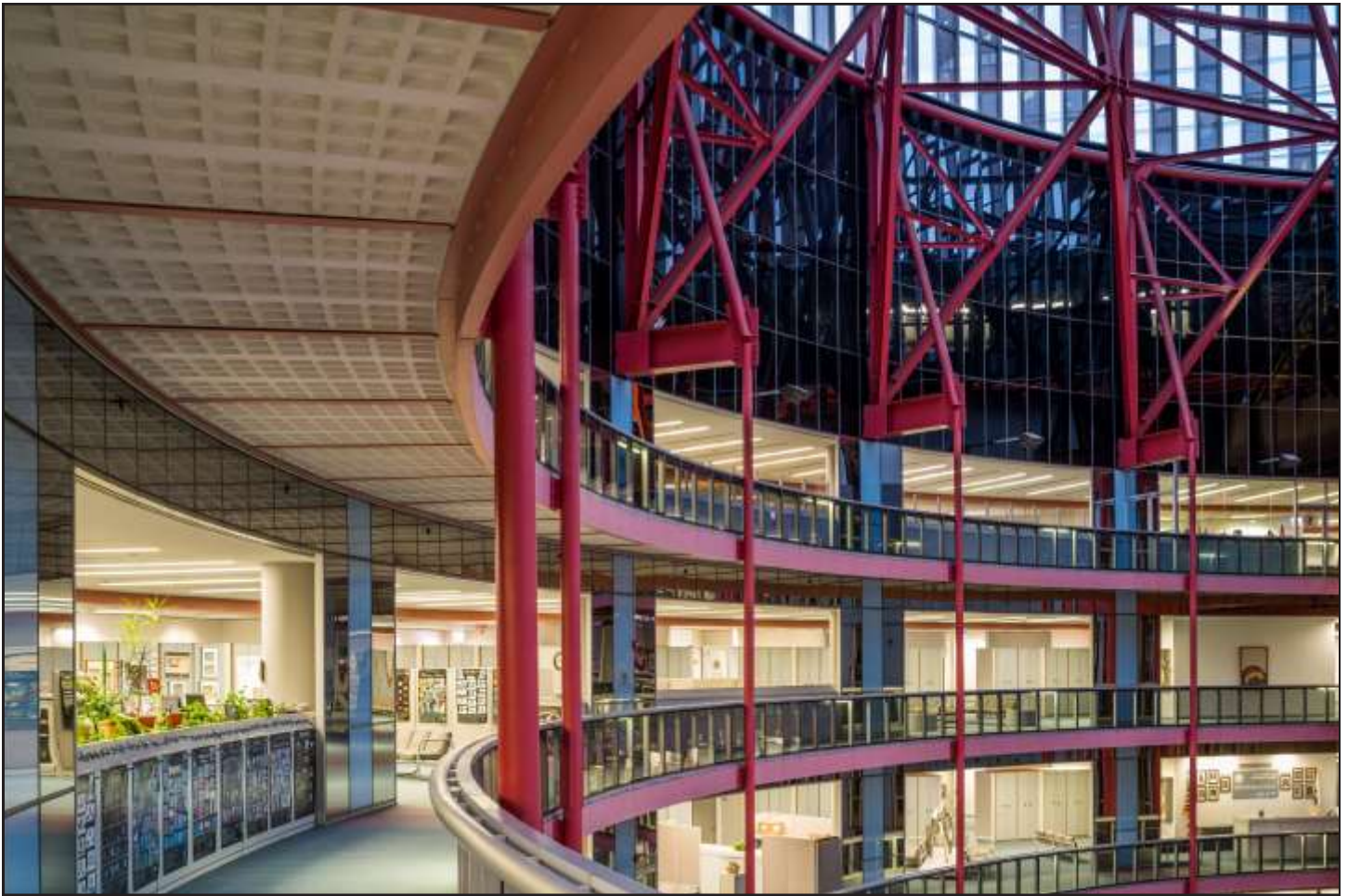
The Sherman House stood mothballed from 1973 until its demolition prior to the construction of the State of Illinois Building. In 1980, then Governor Jim Thompson and the State of Illinois acquired the site for a new state office building designed by C.F. Murphy and architect Helmut Jahn. Of the several proposals submitted by the architects, the one selected by Governor Thompson was the most radical and unconventional building design with an unusual curving shape and with a large plaza and a vast interior atrium.

The State of Illinois Building was intended to channel the energy of "The Sherman" and reinvigorate the faded Randolph Street Corridor, one of the oldest sections of the Loop's business and entertainment district. The Thompson Center building never achieved the vibrancy envisioned by Helmut Jahn and former Governor Thompson. Its retail tenants have become more mundane over time, and deferred maintenance has negatively impacted its appearance.

The State of Illinois Building was renamed the James R. Thompson Center in 1993 to honor the longest-serving governor of Illinois who served from 1977 to 1991. Governor Thompson was a strong proponent in the selection of Helmut Jahn as the architect for the new state office building. For pop culture fans, the building is featured prominently in the climatic ending of the movie *Running Scared* starring Billy Crystal and Gregory Hines. In February 1992, Laurie Anderson performed a multimedia work called *Voices From the Beyond*, specifically designed for the atrium of the State of Illinois Building.



Thompson Center skylight and atrium with view of principal entry © Serhii Churkyy



View of Thompson Center's upper level offices and corridor overlooking the atrium © Serhii Chrucky

THREAT

Governor J.B. Pritzker signed legislation to move forward with plans to sell the James R. Thompson Center. Former Governor Bruce Rauner estimated the sale would generate \$300 million in revenue; a figure that is likely optimistic. Additionally, the Rauner administration's cost estimates to repair the Thompson Center appear to be highly inflated. It's likely that the true cost to repair the Thompson Center is significantly less than current estimates, and independent firms should be engaged to prepare an assessment free from political influence.

The public listing of the building for sale has not yet been released. Without protections for the Thompson Center, there is concern the building will be sold to a developer seeking to demolish it and maximize height in a newly constructed, super-tall building on the site. In fact, zoning and maximum building height was one of the central friction points between Governor Rauner's and Mayor Emanuel's Administrations.

The scale of the Thompson Center and its vast, open plaza and public interior atrium spaces add to Chicagoans' quality of life by allowing light and air into a dense section of the Loop. If sold to the highest bidder, these benefits are almost certain to be lost. Additionally, the soaring central interior atrium was built by and for the people of the State of Illinois and, therefore, should remain accessible to the public as a public building. Conceptual drawings that increase density but retain the historic building have also been advanced by Helmut Jahn and Landmarks Illinois. The "Postmodern People's Palace" should remain in the realm and domain of the people of Illinois.

The sculpture *Monument with Standing Beast* located in the Thompson Center's public plaza was created by one of the world's most noted modernist artists, Jean Dubuffet. This is one of Chicago's great 20th century public sculptures by an internationally recognized artist. It was presented as a gift to the citizens of Chicago and Illinois and its imperative that this great Dubuffet sculpture be protected. Chicago's 20th century downtown public art



Thompson Center © Serhii Chrukky

Chicago 7: James R. Thompson Center / State of Illinois Building

was a 2017 Chicago 7 Most Endangered and it remains under continued threat. Important works of 20th century Chicago public art that have been lost include: the removal of Alexander Calder's *The Universe*, the removal of Henry Bertoia's *Sonambient*, the destruction of the top surface of Marc Chagall's *Four Seasons* mosaic, and the sale at auction of Henry Moore's *Large Internal-External Upright Form*.

RECOMMENDATIONS

Recommendations regarding the Thompson Center are directed toward the City of Chicago and State of Illinois. Preservation Chicago urges the City of Chicago to quickly move to designate the Thompson Center/ State of Illinois Building as a Chicago Landmark. A Landmark designation would protect this building, plaza and public sculpture, ensuring that these will be retained in any redevelopment of the site. Chicago Landmark designation requires a building to meet two of seven criteria. The Thompson Center would likely meet or exceed the minimum threshold for designation. These include:

- *Criteria 1:* Value as an Example of City, State or National Heritage for “its value as an example of the architectural, cultural, economic, historic, social, or other aspect of the City of Chicago, the State of Illinois or the United States.”
- *Criteria 4:* Exemplary Architecture for “its exemplification of an architectural type or style distinguished by innovation, rarity, uniqueness, or overall quality of design, detail, materials, or craftsmanship.”
- *Criteria 5:* Significant Architect or Designer for “its identification as the work of an architect, designer, engineer, or builder whose individual work is significant in the history of development of the City of Chicago, the State of Illinois, or the United States.”

Criteria 5 applies to Helmut Jahn and C.F. Murphy/Jahn, for a world-renowned architect and the firm's exemplary work. Jahn's career began in Chicago and is now celebrated around the world. This is a building of the people, built as a monument and open to all, with many public spaces that should remain forever open to all. Efforts to both protect its architecture and vision and to activate the building should be implemented.

We remain hopeful that the building will remain a State-owned facility for the people of Illinois. Alternative ideas that could be considered include the lease-back of office space to the State as part of a sale at a reduced rental rate, or for the State of Illinois to be a co-owner or stakeholder in a partnership that controls ownership of the building. Funds derived from a partial sale of the commercial portions of the building could be used to help underwrite the necessary monies and funds to restore and repair the office portions of the building.

If the Thompson Center were to be sold to pay down the existing pension deficit, it would be a tiny “drop in the bucket” toward that goal. It would take the sales of approximately 500 Thompson Center buildings to fully fund the existing pension deficit. So why sell a historically significant State asset at all? The Illinois Governor's Mansion and the Illinois State Capital Building have both suffered from extreme disrepair in recent years. These two buildings were recently restored using a variety of funding sources, amounting to millions of dollars, to reverse decades of deferred maintenance issues.

If the sale moves forward, we request the State of Illinois to incorporate preservation into its requirements for the proposed sale of the property. As residents of the state, we understand the financial pressures that our legislature is working to address. Utilizing revenues from the sale of the James R. Thompson Center would make a tiny dent in the unfunded pension liabilities. We understand the State desires to sell the building, but demolition should be discouraged as a part of that sale. Creative preservation-sensitive approaches would allow developers the density they require to make the project feasible and successful.

The State of Illinois and the City of Chicago need to work together to protect this significant building. A comprehensive redevelopment plan could correct the building's deferred maintenance issues. A tower-addition and other studies by Helmut Jahn's design firm recently released indicate the flexibility of the site. They demonstrate that the existing building could accommodate new construction to add additional square footage while remaining sensitive to the historic building, atrium and public space. We request that the building be preserved in its entirety along with its public spaces, plazas and artwork.



Thompson Center's glass curtain wall structure at principal entryway with view into lower concourse level © Serhii Chucky

Jackson Park, South Shore Cultural Center Grounds & Midway Plaisance

Bounded by Lake Michigan, 56th, Stony Island and 71st, Chicago



Aerial Photo of Jackson Park, Women's Garden, Midway Plaisance, Lagoons and Wooded Island with Museum of Science & Industry © Steven Vance

Jackson Park, South Shore Cultural Center Grounds & Midway Plaisance

Address: Bounded by Lake Michigan, 56th, Stony Island and 71st, Chicago

Landscape Architects: Frederick Law Olmsted & Calvert Vaux , F.L. Olmsted & Co., Olmsted, Olmsted & Eliot with additions by Alfred Caldwell and May McAdams (Jackson Park & Midway Plaisance)

Architects: Benjamin Marshall & Charles Fox, Thomas Hawkes (South Shore Cultural Center)

Date: circa 1870s to 1937

Style: Naturalistic

Neighborhood: Hyde Park, Woodlawn, South Shore



View of Museum of Science and Industry in Jackson Park from the Japanese Garden on Wooded Island © Eric Allix Rogers

OVERVIEW

Jackson Park, Midway Plaisance and the South Shore Cultural Center have been part of Preservation Chicago's Chicago 7 Most Endangered List for a fourth year in a row highlighting the threat to one of America's greatest public parks and boulevards, and one of Chicago's lakefront legacy parks and greenspaces.

Preservation Chicago welcomes the proposed Obama Presidential Center to Chicago's South Side, however, it should be relocated to an alternate nearby site. It should not be built on historic public parklands designed by Frederick Law Olmsted and Calvert Vaux, Olmsted Brothers, and with additions by Alfred Caldwell, May McAdams and others of national and world recognition.

The Obama Presidential Center (OPC) has been highly contentious among neighborhood residents, citizens of Chicago and elsewhere across the nation because of concerns about gentrification, displacement, and its placement within a historic park belonging to the people of Chicago for more than 130 years. The chosen location is also a lakefront site and subject to ordinances designed to keep the shoreline protected from private development and unnecessary non-public structures—and understood by many citizens to be “forever open and free.” While this principal has been challenged periodically at Grant Park due to development pressure, its seldom been an issue beyond the downtown area. The idea of a “forever open and free” Chicago lakefront originated in 1836 with the establishment of Lake Park and was a revolutionary concept for a large American city of the 19th and early 20th century. The majority of Chicago's lakefront has historically been and continues to be open to the public and free of private development. These values and regulations are challenged every so often due to political pressure and speculation. The “forever open and free” concept is once again challenged by elected officials who desire to allow private development in the city's parks, lakefront and greenspaces when they should be representing the voice of the people and protect public assets for the public good.

The OPC campus is proposed to be sited on 19.5 acres of Jackson Park near the Midway Plaisance at 60th and



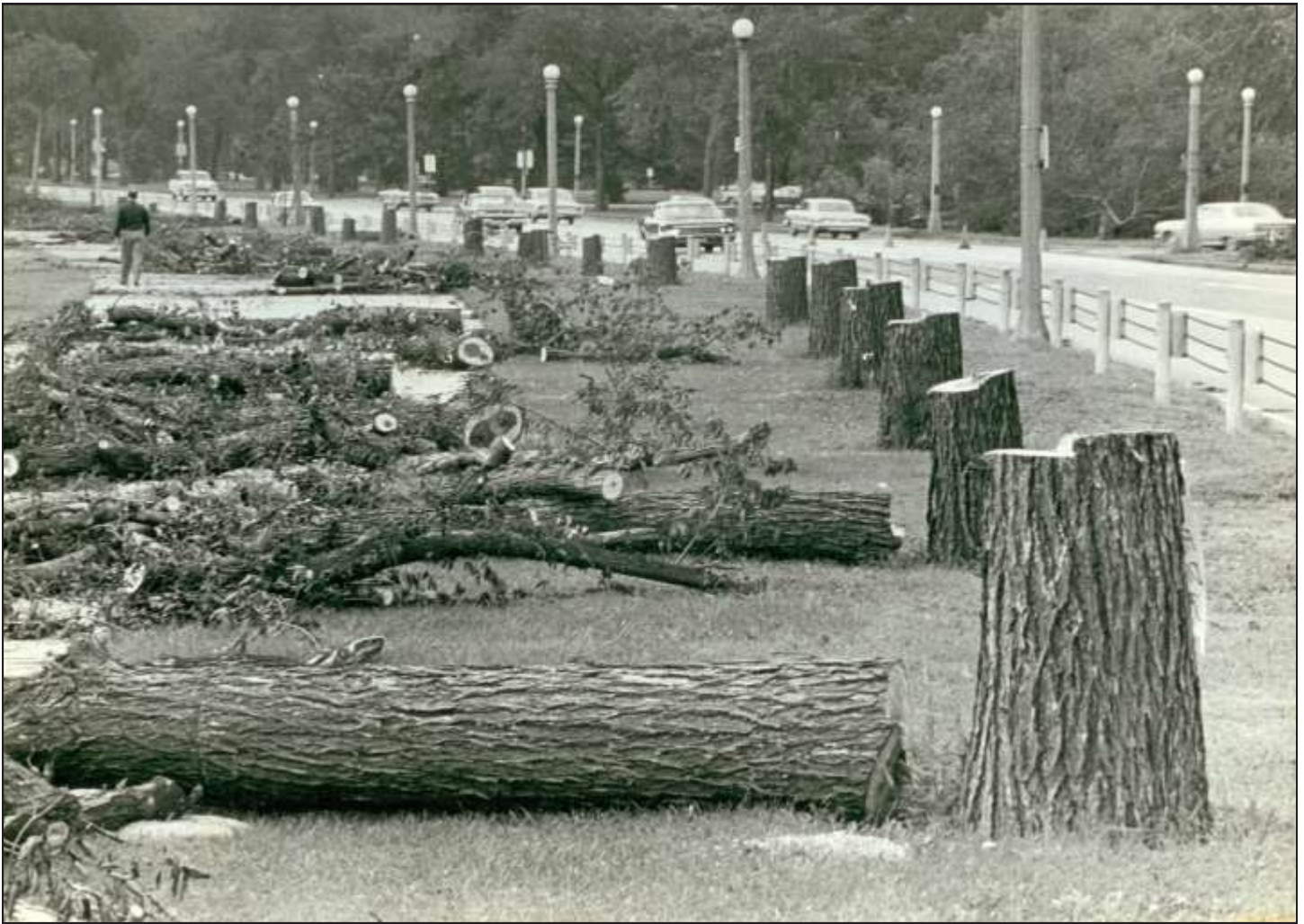
Proposed Obama Presidential Center in Jackson Park towering over the Museum of Science & Industry and lagoons © Obama Foundation

Stony Island Avenue and extending southward. The plans from the very beginning were fundamentally flawed, with the University of Chicago offering two public park sites to the Obama Foundation that they did not own, control or have any right to gift to a private entity. Former City of Chicago Mayor Rahm Emanuel, and former Chief of Staff to President Obama, enthusiastically supported the use of Chicago lakefront parks as a potential site for a private development. A number of ordinances were pushed through the Chicago Council and Illinois Legislature with minimal public comment or scrutiny and imposed this proposed complex with its hundreds of millions of dollars of costs on the citizens of Chicago. The resulting momentum gained through these political maneuvers has created a myth of inevitability around the development. The City's expedited approval process for the proposed OPC plans was neither transparent nor without controversy. It was essentially a taking of public lands to allow private development on parklands that are considered sacred by the people of Chicago.

Efforts by the City and officials to support this proposed OPC in Jackson Park have resulted in spending countless taxpayer money – perhaps millions of dollars – in addition to City staff time and resources. This is all occurring when an abundance of nearby vacant land in Woodlawn, the Washington Park neighborhood, and other nearby communities remain idle.

Due to this historic park site being selected by the Obama Foundation for the nearly 20-acre OPC and its campus of buildings, this site is part of an on-going Federal Section 106 review process required by the National Historic Preservation Act of 1966. This is due to the park's significance and listing on the National Register of Historic Places. It is also subject to a review process through the National Environmental Policy Act (NEPA), the Federal Highway Administration (FHWA) and to the Urban Park and Recreation Recovery (UPARR) Act administered by the National Park Service. However, we are hopeful that those agencies will be true to their founding principles and not swayed by political pressures. However, some of these agencies have appointed representatives from the City of Chicago to lead and direct local public hearings and to write reports, which raises questions regarding the impartiality of the process.

Negative and adverse effects on Jackson Park by the OPC have been determined by the City and several agencies,



Despite citizen protests in September 1965 , hundreds of mature trees were removed from Jackson Park for the widening of Cornell Drive © Nancy Hays

yet no significant changes have been required to the proposed plan to address these issues. Ironically, the only material change to the proposed plan is that the height of the OPC tower has grown taller to 230 feet, effectively a 23-story office building. The City of Chicago and federal agencies appear resigned to the destruction of Jackson Park including the loss of hundreds of trees, important landscapes and historic viewsheds.

The adverse impact to Jackson Park will be further exacerbated by the drastic and insensitive proposed changes to South Shore Cultural Center where plans are underway to consolidate two historic golf courses into one new course. This plan proposes to cut hundreds of trees which will profoundly and adversely impact the historic landscapes of two important parks including a lakefront nature sanctuary.

Additionally, there is on-going legal action by Protect Our Parks, Inc. (POP) before the U.S. District Court of the Northern District of Illinois, Eastern Division, after a prior ruling in favor of the City of Chicago. This lawsuit or other potential lawsuits could delay the construction of the OPC in Jackson Park for many more years. Preservation Chicago continues to advocate and encourage the Obama Foundation to relocate OPC to another nearby location on private land. If a privately-owned site had been selected originally, the OPC would be open today.

The City of Chicago has spent vast resources in an effort to locate this proposed center and campus of buildings into a historic Olmsted park and lakefront land where it does not belong. This proposed complex is contrary to Lakefront Ordinances and the public good, acknowledging for this site what has been upheld by Chicago for more than 150 years — that the lakefront should be “public ground. A common to remain forever open, clear and free of any buildings or other obstructions whatever,” with access to all.

In addition, hundreds of millions of dollars of public money will be spent to rebuild roads in and around Jackson



View of Lake Michigan shoreline from the South Shore Cultural Center grounds © Eric Allix Rogers

Park to accommodate the OPC's new and radically different use. South Lake Shore Drive is proposed to be widened and brought up to contemporary highway standards which will destroy its current boulevard characteristics. Tragically Cornell Drive and portions of Hayes Drive, both historic Olmsted-designed boulevard carriage-ways, will be eliminated from Jackson Park. Stony Island Avenue is also proposed to be widened, and this land is to be essentially commandeered from Jackson Park along with a portion of newly restored prairie and countless trees — some old growth trees — lost to these proposed ill-conceived plans. Jackson Park still hasn't fully recovered from the destructive road widening projects in and around the park in the 1960s. The clear-cutting of mature trees to widen Cornell Drive and Lake Shore Drive in the 1960s should not be repeated to accommodate additional lanes of pavement on Stony Island Avenue and South Lake Shore Drive.

This proposed presidential center to be situated on public lands has also absorbed thousands of hours of City staff time over the past few years, as well as preparation of thousands of pages of documents required for the Federal Section 106-related hearings and U.S. District Court proceedings. Had the University of Chicago and the Obama Foundation chosen a site that was not historically significant, not on the National Register of Historic Places, and not on public lakefront lands, the time investment would have been significantly reduced. If the OPC were proposed for nearby private lands, the complex would have most likely already been under construction and completed and likely with significantly less investment of public resources. The City of Chicago and the University of Chicago own significant amounts of land at alternative site locations, and these viable sites should be further explored.

Recent rising water levels of Lake Michigan have led to the destruction of some lakefront trails and pathways, seawalls and revetments. The Chicago lakefront parks serve as a buffer zone and at times wetlands and partially submerged land between beautiful Lake Michigan and the City's built environment beyond. Even Frederick Law Olmsted and the South Park Commissioners in the 1870s recognized the marshy wetlands where Jackson Park was located, embraced these conditions and designed accordingly. These challenging marshland conditions resulted in Washington Park and the Midway being completed first. It was only later, and with additional funds, that Jackson Park's partially submerged wetlands were converted to a park. To this day, Jackson Park has a high-water table and its tremendous landscape is lined with many lagoons, harbors and inlets, all bordering expansive Lake Michigan.



Fredrick Law Olmsted's 1895 Revised General Plan for Jackson Park Map with red outlines indicating locations of World's Fair Buildings including the Museum of Science and Industry building. Courtesy Digitalcollections.nypl.org

To protect the built environment of Chicago against a changing climate and rising Lake Michigan water levels, our legacy lakefront parks and greenspaces must be protected as a buffer-zone. In locations where parkland does not exist, or is minimal, such as at South Shore on the South Side and Rogers Park and Edgewater on the North Side, we see frequent flooding and severe beach erosion, and in some cases beaches have been completely washed away.

These extreme weather conditions will likely continue to impact buildings, roadways and lakefront lands. Lakefront parks will continue to provide a important buffer between Lake Michigan and the built-environment which allow for a flood plain or overflow lands if necessary, for water retention in the future. The lagoons, harbors and semi-marshlands already provide this function in Jackson Park and the Chicago Lakefront. The construction of a large 20-acre campus of buildings, will also adversely impact and perhaps further exacerbate water management and retention issues in the parks, with their prominent wetlands and wildlife sanctuaries.

Legacy lakefront parks and greenspaces serve as our collective “green lungs.” It is also important to remember and protect “the beauties of nature for its restorative health, stress relieving help” and this will be adversely and negatively affected, with the proposed impact of the OPC. In every way, Jackson Park is an inappropriate site for the Obama Presidential Center development and should not be forced onto these lands and into this public park.

HISTORY

Chicago would not be the city we know and love without its expansive park system and its celebrated lakefront lined with public open space, beaches, parks, harbors and public access. This extensive network of parks, green spaces and lakefront lands should not be compromised in any way by anyone or anything which would cause irreparable harm to these parks, landscapes and features so powerfully associated with the City of Chicago. After all, the city’s motto is “Urbs in Horto” which translates to “City in a Garden.”

Chicago 7: Jackson Park, South Shore Cultural Center & Midway Plaisance



View of the Woman's Building at the World's Columbian Exposition in Jackson Park © The World's Columbian Exposition; Portfolio of Views, C.D Arnold and H.D. Higinbotham, 1893



View of the Woman's Building at the World's Columbian Exposition in Jackson Park © Beautiful Scenes of the White City and the Fabulous Midway Plaisance, Farewell Edition, Laird & Lee Publishers, 1894

Jackson Park, Midway Plaisance and the South Shore Cultural Center are among the greatest historic and natural assets of Chicago's South Side. These parks converge at South Shore Drive at 67th Street, and also at Stony Island Avenue and the Midway Plaisance, where Jackson Park connects to Washington Park, another remarkable Chicago treasure, all designed by Frederick Law Olmsted and Calvert Vaux.

These many different and unique green spaces and parklands are woven into a single brilliant series of ideas by Frederick Law Olmsted and his firm to extend and connect the lakefront and its parks through the boulevard system. Tree-lined meadows, lagoons, islands and harbors are an integral part of the cityscape and provide a respite from the dense built environment and urban life. These magnificent parks allow public access to millions of people, both residents and visitors alike, to lush green landscapes situated among old-growth trees and gardens.

The historic significance of Jackson Park, Midway Plaisance and the South Shore Cultural Center are monumental and well known to most audiences, including national and international scholars of architectural landscape design, historic landscapes and cultural heritage. All three sites are listed on the National Register of Historic Places, and certain features, structures and buildings of both park sites are designated Chicago Landmarks. These designated



Interior view of the Woman's Building Gallery of Honor at the World's Columbian Exposition in Jackson Park © The World's Columbian Exposition; Portfolio of Views, C.D Arnold and H.D. Higinbotham, 1893

Chicago Landmarks within the boundaries of the two parks include the Museum of Science and Industry (MSI) building, constructed as the Palace of Fine Arts in 1893, along with the Columbia/Darrow Bridge and the landscape features of the park surrounding the MSI building and bridge. The South Shore Cultural Center buildings, the Club Building, the Gatehouse, Stable, Pergola, and several outdoor terraces are also part of a separate Chicago Landmark designation.

The 500-acre Jackson Park was designed by Frederick Law Olmsted, perhaps the most famous landscape designer of the 19th century and widely considered to be the father of American landscape architecture. Jackson Park was also the site of one of the most important events in Chicago's history and arguably one of the most important cultural events of the 19th century, the World's Columbian Exposition of 1893. Jackson Park is connected via the Midway to Washington Park and then to Chicago's Emerald Necklace of great parks and boulevards, forming one of the most magnificent networks of urban parkland in the country.

The proposed site of the Obama Presidential Center in Jackson Park will be located on the site and adjacent to Sophia Hayden's Woman's Building for the World's Columbian Exposition. This was the only building designed by a woman architect in 1893, among an assembled group of prominent male architects from across the nation. It was extraordinary that Ms. Hayden was selected to design such a building to celebrate the accomplishments of women, and this was a very forward idea on the world stage. It was Ms. Hayden's only building, but it was a massive and impressive structure. During a period when architecture was dominated by men, it was almost unimaginable at the time for a woman to design such an important building for a World's Fair.

The proposed Obama Presidential Center site also includes the Woman's Garden, designed in 1937 by the Chicago Park District's first female landscape architect May McAdams, another remarkable achievement. It's a beautiful, mature garden, and it is proposed to be destroyed—bulldozed for a construction staging ground for the Obama Presidential Center. However, the University of Chicago-owned asphalt parking lot located directly across the street on Stony Island Avenue at 60th Street, would seem to be an ideal alternate construction staging ground. The Obama Foundation then plans to build a new garden and incorporate it into a water management system. The destruction



View of the Central Entrance of the Woman's Building at the World's Columbian Exposition in Jackson Park. The architect of the Woman's Building was Sophia G. Hayden of Boston. The bas-relief pediment was designed and modeled by Alice Rideout of San Francisco. © Beautiful Scenes of the White City and the Fabulous Midway Plaisance, Farewell Edition, Laird & Lee Publishers, 1894



Jackson Park Woman's Garden designed in 1937 by pioneering female landscape architect May McAdams © Eric Allix Rogers

of a historic landscape designed by a pioneering female landscape architect dedicated to women would be yet another tragic loss.

Other historic temporary World's Columbian Exposition structures once located on the site of the proposed OPC, include the Children's Building, the massive Horticulture Building and a number of other smaller structures. To explore the site's archeological value, seven small sample holes were drilled across the 20-acre site. These small exploratory holes revealed over 7,000 items and artifacts from the 1893 World's Columbian Exposition and generated international interest. Such a remarkable discovery should have ended the consideration of this site for the proposed development or required proper archeological excavations of the entire 20-acre site. Instead, the report which was prepared on behalf of the Obama Foundation dismissed the discoveries as routine and provided a green light for the construction to proceed without any additional exploration or protections.

Other nearby sites should be considered for this proposed private development that will not disturb this archeological site or the seminal landscapes of a legacy lakefront park. Jackson Park was designed by Frederick Law Olmsted and others of great note, with an amazing history, known and published around the world. Jackson Park is one of the great park landscapes of the United States and belonging to the people of Chicago for more than 130 years. Its destruction would likely be another huge embarrassment to the City of Chicago, for decades to come, much in the same vein as the many Landmark buildings, Landmark-eligible structures, and public assets that we have allowed to be destroyed.

The Mediterranean Revival-style South Shore Cultural Center, situated at 71st Street and the lakefront, was originally designed as the South Shore Country Club by the notable Chicago architectural firm of Marshall & Fox and landscape designer Thomas Hawkes. It is one of the most grand-scaled and recognizable landmarks on



Aerial view of South Shore Cultural Center and Grounds, formerly the South Shore Country Club © Eric Allix Rogers

Chicago's South Side. More recently, it was the site of Barack and Michelle Obama's wedding reception.

The transformation in the 1970s of the site and buildings from an exclusive private club to a public park and golf course is a major community preservation success story. In 1975, South Shore, Hyde Park and Woodlawn neighborhood residents and activists famously rescued the former private South Shore Country Club from demolition. The Chicago Park District and City of Chicago had the foresight to purchase the grounds from the failing country club, but they had planned to demolish and clear the club and ancillary buildings. After a lengthy community preservation advocacy effort and under intense community pressure, the Chicago Park District relented to broad public outcry and decided not to demolish the historic buildings and in time renovated and restored the buildings. Ultimately the Chicago Park District supported the Chicago Landmark designation of most of the former country club structures and reversed a previous course of action that would have been as disastrous and heavy-handed as current plans for both Jackson Park and the South Shore Cultural Center landscapes.

The creation of the South Shore Cultural Center as a public facility open to all visitors represents a victory for diversity and inclusion over the South Shore Country Club's legacy of exclusion.

In 2017, a handful of local community groups came forward to advocate for changes to the proposed development plans for both the Obama Presidential Center and the proposed golf course reconfiguration. The number of organizations has grown exponentially, expanding well beyond the local stakeholders to include advocates from around the city and the nation including The Cultural Landscape Foundation and The National Association for Olmsted Parks. To advance the advocacy effort, Preservation Chicago has partnered with Openlands, Friends of the Park, and Landmarks Illinois, along with local community organizations including Jackson Park Watch, Save the Midway, Midway Plaisance Advisory Council, Coalition to Save Jackson Park, Blacks in Green, and The Hyde Park Historical Society.



Tree cut and removal on the Lakefront in Hyde Park for the widening of South Lake Shore Drive in September 1965 © Nancy Hays

THREAT

Jackson Park and the South Shore Cultural Center are intertwined in a host of new proposals which endanger the Olmsted-designed Jackson Park and the historic South Shore Cultural Center's grounds and nature sanctuary. The proposed 20-acre Obama Presidential Center in Jackson Park and the proposed redesign and merging of two historic century-old public golf courses in both parks into one PGA-grade facility will significantly and adversely impact the historic features and the overall design, quality, appearance and spirit of these world-renowned parks.

The proposed OPC's core of buildings is comprised of three structures. The main building stands about 235-feet tall – the height of a 20-story office building – the tallest structure proposed for any Chicago park by more than 150 feet. The next tallest structure in Jackson Park is the Museum of Science and Industry. The two other proposed OPC buildings stand two-stories in height. A partially above-grade parking garage and a fieldhouse are also included in the plans and located to the south of the three-building complex, all designed by Tod Williams and Billie Tsien.

It is almost inconceivable that our elected officials would further consider giving away lakefront lands and parklands to a private developer no matter how popular or accomplished the individual or organization may be. This action is leading to a privatization of Chicago Park District land, and that needs to come to a halt. Such ideas are very much in the same vein as the privatization of the failed Chicago parking meter lease deal which has strapped the City of Chicago of revenue and caused a massive burden on Chicagoans for a period of 99 years.

Despite the common assumption, this development is not a presidential library. The OPC will be a private museum, center and office building headquarters for the Obama Foundation, hosting both public and private events situated on public lands and owned by the City but operated by the Obama Foundation. The Obama Foundation will charge entry and parking fees for operations of its facility. The 20-acres of public land will be leased for 99 years to the OPC for \$10 or 10 cents per year.



Midway Plaisance looking to the West. The greenspace in the foreground is being proposed by the OPC as replacement parkland © Steven Vance

Preservation Chicago and other advocacy groups remain concerned about the level of influence by privately held organizations in the management of public parkland, including the Obama Foundation, the Chicago Parks Golf Alliance, Project 120, and Smith Group JJR. As non-profits and private companies, they serve their respective boards of directors and owners and have their own priorities and objectives which may not align with those of our public and governmental agencies. These private organizations do not directly serve the public and have no obligation to include the public in the planning process. A central challenge is that the control of public lands is being relinquished to private entities.

Preservation Chicago joined a wide consortium of advocacy groups, neighborhood organizations and community leaders in calling for a transparent, comprehensive and thoughtful planning process from the Obama Foundation, City of Chicago, Chicago Park District, governmental agencies, Chicago Parks Golf Alliance and Project 120. The Obama Foundation and governmental agencies have hosted a series of public and consulting party/stakeholder meetings that have allowed public comments to be provided to the design team. However, public comments have largely been ignored and few material changes to the plans have occurred. Multiple rounds of community input and design updates have shown key constituent requests largely dismissed to accommodate the programmatic priorities of the Obama Foundation and Chicago Parks Golf Alliance, casting doubt on the good faith and transparency of the public process.

The community efforts, led by the Midway Plaisance Advisory Council and Save the Midway, were successful in redirecting the planned multi-story parking garage on the Midway Plaisance to another location. Without rigorous oversight and openness to change, the protection of historic landscapes and structures is at risk of being significantly compromised.

Additional threats to Jackson Park include the removal of the Olmsted-designed Cornell Drive in order to privatize the western shore of the Jackson Park lagoon entirely within the grounds of the privately-run museum complex. The loss of all six lanes of roadway on Cornell Drive would require a significant increase in lanes on South Lake Shore Drive and Stony Island Avenue to accommodate the lost road capacity. The proposed high-speed, widened versions of South Lake Shore Drive and Stony Island Avenue will be unpleasant for motorists and much less pedestrian friendly. Additionally, a wider roadway will create an asphalt barrier between Jackson Park and nearby Woodlawn residents. The cost to taxpayers for this extensive roadwork is estimated at \$175 million.



Midway Plaisance looking east towards the University of Chicago, Jackson Park, and the site of the proposed 23-story OPC tower © Eric Allix Rogers

Preservation Chicago supports restoring the original Olmsted-designed Cornell Drive in Jackson Park to its pre-1960s, narrower-proportioned, winding carriage-way character. This could include two slower-speed driving lanes flanked by wide, protected bike lanes and dedicated jogging trails. The complete elimination of Cornell Drive will make experiencing Jackson Park by car nearly impossible for daily commuters and Sunday pleasure drivers. It will also make Jackson Park much less accessible for the elderly and individuals with disabilities.

The proposed widening of South Lake Shore Drive will require the removal of hundreds of trees and mature landscapes and adversely impact Jackson Park. The proposed widening of South Lake Shore Drive will also adversely impact the lakefront and diminish access to Lake Michigan, the harbors, 57th Street Beach and 63rd Street Beach. This is reminiscent of the massive tree cuts and community protests of the 1960s to expand and widen Cornell Drive and South Lake Shore Drive. Even the Obama Foundation and the City of Chicago recognize these past missteps, yet they are pushing towards repeating these mistakes.

The original plan presented to the people of Chicago was for a *presidential library*. Presidential libraries are federally funded research institutions and archives which conform to specific rules and regulations set by Congress. Congressionally mandated requirements for presidential libraries regulate acceptable uses and limit construction and operational costs. Financial requirements and obligations associated with funding presidential libraries are designed to protect taxpayers by preventing the construction of monumental structures with expensive long-term associated maintenance costs.

In May of 2017, the Obama Foundation suddenly shifted direction and chose to pursue the creation of a *presidential center*. What initially appeared as only a minor semantic refinement, in fact represented a massive change of direction. Presidential centers are private-entities with private funding sources. As private entities, they are not bound by and therefore exempt from the congressional limits and oversight for presidential libraries.

Every president since Herbert Hoover has had a presidential library and museum administered by the National



South Shore Nature Center on the South Shore Cultural Center Grounds © Eric Allix Rogers

Archives and Records Administration (NARA). These presidential libraries are the repository of all the official presidential records, papers and archives and include a research library for scholars and researchers. They also typically contain a museum for visitors and members of the public. They are largely federally funded institutions and managed by the federal government.

By shifting from a traditional presidential library to a private center, all of the rules, ideals and limitations set forth by Congress can be ignored. In the case of the Obama Presidential Center, the entire complex will be operated by a private nonprofit entity. The Obama Center will not include a research library and will not be a repository for any official presidential records. Where the presidential archives will eventually be housed remains an unanswered question.

The decision to decline federal funding has allowed a modest structure to morph into a massive, sprawling three building complex plus fieldhouse and underground parking garage. It will span across approximately 20-acres and is proposed to be anchored by a 235-foot tall tower, the equivalent of a 20-story office building. The decision to forgo federal funding has shifted this huge burden onto the citizens and taxpayers of the City of Chicago and the State of Illinois. While it is conceivable to consider locating a modest, presidential library on public lands, it is not reasonable to locate a massive private campus of buildings and structures on public lands.

In lieu of an official presidential library, a Chicago Public Library branch has been added to the Obama Presidential Center plans. This branch library will be much like the 79 existing branch library locations throughout Chicago's 77 community areas. It is our understanding that this branch library is completely unrelated to President Obama's presidential records, and it will be operated by the Chicago Public Library and supported by taxpayer revenue. The

Chicago 7: Jackson Park, South Shore Cultural Center & Midway Plaisance

community is already well served by two branch libraries that are more conveniently located directly within the nearby residential neighborhoods. These historic branch libraries, including the Chicago Landmark Blackstone Library Branch by architect Solon S. Beman, would become redundant and could be at risk for consolidation and closure at some time in the future. The inclusion of a branch library appears to have been an attempt to obfuscate the decision to abandon the presidential library. The original idea was premised upon a presidential library, yet now something radically different is being proposed.

Additionally, several plans from the private for-profit design and planning contractors Smith Group JJR, also known as Project 120, have reappeared in some of the Chicago Park District's South Lakefront Framework Plans. These plans include a proposed Jackson Park visitor's center, a large-scale music pavilion and other structures, which will completely and unequivocally destroy and change the character and design of this world-renowned park. Without question, these proposed changes to Jackson Park's Olmsted-designed parklands will negatively alter and adversely impact the landscape. These changes will destroy huge numbers of trees and gardens, interfere with migratory paths of wildlife and negatively impact broad viewsheds, both in and around the park.

These park projects are heavy-handed in design. If implemented, they could lead to the consideration of a de-listing of Jackson Park and perhaps the South Shore Cultural Center from the National Register of Historic Places. This would be much like what occurred at Soldier Field, another Chicago Park District re-visioning project with the City of Chicago. So many adverse modifications were made to Soldier Field in 2002-2003 that it was removed from the National Register. If this same impact and loss occurred at Jackson Park and/or the South Shore Cultural Center, it would be a significant loss to the cultural heritage of the City of Chicago.

Jackson Park is a sacred space and its landscapes should be protected in perpetuity as an asset to the citizens of Chicago. This history and character should not be modified and manipulated over the decades until all that is remains is a shell of what it once was. We should consider for the OPC a location on underutilized land that does not negatively harm our cherished landscapes and public parks. Some of our greatest downtown cultural institutions are located on land that was once railway and freight yards.

Beyond minor and incremental changes to the plans, specific threats to the historic park landscapes remain. According to the Obama Foundation, more than 300 trees (many of which are old-growth) would be clear-cut on the narrowly defined footprint of the Center buildings, and a major regrading of the site would be undertaken for the construction of the OPC. The number of trees removed will be significantly higher if all of the proposed road changes to Cornell Drive, Lake Shore Drive and Stony Island Avenue are implemented. An additional 2,000 trees would be clear cut and major regrading undertaken for the new fairways of an expanded golf course.

On September 20, 2018, the Chicago City Council passed an ordinance that approved the 99-year lease of 19.3 acres in Jackson Park for a total of \$10. Jackson Park Watch co-founder Margaret Schmid said, "The idea of leasing invaluable, irreplaceable public parkland to a private entity for \$10 for 99 years is astounding in this era when public lands and natural resources are under attack in so many places. Besides, Chicago's finances are extremely precarious." (Sweet, Chicago Sun-Times, 9/18/18)

As part of this lease deal, the City agreed to reimburse the Obama Foundation for environmental testing of the development site. These testing costs were capped at \$75,000. However, in the final language of the approved Ordinance, the taxpayers of the City of Chicago and State of Illinois are now fully responsible and liable for *all* costs related to any environmental remediation required or resulting from the construction of the OPC in Jackson Park. This language includes no cap for the total cost. Estimated remediation costs are not yet available, but it can be expected that the final remediation costs for this blank check will be substantial.

The City of Chicago and State of Illinois have also agreed to cover the cost of \$175 million in discretionary road changes in Jackson Park. The oft-repeated argument is that the ultimate cost burden will be borne by taxpayers – both state and federal. Federal funds for road improvements are limited, and those resources should be awarded first to desperately needed roadwork and crumbling infrastructure elsewhere in Chicago.

While Preservation Chicago is not a party to the on-going lawsuits and future litigation by Protect Our Parks, we submitted an Amicus Brief along with the community-based organization Jackson Park Watch. The Brief clarified that most of Chicago's institutions in the parks were built upon the footprint of former buildings and institutions within the parks, had reused or repurposed existing historic structures, or were constructed buildings on lands used for other purposes (e.g. railway yards). The parks have grown around these institutions over time. This is an



South Shore Nature Center on the South Shore Cultural Center Grounds © Eric Allix Rogers

important precedent as no Chicago parklands have ever been given to a new campus of buildings — contrary to assertions by the City of Chicago and Chicago Park District.

The Art Institute of Chicago, by architects Shepley, Rutan & Coolidge of 1893, was constructed on the former site of the Interstate Industrial Exhibition Building by W.W. Boyington at the same location from 1873-1892. The Museum of Contemporary Art, designed by German Architect Josef Paul Kleihues, was constructed on the site of the old Chicago Avenue Armory which was designed by architects Holabird & Roche. The Peggy Notebaert Nature Museum, designed by Ralph Johnson of Perkins & Will, was built on the site of the old Lincoln Park/North Shops buildings.

The Museum of Science and Industry is housed in the former Palace of Fine Arts building from the Columbian Exposition or Chicago World's Fair of 1893 in Jackson Park. It is the only large-scale building of great magnitude in Jackson Park. Olmsted also redesigned Jackson Park around this structure following the World's Fair, so this building has been part of the landscape of Jackson Park for 127 years.

The DuSable Museum of African American History is housed in the former South Park Commissioners Building in Washington Park, designed by Daniel Burnham and his firm D. H. Burnham & Company. The DuSable Museum has continued to expand its facilities over time near its site, including a recent renovation and restoration of the former Washington Park Stables Building by architects Burnham & Root.

The National Museum of Puerto Rican Arts & Culture is housed in the restored and repurposed former Humboldt Park Horse Stables in historic Humboldt Park, designed by architects Fromman & Jebsen in 1895. The National Museum of Mexican Art reused and reconfigured former buildings in Harrison Park in Pilsen for this important institution.

The Field Museum of Natural History, the John G. Shedd Aquarium and the Adler Planetarium were largely built upon former railway lands, which had been part of on-going landfills over time. Burnham Park and Grant Park grew and extended around these institutions following their construction. Finally, the Chicago History Museum, originally called the Chicago Historical Society, was built upon a corner of the city's old public cemetery at a



South Shore Cultural Center, formerly the South Shore Country Club © Eric Allix Rogers

commercial corner of Lincoln Park near Clark Street and North Avenue. This section of what was to become Lincoln Park which still includes the mausoleum of Ira Couch and the grave of David Kennison, said to be the last survivor of the Boston Tea Party.

Preservation Chicago is also concerned about the redesign and co-joining of the historic Jackson Park Golf Course (18 holes), the oldest course west of the Alleghany Mountains, and that of the nearby South Shore Cultural Center (9 holes). This reconstituting will substantially impact the historic landscape, some features designed by architect Alfred Caldwell and Olmsted & Vaux, and remove and cut several thousand old-growth trees.

RECOMMENDATIONS

Preservation Chicago supports the Obama Presidential Center being constructed on Chicago's South Side. However, it should not be located in historic Jackson Park. The Obama Foundation's plans for a site west of Washington Park on private land would be an excellent alternative location for the OPC. The University of Chicago, the Chicago Transit Authority, and the City of Chicago have been assembling vacant lots adjacent to Washington Park and this location is targeted for redevelopment. The Washington Park site has incredible access to public transportation and is adjacent to the Garfield Boulevard/55th Street Green Line CTA "L" station. Locating the development across the street from Washington Park would allow the OPC to more easily accomplish President Obama's articulated vision for the Center. If the OPC were to be located at this site, it would prove to be an extraordinary asset to the community and the City of Chicago.

The City of Chicago and the Chicago Park District need to develop plans that reflect the full range of stakeholders in this process and balance the interests of their constituents with the interests of private developers. They should prioritize an open and transparent process in determining the future of our public lands and green spaces. In the process, they should protect the historic integrity of these nationally and locally significant landscapes, structures and buildings so they may remain accessible assets for the people of the South Side, Chicago and the world for generations to come.

To help restore the area, the City of Chicago and the Chicago Park District should consider narrowing the Olmsted-designed historic parkways of Cornell and Hayes Drives instead of closing and removing them completely, and they



Daniel Burnham designed Jackson Park Comfort Station on South Lake Shore Drive near 67th Street in extreme disrepair © Eric Allix Rogers

should retain South Lake Shore Drive with its current proportions and winding lakefront boulevard characteristics. This would render unnecessary the proposed widening of the other roadways and likely save hundreds of millions of taxpayer dollars.

Preservation Chicago reaffirms its commitment to providing a constructive, preservation-oriented voice in this large and complex conversation. As a consulting party in the federally mandated Section 106 review process, Preservation Chicago will continue to strongly advocate for the importance of protecting historic features, including the world-renowned Olmsted landscapes. We continue to work to ensure that any construction in the historic parks will be conducted with sensitivity to historic features, historic structures and historic landscapes. This includes archaeologically important sites including the foundations and remnants of the Women's Building designed by Sophia Hayden, the only female architect who designed a building for the Exposition; the Children's Building; and other important structures and features from the World Columbian Exposition in 1893, likely hidden below the soil line. Also, this proposed construction would impact the Woman's Garden, also known as the Perennial Garden in Jackson Park, designed by May McAdams in 1937, a noted female landscape architect.

There is significant Chicago history buried underground at Jackson Park. Archaeological explorations from seven borings on the site were shared at one of the Section 106 meetings. They revealed nearly 10,000 objects from the 1893 World's Columbia Exposition. Permanent concrete foundations for the World's Fair buildings are located below the soil line, and it is our opinion that these features should remain intact and should not be destroyed by heavy equipment. The Women's Garden on the site of Sophia Hayden's Woman's Building during the World's Columbia Exposition should not be disturbed.

We remain hopeful that the federal review process mandated by the National Historic Preservation Act will reinforce the importance of protecting the historic features of the park and avoid the adverse effects of new construction. If avoidance cannot be accomplished, then minimizing the impact of the proposed 20-story tower could be achieved by reducing it to two-stories and reducing the acreage of the campus. Additionally, we want to insure that the South Shore Cultural Center be included in the Section 106 process already underway or that a new Section 106 process be initiated specifically for the expansion and consolidation of the golf course project at both Jackson Park and the South Shore Cultural Center.

A formal survey of Jackson Park and South Shore Cultural Center trees — detailing type, age and caliper — should be conducted along with an assessment of which trees are planned to be cleared, including those in the nature center. The findings of these surveys should then be released to the public for comment and discussion before any work begins. Also, while an inventory of historic structures in Jackson Park has been assembled, there are a number

Chicago 7: Jackson Park, South Shore Cultural Center & Midway Plaisance

of critical needs for historic buildings that require urgent and immediate repair to stabilize and return them to public use.

Preservation Chicago will continue to advocate for a written agreement from the Chicago Park District that some percentage of the many millions of dollars to be invested in these potential projects will be earmarked instead for the badly needed maintenance and rehabilitation of existing historic park structures. These include the South Shore Cultural Center main building and stables, as well Jackson Park improvements to the two Comfort Stations, the Iowa Building, the Columbia/Darrow Bridge, the Music Court Bridge, Hayes Drive Bridge, public paths and meadows, and ball fields.

SPECIFIC RECOMMENDATIONS

1. Relocate the Obama Presidential Center to a nearby site outside of Jackson Park. Land just west of Washington Park provides great public transportation access and approximately 9 acres of land is already owned by the City of Chicago, the Chicago Transit Authority and the University of Chicago.
2. Repair and restore the existing Jackson Park Golf Course and the South Shore Cultural Center golf course, which currently serve the public well, but require investment to reverse long-deferred maintenance.
3. Move the proposed TGR Golf Course consolidation of Jackson Park and the South Shore Cultural Center southward to the vacant lakefront site of the former United States Steel - South Works factories in the South Chicago neighborhood. This would be an economic boost to the South Chicago and East Side neighborhoods of Chicago, and it would result in three separate golf courses for a major city like Chicago in this vicinity. A large 18-hole PGA golf course on the former U.S. Steel site would “green” this former industrial site and contaminated brownfield as part of on-going efforts to create publicly accessible parks and extend green space along the Chicago lakefront.
4. Landmark and repair Jackson Park’s existing historic buildings, structures, paths, meadows, and bridges (including the Columbia/Clarence Darrow Bridge—closed for almost a decade for safety reasons). These structures have suffered long-deferred maintenance. One of the historic structures, the modest one-story Comfort Station on South Shore Drive at 67th Street designed by architect Daniel Burnham, is in terrible disrepair and had a partial roof collapse. A second historic Comfort Station, known as the English Comfort Station, near the Museum of Science and Industry has no roof.
5. Narrow the Olmsted-designed roadways and parkways to their historic pre-1960s dimensions. The 1960s widening project was considered a misstep by the general public at that time and was part of numerous protests. A substantial number of trees were lost during that widening project. A narrowing of Cornell Drive, in lieu of total closure, could provide a correction of these missteps and help to again restore a tree-lined boulevard through the park. Everyone should be able to enjoy the pastoral setting of Jackson Park by various modes – walking, jogging, biking and driving.
6. Retain South Lake Shore Drive’s current proportions and winding lakefront boulevard characteristics, and retain the current proportions of Stony Island Avenue without unnecessary expansions. Restore original features to Olmsted’s design including landscapes, bridges, islands and lagoons, some of which have been infilled.
7. Consider a Chicago Landmark designation for the Olmsted & Vaux designed parks including the entirety of Jackson Park, Washington Park, and the Midway Plaisance.
8. Consider the Chicago Lakefront Park System in its entirety as a National Monument or National Park. This would be much like the recent honor further recognizing the Indiana Dunes as a National Park, or the Pullman Historic District of Chicago as a National Monument. This would protect our valuable public lakefront parks from further attempts at parceling them out to private developers and would provide additional resources for maintenance and rehabilitation. This could be an amazing partnership if implemented with the National Park Service, the Chicago Park District and the City of Chicago all sharing the stewardship of Chicago’s lakefront parks.
9. In solidarity with the residents of the area, Preservation Chicago calls on the Obama Foundation to enter into a binding Community Benefits Agreement to ensure that promises made are kept to avoid displacement and provide more jobs for local residents.

Chicago Union Station Power House

301 W. Taylor Street, Chicago



Chicago Union Station Power House on South Branch of the Chicago River with Roosevelt Road Bridge © Eric Allix Rogers

OVERVIEW

Chicago was once the railroad center of the nation linked to a network of substantial passenger and freight railroads, many crisscrossing the country through our city and often terminating at one of the great railway stations. These railroad structures, terminals, power plants, office buildings and stations at one time dotted downtown Chicago and its perimeter. Since the 1970s, many of these buildings have been lost to demolition. With those losses, our City's strong connection to the railroads, and its shared history, has been almost completely obliterated.

The iconic and austere Chicago Union Station Power House is truly a significant building, worthy of preservation, protections

Chicago Union Station Power House

Address: **301 W. Taylor Street**

Architect: **Graham, Anderson, Probst & White**

Date: **1932**

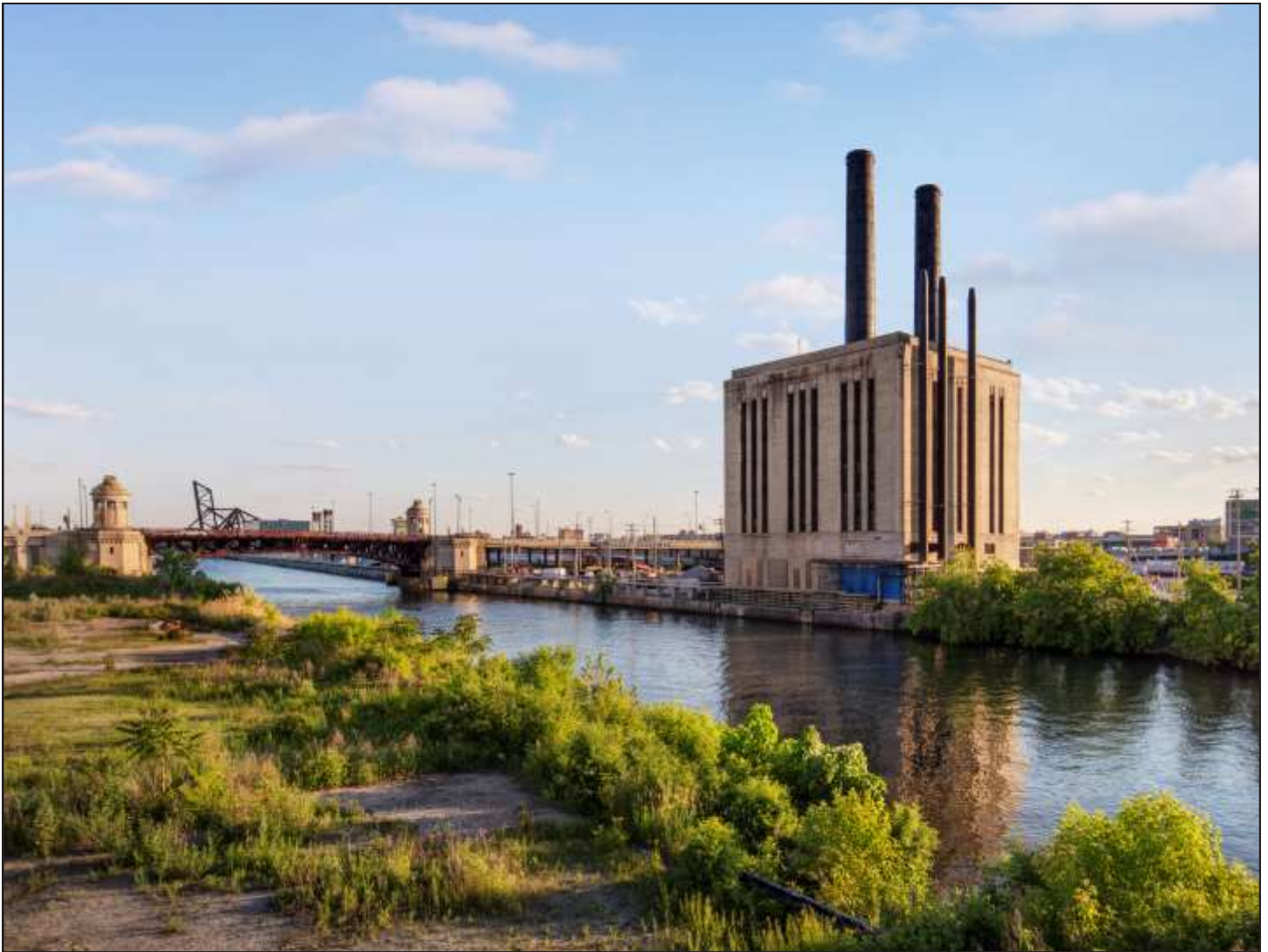
Style: **Art Moderne**

Neighborhood: **South Loop**

Chicago 7: Chicago Union Station Power House



View of South and East Elevations of the Chicago Union Station Power House on South Branch of the Chicago River © Serhii Chrucky



North and East Elevations with Roosevelt Road Bridge of Chicago Union Station Power House on South Branch of Chicago River © Darris Lee Harris

and reuse with its streamlined Art Moderne/Art Deco facades and smokestacks. The building exemplifies the story of Chicago's growth as a railroad and transportation center beginning in the pioneering days of the 1850s.

The Union Station Power House, known originally as the Union Station Boiler Plant, is part of a network of buildings, systems, and rail tracks constructed in the 1920s and 1930s by the architectural firm of Graham, Anderson, Probst & White for the Chicago Union Station Company – CUSCo. Their work also included Chicago's Union Station, its Great Hall and grand Waiting Room, along with the separate and expansive Beaux-Arts Concourse Building, which was senselessly demolished in 1969. The Chicago Union Station Power House has been out of service since 2011 and is currently mothballed. A plan is being advanced by Amtrak for demolition and replacement with a storage shed which should be located on nearby vacant railroad property. The Union Station Power House was also a Preservation Chicago 2017 Chicago 7 Most Endangered.

HISTORY

Chicago's central role in the national rail network was unparalleled by any other city in the nation, with the highest amount of passenger and freight traffic. This allowed for early industries to flourish, ranging from coal and raw products for manufacturing, to agriculture including wheat, corn, grains, and meat packing. Chicago's robust rail system also affected the city's residential population. As industrial business expanded in Chicago, its population also expanded as laborers and their families came to the city to work and live. Its location at the hub of the national railroad network established Chicago as the capital of the Midwest.

Chicago 7: Chicago Union Station Power House



Chicago's Demolished Legacy Passenger Train Stations with the exception of Chicago Union Station Headhouse. Clockwise from bottom left: Chicago & North Western Station, Grand Central Station, Chicago Union Station Headhouse & Concourse, Illinois Central Station, Center: LaSalle Street Station.

- 1) Chicago and North Western (C&NW) Railway Station. J.W. Taylor., photographer. Historic Architecture and Landscape Image Collection, Ryerson and Burnham Archives, The Art Institute of Chicago. Digital file # 16348.
- 2) Grand Central Station. (B&O Railroad) Richard Nickel, photographer. Richard Nickel Archive, Ryerson and Burnham Archives, The Art Institute of Chicago. Digital file # 201006_120213-027.
- 3) Chicago Union Station. Chicago Architectural Photographing Co., photographer. Historic Architecture and Landscape Image Collection, Ryerson and Burnham Archives, The Art Institute of Chicago. Digital file # 60313.
- 4) Illinois Central (IC) Railroad Station. Historic Architecture and Landscape Image Collection, Ryerson and Burnham Archives, The Art Institute of Chicago. Digital file # 68326.
- 5) LaSalle Street Station. Chicago Architectural Sketch Club Collection, Ryerson and Burnham Libraries, The Art Institute of Chicago. Digital file # casc.1903_40.



Aerial view of Chicago Union Station Power House with surrounding rail yards and architecture tour boat in foreground © Eric Allix Rogers

Today, most of Chicago's grand legacy train stations have been demolished, including:

1. The Chicago & North Western Railway Terminal by architects Frost & Grainger, completed in 1911, with the largest Guastavino tile arch vault ceiling in the world. The grand station, with its columned Waiting Room, was considered for Chicago Landmark designation but denied under the Mayor Jane Byrne administration and demolished in 1987. It was a great tragedy which could have been avoided.
2. The LaSalle Street Station from 1903 also designed by architects Frost & Grainger with an immense three-story arched entryway and a thirteen-story office tower above was senselessly razed in 1981.
3. The Illinois Central Station by architect Bradford L. Gilbert in 1893 was demolished in 1972. This was the gateway railway station for the Great Migration of African-Americans from the South to Chicago and beyond.
4. Grand Central Station was designed by architect Solon S. Beman with its massive soaring tower and adjoining hotel. The station operated from 1890 until its demolition in 1969.
5. The immense Pennsylvania Railroad Freight Terminal, once the largest in the country, was designed by architect William Lightfoot Price in 1915-1918 in the Secessionist style. Its large clock tower was highly visible at its 323 W. Polk Street location until its demolition in 1974.
6. Chicago's Union Station's Concourse Building was the formal classical grand entrance to vast Union Station complex designed by Graham, Anderson, Probst & White and opened in 1925. The Concourse Building's soaring interior volume was comparable in scale to the Great Hall/Waiting Room. It was demolished and replaced with two commercial buildings in 1969.
7. The original Illinois Central Depot, also known as the Great Central Depot was designed by Otto Matz in 1856 for the Illinois Central (I.C.) and Chicago & Alton Railroads. It was located at South Water Street and Michigan Avenue—below current grade. Upon the completion of the I.C. passenger terminal in 1893 at Roosevelt Road and Michigan Avenue, the station was used as a freight terminal until its demolition for the Illinois Center complex.



Chicago Union Station Power House across the Chicago River © Darris Lee Harris

These grand monuments represented the influence of the railroad industry which played such a critical role in the growth of Chicago. It is simply tragic that these magnificent railroad buildings have been destroyed. Demolition has erased most of our railroad-related buildings and terminals. The Chicago Union Station Headhouse & Waiting Room/Great Hall still functions as a rail terminal and was recently restored. Dearborn Station/Polk Street Station remains standing and has been repurposed as a small office and retail center. Both buildings are designated Chicago Landmarks and protected against demolition.

In contrast to the more Beaux-Arts style Chicago Union Station complex, the Union Station Power House was designed and constructed in the Art Moderne/Art Deco style, reflecting the streamlined austerity of the time. The building, with its large volume and strong vertical massing, also exemplifies the industrial might associated with generating and supplying power to operate a system of railroad-related infrastructure and buildings.

The architects of the Union Station Power House were Graham, Anderson, Probst and White, a firm that descended from the legendary architectural firm of Daniel Burnham and John Wellborn Root and D.H. Burnham & Company. The firm designed many of Chicago's most iconic buildings and designated Landmarks, including the Wrigley Building, the Field Building/Bank of America Building, and the Merchandise Mart – once the largest building in the world. The firm also designed the old Chicago Post Office, once the world's largest; the Federal Reserve Bank of Chicago; and Illinois Merchants Bank Building/Continental Illinois Bank/Wintrust Bank. The list also extends to the Straus Building, Pittsfield Building, John G. Shedd Aquarium, Chicago Civic Opera House, Insurance Exchange Building and many other notable structures both in Chicago and across the United States.



Looking northward at Chicago Union Station Power House with Chicago Loop in the distance © Eric Allix Rogers

The strong verticality of the Union Station Power House, from its linear groupings of parallel window bands to its tall chimneys, emphasizes the building's strength. Its massive cream-colored brick walls, horizontal stone banding and austere ornament create additional visual impact. Unique in form, the Union Station Power House a rare example of industrial power house design by Graham, Anderson, Probst & White.

THREAT

Amtrak is the successor railway system which condensed 20 passenger railroads across the nation into one semi-governmental or quasi-public corporation body under the U.S. Department of Transportation and the Federal Railroad Administration. Amtrak was formed by the Congressional Rail Passenger Service Act of 1970 and began train service on May 1, 1971. Amtrak is officially recognized as the National Railroad Passenger Corporation, and the entity receives a combination of state and federal subsidies but is managed as a for-profit organization. Since

Chicago 7: Chicago Union Station Power House



Interior views of the Chicago Union Station Power House flooded with natural light from large bands of vertical windows © Darris Lee Harris

its founding, and since the consolidation of service occurred with these mergers, many of Chicago's railway-related buildings have succumbed to disuse and demolition.

Only recently, and through a long-term lease to a developer, has Amtrak invested in decades-long repairs to Chicago Union Station and its Great Hall, including the 1980 fire-damaged Fred Harvey restaurant space. We commend the recent restoration work to one of Chicago's most amazing interior spaces to Union Station and want to encourage the same type of commitment to the Union Station Power House.

Amtrak is the current owner of the Chicago Union Station Power House and has decided that this structure is no longer necessary for its operations. In order to demolish the building, they are required to conduct federally mandated Section 106 hearings as it has been determined that the building is eligible for listing on the National Register of Historic Places. Regardless, these hearings alone cannot prevent the future demolition of the structure.

Demolition would be an expensive option, ranging in cost between \$9 million and \$13 million of taxpayer funds. Amtrak's alternative proposal for the site is to create a maintenance shed. Amtrak's plan for a maintenance shed on the site is problematic. Such a shed could certainly be built elsewhere in the vast rail yards which extend for miles in Chicago's South Loop. In addition to the heartbreaking loss of this iconic railroad historic building, new construction could cost millions of dollars. At a time when the Chicago Riverwalk is being expanded, locating a mundane maintenance shed along the banks of the Chicago River would be tragic.

Noting Chicago Union Station's recent switching failures and communication issues, and the National Public Radio investigation which reported on an wheelchair-bound passenger being charged a \$25,000 fare for a 136-mile ride to Bloomington, Illinois for the removal of seats and special accommodations to meet ADA requirements, it appears that Amtrak priorities are not aligned with Chicagoans' priorities.

Chicago 7: Chicago Union Station Power House



Aerial view looking south with the Chicago Union Station Power House and future site of tech development across Chicago River © Eric Allix Rogers



Rendering of the 78 with Chicago Union Station Power House © Rendering from Related Midwest with delineation by Preservation Chicago

Chicago 7: Chicago Union Station Power House

RECOMMENDATIONS

Preservation Chicago recognizes the limitations of the site due to the railroad tracks to the west and the South Branch of the Chicago River to the east. To minimize access issues, we are encouraging an adaptive reuse of the building as a data center, a chilling plant or another compatible use. The building is across the Chicago River from the planned “The 78” development technology hub which will include 13 million square feet of buildable space, 24,000 on-site jobs, and cost \$7 billion. The data center use would be an amenity for the residents and commercial enterprises relocating to Chicago’s South Loop. Another potential use could be a rail station serving the 78 and South Loop. The idea of a third-party use could stimulate long-range plans for addressing the riverfront along this stretch of the South Branch with its amazing views. In addition to the reuse of a potential Chicago Landmark, it could catalyze the creation of riverfront access, riverfront green space and perhaps even a future riverwalk.

The Union Station Power House could be reused and repurposed by Amtrak or a private developer for a data center, or a control center for Amtrak’s Midwestern and Chicago rail operations. At one point, Amtrak entertained selling the building and issued an RFQ that did not yield any final bids. Preservation Chicago continued to actively seek potential new users and recently identified a well-capitalized, highly experienced Chicago developer with excellent credentials for large projects who desires to reuse the building as a data center. Amtrak has refused to consider any purchase offers at this time and is pressing forward with the process toward demolition of a National Register-eligible building and a potential Chicago Landmark. Because of its eligibility for the National Register, demolition of the building using federal funding would trigger a Section 106 review and complicate matters.

Union Station Power House’s connection to Chicago’s incredible railroad and architectural history makes it a prime candidate for a Chicago Landmark designation. A Chicago Landmark designation for this unique building would ensure its preservation and reuse. A preservation outcome for this building would be a win-win for Chicago, Amtrak Rail Systems, taxpayers and future generations of Chicagoans.

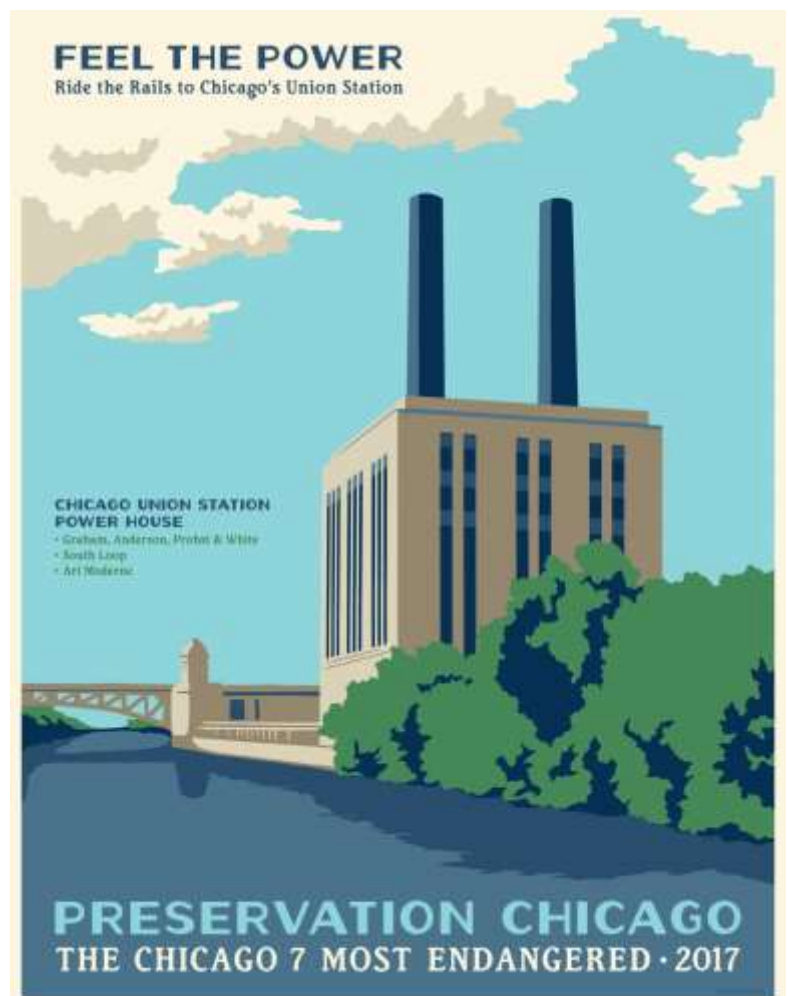
THE OPPORTUNITY: Available for adaptive reuse as a data center, chilling center or other use, the Union Station Power House by one of Chicago’s greatest architectural firms is in close proximity to central business district. Amtrak has plans to demolish the building at an estimated cost of \$9 to \$13 million and replace it with a maintenance shed or a parking lot as proposed in 2017.

Benefits:

- Solid masonry fireproof building
- Zoned: DS-5
- Height: 115’
- Footprint: 9,000 sf (95’x95’)
- Potential square footage: 100,000
- Central Location Close to Central Business District
- Close proximity to exchanges, tech & financial district
- Proximity to fiber optic trunk lines
- Adjacent to Chicago River for low-cost cooling option
- Adjacent to Com Ed electric substation

Potential Eligibility:

- 20% Federal Tax Credits
- Illinois Historic Tax Credits
- Adopt-a-Landmark Funds
- Class L Tax Designation
- Permit fee waivers



Chicago Union Station Power House Most Endangered Poster 2017

Chicago Town & Tennis Club / Unity Church

1925 W. Thome Avenue, Chicago



Chicago Town & Tennis Club / Unity Church © Dan Paterno / PaternoGroup.com

OVERVIEW

The picturesque Tudor Revival style Chicago Town & Tennis Club building was designed in 1924 by renowned Chicago architect George Washington Maher and his firm, George W. Maher & Son. George Maher was a seminal figure in both the Prairie style and the Arts & Crafts style movements in Chicago and across America. His prolific and noteworthy architectural firm included Philip Brooks Maher, his son. Philip Maher was also a leading architect in his own right and had a distinguished career. Both father and son were responsible for the design of architecturally

Chicago Town & Tennis Club / Unity Church

Address: 1925 W. Thome Avenue

Architect: George W. Maher & Son, Phillip B. Maher

Date: 1924-1925

Style: Tudor Revival

Neighborhood: West Ridge



Chicago Town & Tennis Club second floor dining room, later the main sanctuary of Unity Church © Serhii Chrucky

significant buildings throughout the Chicago region and Midwest including many buildings that have received prestigious Chicago Landmark designation. It is believed that both architects contributed meaningfully to the design of the Chicago Town & Tennis Club building.

The Chicago Town & Tennis Club building is located at 1925 W. Thome Avenue in Chicago's West Ridge neighborhood. It is a beautiful, half-timbered structure with high gables, slate roof, and grand ballrooms. The building's intrinsic qualities and its remarkable flexibility of design have allowed it to be repurposed over time. Originally built as a formal tennis clubhouse building, it was repurposed as a fraternal and social club for the Benevolent and Protective Order of Elks also known as the Elks Club. The building later served as a religious use as Unity Church of Chicago. Flexibility of design is often a hallmark of buildings designed by great architects with good design principals, which can be re-outfitted to accommodate a change in use or desired programs.

In 2018, the Chicago Town & Tennis Club Building and its grounds and gardens were purchased by the neighboring Misericordia for \$7.5 million. Misericordia is a non-profit organization dedicated to supporting individuals with developmental disabilities and is affiliated with Catholic Charities of the Archdiocese of Chicago. However, instead of repurposing the building yet again, Misericordia plans to clear the site for new construction. The proposed development plan covers the entire site and requires the full demolition of the historic building, the adjoining structures, and the mature landscapes and gardens.

The Tudor Revival building is orange-rated per the Chicago Historic Resources Survey. It is located upon a serene 3.1-acre property and includes the clubhouse, several ancillary structures, and elaborate and extensive gardens with gazebos and fountains. These elements would seem to be a beautiful and natural campus extension for Misericordia in its current configuration. Several large parking lots are present which could potentially accommodate the construction of new group homes and accommodate the protection and integration of the landscapes and historic structures into Misericordia's 31-acre campus.



Main Entrance on North Elevation to the Chicago Town & Tennis Club / Unity Church © Serhii Chrucky

Misericordia plans to construct a series of low-density, free-standing housing units to accommodate individuals with developmental disabilities. This low-density design approach requires significant acreage to accomplish the desired number of new units, and nearly the entire site is required to accommodate the number of buildings. At one point but no longer, the plans contemplated that the City of Chicago would vacate the adjacent Thome Avenue to increase the buildable site and to integrate the new site with Misericordia's main campus.

Preservation Chicago recognizes the need for Misericordia's expansion and supports its efforts to supply additional housing units for the developmentally disabled. We also believe that there are multiple win-win approaches that would simultaneously accomplish both the construction of the new housing units and the preservation of the historic Chicago Town & Tennis Club building.

While the proposed alternate options are generally practical, achievable, and financially viable, they all require collaboration, an openness to creative alternatives, and a willingness to engage in a genuine dialogue between the stakeholders which include Misericordia, the West Ridge Community, 40th Ward Alderman Andre Vasquez, the Chicago Park District, and the Chicago Department of Planning and Development's Historic Preservation Division. The desired additional housing units for individuals with developmental disabilities will be built, but the extent to which the final development plan simultaneously embraces the wider desires and wishes of the West Ridge community remains to be determined. Through creativity and collaboration, we can achieve a preservation-sensitive solution that would accomplish both priorities and save this beautiful building.



Chimney detail on the north elevation of Chicago Town & Tennis Club / Unity Church © Eric Allix Rogers

HISTORY

The Chicago Town & Tennis Club was designed in 1924 by the seminal Chicago architect George W. Maher and by Phillip Maher, his son and also a distinguished architect. George Maher was one of Chicago's preeminent architects and a contemporary of architects Frank Lloyd Wright and Louis Sullivan. Many of his buildings are designated Chicago Landmarks or considered Landmark-eligible. He designed numerous notable homes in the neighborhoods of Uptown and Kenwood, and in suburban Oak Park and Kenilworth.

The Chicago Town & Tennis Club was constructed in the Tudor Revival style during the 1920s enthusiasm in Chicago for athletic and social clubs. Specifically, it was inspired by the design of the Wimbledon Tennis Club in England and American tennis clubs such as The West Side Tennis Club at Forest Hills, Queens New York, which hosted more than 60 U.S. National Championships between 1915 and 1977. During this period, Chicago Town & Tennis Club hosted the most prestigious clay court tournament in the world. It was part of the US Professional Tennis circuit and the greatest players of the 1930s competed at championships hosted at Chicago Town & Tennis



Chimney Detail on the Chicago Town & Tennis Club © Eric Allix Rogers



Second Floor Vestibule and Social Hall of the Chicago Town & Tennis Club / Unity Church © Eric Allix Rogers



Entry and foyer of the Chicago Town & Tennis Club / Unity Church © Eric Allix Rogers

Chicago 7: Chicago Town & Tennis Club / Unity Church



Second Floor Social Hall/ Ballroom of the Chicago Town & Tennis Club / Unity Church © Eric Allix Rogers



Grand staircase to second floor of the Chicago Town & Tennis Club / Unity Church © Jason Marck



Partial view south elevation of the Chicago Town & Tennis Club / Unity Church © Serhii Chrucky

Club, including the legendary players Fred Perry and Don Budge. In 1938, Don Budge became the first player ever to win the Grand Slam of tennis in a single year. Originally overlooking 16 tennis courts and extensive gardens, the building served as a tennis club house until the property was sold and became an Elks Lodge. A period of vacancy followed and it was eventually transformed into Unity Church.

Unity Church of Chicago purchased the building and site in 1989. They engaged Vinci-Hamp Architects to carefully restore portions of the building in 2002. They converted the dining room into a sanctuary and other rooms into an art gallery and a social hall. Fortunately, the building retained much of its original historic character and details including its stained glass, decorative tile, and ornamental plasterwork. The exterior of the building with its high gables, half-timbering, slate roof and decorative brickwork remains highly intact, notably including the original stone carvings depicting a pair of tennis rackets. The building is orange-rated per the Chicago Historic Resources Survey which confirms its important architectural significance to the West Ridge community and the City of Chicago.

Unity Church played an important role in the history of LGBTQ rights in Chicago and Illinois. After years of efforts, on June 1, 2014, the first day that same-sex marriage became legal in Illinois, 40 same-sex couples were married or renewed their vows at Unity Church.

At one time the Unity Church congregation had about 1,500 members. However, a recent decline in membership necessitated the sale. The 3.1-acre site and building was sold to Misericordia for \$7.5 million, and the congregation was allowed to remain in the building and on the grounds until October 2019.

THREAT

On December 20, 2019, Misericordia applied for a demolition permit for the Chicago Town & Tennis Club and to move forward with their development plans. A few weeks later in early January 2020, a community meeting was

Chicago 7: Chicago Town & Tennis Club / Unity Church



North elevation and main entry on Thome Avenue to the Chicago Town & Tennis Club / Unity Church © Serhii Chrukky

held by Alderman Andre Vasquez to allow Misericordia to present their plans. Because the building is orange-rated on the Chicago Historic Resources Survey, a 90-day demolition hold was placed on the permit application which was due to expire in March 2020 at which time a demolition permit could be issued. The 90-day demolition hold was extended for another 90 days through mutual agreement and will expire in mid-June 2020. As reported in the press, Misericordia does not anticipate the new units to be completed until 2021, so the rush to demolish the historic Chicago Town & Tennis Club Building is not being driven by the construction schedule.

Founded in 1921 and operated by the Sisters of Mercy, Misericordia Heart of Mercy has occupied its 31-acre campus in West Ridge since 1976 and currently houses 600 children and adults with developmental disabilities. Their wait list includes 300 families, illustrating the significant need for additional housing for individuals with developmental disabilities.

Due to the need to build additional housing, in 2018 Misericordia purchased the 3.1 acre site immediately south of their campus across Thome Avenue which includes the Chicago Town & Tennis Club, a parking lot, and extensive gardens. They propose to build 16 new group homes on the site which would house 8 to 15 residents each. The plan is to build a low-density housing cluster for approximately 150 residents. This plan includes the demolition of the beautiful and historic Chicago Town & Tennis Club and gardens.

Preservation Chicago supports Misericordia's important mission and appreciates the need for additional housing. However, we would prefer one of the alternate solutions that would both increase the housing available and prevent the demolition of an architecturally significant building that has been an important part of the West Ridge community for nearly 100 years.

To maximize the buildable site and to secure the new parcel within their existing campus perimeter security fence, Misericordia had requested that the adjacent stretches of Thome Avenue and Winchester Avenue contiguous with their main campus be vacated by the City of Chicago. However, neighbors from an adjacent building who regularly park their vehicles on these city streets vocally objected to losing their free parking, and Misericordia appears to have withdrawn this request.

A zoning change within a Planned Development is required to allow for the community-style housing, as the current zoning does not permit this use. The alderman has signaled his preliminary support for the zoning change.



Gardens of Chicago Town & Tennis Club / Unity Church © Dan Paterno / PaternoGroup.com

Preservation Chicago made initial contact with Misericordia leadership in March 2018, approximately 2 years earlier, to alert them to the building’s historic significance and orange-rating and to request consideration that the historic building be retained in their development plans. Misericordia evaluated the option of adaptive reuse for a residential use but ultimately chose to pursue demolition.

RECOMMENDATIONS

Recognizing the architectural significance of the Chicago Town & Tennis Club, Preservation Chicago is advocating for an alternative that would allow both the new supportive housing to be constructed and the historic building to be preserved. To accomplish a win-win solution that achieves all stakeholder priorities, it is necessary to work in partnership and good faith with all stakeholders including Misericordia, the West Ridge Community, 40th Ward Alderman Andre Vasquez, the Chicago Park District, and the Chicago Department of Planning and Development’s Historic Preservation Division.

To this end, Preservation Chicago has been in communication with decision makers while exploring several options that could potentially yield all objectives, thus allowing all stakeholders to enjoy a positive outcome. The proposed alternate options are generally practical, achievable, and financially viable. They all require collaboration, an openness to creative alternatives, and a willingness to engage in a genuine dialogue between the stakeholders and the Chicago Department of Planning and Development’s Historic Preservation Division. The new additional housing units for individuals with developmental disabilities are a constant in every scenario. Through creativity and collaboration, we can also achieve a preservation-sensitive solution that would accomplish priorities for all stakeholders and save the Chicago Town & Tennis Club Building.

Additional time is also critical as all of these alternatives require time to be pursued and implemented. On December 20, 2019, Misericordia applied for a demolition permit for the Chicago Town & Tennis Club, which started the 90-day demolition permit delay process for the orange-rated building. This permit delay will expire in



Main Entrance on Thome Avenue of the Chicago Town & Tennis Club / Unity Church © Serhii Chucky

Chicago 7: Chicago Town & Tennis Club / Unity Church

March 2020 at which time the demolition permit could have been issued. However, in the spirit of partnership and a willingness to consider an alternative solution, Misericordia has agreed to delay demolition for an additional 90 days. Fortunately, the new construction is not scheduled to begin until late 2020, so this delay does not impact the construction schedule and delivery of Misericordia's new units.

ALTERNATE 1: Misericordia's current plan anticipates approximately 150 new residents, but its waitlist includes more than 300 individuals. If the zoning change were to allow for higher-density buildings, more units could be built. By allowing a higher-density zoning on the Chicago Town & Tennis Club site and within the main Misericordia campus, Misericordia could potentially build out more than the 16 new residential group homes currently planned and serve more people in this development and potential future infill development on their campus. Higher-density new construction on the Chicago Town & Tennis Club site could be developed on the current parking lots and deliver all the desired units without requiring the land where the historic building and garden currently stand.

Misericordia's preferred housing module is reflected in their current proposed development plan. However, if granted a higher-density zoning, the design architects could explore more compact site plan layouts. Additionally, a higher-density zoning would allow for narrower streets, less on-site parking, narrower setbacks between buildings, and taller building heights.

Misericordia already has community spaces within their existing campus. However, if Misericordia desired, the historic Chicago Town & Tennis Club building could relatively easily be converted for use as a beautiful community center for the new residents and existing 600 residents living on the adjacent campus. The building is in good condition and the first floor is at grade level, but the addition of a hydraulic elevator and ramps would be necessary to make it ADA compliant. This option would only be viable for Misericordia if the development program could deliver the same number of new units and a preferred building design.

In addition to using the historic building for its own programming throughout the week, Misericordia could rent out the venue to generate additional revenues to support their nonprofit mission and operations. Following a model similar to the Greenhouse Inn Restaurant currently operated by Misericordia on their main campus which provides residents with developmental disabilities valuable work experience through restaurant employment, the historic Chicago Town & Tennis Club building could be rented out for weddings and events which could provide residents with developmental disabilities valuable work experience through event-related employment. This potential use could generate significant earned income for the non-profit and would serve to better integrate the Misericordia and West Ridge communities.

ALTERNATE 2: If Misericordia did not wish to own and operate the historic building, the portion of the site where the historic building is located could be subdivided and sold to a private, third-party developer. The millions of dollars generated from the sale of the valuable historic building would partially offset the original \$7.5 million purchase price, and this new source of funds could be used to build additional housing units.

This approach requires higher-density zoning and the design architects creating an acceptable more compact site plan with a preferred housing module focusing the new construction on the parking lot. If the parking lot site could not accommodate all the desired new units, perhaps the proceeds from the sale could be used to purchase land elsewhere along the perimeter of the main campus or be used to create additional infill housing on underutilized parcels or parking lots within the main campus.

ALTERNATE 3: Another option to consider would be for Misericordia to conduct a land swap with the Chicago Park District and the adjacent Emerson Park. Emerson Park was once part of the Chicago Town & Tennis Club grounds, so reconnecting the park land and the original historic clubhouse would be a natural choice. Misericordia could give the Chicago Town & Tennis Club building and gardens to the Chicago Park District. The Chicago Park District in exchange would give to Misericordia the equivalent amount of land from Emerson Park.

In this scenario, the Chicago Town & Tennis Club building would become the new Emerson Park Fieldhouse which would provide much-needed programming to the West Ridge community that the Chicago Park District's current modest shed building/public bathroom facility is simply too small to support. New fieldhouses often cost tens of millions of dollars, so the potential value of this first-class historic building to the Chicago Park District and West Ridge communities is significant. A public use for the Chicago Town & Tennis Club building would be an ideal outcome.



Alternate #4-A: Chicago Town & Tennis Club "Move" Option overlaid on Misericordia proposed site plan. Sketch Prepared by Preservation Chicago

This option would directly benefit Misericordia as the land swap would save the estimated \$250,000 cost of demolishing the historic building. Access to the historic clubhouse could also economically benefit the park and the Chicago Park District, as the former Chicago Town & Tennis Club building is remarkable with beautiful interior ballrooms and would be a desirable and lucrative event and wedding venue that would generate much-needed park revenues.

The Chicago Park District already runs a robust business of leasing event spaces in historic park district buildings throughout Chicago for weddings and other celebrations. It could easily add the Chicago Town & Tennis Club to its list of offerings. This would be an amenity for the wider Chicago community and could generate significant income for the Chicago Park District to support ongoing operations. Other than the need to improve ADA circulation and access to the second floor, the historic building is in good condition. This use could be quickly implemented as it has successfully hosted events and celebrations for decades as Unity Church.

The relative location of the building, park and campus present challenges to this option. The historic building is located at the northern edge of the block. Emmerson Park is a long and narrow park which runs along the southern portion of the block. Connecting Emmerson Park to the building would require significant square footage and leave the remaining bisected building site inefficient for new development.

ALTERNATE 4: Another option would be to physically move the historic Chicago Town & Tennis Club building from its current location approximately 250 feet due south across the parking lot into Emmerson Park. Initially, this idea seemed the least plausible due to cost, but after Preservation Chicago received multiple competitive bids for the cost of building moving that were much lower than expected, it might be the most compelling alternative.

Although more logistically complicated, moving the historic building into the park would provide a substantial benefit to both Misericordia and the wider West Ridge community. It would save a first-class historic building and



South Elevation of the Chicago Town & Tennis Club / Unity Church © Serhii Chucky

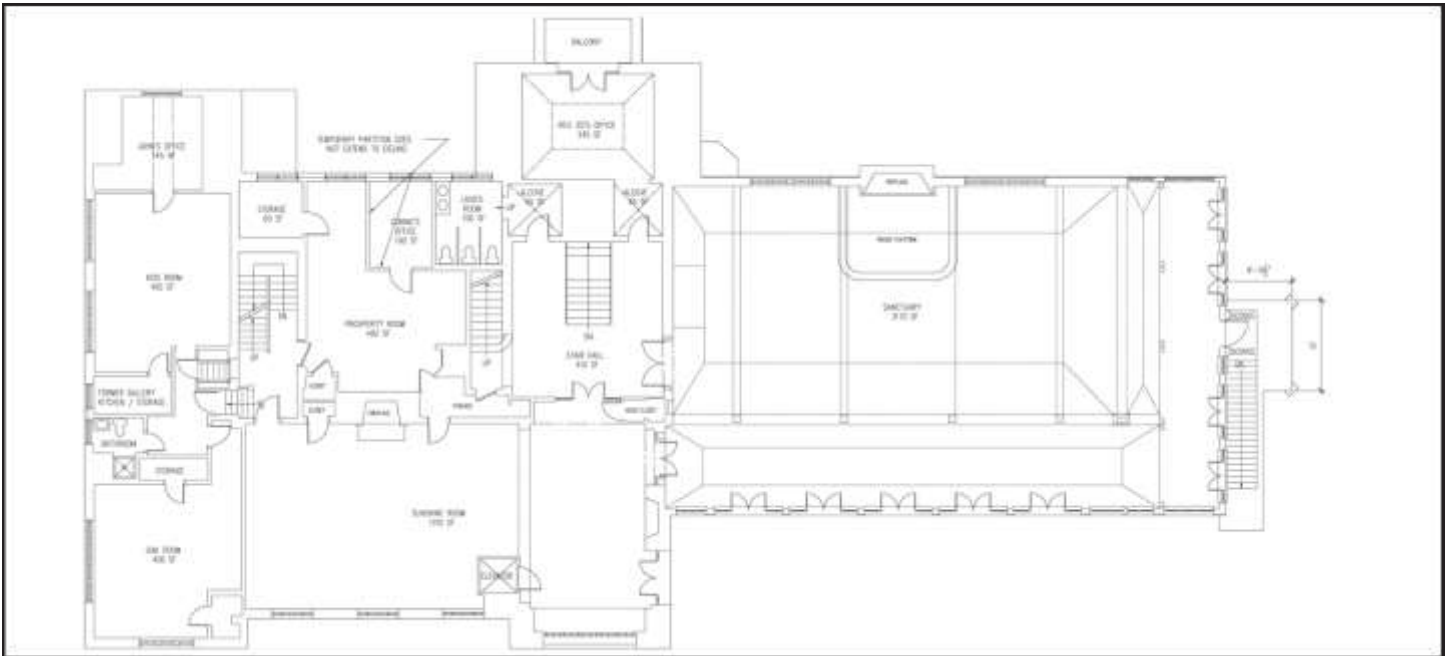
provide Misericordia with a clear site to allow more flexibility in their development site plan. Additionally, the estimated \$250,000 cost of demolition would be avoided. Perhaps these savings could be used to offset a portion of the cost to move the historic building.

Preservation Chicago has received bids from two well-established, large-scale building moving firms. Both bids are similar in size and scope. They indicate the cost to move the building 250 feet into Emerson Park to be approximately \$550,000. To prepare the foundation to receive the building would likely cost an additional \$550,000. Additional miscellaneous repairs, adding an ADA compliant elevator, and bringing the building into compliance with the Americans with Disabilities Act are estimated at \$400,000. So for approximately \$1.5 million, the Chicago Park District could own a historic building that would serve as a magnificent new fieldhouse.

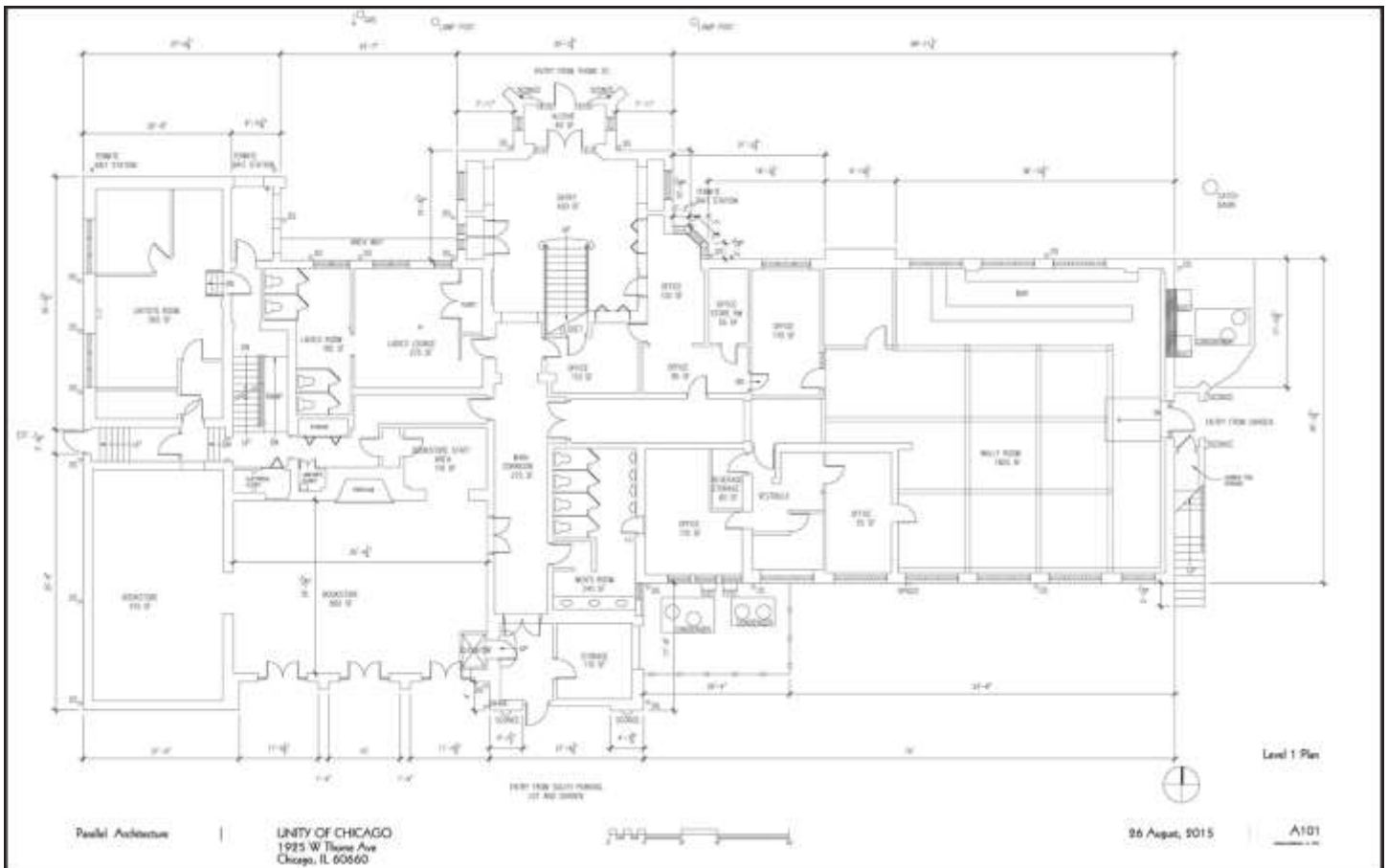
Chicago Park District fieldhouses often cost \$20 million or more to build new. If Misericordia pledged the \$250,000 of budgeted demolition funds towards costs of moving the historic building, the difference could be paid for by the Chicago Park District, TIF funding, or private philanthropy. Given this extraordinary opportunity, it is likely that the funds would be forthcoming. For perspective, the Chicago Park District is currently spending \$50 million for a new Park District Headquarters and fieldhouse in Brighton Park, \$15 million to renovate the historic Clarendon Park Fieldhouse, and \$1.5 million for improvements to the Revere Park Fieldhouse. Preservation Chicago is already working with foundations and individuals potentially interested in providing funds necessary to underwrite the cost of moving the building.

Misericordia had initially requested that the adjacent public streets of Thome Avenue and Winchester Avenue be vacated by the City of Chicago. Their campus is a gated community for the safety and comfort of their residents, and Misericordia would likely prefer to include the new site behind the fence. This request was withdrawn after neighbor objections to loss of street parking. A possible alternative could be a 1:1 swap between the City of Chicago and Misericordia. Small portions of Thome Avenue and or part of Winchester Avenue could be vacated by the City of Chicago, become part of Misericordia's property, and seamlessly connect the new building site to the main campus. In exchange for this valuable city-owned property on the northern edge of the construction site, Misericordia would donate the equivalent total square footage on the southern edge of the construction site to the Chicago Park District and Emerson Park. This would enlarge the park, protect some of the existing mature trees and lovely gardens earmarked for demolition, and provide a good site for the relocated historic Chicago Town & Tennis Club building. Preservation Chicago strongly supports the conversion of parking lots into public parks. This approach would provide a powerful win-win for both Misericordia and the West Ridge community.

Chicago 7: Chicago Town & Tennis Club / Unity Church



Second floor plans of the Chicago Town & Tennis Club / Unity Church (third floor plans not shown) © Parallel Architecture



First floor plans of the Chicago Town & Tennis Club / Unity Church © Parallel Architecture

Preservation Chicago recognizes the demand for Misericordia's extraordinary housing and services programs and strongly supports this noble and important work. These recommendations are intended to preserve and honor Chicago's historic built environment and Landmark-quality buildings, while simultaneously supporting the construction of new housing residential units at Misericordia's West Ridge Campus. Preservation Chicago hopes that all stakeholders will engage in a robust and fruitful conversation and that together we can find a win-win solution that meets that needs of all stakeholders.

Washington Park National Bank

6300 S. Cottage Grove, Chicago



Detail on upper elevation on Cottage Grove façade of the Washington Park National Bank © Eric Allix Rogers

OVERVIEW

The four-story Washington Park National Bank building was designed by architect Albert Schwartz in 1924 as part of an expansion and relocation of the bank to a more prominent corner site. The building's primary elevations were constructed of Indiana limestone with ornate carved Corinthian-order capitals and pilasters.

This is the second time the Washington Park National Bank building has appeared on Preservation Chicago's 7 Most Endangered List, first in 2018 and again in 2020. The building was also listed in 2019 as one of the Most Endangered Historic Places in Illinois by our statewide preservation partner, Landmarks Illinois.

Following a community engagement process conducted by the Cook County Land Bank Authority and the Metropolitan Planning Council, it became clear that the Woodlawn community desired the long-vacant building to be restored and adaptively reused. Vacant land is prevalent throughout Woodlawn, and it is disappointing to the community and preservation advocates that the decision was made to demolish a viable historic building in favor of new construction.

Washington Park National Bank

Address: 6300 S. Cottage Grove

Architect: Albert Schwartz

Date: 1924

Style: Neoclassical

Neighborhood: West Woodlawn



*Historic image of principal façade of the Washington Park National Bank fronting Cottage Grove Avenue. R.W.R. Capes Photograph, IL4781_1
© Indiana Limestone Company. Courtesy Indiana Geological and Water Survey, Indiana University, Bloomington, Indiana*

HISTORY

In 1924 as part of an expansion and relocation, the Washington Park National Bank moved to the prominent corner of 63rd Street and Cottage Grove Avenue. Architect Albert Schwartz designed the neoclassical, dressed-limestone building with the bank entrance on the Cottage Grove facade and retail shops along 63rd Street. An impressive, marble-clad, two-story banking hall with skylight and mezzanine was located on the second floor of the building and was perhaps the finest commercial interior space in Woodlawn.

The imposing four-story limestone and reinforced-concrete structure's name referenced the nearby historic Olmsted & Vaux-designed Washington Park. The bank building's name was also a reference to the much-celebrated Washington Park Race Track. Built in 1884, the horse racing track was located a couple blocks away at 61st Street and Cottage Grove Avenue and hosted the prestigious American Derby. The only surviving race track buildings are the Round House Stable by Burnham & Root built in 1880 which was beautifully restored by the DuSable Museum, and a grouping of adjacent auxiliary buildings along Payne Drive in Washington Park which have fallen into extreme disrepair.

In addition to the banking operations, the Washington Park National Bank building included retail storefronts on the ground level with offices on the upper floors of the building. The bank's advertising slogan, "*As strong as the everlasting hills,*" appeared in advertisements in the Chicago Tribune in 1931. Unfortunately, Washington Park



Historic image of principal bank entrance to the Washington Park National Bank on Cottage Grove Avenue. R.W.R. Capes Photograph, IL4781_2 © Indiana Limestone Company. Courtesy Indiana Geological and Water Survey, Indiana University, Bloomington, Indiana

National Bank closed on June 8, 1931 and was reported to be reopened as Park National Bank & Trust. A 1952 Chicago Tribune advertisement hailed the Washington Park National Bank as “South Side’s finest office building.” In 1951, the Chicago Tribune reported that “Louis Alpern, former Kentucky distiller,” bought the building for \$355,000. The article noted that the building “changed hands twice in 1944 – first for \$125,000 and later for \$210,000.” Ironically in 2020, the building is in process of being sold to a developer for \$250,000.

The 63rd Street and Cottage Grove Avenue district was a prominent center of the South Side and once contained many great entertainment venues, hotels, ballrooms, theaters and movie palaces including the Tivoli Theater, which stood across the street from the Washington Park National Bank. The two-story Renaissance Revival Cinderella Ballroom was constructed by Frank Loeffler in 1923 and was recently restored as the Grand Ballroom. It was adjacent to the now demolished Tivoli Theater.

The racial make-up of Woodlawn gradually shifted to an African-American community beginning in the 1940s, and the neighborhood flourished into the 1950s as a prominent location for Jazz Age clubs and a wide range of entertainment and shopping offerings. The area experienced disinvestment and extensive demolition in the decades that followed. However, in recent years there has been substantial renewed interest in the Woodlawn community, including its historic commercial core near the Washington Park National Bank. Woodlawn has many connections to the Civil Rights Era. Emmett Till’s home and school are located in Woodlawn and several prominent African-American organizations and movements were headquartered in the neighborhood in the 1960s and 1970s.

THROUGH THE AGES



A corner of the banking room looking toward the rear, showing in the foreground the marble inclosure where new accounts are opened.

Second floor banking room looking northwest with skylight. *THE WASHINGTON PARK NATIONAL BANK, A Chicago South Side Institution That Offers a Unique Marble Treatment, Through the Ages, October 1925, Vol 3, No. 6, National Association of Marble Dealers, page 15*

THROUGH THE AGES



THE WASHINGTON PARK NATIONAL BANK

A Chicago South Side Institution That Offers
a Unique Marble Treatment

IT is a distinctive human trait that the story of a success should be absorbingly interesting. Perhaps it is because the spark of ambition burns in every breast, and the tale of another's achievement pricks the imagination and fans the spark to brighter glow.

The history of the Washington Park National Bank is such a story. "Total resources of over eleven million dollars"—these words, used to describe the financial condition of the institution, coldly indicate its present strength and stability; they do not reveal the actual facts behind the figures, the record of continuous adherence to certain

ideals of safe and conservative banking that made the figures possible.

Founded in June, 1907, it had assets of \$25,000 and a firm belief in the future of Chicago's great South Side. It was not by chance that this private bank was located near the corner of 63rd Street and Cottage Grove Avenue; it was foresight that realized this intersection was the hub of a wheel of population that was destined to increase in area and density as the years went by. The soundness of this judgment was shortly confirmed. The Washington Park Race Track, famous among turfmen of a generation ago, gave way to modern buildings. Old struc-

THE WASHINGTON PARK NATIONAL BANK, A Chicago South Side Institution That Offers a Unique Marble Treatment, Through the Ages, October 1925, Vol 3, No. 6, National Association of Marble Dealers, page 12

THROUGH THE AGES

tures were torn down and replaced with new and modern buildings. Homes and stores arose where before footpaths stretched across vacant lots. Hotels, theaters and apartments, stately boulevards and spacious parks appeared. The spirit that was to make Chicago one of the greatest cities in the world was magically at work on the South Side.

The Washington Park Bank prospered from the beginning. A little less than two years after its inception, it secured a national charter and moved to a new building at the corner of 63rd Street and Evans Avenue, and added the word "National" to its name. The new building seemed at the time a notable example of monumental bank architecture, and easily capable of accommodating a crowd in its great lobby. Here, it was thought, the bank could do business for an almost unlimited number of years.

Time is the great enlightener. The original

clientele of 500 increased far faster than anticipated by even the most sanguine. When the number approached 30,000 it was seen that only an even more massive home could care for the stream of patrons that flowed daily in and out of the banking room. Arrangements were made in 1923 for the present building, and the lot at Cottage Grove Avenue and 63rd Street acquired.

Mr. Albert A. Schwartz, of Chicago, was the architect of the new home of the Washington Park National Bank. It is a four-story building of fireproof steel and concrete construction. Its exterior is marked by the simplicity of the Roman style of architecture. Four pilasters extending from the second floor level to the frieze distinguish that portion of the façade that contains the entrance to the banking quarters. The remainder of the building is given over to stores and offices.

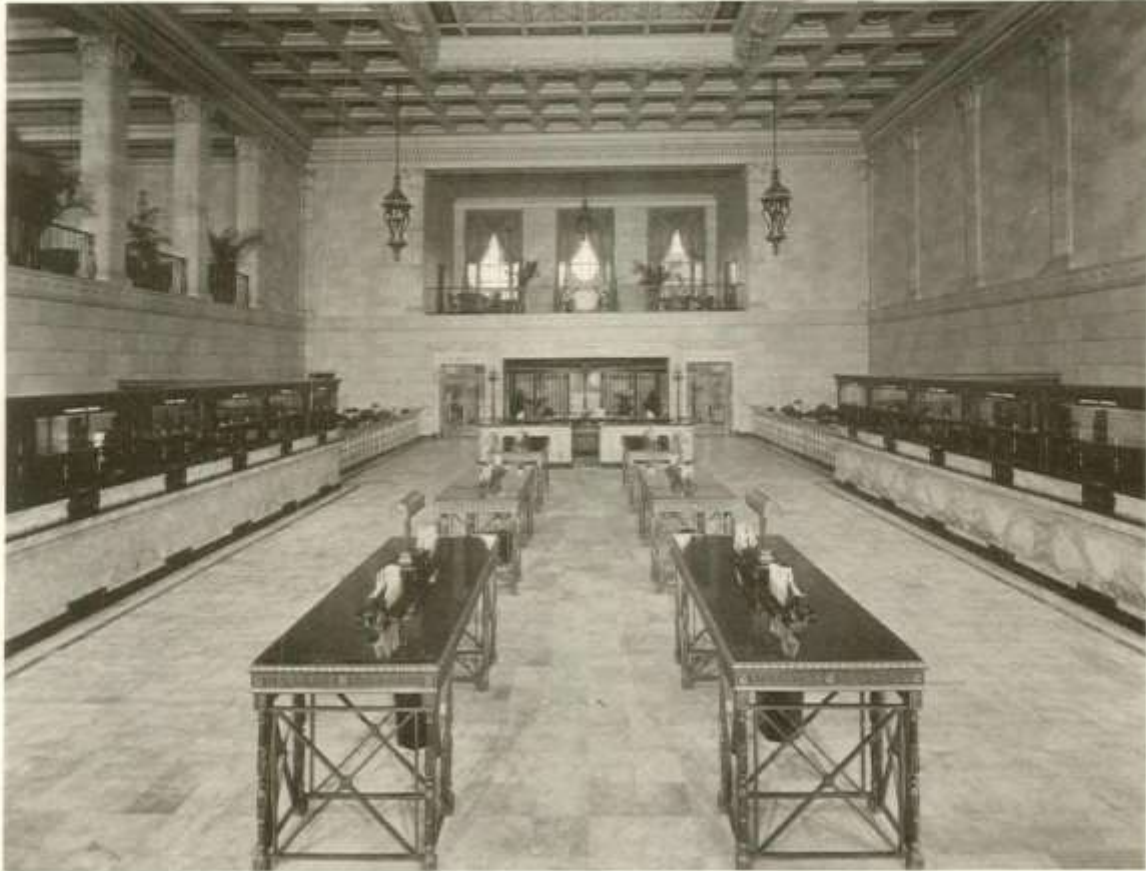
Entering the building through one of its



The entrance lobby gives a foretaste of the richness within.

THE WASHINGTON PARK NATIONAL BANK, A Chicago South Side Institution That Offers a Unique Marble Treatment, Through the Ages, October 1925, Vol 3, No. 6, National Association of Marble Dealers, page 13

THROUGH THE AGES



General view of the banking room looking toward the main entrance. Most of the marble is Old Convent Siena.

three broad doors, one comes into a foyer of remarkable beauty. From the floor to within a few inches of the ceiling the walls of this foyer are marble. Gray and yellow mixed Old Convent Siena was chosen, on account of its soft colors and striking veining. The floor is of the same material. The base is of Black and Gold marble and a small line border of Black and Gold is set in the floor about a foot from the edges. A circular grill of wrought iron, which screens the stairway leading from the main lobby to the vault floor below, is decorated in a design that continues and elaborates upon the motif contained in the cornices.

Passing into the main banking room, two impressions are immediately predominant.

One is that the architect was not hampered by space limitations—that he took full advantage of the dimensions allotted to this portion of the structure. A lofty coffered ceiling, in which is set a large skylight of cathedral glass bordered by a wide, flowing design of conventionalized oak leaves, sheds a flood of light over the spacious quarters below. To the right, high above the tellers' cages, a mezzanine floor is half hidden by seven square columns with ornate capitals; to the left, the counterpart of these columns is found in the pilasters of the wall, their bases resting on a frieze scroll that is carried completely around the room.

In front is another mezzanine, the wall opening only partly filled by a low graceful

Second floor banking room looking east with windows overlooking Cottage Grove Avenue. THE WASHINGTON PARK NATIONAL BANK, A Chicago South Side Institution That Offers a Unique Marble Treatment, Through the Ages, October 1925, Vol 3, No. 6, National Association of Marble Dealers, page 14

THROUGH THE AGES



Entrance to the vaults in the basement. Black marble benches contrast with the lighter tone of the Siena marbles.

metal railing; a background of three wide windows richly draped adds to the sense of spaciousness.

The second impression is that of regal grandeur. In spite of the practical uses to which this room is put, evidences of which are naturally apparent, the beauty and dignity of its appearance almost conceal its utilitarian purposes. Stretching ahead is a splendidly gleaming marble floor, with a bewildering variety of rich tawny colors like a rare oriental rug done in stone. To either side the counters continue the scheme upwards some three or four feet, the only breaks in the continuity of color occurring at the juncture of floor and counter, and in the floor border strip close by.

The material employed is Gray and Yellow mixed Old Convent Siena, with the base and strip above mentioned of Black and Gold—the same marble treatment as in the foyer and one that is very unusual. There is, in fact, no other building in the middle western section of the country, as far as can be

ascertained, that has a similar treatment; this renders the room all the more striking.

On the floor below the main banking room are the investment department, the rest rooms and the safe deposit vaults. A stairway from the foyer leads to this floor, and here, too, Old Convent Siena was chosen as the floor material and for the treads and risers of the stairs. The vaults, notable for their size and impregnability, are entered by a short flight of two broad marble steps. To each side of this entrance are marble benches of Black Belgian, with bases of the Black and Gold marble that appears again in the floor border and wall bases. The contrast of this brown-veined ebony material with the yellowish gray of the floor surface is most pleasing and is only faintly indicated by the illustration on this page. The addition of green growing plants, both here and on the mezzanine floors of the main banking room, is a touch of decorative intelligence that could be profitably copied by other institutions.

THE WASHINGTON PARK NATIONAL BANK, A Chicago South Side Institution That Offers a Unique Marble Treatment, Through the Ages, October 1925, Vol 3, No. 6, National Association of Marble Dealers, page 16



Principal Cottage Grove Avenue elevation of the Washington Park National Bank with a relocated original stone door surround at southernmost entrance bay © Eric Allix Rogers

A Structural Assessment Report of the Washington Park National Bank building was completed by Probe Consulting Services as part of the request for proposal process in August 2018. The report recognized that the building is littered with construction debris from decades of neglect, however it concluded that “that the existing framing system of the building is structurally sound, intact, and still in good condition and that the building is salvageable and can be repaired to restore its full structural integrity.”

THREAT

Located adjacent to the 63rd Street CTA-Green Line elevated train station and terminal at Cottage Grove Avenue, the Washington Park National Bank building has anchored this prominent corner in the Woodlawn community for nearly a century. Under the leadership of the Rev. Leon Finney, Jr., the Woodlawn Community Development Corporation owned the property for decades. During this period the building was mostly vacant with no apparent general or on-going maintenance, renovation, construction, or redevelopment work evident on the bank building. The condition continued to deteriorate, and the building is now open to the elements.

The Washington Park National Bank building languished due to ownership which was unwilling or unable to restore or even properly maintain the structure. However, during the same period, other prominent historic buildings in the immediate area have been successfully restored and reopened, specifically the nearby Strand Hotel and the Grand Ballroom, originally known as the Cinderella Ballroom, located across the street.

When the Cook County Land Bank Authority took control of the property in 2016, they cleared over 20 years of back

Chicago 7: Washington Park National Bank

tax debt estimated at \$3.7 million. They conducted a community engagement process and issued a request for proposals. Two of the three submitted development proposals included adaptive reuse. However, the decision was made to award the project to DL3 Realty, which proposed demolition and new construction.

Newly elected 20th Ward Alderman Jeanette Taylor has expressed opposition to demolishing the Washington Park National Bank building. In an interview with the Chicago Sun-Times, Taylor said, “It’s unfair that communities on the South Side do not get to preserve historic buildings like they do on the North Side.” (Ballesteros, Chicago Sun-Times, 3/31/19)

RECOMMENDATIONS

Preservation Chicago stands united with members of the Woodlawn and West Woodlawn communities in urging DL3 Realty to change its plans from demolition to adaptive reuse. The Washington Park National Bank building should be protected and we encourage a creative, community-oriented, preservation-sensitive redevelopment of the historic structure and its two elegant limestone facades.

The architectural and design firm of CallisonRTKL prepared renderings for Preservation Chicago which envision an adaptive reuse of the original four floors of the historic building, along with a two-story new addition atop the building to accommodate additional square footage. This scenario achieves comparable square footage to DL3’s design while retaining the historic facades of this important community asset. The renderings indicate 69,492 square feet of gross floor area and 59,555 square feet of leasable area. An experienced contractor familiar with adaptive reuse projects estimated the costs for both this alternative reuse proposal and new construction development to be in the range of \$15 to \$18 million.

The City of Chicago and elected officials should consider a designation of the building as a Chicago Landmark to enable access to additional incentives. If the building were to become a Chicago Landmark, it could be eligible for permit fee waivers, “Class L” tax incentives, and competitive Adopt-a-Landmark funds. The Illinois State Historic Preservation Office determined in March 2018 the Washington Park National Bank building is eligible for listing on the National Register of Historic Places, which creates opportunities for federal and state historic tax credits.

The Strand Hotel is a successful model for the transformation of a neglected historic building into a viable use. Holsten Development successfully converted the former Strand Hotel, located directly across the street from the Washington Park National Bank building, into a 44-unit residential building.

In recent years, Theaster Gates and the Rebuild Foundation transformed a long-vacant, endangered, historic bank building in Woodlawn into the highly successful, widely visible Stony Island Arts Bank. Other developers have recently creatively transformed the Old Main Post Office in downtown Chicago and the old Cook County Hospital into desirable adaptive reuse projects.

We are confident that DL3 Realty can reach a workable solution that avoids the destruction of this historic building and further diminishing the built environment of the Woodlawn community. Both profit and progress can be achieved through the restoration of this historic building to a greater degree than through demolition and new construction, especially when the cultural, historical and environmental impacts are considered.

Significant numbers of vacant land parcels exist adjacent to the Washington Park National Bank building, along 63rd Street and Cottage Grove Avenue and on other nearby streets that would be ideal for new construction infill development. Washington Park National Bank is an impressive, historic building that should be adaptively reused.

Preservation Chicago welcomes the opportunity to work with DL3 to achieve a profitable and preservation-sensitive outcome for the Washington Park National Bank building. We also look forward to working with the Cook County Land Bank Authority to consider a “Preservation First” analysis is implemented for other historic buildings which become available in the future.

The Woodlawn community expressed support for reuse and they deserve to have their history honored and protected. Preservation Chicago encourages DL3 Realty to honor the community’s preference while maximizing every tool and program to save and reuse this incredible historic building. Such a project would become an amazing and continuing asset for the Woodlawn community for decades to come.

Chicago 7: Washington Park National Bank



Existing Conditions of the Washington Park National Bank fronting Cottage Grove Avenue © Eric Allix Rogers

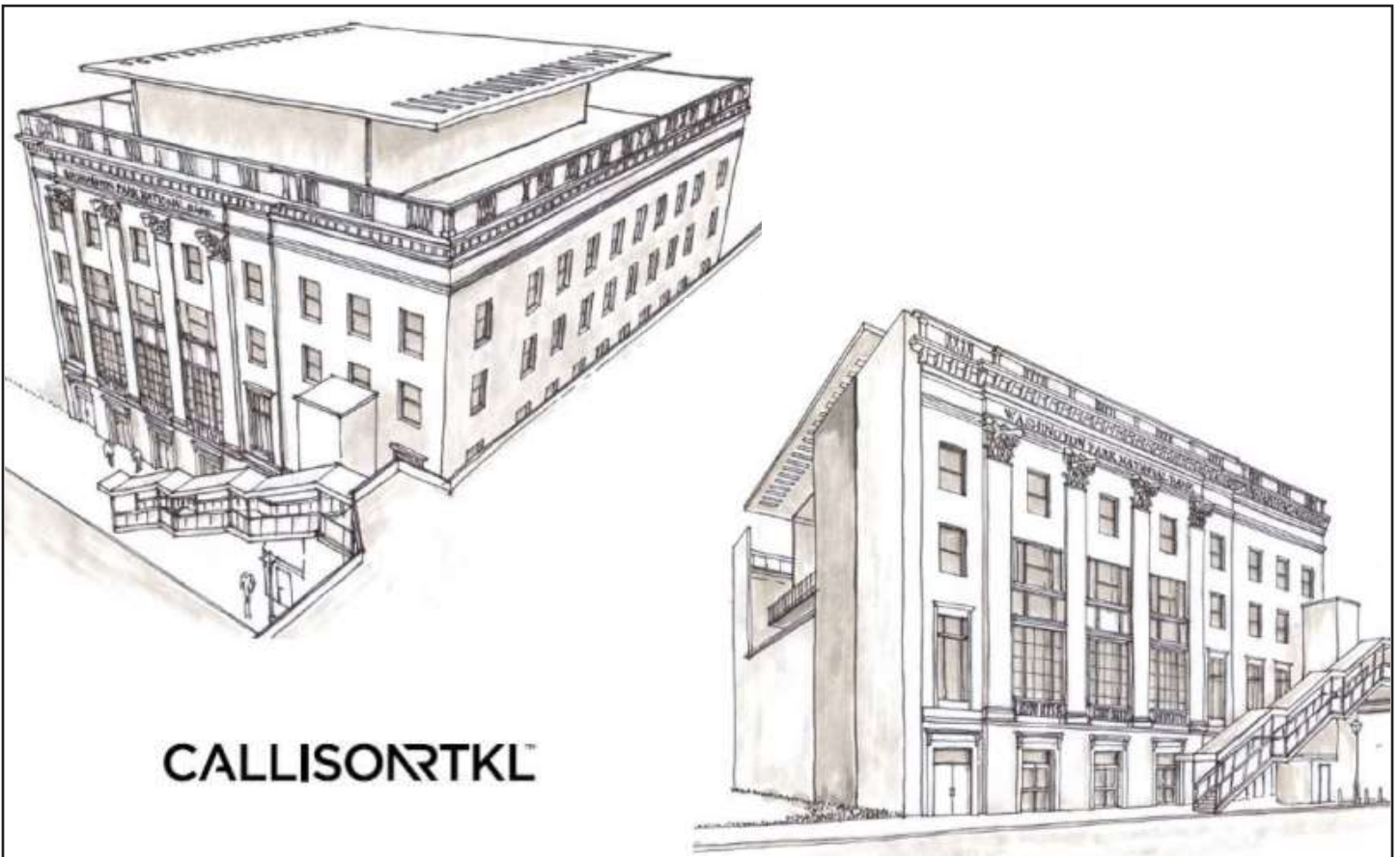


DL3' Realty's proposed new development for Washington Park National Bank site © DL3 Realty

Chicago 7: Washington Park National Bank



Preservation Chicago's alternate adaptive reuse development rendering for the Washington Park National Bank © CallisonRTKL Architects



Preservation Chicago's alternate adaptive reuse development rendering for the Washington Park National Bank © CallisonRTKL Architects

Central Manufacturing District - Pershing Road

Pershing Road between Ashland and Western Avenues



Looking westward along Pershing Road towards the CMD Clock Tower building. Central Manufacturing District - Pershing Road © Eric Allix Rogers

OVERVIEW

The Central Manufacturing District (CMD) was one of the earliest planned industrial complexes in the nation. It sought to maximize industrial manufacturing efficiencies within a district of large-scale, visually cohesive buildings. It became the national model for a dense concentration of industry within an urban environment supported by a strong labor force which resided in the nearby residential communities.

The initial grouping of buildings in the Central Manufacturing District are located in what is now called the Original East District, generally bordered by Ashland Avenue and Morgan Street. These buildings were constructed starting in 1902. With the success of the Original East District,

Central Manufacturing District – Pershing Road

Address: Pershing Road from Ashland to Western

Architect: Samuel Scott Joy and Abraham Epstein

Date: 1917 to c.1952

Style: Industrial Gothic / Prairie

Neighborhood: McKinley Park / New City



Detail of buildings fronting Pershing Road in Central Manufacturing District - Pershing Road © Eric Allix Rogers

construction began to extend the CMD to the west along Pershing Road. This new area was ideal for a large expansion with large tracts of available and inexpensive land, access to rail lines, and proximity to a large, working-class population. Railroad spurs were built to connect the buildings with nearby railway tracks making the shipping and transportation of products, both within and beyond the CMD, more efficient. Both districts were listed on the National Register of Historic Places in 2015 and 2016 with the support of Preservation Chicago and our statewide preservation partner, Landmarks Illinois.

HISTORY

The Central Manufacturing District was originally envisioned in response to economic and geographic pressures in the central business district and to enhance business opportunities along Chicago's flourishing network of national rail lines. The CMD may also have been a response to Daniel Burnham and Edward Bennett's 1909 *Plan of Chicago* which envisioned the relocation of manufacturing and warehouse facilities beyond the central business district. This allowed for the expansion and beautification of the city center, and to locate industry and manufacturing closer to the labor force.

Frederick Henry Prince was president of the Chicago Junction Railway and the visionary behind the development of the CMD. His business partner was A.G. Leonard, president of the Union Stock Yards Company. By 1915, there were approximately 100 companies operating within its boundaries. The Original East District CMD proved so successful that Prince further expanded the development westward in 1917 along Pershing Road, originally known as 39th Street, between Ashland and Western Avenues.

A prominent feature of the CMD-Pershing Road is the beautiful 11-story CMD Clock Tower building designed by Samuel Scott Joy, which housed the water tower that provided a centralized fire suppression system for the



North elevation of buildings fronting Pershing Road, Central Manufacturing District - Pershing Road © Eric Allix Rogers

complex. The tower and clock are emblazoned with “Central Manufacturing District,” and the tower is surrounded by a series of tall, reinforced-concrete buildings sheathed in red brick, stone, terra cotta and a cementitious stucco. These industrial buildings share a unity of scale, volume, design and ornamental details. This became the model for planned industrial districts which increasingly gained popularity across the country.

In 1925 there were more than 40,000 people working in the CMD, and the complex provided a business incubator, a private bank, a post office, the CMD Club, a Wells-Fargo Express office, and a Western Union office. It was such a large and successful business operation that it supported its own police force, architectural department, telephone operations, and ground maintenance. During the Great Depression, the CMD management extended credit terms and worked with firms in the complex which enabled all but a single tenant company to survive the difficult economic period. It housed leading companies like Wrigley, Goodyear, Westinghouse and manufacturers of a wide range of goods. Just prior to the United States entering World War I, the US Army’s Commissary Department leased multiple buildings within the CMD to warehouse and distribute food, clothing, and equipment for the war effort.

The CMD-Pershing Road buildings are mostly constructed of reinforced concrete, sheathed with red brick, terra cotta and limestone, and are primarily designed in the Late Gothic Revival or “Industrial Gothic” style. However, a variety of architectural styles, details and influences are present within the CMD including Classical Revival, Prairie style, Chicago School, and even Midcentury Modern. Many of the buildings have articulated corner towers with decorative terra cotta ornament, further emphasizing the verticality and massive scale of the development.

The impressive streetwall along Pershing Road fronting McKinley Park is both breathtaking and massive in scale, as the buildings appear to march down Pershing Road for almost a half-mile. Many historic company names and logos are still visible today on the buildings’ exteriors. The CMD-Pershing Road represents an era in history when America’s industrial and manufacturing might was at its zenith.



North elevation of interior buildings in central courtyard with CMD Freight Station. Central Manufacturing District - Pershing Road © Eric Allix Rogers

THREAT

Many buildings comprising the Central Manufacturing District-Pershing Road are currently underutilized and are either undercapacity or vacant. In 2019, Aberdeen Development removed the entire masonry façade from the U.S. Cold Storage Company Building located at 2129 W. Pershing Road. Aberdeen insisted that a structural assessment was completed which indicated an imminent threat of brick falling from its façade. However, neither Aberdeen nor the City of Chicago have been able to produce a copy of this document. The building is orange-rated in the Chicago Historic Resource Survey (CHRS) and listed under the 2129 W. Pershing Road address. This status mandates a 90-day demolition delay and closer scrutiny by the Department of Planning and Development. However, demolition permits were submitted using 2055 W. Pershing Road, a secondary address. This secondary address was not recognized by the City of Chicago as an orange-rated building, so the permit review and the 90-day demolition delay hold were mistakenly bypassed.

Aberdeen Development owns a second building at 1950 W. Pershing, the only structure on the north side of Pershing Road within that district. The 1950 W. Pershing building previously served as a United States Post Office Station. This structure is important to the complex and should be preserved.

McKinley Park residents and community leaders were surprised in 2018 when MAT Asphalt established operations at 2055 W. Pershing Road. The community was not given advance notice that an asphalt plant would be built in the neighborhood. The IEPA issued a one-year construction permit for the operation of the facility located across from McKinley Park, behind the CMD buildings, and near the residential neighborhood. At times, the noxious odors and toxins emitted from the asphalt facility overwhelms the ability to enjoy recreation in McKinley Park. Neighbors for Environmental Justice, a diverse group of McKinley Park residents, organized to halt the asphalt plant's operation or at least minimize the pollutants and foul odors that frequently overwhelm the area. It is feared that the asphalt



Southern façade (rear) of interior buildings with interconnecting structures, Central Manufacturing District - Pershing Road © Eric Allix Rogers

plant will threaten future redevelopment prospects for the remaining CMD historic buildings. McKinley Park is part of the Chicago Park Boulevard System Historic District and on the National Register of Historic Places. Unfortunately, none of these National Register designations protect the buildings from being neglected, demolished or adversely altered.

Hispanic Housing Development Corporation and Code Real Estate Partners have plans for an affordable housing development at 2159 W. Pershing Road. They also plan to lease the building at 2139 W. Pershing Road for commercial, residential and retail uses. While the development team has committed to preservation of the building and restoration of its original lobby, there are currently no protections in place to ensure that such plans are followed.

In January 2013, the Pullman Couch Factory in the Original East Central Manufacturing District suffered a massive fire in subzero temperatures that made it almost impossible to extinguish. The building smoldered for days before being demolished. Chicago Fire Department officials noted at that time that vacancy is a great danger to these buildings and will remain a constant and serious threat until new uses are found for the structures. The recent demolition of the Wrigley Factory at 35th and Ashland, also in the Original East Central Manufacturing District, illustrates a particular danger: that the district will be disassembled piecemeal. It deserves protections and an overall plan for the reuse of the historic buildings, along with possible incentives.

Cushman & Wakefield's 2020 Industrial Outlook report forecasts continued growth in the market for 2020 and 2021. "Industrial has been the investors' darling in recent years, and there is no indication of this love affair coming to an end any time soon," the report noted. The square footage of industrial space will grow nationally, rents are expected to increase, and vacancy rates are expected to stay around 5%. With this demand for space in more densely populated areas, the buildings in and the community around the Central Manufacturing District are especially vulnerable for replacement with non-descript, industrial buildings or vacant lots.



CMD Clock Tower building from Damen Avenue looking south, Central Manufacturing District - Pershing Road © Eric Allix Rogers

RECOMMENDATIONS

During recent community development meetings held by the Chicago Metropolitan Agency for Planning, an overwhelming majority of neighbors expressed support for protecting the Central Manufacturing District-Pershing Road historic buildings. The community vision is for equitable growth that will continue to make New City/McKinley Park a great community and preserve the character of the residential core of the neighborhood.

While the National Register designation makes the buildings eligible for both federal and state historic tax credits, they offer no protection against demolition. A Chicago Landmark District designation is the only tool available in Chicago to offer protection against demolition and adverse and inappropriate alterations.

The CMD-Pershing Road is clearly eligible for designation as a Chicago Landmark District as it meets multiple criteria for Chicago Landmark designation. The McKinley Park neighbors support the designation but political leadership is necessary to achieve this goal.

12th Ward Alderman George Cardenas has stated publicly and in private meetings that he supports a Chicago Landmark District designation for the CMD-Pershing Road complex of buildings. Preservation Chicago looks forward to working with him, his office, and city officials in the near future to support a Chicago Landmark District. If the area can be protected, it will offer better economic opportunities for future developers.

The Central Manufacturing District buildings and Clock Tower are a defining element of the McKinley Park/New City community. It's uncertain whether the local history and historic built environment will be honored and protected. The CMD-Pershing Road should be considered for a Chicago Landmark District designation before any more buildings are lost. Landmark designation would preserve this important component of Chicago's industrial history and provide more community control over the area's future development.



Access road between buildings, Central Manufacturing District - Pershing Road © Eric Allix Rogers



South facades (rear) and loading docks of interior buildings, Central Manufacturing District - Pershing Road © Eric Allix Rogers



CMD Clock Tower building detail, Central Manufacturing District - Pershing Road © Eric Allix Rogers

Roseland's Michigan Avenue Commercial District

From 107th to 115th along S. Michigan Avenue, Chicago



Roseland Theater Building at 113th Place in Roseland's Michigan Avenue Commercial District © Eric Allix Rogers

OVERVIEW

Roseland's South Michigan Avenue Commercial District is the commercial center and heart of this Far South Side community, located approximately 15 miles from downtown Chicago. Situated on a hilltop ridge, the corridor extends between 100th Street and the viaduct just south of 115th Street, with the central core of the existing commercial district located between 110th and 115th Streets. Once referred to by local residents as "The Avenue," the street's viability as a commercial corridor began to deteriorate and fade in the mid-1970s. Over the decades, some historic buildings have been remodeled and

Roseland's Michigan Avenue Commercial District

Address: From 107th to 115th on S. Michigan Avenue

Architect: Various

Date: c.1887 to c.1930

Style: Chicago Commercial Vernacular

Neighborhood: Roseland



Historic postcard of Roseland Theater Building at 113th Place in Roseland's Michigan Avenue Commercial District © Paul Petraitis

covered with new facades, and many other notable and significant commercial buildings, which further helped to define the district, have been lost to demolition. However, it is important to protect, restore and reuse the remaining structures, many of them noteworthy in their overall design and materials. This would honor the legacy and history of this remarkable community and encourage a holistic approach to further promote economic revitalization along the South Michigan Avenue commercial corridor.

HISTORY

The Roseland community was established with settlements in 1849 by Dutch immigrants mainly from the villages of Eenigenburg and Schoorl in the Netherlands. The initial group of early Dutch settlers traveled to America on a ship called the *Massachusetts of Boston*. While journeying from France to New York, an outbreak of Asiatic cholera impacted the ship, with 17 members of the original 64 passengers succumbing to their illness. After arriving in Buffalo, New York, they headed to Chicago via steamer ship through the Great Lakes and disembarked at the docks along the Chicago River. They traveled a series of roads southward from the city center and settled in the unincorporated Calumet Region. The initial settlements were perched on the west ridge of Lake Calumet and located near the Grand Calumet and Little Calumet Rivers. The region was part of the Lake Michigan watershed and included areas of vast prairies and wetlands. Noting the geography of their settlement along a natural ridge, the early Dutch settlers referred to this area as the "High Prairie" and were later to be known as "the Hollanders of High Prairie."

The initial settlers, now remembered and honored as the "Nine Founding Fathers of Roseland" included Johannes Ambuul, Jakob and Pieter De Jong, Klaas and Pieter Dalenberg, Jan Jonker, Cornelis Kuyper, Jan Ton and Leendert van der Sijde, along with their families. They purchased land along an "old Indian Trail," also known as "Chicago-Thornton Road," "Holland Settlement Road" and "High Road," which later became South Michigan Avenue in Roseland. Further settlement came in 1852 with the establishment of the Michigan Central Railroad and the Illinois Central Railroad in the area to the east and the Calumet (later known as Kensington) Station,



113th Place corner on Roseland's Michigan Avenue Commercial District © Eric Allix Rogers

which later became part of a vast switching yard for the trains. In 1860, the administration of President Abraham Lincoln appointed the first postmaster for the area and named the post office Hope, Illinois.

Dutch residents of Roseland supported President Abraham Lincoln, vowing to help the Union, where possible, during the American Civil War from 1861-1865. According to the book *Down An Indian Trail in 1849: The Story of Roseland*, "It is well known that [Kornelius/Cornelius] Kuyper's home was a station on the Underground Railroad and that he was a valuable member of that organization. As an Abolitionist and local Magistrate, he helped many fleeing slaves, seeing that they were safely conducted to the home of [Roseland settler] Jan Ton on the Little Calumet River, thence to Hammond, Indiana, Tremont, Indiana, Detroit, Michigan, and finally Canada."

Other important Roseland figures in the Underground Railroad included Charles Volney Dyer (1808-1878), who was a prominent abolitionist and "Stationmaster," hosting many freedom seekers, along with the Dalton Brothers (Charles and Henry) and both Jan/John Ton (1826-1896) and his wife Aggie Vander Syde-Ton, who resided on a farm on the north bank of the Calumet River from 1859 to 1867.

Colonel James Harvey Bowen (1822-1881), known as "The Father of South Chicago," was a real estate developer who became the first president of the Calumet Chicago Land and Dock Company in 1873. He suggested the area be renamed "Roseland" because of the abundance of beautiful flowers, roses and gardens that had been planted by the Dutch settlers. Bowen renamed other nearby areas including Kensington (formerly called Calumet/Calumet Station), Riverdale and Burnside in 1873. In 1879, Bowen brokered the sale of thousands of acres of land to the Pullman Land Association for the Pullman Car Works, also referred to as the "Chicago Works of the Pullman Palace Car Company."

In 1883, 4,000 acres of land became the planned industrial town of Pullman, which was established by American Industrialist George Mortimer Pullman (1831-1897) for the manufacturing of passenger railroad cars. The town of Pullman was planned for a site just east of Roseland, and was designed by architect Solon Spencer Beman (1853-1914) and landscape architect Nathan Franklin Barrett (1845-1919). The Town of Pullman was opened with much fanfare and was a model industrial town, where factory workers lived in nearby residences built, controlled and



Historic Photograph of the State Theater at 110th Place in Roseland's Michigan Avenue Commercial District c.1970 © Paul Petraitis

operated by Mr. Pullman and the Pullman Land Association. However, some workers and their families felt limited by Pullman's strict control on commercial offerings in Pullman, which secured nearby Roseland as a popular destination. South Michigan Avenue in Roseland became an alternative to the limited businesses and services available in nearby Pullman within the Beman-designed Pullman Arcade Building (demolished in 1927) and Market Hall (partially extant following multiple fires). With this new industrial town of Pullman nearby, Roseland and its commercial districts including South Michigan Avenue thrived. Both Pullman and Roseland were annexed into the City of Chicago in 1889.

Roseland was integrally connected to Pullman from the early days. Roseland was a well-established community at the time of Pullman's construction, and it offered goods and services in addition to restaurants and saloons, which were frowned upon by Mr. Pullman in pursuit of his idyllic and picturesque company town. It has been said that Mr. Pullman encouraged his workers to purchase homes in Roseland to remain loyal to the community and the company. In later years, when Pullman itself faced challenges in the 1930s through the 1960s and its neighborhood's reputation appeared to fade, Roseland once again provided relief and resources to support its neighboring community.

However, in the 1960s and early 1970s, the town of Pullman was once again recognized, honored, and given National Register designation, followed by a Chicago Landmark designation, for its architectural, labor and Civil Rights history and links. It was designated the Pullman National Monument in 2015 and is expected to draw many additional tourists with this designation, along with the reinvestment of private developers and the National Park Service in the community.

Roseland and historic South Michigan Avenue, along with neighboring Pullman, have the opportunity to again assist and support each other toward redevelopment projects. Pullman as a National Monument will attract many visitors, expected to be in the hundreds of thousands over the course of a year. Roseland, which since the 1970s



110th Street corner on Roseland's Michigan Avenue Commercial District © Eric Allix Rogers

has seen significant demographic changes and extreme disinvestment, can rely on Pullman to some extent with a draw of visitors' tourism dollars and a place to visit as part of a Roseland-Pullman destination.

The First Reformed Church of Roseland was for many decades a centerpiece of the early community, beginning in about 1855. It was rebuilt in brick by the early Dutch settlers or "Hollanders" in 1887, with Jan Kleinhuizen and Hendrik De Jong as the contractors. Located at 107th and Michigan, the new church (still extant) replaced an earlier frame church adjacent to the immediate north. As the community transitioned rapidly from predominantly Caucasian to predominantly African-American in the late 1960s and early 1970s, the Dutch Reformed Church Building became the Lilydale Progressive Missionary Baptist Church in 1971.

Early houses, including the 1849 home of Cornelis Kuyper (demolished) mentioned earlier as part of the Underground Railroad, stood just south of 103rd and Michigan Avenue. Another early house belonging to Pieter Boone at 10057 S. Michigan Avenue, circa 1869, is among the earliest structures in Roseland. It was constructed from locally made De Jong Brick and was built during a later wave of Dutch immigration. Both the First Reformed Church of Roseland, now Lilydale Church, and the Boone House should be considered for Chicago Landmark designation and protection.

As jobs left the steel mills, auto plants and the Pullman Car Company, the decline of the Roseland community and surrounding areas began to accelerate. Roseland and nearby communities suffered from "white flight" fueled by illegal real estate block-busting. Racial violence occurred in the past, dating back to August of 1947 when African-American veterans and their families moved into the Chicago Housing Authority's (CHA) Fernwood Park Housing Development at 104th and Halsted. Similar events occurred in Altgeld Gardens, a CHA development, further south.

The once-thriving commercial corridor along South Michigan Avenue began a long period of decline. Many stores went out of business and vacant buildings deteriorated due to deferred maintenance. The lack of new replacement stores led to an increase in vacancy and discouraged reinvestment from property owners. After years of deterioration, some buildings were boarded up, abandoned, and in some cases, demolished. Interventions from the City of Chicago were either inadequate or ineffective and were unable to reverse the downward trend.



110th Place on Roseland's Michigan Avenue Commercial District © Eric Allix Rogers

The strength and dedication of block clubs throughout the neighborhood has been a foundation for increased stabilization of housing stock and the strengthening of community networks.

THREATS

A significant number of historic buildings along South Michigan Avenue in Roseland have been lost over the past 50 years, and much of what remains is in vulnerable condition. Without the necessary investment and maintenance, the surviving historic buildings are at risk of demolition by neglect.

Since 2015, Preservation Chicago has worked closely with the Greater Roseland Chamber of Commerce to conduct neighborhood surveys and tours with local youth, supported by the One Summer Chicago program, Phalanx Family Services, Metropolitan Family Services, and 9th Ward Alderman Anthony Beale.

In the summer of 2019, Roseland community members and Preservation Chicago conducted an electronic survey of buildings and parcels along South Michigan Avenue between 103rd and 116th Streets. This mapping and data collection work was conducted with community residents and volunteers through a survey initiative of Preservation Chicago.

Much of the historic fabric along Michigan Avenue that has been lost has been replaced by vacant land and parking lots. Demolition has caused significant impact to the streetscape between 100th and 110th Streets, however, south of 111th Street the streetscape still retains much of its historic fabric along with a collection of viable and legacy businesses. The overall current condition of many of the existing commercial buildings ranges from fair to poor. The electronic survey data helps to identify and quantify vacant parcels, vacant buildings, building condition, and buildings with historic character.

Sadly, during the course of planning and surveying properties along South Michigan Avenue, the iconic Gately's People's Store was lost to fire in June 2019, another reminder of the fragility of these buildings and the urgency to



Building at 11015 S. Michigan Avenue demolished circa 2012 © Eric Allix Rogers

develop effective strategies for revitalization. We have identified at least 12 historic buildings along the Michigan Avenue corridor that are in extremely vulnerable condition. In February 2020 just prior to publication, two historic structures along South Michigan Avenue were lost to emergency demolitions due to life safety and public safety concerns.

Approximately 30 historic properties were identified as in good or excellent condition by volunteer surveyors, which could be models for other historic buildings along the commercial corridor.

There are several vibrant legacy businesses along the corridor, including Old Fashioned Donuts at 11248 S. Michigan, Ware's Ranch Steakhouse at 11147 S. Michigan, Bass Furniture & Rug at 11431 S. Michigan, and Edwards Fashions at 11361 S. Michigan Avenue.

This commercial corridor once met the shopping and consumer needs of surrounding communities including Pullman, Kensington, Rosemoor, West Chesterfield, Roseland Heights, Chesterfield, Fernwood, Gano, Burnside, West Pullman, Riverdale and Altgeld Gardens. With revitalization happening in the area, especially to the immediate east in the Pullman National Monument



110th Place on Roseland's Michigan Avenue Commercial District © Eric Allix Rogers

Chicago 7: Roseland's Michigan Avenue Commercial District



115th Street corner on Roseland's Michigan Avenue Commercial District © Eric Allix Rogers



112th Street corner on Roseland's Michigan Avenue Commercial District © Eric Allix Rogers

Chicago 7: Roseland's Michigan Avenue Commercial District

District, this is an opportune time to invest the financial incentives, energy and resources into reviving Roseland's commercial corridor.

RECOMMENDATIONS

Historic preservation can be a powerful tool for economic development along Michigan Avenue. The number of historic buildings along South Michigan Avenue in Roseland exceed those recorded in the Chicago Historic Resource Survey (CHRS) completed in the 1990s, and more than 60% of those properties are in fair to poor condition. Of the original 17 orange-rated buildings listed in the Chicago Historic Resources Survey, only 12 remain today. Within days of publication, another historic building on South Michigan Avenue was lost to emergency demolition following a roof collapse. Without swift and effective investment, the deterioration and demolition will continue.

Chicago has an extraordinary opportunity to use the Invest South/West program to revitalize the

South Michigan Avenue commercial corridor between 107th and 115th Streets. Priority should be focused on the preservation of existing historic structures and legacy businesses. Beautiful facades are obscured beneath subsequent remodelings. The restoration of these key historic buildings along South Michigan Avenue has the potential to inspire and catalyze a wider revitalization along the commercial corridor. Vacant parcels can be developed with new construction that visually enhances the historic character of the commercial district. Alternately, some of vacant land can be developed into landscaped sculpture gardens and brick-paved courtyards to provide unique and beautiful spaces for visitors to enjoy local businesses.

If strategically planned, South Michigan Avenue could experience a huge increase in tourism generated from the adjacent Pullman National Monument. Prior to the National Monument designation, visitors to Pullman numbered approximately 15,000 annually. Published estimates anticipate over 300,000 expected visitors to the Pullman National Monument annually. The City of Chicago and the community of Roseland have a great opportunity to capitalize on these visitors by investing in its historic buildings, sensibly developing vacant parcels along the commercial corridor and proactively attracting these visitors to South Michigan Avenue.

PlaceEconomics, a national organization that conducts local preservation impact studies, notes that historic preservation is an effective tool to stimulate commercial revitalization, encourage heritage tourism, increase property values, and generate additional jobs and incomes. Investing in historic buildings is a proven strategy to create more positive economic impact. PlaceEconomics' research has determined that heritage tourists spend more for food/beverage, shopping, recreation, lodging, and transportation in comparison to average visitors.

Just down the hill from South Michigan Avenue on 111th Street is the historic, tree-lined Palmer Park which is almost adjacent to the Pullman National Monument. The creation of new Roseland-Pullman-Palmer Park Landmark District would serve as effective land bridge for heritage tourism, effectively drawing tens of thousands of visitors from the Pullman National Monument into Roseland and onto South Michigan Avenue. Additionally, it would create awareness, protections, and additional funding sources for significant commercial buildings, churches, schools, and greenspaces in Roseland with strong connections to George Pullman, the former "Pullman Lands," and the Pullman National Monument.



112th Street on Roseland's Michigan Avenue Commercial District © Eric Allix Rogers

Chicago 7: Roseland's Michigan Avenue Commercial District



112th Place block on Roseland's Michigan Avenue Commercial District © Eric Allix Rogers



114th Place block on Roseland's Michigan Avenue Commercial District © Eric Allix Rogers



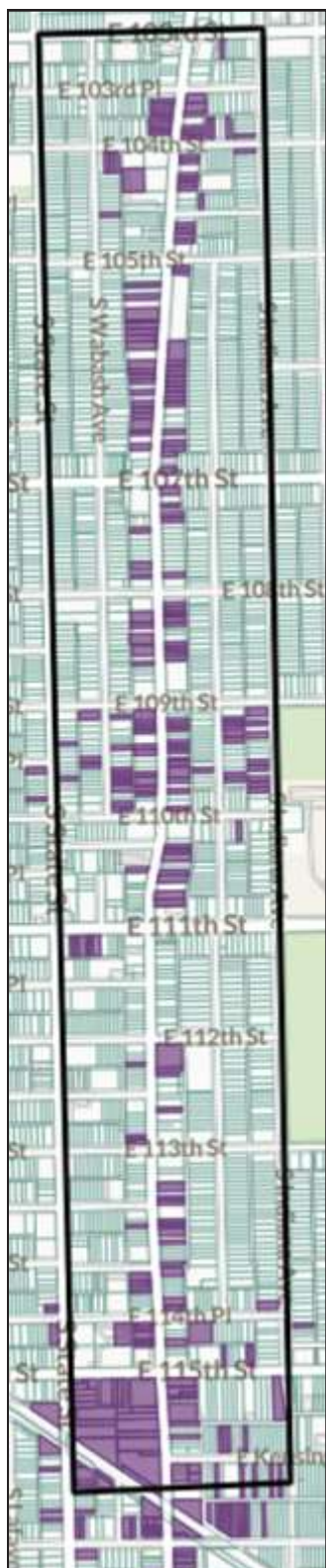
Roseland Theater Building at 113th Place in Roseland's Michigan Avenue Commercial District © Eric Allix Rogers

For visitors to the Pullman National Monument to more fully understand the story of George Pullman, Pullman Porters, labor history, and the experience of Pullman workers, it's essential to recognize George Pullman's historic influence in shaping the development of Roseland and Pullman.

Pullman owned significant tracts of land on the west side of the Illinois Central railroad tracks. At that time, the tracks which were at street-level and land on the Roseland side were more visually connected and integrated to the Town of Pullman. These future parklands were on axis with the Town of Pullman, specifically the Administration Building and Hotel Florence along 111th Street. The concrete embankment which later raised the railroad tracks became an artificial barrier that bisected and divided the community. This landmark district proposal would help to reintegrate these two communities. Pullman played a role in the creation of the two vast symmetric green spaces along 111th Street in Roseland which became Palmer Park and the park-like campus of the magnificent former Pullman Free School of Manual Training, later known as the Gregor Mendel High School and now known as Gwendolyn Brooks College Preparatory Academy.

George Pullman bequeathed \$1.2 million in 1897 for the Pullman Free School of Manual Training designed by architect Frank Jobson in 1915. Palmer Park was designed by the Olmsted Brothers and the Palmer Park Fieldhouse was designed by D.H. Burnham & Company. Pullman donated land for the Pullman Branch Public Library designed by A.F. Hussander at 11001 S. Indiana Avenue. He also donated land for the two churches designed by Pullman's architect Solon S. Beman, specifically Elim/Reformation Lutheran Church built in 1888 at 11310 S. Forest Avenue and the magnificent Holy Rosary (Irish) Roman Catholic Church/Greater Tabernacle Cathedral built in 1890 at 11300 S. King Drive. In approximately 1985, future president Barak Obama as a young 23-year-old had his first community organizing office in the basement of Holy Rosary Catholic Church and later moved to Elim/Reformation Lutheran Church. In addition, there are several early frame churches linked to Dutch abolitionist settlers that front Palmer Park and Brooks Academy. After being located in the Pullman Arcade Building, the Pullman Trust and Savings Bank moved to its new headquarters by architect Howard van Doren Shaw at 400 E. 111th Street in 1926. This beautiful limestone façade and columned corner entry served as the Pullman Bank's headquarters until the 1970s and is located only 600 feet from the Pullman National Monument.

Chicago 7: Roseland's Michigan Avenue Commercial District



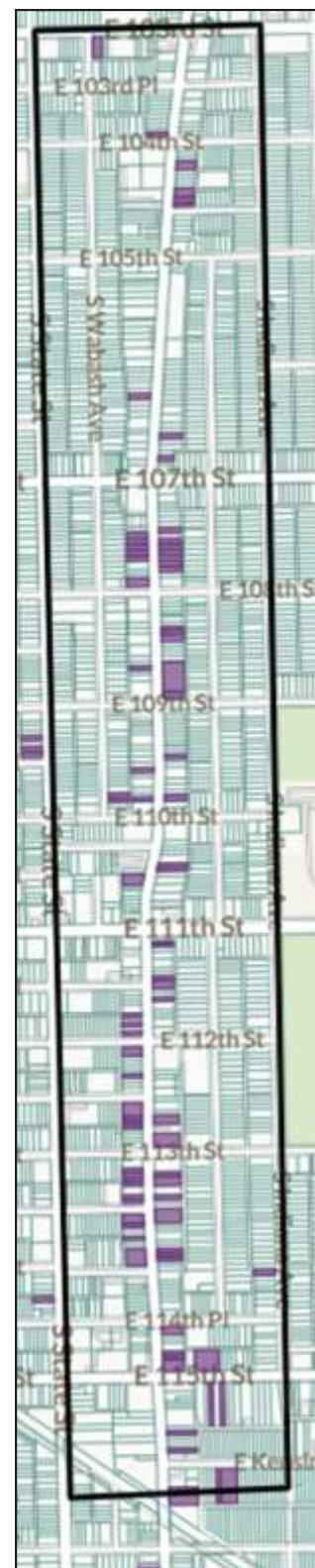
Roseland Commercial District
Survey Figure A:
Vacant Parcels



Roseland Commercial District
Survey Figure B: Vacant or
Likely Vacant Buildings



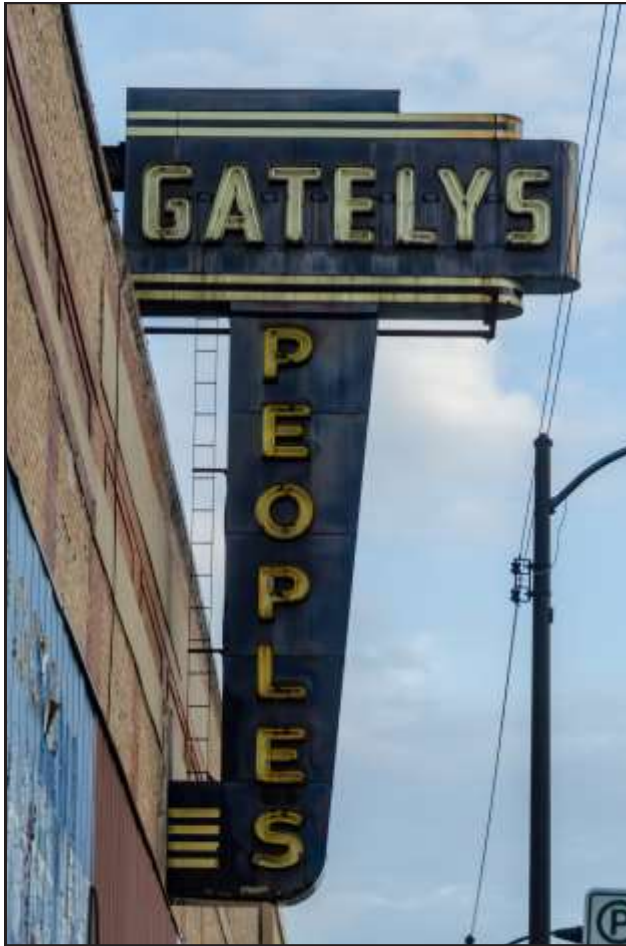
Roseland Commercial District
Survey Figure C: Buildings in
Poor to Fair Condition



Roseland Commercial District
Survey Figure D: Buildings
with Historic Character in
Poor to Fair Condition

Roseland's Commercial District Survey Data and Maps © Preservation Chicago

Chicago 7: Roseland's Michigan Avenue Commercial District



Roseland's Commercial District © Eric Allix Rogers



Roseland Commercial District © Eric Allix Rogers

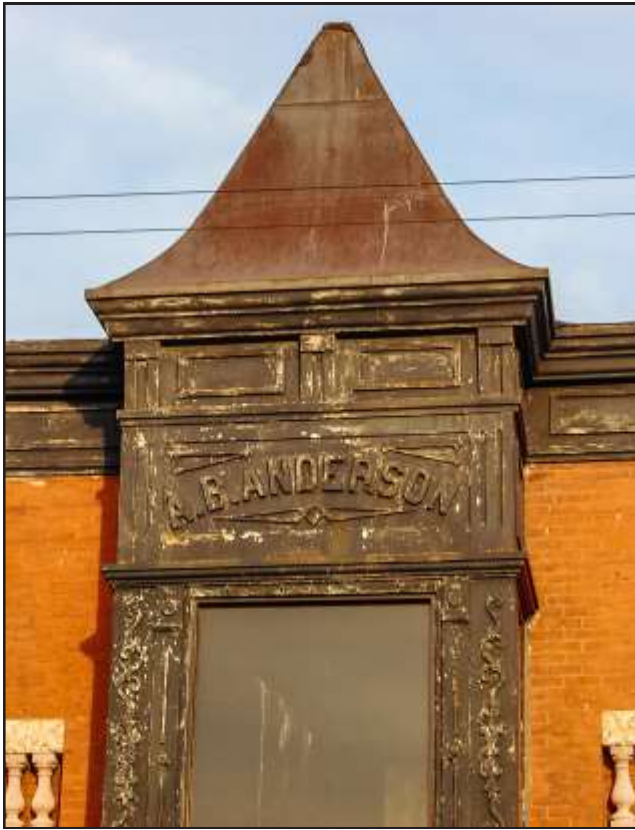


Roseland's Commercial District © Eric Allix Rogers



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Roseland's Commercial District © Eric Allix Rogers

The proposed new Roseland-Pullman-Palmer Park Landmark District would be an east/west connector centered on Palmer Park to reconnect the communities Roseland and Pullman. It could extend along 111th Street from the Pullman National Monument to the Michigan Avenue commercial corridor and include the significant churches, schools, buildings, and greenspaces listed above.

SPECIFIC RECOMMENDATIONS for Roseland's South Michigan Avenue Commercial District

1. Award façade improvement grants or low-interest building restoration loans designed to allow greater availability to new and existing building owners.
2. Create funding options for local investors to acquire and revitalize vacant buildings.
3. Assistance of the Cook County Land Bank Authority to make troubled properties available to responsible investors.
4. Increase financial and capacity support for local community organizations and chambers of commerce.
5. Establish a Landmark District, individual Landmarks, or a Neighborhood Character District to honor, restore and protect the historic character of Michigan Avenue. Neighborhood Character Districts are a new tool being created by the City of Chicago to protect the scale, massing, volume, setback and characteristic features of a neighborhood.
6. Encourage responsible building stewardship through greater enforcement of building code violations.
7. Invest in new construction on vacant parcels which contribute to the overall historic character of the commercial corridor.
8. Create grants or low-interest loans for existing building owners to invest in attractive security options for their storefronts and businesses.
9. Invest in affordable housing options on the upper floors of mixed-use commercial buildings.
10. Increase entrepreneurship mentoring, job training, and small business loans to grow and retain more wealth within the Roseland community.
11. Create a new Roseland-Pullman-Palmer Park Landmark District along 111th and 113th Streets to create a heritage bridge from Historic Pullman Monument to Roseland and South Michigan Avenue and protect significant George Pullman-related buildings in Roseland including churches by S.S. Beman, Palmer Park fieldhouse by D.H. Burnham, Palmer Park by Olmsted, Pullman Manual Training School, and Pullman Branch Library.



114th Street Block on Roseland's Michigan Avenue Commercial District © Eric Allix Rogers

The City of Chicago, through its Invest South/West and other neighborhood revitalization programs, needs to strategically and comprehensively commit to reversing the disinvestment in Roseland that has occurred over the past 50 years with special focus on its commercial corridors. If the City of Chicago, community organizations, community members and other stakeholders can work together, success is possible.

While South Michigan Avenue is the priority, secondary commercial corridors that would benefit by increased investment include 111th, 95th, 103rd, 115th Streets, and Kensington Avenue. Each of these has a collection of historic buildings and businesses that could serve as a catalyst for change as part of a more holistic plan for the greater Roseland community. Additionally, some of these secondary commercial corridors could serve as a bridge between Pullman and Roseland.

Restoration and development continues to progress in Pullman with the opening of the visitor center in the restored Pullman Administration Building planned for 2021. The hundreds of thousands of anticipated annual visitors to the Pullman Historic Monument are a powerful economic driver that needs to be harnessed with restaurants, shops and services. This presents an outstanding opportunity to attract more visibility and commerce to the Roseland community and especially South Michigan Avenue.



First Reform Church of Roseland, now known as Lilydale Progressive M.B., built in 1887 by Dutch settlers and abolitionists © Eric Allix Rogers



Pieter Boone House, 10057 S. Michigan Avenue, c.1869 © Serhii Chucky



First Reform Church of Roseland, now known as Lilydale Progressive M.B., built in 1887 by Dutch settlers and abolitionists, at 107th Street and South Michigan Avenue in Roseland's Michigan Avenue Commercial District © Eric Allix Rogers

Acknowledgements

This 2020 **Chicago 7 Most Endangered** book would not have been possible without the tireless support of many talented individuals. Preservation Chicago wishes to extend a special thanks to those whose extraordinary efforts made this publication and related advocacy possible. Additionally, Preservation Chicago wishes to thank our donors, large and small, whose generosity and support allows us to continue to pursue our mission.

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- ◆ Logo Design: Will Flynn
- ◆ Event Host: Chicago Architecture Center, Lynn Osmond, Michael Wood, Eric Ian Spula, Hallie Rosen, Madison Smith, Amanda Ziegler, and Alexander Roggow

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Washington Park National Bank limestone Corinthian capital detail © Eric Allix Rogers



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