

The Chicago Park Boulevard System Historic District
Name of Property

Cook County, Illinois
County and State

1919 the commissioners placed over 600 specially-designed boulevard stop signs at every intersection in the system, the first use of fixed stop signs in the city.³²⁹

In 1921 the West Park commissioners decided to take action to try and control traffic hazards throughout the system through a series of important steps, some of which were the first of their kind in the city:

They widened the drives on Sacramento Boulevard, now a major north-south artery through the west side

They created rounded corners on the boulevards in order to ease turning

At the rounded corners they installed “mushroom lights,” electric lights set into the pavement with a shallow domed iron cage above them. They served to light the intersection and could be driven over safely by most vehicles³³⁰

They instituted directional signs throughout the system, a method that had not yet been tried elsewhere in the city

They erected a series of automated signal towers, the precursors to our modern-day stop lights. The city was still using people to direct traffic at hazardous intersections, but the West Park commissioners were convinced that these automated signals would be more economical in the long run and they had the added advantage of being there twenty-four hours a day, seven days a week.

The installation of all these safety devices was completed by 1926.

. Bond issues in 1905, 1915, 1923 and 1927 all helped to increase park lands, carry out improvements, build park buildings and provide maintenance to existing parks. The West Park System had been able to capitalize on the prosperity of the 1920s by passing a \$10 million bond issue in 1927. With this money the West Park commissioners built twelve new buildings, including the massive new field houses in Humboldt, Garfield and Douglas parks. Even the boulevards, which often were the last areas to receive any benefit from bond issues, had \$1 million spent on their rehabilitation and widening.³³¹ As a result of reduced tax revenues and their own decades-long mismanagement, the healthy financial conditions of the late 1920s would come to a screeching halt once the last of the bonds were spent in 1928. When the Depression started in late 1929 the parks were once again facing a backlog of deferred maintenance. Shortly after the onset of the Depression it became necessary for the Illinois Emergency Relief Commission to provide labor for park and boulevard maintenance.³³² By 1933 the West Park Commission was \$20,000,000 in debt.³³³

THE CHICAGO PARK DISTRICT: CONSOLIDATION: 1934-1942

Following the onset of the Depression of the early 1930s, the parks, boulevards and squares were in a state of severe disrepair. The Depression also resulted in all of Chicago's park districts being consolidated into the

³²⁹ West Chicago Park Commission 1919 Annual Report.

³³⁰ West Chicago Park Commission 1921 Annual Report

³³¹ West Chicago Park Commission, 1927-1928 Annual Report, p.13.

³³² Chicago Park District, First Annual Report, 5/1/1934 to 12/31/1935, p. 17.

³³³ Sniderman, *The Historic Resources of the Chicago Park District*, Section E, p.14.

The Chicago Park Boulevard System Historic District
Name of Property

Cook County, Illinois
County and State

single Chicago Park District. Federal money was acquired under the WPA and the PWA programs, enabling large scale rehabilitation and additional services. This funding ceased at the beginning of World War II.

Factors Leading to Consolidation of the Park Systems

The 1920s were years of great contrasts, especially in the Midwest. On the one hand, business was booming. Real estate, in particular, was experiencing tremendous growth. New skyscrapers, department stores and movie palaces were filling up both Chicago's Loop and its neighborhood commercial areas. Bungalows, courtyards and other types of apartment buildings were finally bringing many city neighborhoods to full development. The parks and boulevards, including those mentioned in the already-listed parks in *The Historic Resources of the Chicago Park District* and the *Logan Square Boulevards Historic District*, were in the heart of much of this new growth

Although city life seemed to be a never-ending upward spiral of prosperity in the early 1920s, there were early signs of trouble. Throughout the decade farmers struggled with increasing costs and low returns on their crops. With farm crops providing many resources for both commerce and industry in Chicago, it was inevitable that the farm depression would have an early impact on the city. A small recession in 1924, followed by the bankruptcy of the largest streetcar line in 1926, was the first sign of trouble.³³⁴ In 1928 there was a city-wide property reassessment that delayed tax collections that year. The reassessment was followed by six years of tax strikes, further reducing income to all public functions.³³⁵ The final crushing blow came in October 1929 with the stock market crash.

The Great Depression was particularly hard on Chicago since much of the city's prosperity was based on industry, one of the sectors hardest-hit by the economic collapse.³³⁶ Between 1927 and 1931 50% of the city's manufacturing laborers lost their jobs. In the African-American community, which had long suffered from job discrimination and which did not have the protection of labor unions, unemployment rapidly reached 50%. The atmosphere in Chicago was volatile with both strikes and tense racial confrontations.

Consolidation: The Chicago Park District

When the three original park systems were formed in 1869, there was a geographic logic to their boundaries. Lincoln Park and the city's primary population and commercial centers were east of the river. On the south side, the towns of Hyde Park, South Chicago and Lake were not yet incorporated into the city. The west side, newly incorporated, would need large infusions of cash in order to create an entirely new system. Despite the logic of this separation, as early as 1873 there was discussion about consolidating the three systems to achieve greater efficiency.³³⁷ Although considered four more times in the ensuing decades, it would take the financial crisis of the 1930s to bring about the necessary change.

By the early 1930s, 18 of the city's 22 park districts were in default and/or arrears. The debt of the West Park System was the most staggering of them all. It was desirable to receive federal aid, but in order to be

³³⁴ Grossman et al, *Encyclopedia of Chicago*, p.6.

³³⁵ Instigated by the Association of Real Estate Taxpayers. *Encyclopedia of Chicago*, p. 809.

³³⁶ *Ibid.*, pp.360-361.

³³⁷ Sniderman, *The Historic Resources of the Chicago Park System*, Section E, p.14.

The Chicago Park Boulevard System Historic District
Name of Property

Cook County, Illinois
County and State

eligible it would be necessary to streamline operations and bring the many systems together to operate as one unit.

The consolidation vote of 1933 brought together the three original districts as well as nineteen newer districts that had been created since the park legislation of 1895. The public approved the consolidation by referendum on April 10, 1934, thereby creating the Chicago Park District. Unlike some of the large boards that had been appointed by the Governor for the last 64 years, the new board was to have just 5 commissioners who were to be appointed by the Mayor with the approval of the City Council.

As the new board noted in its *Annual Report*, the citizens of Chicago were faced with the decision about whether to maintain the city's extraordinary system of parks and boulevards even in the face of extreme economic hardship.³³⁸ Their vote was a resounding yes.

As the *Annual Report* of 1935 noted, Chicago was "renowned" for its boulevards so it was important that they be properly maintained and policed. They were not considered secondary to the parks as they might have been in other cities. Indeed, the parks and boulevards together were so widely dispersed throughout the city that the Chicago Park District was "almost a city in itself, woven through the warp and woof of the metropolis."³³⁹ The Chicago Park District regulated 65% of the city's traffic on its 122 miles of boulevard roads and it was responsible for policing these roadways and 5500 acres of parkland. It also had to maintain 28 miles of lake shore.³⁴⁰ The commitment and dedication of Chicago's residents to this vast system during these difficult times was extraordinary.

The Works Progress Administration (WPA) and Public Works Administration (PWA)

At the onset of the Depression the situation in Chicago was so severe that President Franklin Delano Roosevelt made a special effort to direct relief money to the city in order to create jobs and ease the tensions. The newly consolidated Chicago Park District would be the recipient of significant federal relief money.

In 1935 the public approved a \$6 million bond to match anticipated federal funds. The anticipated funds were from the Public Works Administration and the Works Progress Administration. As evidenced in the Chicago Park District's first *Annual Report*, they were very much needed.³⁴¹

The Public Works Administration was created by the National Industrial Recovery Act in 1933 to fund large scale public projects. It channeled money to Chicago until 1939, when the program effectively came to an end. Its importance to the Chicago Park and Boulevard System was its contribution to the rebuilding of the massive Western Boulevard bridge across the Sanitary and Ship Canal.

The Works Progress Administration was created by the federal government in 1935. It provided money to states and municipalities for local projects that would afford much needed employment, principally for

³³⁸ *Ibid.*, *First Annual Report, 1935*, p. 18.

³³⁹ Chicago Park District, *First Annual Report, 1935*, p.35.

³⁴⁰ Chicago Park District, *Annual Report 1937*, p. 15.

³⁴¹ *Ibid.*, *First Annual Report, 1935*, p. 22.

The Chicago Park Boulevard System Historic District
Name of Property

Cook County, Illinois
County and State

residents on relief. The first *Annual Report* of the Chicago Park District explained the process for obtaining them:

At the invitation of WPA authorities, the Park District prepared and submitted a long list of worthy projects affecting practically every park and boulevard under its jurisdiction and sufficient in the aggregate to place all physical properties in excellent condition besides providing a large number of added facilities for recreation and park service....On August 3, 1935, the first important WPA project was approved and operations commenced.³⁴²

Money from the WPA funded a huge number of work projects and enabled rehabilitation of parks and boulevards throughout the city during the Depression years before World War II.

To help oversee the work being done on the parks and boulevards the Chicago Park District hired landscape architect Alfred Caldwell. Caldwell had been Jens Jensen's superintendent of construction and right hand man from 1925-1931. Although Caldwell tried private practice in the early 1930s and worked briefly for the city of Dubuque, Iowa, in 1935 he returned to Chicago, where Jensen's recommendation had secured him a job at the Chicago Park District.

Over the next six years the Chicago Park District spent nearly \$10 million on maintenance, rehabilitation and new construction throughout the city. The last of this work was carried out in 1942 just as the national economy began to grow again in response to the industrial demands of World War II.

Federally Funded Work Projects

Road Surfaces and Traffic

Federal aid was to provide crucial work on the boulevards in the 1930s. With automobile and truck usage now the norm throughout the city, the narrow lanes and hard corners on the boulevards continued to provide serious safety challenges to drivers. With its bond money the Chicago Park District began a huge program of resurfacing and widening boulevards throughout the system. Ultimately, 94% of the boulevards were resurfaced as part of this program.³⁴³

The newly-created Chicago Park District worked hard to integrate its operations with those of the city, coordinating traffic lights, improving its accident-reporting system and employing a traffic engineer to create flow diagrams and analyze troublesome intersections. It also worked hard to standardize traffic control devices on the amalgamated boulevard system it had inherited. As the 1935 *Annual Report* explained, "Hitherto, the traffic regulatory and directional signals of the South and West Park Districts varied in design, size and appearance, which was a cause of confusion."³⁴⁴

These all were responses to a larger transportation issue. Although planning for a new comprehensive system of superhighways for Chicago had begun, and the Chicago Park District was part of the process, the

³⁴² *Ibid.*

³⁴³ Chicago Park District, *Second Annual Report* (1936), p.33.

³⁴⁴ *Ibid.*, *First Annual Report*, p.24].

The Chicago Park Boulevard System Historic District
Name of Property

Cook County, Illinois
County and State

challenge of this period was to enable the boulevard system to, in large measure, shoulder the traffic burden in the interim. This was explained in the 1939 *Annual Report*:

Our big problem low accident rate per vehicle mile, scenic beauty, reduced running time, and general efficiency that prevails on these arteries.” today, ...is to...analyze the use (now and in the future) of the boulevard system, due to the new super-highway program. It must be borne in mind what a large economic value the boulevard system possesses in addition to its aesthetic and recreational value, in view of the fact that the only super-highways that exist in Chicago today and the facilities that are now used in lieu of them are a part of the Park System. Interior boulevards now serve the purpose that the future super-highways will be called upon to carry, and their present popularity is due to the low accident rate per vehicle mile, scenic beauty, reduced running time, and general efficiency that prevails on those arteries.³⁴⁵

Infrastructure

Crucial infrastructure maintenance was included in the pre-war work undertaken by the Chicago Park District on the original boulevards. It included the installation of man holes, drainage tiles and catch basins, as well as updating the electrical system to power improved traffic signs and signals.³⁴⁶ In 1938, for example, such work included the laying of 90 lineal feet of new drainage on Marshall Boulevard in the former West Park System and the construction of 3,200 square feet of retaining walls on Garfield Boulevard in the former South Park system.³⁴⁷ Substantial replacement of curbs and sidewalks was also made possible. WPA funding in 1936 alone enabled the replacement of 30,782 lineal feet of concrete curbing and 203, 308 square feet of concrete walks.³⁴⁸

In addition to these larger improvements, the Chicago Park District placed 4000 pre-cast concrete benches, new lamp posts and numerous drinking fountains throughout the park and boulevard system at this time.³⁴⁹ The necessity to minimize cost drove standardization of many auxiliary components such as these. “Each year a large number of concrete bench supports, electrical light posts and unit members for retaining walls were...[being] manufactured and kept at hand ready for installation in the field.”³⁵⁰

Landscape

Depression-induced funding shortages in the five years prior to consolidation had resulted in serious deferred landscape maintenance along the boulevards. WPA monies enabled tree, shrub and lawn replacement to be pursued with vigor on nearly all the boulevards. Plants chosen were described in the 1937 *Annual Report* as “ones that tolerate monoxide gas from heavy moving traffic and whose roots stand the confinement of pavement above and electrical wires, water and sewer pipe below.”³⁵¹ Garfield Boulevard had declined to very poor condition by the beginning of the Depression. Remedial landscaping in 1939 removed 146 dead and

³⁴⁵ Chicago Park District, *Fifth Annual Report* (1939), , p.118

³⁴⁶ *Ibid.*, *Third Annual Report* (1937), p.89.

³⁴⁷ *Ibid.*, *Fourth Annual Report* (1938), pp.87-89.

³⁴⁸ *Ibid.*, *Second Annual Report* (1936), p.38.

³⁴⁹ *Ibid.*, p.108

³⁵⁰ *Ibid.*, *Sixth Annual Report* (1940), p.22.

³⁵¹ Chicago Park District, *Third Annual Report* (1937), p.131.

The Chicago Park Boulevard System Historic District
Name of Property

Cook County, Illinois
County and State

diseased trees and 41,789 shrubs, and 2,600 new shrubs were planted.³⁵² These numbers illustrate an approach to landscape maintenance initiated during this period which would whittle away the lushness of the boulevards. This approach was articulated in the 1940 *Annual Report*, which stated "...all landscape design in late years is planned with careful attention to the expense of maintenance and with every effort to avoid conditions that materially increase maintenance and operating cost."³⁵³

Floral decoration, however, was revived on the boulevards. In 1938, for example, "Outdoor Floral Display Areas" on the original boulevards of the former South Parks system included 1,013 square feet on South Park Way at 35th Street, 92 perennial borders on Western Boulevard, 39 annual beds totaling 15,368 square feet on Drexel Boulevard, and 23 annual beds totaling 10,624 square feet and 3 perennial borders totaling 780 square feet on Garfield Boulevard.³⁵⁴

Development up to World War II

Although financial shortfalls continued to trouble the Chicago Park District, it was able to undertake one major piece of work at the far south end of the old West Park System. In 1936, the intersection of California Boulevard, 31st Boulevard, their adjacent streets and the bridge over the waterways and railroads on Western Avenue was redesigned and rebuilt.³⁵⁵ This was a complicated interchange and had long been one of the most troublesome traffic spots in this part of the city. A beautiful cast concrete bridge and Art Deco lamp posts, 335 new trees and 2160 new shrubs made a substantial improvement to this vital connection between the west and the south sides of the city.

In 1937 the Chicago Park District appointed a Citizens Committee to Investigate the Operations and Expenditures of the Chicago Park District.³⁵⁶ The Committee got a lot of publicity for their work but ultimately concluded that, although the operating costs of the Chicago Park District were high, this was to be expected given the intense use of the parks and boulevards throughout the city.

The final expenditure of money for this project by the Public Works Administration occurred in 1940, when improvements on S. Western Avenue replaced an aging swing bridge that crossed the Illinois & Michigan Canal, the Sanitary and Ship Canal and the railroad tracks.

World War II: The End of WPA Funding

World War II brought not only a shift in focus of the Chicago Park District to the home front war effort, but a shortage of materials and manpower that effectively suspended construction activity on the original Park and boulevard system. Chief Engineer Ralph Burke had seen it coming,

...recognize[ing] more and more clearly that the National Defense program and eventually actual war efforts would soon interfere with, if not actually prevent execution of improvement projects of ordinary

³⁵² *Ibid.*, *Fifth Annual Report* (1939), p.93.

³⁵³ Chicago Park District. *Sixth Annual Report*, 1940, p.21.

³⁵⁴ *Ibid.*, *Fourth Annual Report*, 1938, p.134.

³⁵⁵ Chicago Park District *Fourth Annual Report* (1938). p.128. Also see <http://forgottenchicago.com/features/chicago-infrastructure/south-western-avenue-improvement/>

³⁵⁶ *Ibid.*, *Third Annual Report*, 1937, p.18.

The Chicago Park Boulevard System Historic District
Name of Property

Cook County, Illinois
County and State

character. Therefore, every effort was made during the year [1941] to bring to completion all projects that could not be postponed.³⁵⁷

All Works Projects Administration projects were suspended in 1942. The largest single component affecting the original boulevards, the paving program, was halted in July, 1942 and thereafter resumed only "as necessary to the successful prosecution of the war."³⁵⁸

The contribution of the WPA program to the health and vitality of the Chicago Park District was enormous. The *Annual Report* of 1942 records that the contribution of the Park District to projects jointly sponsored with the WPA totaled \$20,565,304.18 for the period from July, 1935 to December 31, 1942, while the contribution of the WPA in labor and materials approximated \$80,000,000.00 for the same period.³⁵⁹ As the president of the Chicago Park District would muse on its impact the following year, in 1935 the newly consolidated park district was "forced at the outset to bend most of its efforts to save fast deteriorating properties," but "[t]hanks to federal aid through the Works Projects Administration during the period 1935 to 1940 inclusive, the Park District was enabled to proceed with a city-wide rehabilitation program..."³⁶⁰

ARCHITECTURE LINING THE PARKS AND BOULEVARDS

The architecture in the Chicago Park Boulevard System Historic District reflects the variety of building types and styles popular in Chicago during the two periods of significance--from 1869 until 1942 along most of the system and from 1906 to 1964 along the south side of the Midway Plaisance. The architecture of the 1893 World's Columbian Exposition was particularly influential. Most buildings in the District tend to be high quality and designed by talented architects, many recognized for their contributions to architectural history. Realtors who developed property and businessmen who established companies along the parks and boulevards were attracted by financial gain. Those who lived, worked, studied and worshipped in the buildings along the system were attracted by views of nature, a prestigious address and accessibility to recreation. The architecture of each segment of the system was impacted by Chicago's rapid population growth, nearby transportation routes and the city's vast and diverse ethnic settlement patterns. The integrity of the buildings in the District generally tends to be very good.

Types, Styles and Architects

The buildings along the park and boulevard system reflect, in microcosm the architectural development of the city of Chicago. A vast variety of building types and styles may be found framing Chicago's parks and boulevards in the Chicago Park Boulevard System Historic District. There are single-family homes, row houses, flats of various sizes, large apartment buildings, commercial and institutional buildings and factories. Chicago's choice building sites were located along the parks and boulevards, so that regardless of function, the architectural quality tended to be high. Buildings by talented architects dot the entire system.

When analyzed individually, many buildings provide textbook examples of the styles that were popular in the Chicago area from the early 1870s up through 1942, with elegant, more recent International Style

³⁵⁷ Chicago Park District, *Seventh Annual Report* 1941, p.20

³⁵⁸ Chicago Park District, *Eighth Annual Report* (1942), p.151.

³⁵⁹ *Ibid.*, p. 105.

³⁶⁰ *Ibid.*, *Ninth Annual Report* (1943), p.13.

The Chicago Park Boulevard System Historic District
Name of Property

Cook County, Illinois
County and State

buildings constructed up to 1964 for the south side of the Midway Plaisance at the University of Chicago, some by world-class architects. The breadth of building styles is as great as of building types. Throughout the system, there are Italianate cottages, simple but handsome Queen Anne row houses and excellent examples of historical revival buildings of all types, from single-family houses to apartment complexes and factory buildings. Whether Gothic, Tudor, Romanesque, Classical or Moorish, many of these buildings are beautifully detailed. Factories with elegant Craftsman detailing and large Chicago Bungalows also face the parks and boulevards that arc around Chicago. Art Deco and Moderne buildings are represented. Greystones, a building type seemingly unique to Chicago, dominate many segments of the system; their styles vary from Romanesque to Classical Revival, sometimes displaying a unique combination of various stylistic influences.

Many of Chicago's most prominent architects designed structures along the parks and boulevards. Some, including Alfred Alschuler, A. Epstein, Burnham & Root and Holabird & Roche, recognized for their large commercial buildings located in Chicago's business district. It is less well known that Alschuler and Epstein designed factories along Pershing Road facing McKinley Park in the Central Manufacturing District, or that Burnham & Root and Holabird & Roche designed buildings along the system. Henry Ives Cobb's Gothic Revival buildings dominate stretches along the north side of the Midway Plaisance, buildings that established the character of the prestigious University of Chicago. Frost & Granger designed mansions along Drexel Boulevard. Great movie palaces were created by the firm of Rapp & Rapp, but the firm also designed the Windermere East, a large residential hotel that faces Jackson Park.. Other architectural offices with recognizable names include Schmidt, Garden & Martin and Shepley, Rutan & Coolidge. Frank Lloyd Wright's Abraham Lincoln Center on Oakwood Boulevard is among the relatively small number of non-residential buildings he designed. Both Eero Saarinen and Mies van der Rohe designed University of Chicago buildings on the south side of the Midway Plaisance.

The vast majority of buildings along the park and boulevard system, despite the number by prominent architects, were designed by architects who never gained prominence or were built by contractors, carpenters or homeowners. They are nevertheless handsome buildings that are an important part of the system's architectural fabric.

The Attraction of the Parks and Boulevards

Real estate development was a driving force for construction along the parks and boulevards, which were perceived as visually enticing amenities. Purchasing a home facing a park or boulevard guaranteed an extended front yard. With their continuous planting programs, parks and boulevards provided exposure to a lovely view as well as fresh air and an enticing place to promenade

Proximity to a park meant nearby access to passive and active recreation for those who lived, worked, studied, and worshiped across from them. Douglas, McKinley, Gage and the other parks had gymnasiums, pools, boat houses, bandstands and field houses where a variety of social and cultural activities took place.

The park and boulevard system was convenient. Those who worked downtown could reach their jobs by the nearby transportation systems that crossed the boulevards or ran along the alleys and commercial streets paralleling the boulevards. As the city's population grew and transportation systems expanded, commuter trains, cable cars and the el made getting back and forth easy.

The Chicago Park Boulevard System Historic District
Name of Property

Cook County, Illinois
County and State

Generally speaking, the boulevards and parks attracted middle, upper middle and upper class residents. Large single-family homes with coach houses, on spacious lots, lined S. Drexel and Grand Boulevards. Although there are smaller, simpler homes near the factory areas along Western Boulevard, Pershing Road and Sacramento Square, most of the most basic vernacular workers' housing was located on the side streets. The two-family wood tenements, built by developers as worker housing, were constructed closer to the stockyards and factories, somewhat distant from the boulevards. Moving to a home on the boulevards symbolized upward mobility.

Development Along the Boulevards

There are some sections of the boulevards where construction took place very early. This is the case on E. Oakwood Boulevard and S. Drexel Boulevard. Oakwood has several houses dating from the 1870s. Development took place more rapidly where there was convenient transportation back and forth to the business district—as along Drexel and Grand Boulevards. Victoria Post Ranney, author of *Olmsted in Chicago*, notes that by 1875 Grand, Drexel, Pavilion (Garfield) and Oakwood Boulevard were in place.³⁶¹ Along these boulevard great houses sprung up and a drive to the upper division of South Park (Washington Park) became a fashionable outing for the wealthy. Those who lacked private carriages could ride in the horse-drawn phaeton which regularly left the corner of Drexel and Oakwood Boulevard for a thirty-cent tour of the parks

Planning for the World's Columbian Exposition of 1893 served as a huge impetus for building development along the boulevards and parks. In 1888, transportation to the south side greatly improved, with construction of the first elevated railroad. With gas lamps followed by electric lamps and ever-improving road surfaces, living on the boulevards became increasingly attractive. Large hotels and apartments were built in anticipation of the fair. The Belmonte Flats on Grand Boulevard, (today S. Dr. Martin Luther King, Jr. Drive) is a remnant of that construction type. Beginning in the late 1880s, row houses began to line Grand Boulevard, south toward the fair's location. Those built before the fair tended to reflect the Romanesque Revival buildings popular in the late 1880s; those built after it reflect the fair's Classical legacy.

With its formal Beaux Arts plan and Classical Court of Honor, the World's Columbian Exposition had a lasting influence. For decades, it impacted the design of monumental public spaces and the country's architecture, with classicism embraced by major institutions and, on a smaller scale, by homeowners. The influence of the fair's dignified Classical architecture is seen in the design of synagogues along Independence and Douglas Boulevards, but also in the detailing of the numerous greystones scattered from Grand Boulevard on the east to Douglas Boulevard on the west and to Logan Boulevard on the north. Almost immediately after the fair ended and the Midway, with its Ferris wheel and carnival atmosphere, was removed, planning of the school's quadrangles and construction of the first imposing Collegiate Gothic buildings at the University of Chicago began on the north side of the Midway Plaisance--the system's broadest and grandest boulevard.

The impact of Chicago's growth, from a city of 300,000 in 1870 to 2.7 million in 1920 was enormous. The city's immigrant populations grew and shifted, greatly influencing the location and types of buildings constructed along the parks and boulevards. German, Irish, British, Scandinavian, Jewish, Eastern European, African American, Hispanic and increasing numbers of American-born families moved to homes on the city's

³⁶¹ Victoria Post Ranney. *Olmsted in Chicago*. (Chicago: Open Land Project, 1972, p.33. This information was noted in Sniderman, *The Historic Resources of the Chicago Park District*. Section FIII, p. 6. By 1875, the landscape design for Washington Park had also been implemented.

The Chicago Park Boulevard System Historic District
Name of Property

Cook County, Illinois
County and State

boulevards and parks as they became successful. Places of worship, hospitals and businesses were built nearby on the system to meet their needs. Soon, the single-family homes on large lots that initially characterized construction in The Chicago Park Boulevard Historic District, began to be replaced by flats and large apartment buildings. After the major land annexations of 1889, numerous multi-family dwellings began to appear. The variety of Chicago's building fabric, designed in the currently fashionable styles from the Chicago Fire of 1871 until just before World War II, expresses the city's architectural and ethnic evolution.

Architecture Along the Parks and Boulevards: the South Park System

Although when the South Park system was laid out in 1869 the area was a sparsely settled prairie with rough country roads, the precedent for high-end development in the area had been set over fifteen years before, in 1852. Less than half a mile east of the north end of Grand Boulevard, Illinois' powerful senator Stephen A. Douglas purchased a seventy-acre tract along Lake Michigan. There Douglas built a home for himself, donated land to successfully attract the first University of Chicago and developed two high-end subdivisions, Groveland Park and Woodland Park. These attracted prestigious residents such as Joy Morton, the founder of Morton Salt. Subsequent high-end development was to take place along the nearby park and boulevard system.

S. Drexel Boulevard

The sections of the boulevard system that were completed first were those at the east end of the South Park system. These areas attracted development and acquired immediate cachet. Drexel Boulevard was a showcase, both for its stretches of voluptuous gardens and for its mansions. Large homes on spacious lots dotted this segment of the boulevard system from the very beginning. Its homes and beautiful greenways provided an enticing vista for the promenading that had become one of the city's favorite pastimes.

The character and quality of houses constructed along this segment of the system stem from the vision of Paul Cornell, the important initiator of the South Park system and one of Chicago's earliest and most important real estate developers. Cornell, who had come to Chicago in 1847 with the idea of creating a new town, purchased his land in 1853, founded "Hyde Park" and set about creating an elegant suburb. First on his agenda was the consideration of transportation and he immediately secured an agreement with the Illinois Central (IC) Railroad to begin commuter service. This was accomplished by 1856, and a station was built at 53rd Street in 1857. The new transportation lines from Chicago's downtown made the near south side a magnet for upper middle class development.

Hyde Park, which was incorporated in 1861, included an area extending from 39th Street to 53rd Street. By 1871 it had a population of 3000 residents. Unlike typical developments, where subdivisions were created and relatively inexpensive houses were sold, Hyde Park was planned to attract successful Chicagoans to buy land and build their own houses. Cornell started by persuading his affluent family members and business associates. He then went after buyers based on the reputation of those who already lived there, advertising Hyde Park in the Chicago newspapers as the perfect setting for successful businessmen and professionals to build their country estates.³⁶²

³⁶² Miles Berger. *They Built Chicago: Entrepreneurs Who Shaped a Great City's Architecture*. Chicago: Bonus Books, Inc., 1992.p. 19.

The Chicago Park Boulevard System Historic District
Name of Property

Cook County, Illinois
County and State

Kenwood, which had become a part of the town of Hyde Park in 1861, was established by Dr. John A. Kennicott, a physician who had an estate on the lakefront at 43rd Street.³⁶³ He, too, envisioned an elite suburb of large homes on substantial lots and within twenty years he saw his dream become reality. In 1859, the IC had opened the Kenwood station at 47th Street and by 1861 several of the railroad's executives had built homes there. The Kenwood section of what became Hyde Park, north of 51st Street, remains home to some of the area's most substantial mansions. The south entrance of Drexel Boulevard was established at 51st Street, where several of these houses continue to be located. The creation of Drexel Boulevard, which was improved with lawn, trees, walkways and sumptuous floral displays, spurred this development.

The section of Drexel Boulevard north of Kenwood was located in an area called "Oakland." First opened as a subdivision in 1858 by pioneer Chicago entrepreneur and real estate developer Charles Cleaver, it was one of the city's premier residential neighborhoods in the 1870s and 1880s. Cleaver, like Cornell, moved quickly to obtain a connection to the central business district by securing an agreement with the IC for a stop. Oakland, too was an elegant enclave, characterized by row houses and single-family residences designed in the most fashionable styles of the times and inhabited by a number of Chicago's social elite.

The location of Hyde Park, which was annexed to the City of Chicago in 1889, was a logical place to establish an exclusive enclave. The south side of Chicago, untouched by the great Chicago Fire of October 8, 1871, became the wealthiest part of the city. Following the fire's devastation Prairie Avenue, stretching south from 16th Street, was the city's premier avenue. South Michigan Avenue, known as "Millionaire's Row," was a close second. Hyde Park also began to attract the wealthy. Annexation did not slow the attraction of Hyde Park as a preferred place to live, in part because commuter transportation was convenient, via the IC and surface lines. By 1887 cable cars were running along Cottage Grove, one block west of Drexel Boulevard, from Chicago's central business district south to 63rd Street.

Cornell understood that Drexel Boulevard was an important draw in his plan to create an elite suburb. He recognized that neighborhoods surrounding the parks and lining the boulevards were the most attractive areas in which to build houses. It was, Cornell who, in the 1860s, headed up the group of civic-minded Chicagoans wanting to create a park and boulevard system. When legislation was passed in 1869 establishing the South Park system, it was Cornell who was appointed to its first board of commissioners.³⁶⁴ As the park and boulevard system was being established, he clearly saw the connection between civic and business interests. He wasn't alone in recognizing the investment potential for development along Drexel Boulevard. The Drexel family, Philadelphia bankers who understood the development potential of real estate on the south side, was an early subdivider in the area and continued to own property in Kenwood immediately south of Drexel Square at the time the legislation was passed. Most of Drexel Boulevard, in fact, followed, but widened, the existing Drexel Avenue. The land for Drexel Avenue had been donated at least twenty years earlier by the Drexel banking interests to spur development along the street.

Several beautiful single-family homes were built by important architects along Drexel Boulevard. A relatively small number remain, but those that do are distinguished. Among the most significant houses was that designed in 1887 by Treat & Foltz for lumber magnate and art collector Martin A. Ryerson. This large Richardsonian Romanesque mansion, with its rear coach house, was characteristic of the style popularized by

³⁶³ Today Kenwood is considered a separate community area.

³⁶⁴ Potter Palmer, who developed State Street as the spine of Chicago's business district, was also a member of the board.

The Chicago Park Boulevard System Historic District
Name of Property

Cook County, Illinois
County and State

Henry Hobson Richardson and John Wellborn Root.³⁶⁵ Another mansion facing Drexel Boulevard belonged to Dr. John A. McGill. This 40,000 sq. ft. house was designed 1890-1891 in the Chateausque style.³⁶⁶ It has since been converted into apartments although its exterior reflects the home's stately historic presence.³⁶⁷ The architect was Henry Ives Cobb, better known for his Collegiate Gothic buildings at the University of Chicago. Burnham & Root designed a Richardsonian Romanesque house at 4545 S. Drexel Boulevard in 1885-1886 for William E. Hale. Frost & Granger designed a home at 4801 for insurance executive Moses Born, a prominent Jewish businessman who had Howard Van Doren Shaw design summer places for members of his family in Glencoe. The architecture of Horatio Wilson is also represented. He designed Gothic Revival houses at 4512 and 4518 S. Drexel in 1895 and an Italian Renaissance Revival mansion for Armour & Co. executive G. B. Robbins in 1910. Wilson, who designed many distinguished houses in the Hyde Park-Kenwood neighborhoods, gained prominence for hiring Benjamin Marshall and taking him into partnership.³⁶⁸

A less well-known architect, Charles M. Palmer, designed a Richardsonian Romanesque house in 1896 at 831 Drexel Square. C. M. Palmer was responsible for a number of houses commissioned by Chicago real estate entrepreneur Potter Palmer on land west of Palmer's mansion on fashionable North Lake Shore Drive. In 1872, C. M. Palmer designed the building that today houses Chicago's famous Berghoff Restaurant.

At the north end of Drexel Boulevard there are rows of Richardsonian Romanesque greystones. There is a group of three flats at 3961-65 Drexel (1887), a second grouping located between 4119 and 4137 Drexel (1890s) and a third grouping located between 4200 and 4244 S. Drexel (1890s). All are handsome buildings, comparable in design quality to the larger single-family homes along Drexel Boulevard.

South on Drexel there are several large multi-family buildings. For example, there is a handsome Tudor Revival apartment building constructed in the 1910s at 4400-4404 S. Drexel Boulevard. The Sanborn Insurance Co. map dating from 1896 and amended in 1923 shows that a large dwelling with an auto barn in back previously occupied the site.³⁶⁹ This subsequent building is architecturally distinguished. The pattern of mansions being replaced by large apartment buildings is characteristic of the development that took place during the 1920s on Drexel Boulevard. During this period flats and larger apartment buildings were constructed in historical revival styles, typically dominated by Classical or Tudor detailing. In 1910, the Kenwood Branch of the EL opened along 42nd Street, enabling the area north of 47th Street to develop more intensively with apartment buildings during the 1910s and 1920s.³⁷⁰ The elevated line already had a stop at 47th Street between Calumet and Prairie Avenues.

Two significant religious institutions were built along S. Drexel Boulevard. Kehilath Anshe Ma'ariv (K.A.M.) synagogue was constructed at 4949 S. Drexel to accommodate German Jewish families like Moses

³⁶⁵ Richardsonian Romanesque was also a style that dominated the housing that was built along N. Lake Shore Drive, where many of the city's wealthy residents were moving in the late 1880s..

³⁶⁶ Chateausque never gained popularity presumably because it can only be logically used for very large homes.

³⁶⁷ A similar style house was built on Drexel Boulevard in 1895 for John G. Shedd, president of Marshall Field & Co. That house has been demolished. Another mansion located on Drexel Boulevard, one rivaling the scale and size of houses in posh Lake Forest, was designed by Howard Van Doren Shaw of meat packer Edward Morris. It too has been demolished.

³⁶⁸ Benjamin Marshall was a prolific Chicago architect who went on to design the South Shore Country Club, the Drake Hotel and numerous distinguished Chicago apartment buildings.

³⁶⁹ Sanborn Map Co. Ltd. Perris: Chicago: 160 LaSalle Street, Vol. 14, 1895, Updated to 1923.

³⁷⁰ *Chicago Historic Resources Survey: An Inventory of Architecturally and Historically Significant Structures*. Chicago: Commission on Chicago Landmarks and the Chicago Department of Planning and Development, 1996, III, 298

The Chicago Park Boulevard System Historic District
Name of Property

Cook County, Illinois
County and State

Born and Julius Rosenwald³⁷¹, This synagogue, designed by architect Henry Newhouse in 1923 in the Classical Revival style favored for synagogues, was built when the congregation moved from its old synagogue at 33rd and Indiana. In 1971, it became the home of Operation PUSH, an organization founded that year by Jesse Jackson to promote social justice for African Americans. The second significant religious building on Drexel was the 1st Church of Christian Science, designed in 1897 by Solon S. Beman. This Classical Revival building set the architectural standard for all Christian Science churches.³⁷²

Grand Boulevard (S. Dr. Martin Luther King, Jr, Drive)

By 1874 Grand Boulevard was substantially complete. There are some townhouses located at 3525, 3547 and 3551 Dr. Martin Luther King, Jr. Drive dating from the 1870s. It was an area that appealed to weekend carriage riders and to some prosperous Chicagoans who moved there and built large elegant homes. An early stereopticon view dating from 1894 described the image of the carriages as being along “the Grand Boulevard.” It was considered a most desirable location for single-family houses, whether located on broad lots or next to similarly-handsome townhouses. Several large houses with stables/auto houses at the back were constructed along Grand Boulevard between 35th Street and Washington Park. One handsome remnant may be found at 3656 King Drive, a substantial Queen Anne residence that was designed by William W. Clay and constructed in 1885.

Numerous examples of attached single-family houses line Grand Boulevard. Some are greystones and some are red brick with corner towers. Others are more disciplined, with Classical references. The row of flats at 3525-29 is Italianate. A number of the attached houses at the north end of the boulevard, whether single-family homes or flats, are Richardsonian Romanesque. Those to the south, closer to the location of the 1893 fair, are Classical Revival.

Many of the increasingly-prosperous families who lived on Grand Boulevard were the sons and daughters of immigrant entrepreneurs, who had lived farther to the west. As they became wealthier, they built elegant single-family homes along the boulevards, while middle class families built simpler places along the side streets.

Between 1890 and 1920 thousands of native born Protestants, German Jews and Irish Catholics lived in the area bounded by 39th Street, S. Cottage Grove Avenue, 63rd Street and S. Wentworth Avenue. The wealthier German-speaking Jews had left Chicago’s downtown to live on the south side, moving in large numbers following the Chicago Fire. After the first move south along Indiana, Wabash and Michigan, they moved south into the Grand Boulevard and Washington Park communities. In 1912, Chicago Sinai Congregation, with a wealthy community of members that then included Julius Rosenwald (President, Sears, Roebuck & Co.) and Joseph Schaffner (partner in clothing firm of Hart, Schaffner & Marx), moved into a new Classical Revival building at 46th Street and Grand Boulevard designed by Alfred Alschuler. Founded in 1861, Chicago Sinai was Chicago’s first reform congregation. It relocated to Hyde Park in 1950. Today the building serves as home to Mt. Pisgah Missionary Baptist Church, a large African-American congregation.

³⁷¹ Rosenwald built his house in 1923 at 4901 S. Ellis, a block east of Drexel Boulevard.

³⁷² A third, earlier religious institution, George Edbrook’s South Congregationalist Church, built in 1886 at 3986 South Drexel Boulevard, has been demolished.

The Chicago Park Boulevard System Historic District
Name of Property

Cook County, Illinois
County and State

In the 1890's large numbers of second-generation Irish Catholics, like their Jewish counterparts, were eager to build in this neighborhood. Many of their families had formerly lived in frame cottages located to the west. In 1901 Corpus Christi parish was formed to serve the Catholic families who lived east of nearby Indiana Avenue. In 1915-16 Joseph McCarthy designed a beautiful twin-towered Classical Revival church at 4910-20 Grand Boulevard for the congregation.

Grand Boulevard, like Drexel Boulevard, primarily attracted members of Chicago's upper middle class, men who were executives and professionals. In 1893, Rand, McNally & Co. published birds' eye views and a guide to the city. This book contains not only drawings of Chicago's preferred streets to live on but also lists of residents. Some residents of Grand Boulevard were heads of companies (D. B. Robinson, president San Antonio & Arkansas Passenger Railroad). Others held officer positions with important companies (Thomas H. Wickes, Second Vice President, Pullman Palace Car Company). There were also a number of dentists, merchants, contractors, physicians, commission merchants and those described as "capitalists." The German Jewish families who lived on Grand Boulevard listed in the publication included Henry L. Rosenthal (Rosenthal and Lehman, livestock commission) and Adolph Loeb (Adolph Loeb, Son & Co., insurance agents). Another prominent resident was Dr. Emil Hirsch, Rabbi of Sinai Congregation, which was then on Indiana Avenue and 21st Street, but, in 1916, was to move to Grand Boulevard.³⁷³

Grand Boulevard experienced more intensive development after the construction of the south side EL that was the first elevated rapid transit line in Chicago. The earliest stretch, which opened June 6, 1892, ran from downtown to 39th Street. It was gradually extended, reaching Jackson Park on May 12, 1893, to accommodate visitors to the World's Columbian Exposition. The South Side elevated ran north/south between Indiana and Grand Boulevard and, because of its location, was known as the "Alley EL."

The building boom that took place in the 1890s through the 1910s included construction of numerous two-, three- and 6-flats as well as larger apartment buildings designed in styles including Queen Anne, Classical Revival, Craftsman and Tudor Revival. The residents of Grand Boulevard, because of the excellent transportation system, could access workplaces in the downtown. They could also visit the theaters and ballrooms along 47th Street, the elite Washington Park Race Track at 61st Street (open on and off between 1884 and 1905) and the White City Amusement Park, located at 63rd Street, and open between 1905 and 1950.

Grand Boulevard's location made it extremely desirable for houses, apartments, religious institutions and social service agencies. Shepley, Rutan & Coolidge designed a handsome red brick Classical Revival building with Georgian detailing at 5120 South Grand Boulevard across from Washington Park for the Chicago Orphan Asylum.³⁷⁴

By 1930, the Grand Boulevard and Washington Park area formed the heart of Chicago's middle class African-American community. The first large-scale settlement of African-Americans in Chicago occurred between 1916 and 1920 in the vicinity of South State Street, with 35th and State as its commercial hub. The city's African-American population had actually begun growing much earlier. From 1890 to 1915, it expanded from 15,000 to 50,000. The Great Migration (as it came to be called) of the next decades brought another 50,000. These migrants came from the south to find work in Chicago's factories, steel mills and the Chicago

³⁷³ *Rand, McNally & Co.'s Bird's Eye Views and Guide to Chicago, Indispensable to Every Visitor.* Chicago: Rand, McNally & Company, 1893. Reprinted Charleston, S. C., Bibliolife, c. 2009, pp. 235-270.

³⁷⁴ In 1950 the Chicago Baptist Institute, founded in 1935, moved into the building.

The Chicago Park Boulevard System Historic District
Name of Property

Cook County, Illinois
County and State

Stockyards. World War I had cut off immigration from Europe so that Chicago factory owners, once unwilling to hire them, began employing African-Americans.³⁷⁵ Much of this population was poor and the housing substandard.

The more successful middle class African-Americans sought better housing and looked south and east of 35th and State along Grand Boulevard. This area—which by 1920 was largely built up with greystones, Craftsman houses, flats and larger apartment buildings—began to be populated by successful African-Americans. During the 1920s developers began constructing large apartment houses consisting of taller buildings as well as courtyards. The number of renters increased. By 1930 fully two-thirds of Chicago's African-American population (which had increased from 44,000 in 1910 to nearly 250,000 by 1930) lived in the Grand Boulevard/Washington Park area.³⁷⁶

Chicago's middle class African-American population was attracted to living along beautiful and prestigious Grand Boulevard. The boulevard was conveniently located just east of the center of the African-American population's thriving business and entertainment district. It was, however, suitably distant from the State Street area, which allowed gambling establishments and was populated by poorer African-Americans. Living along the boulevard represented upward mobility, just as it did for other ethnic groups. These Chicago residents worked hard for their success and sought homes that reflected achievement and respectability.

Important civil rights leaders lived on Grand Boulevard. The house of Ida B. Wells, a handsome Richardsonian Romanesque greystone, is located at 3624 South Dr. Martin Luther King, Jr. Drive. Wells, an African-American journalist, and her husband Ferdinand L. Barnett, attorney and editor of the *Chicago Conservator*, the city's first African-American newspaper, were early leaders in the Civil Rights movement. She moved to Chicago following a trip to the city to boycott the World's Columbian Exposition. An activist in the women suffrage movement as well as African-American causes, she founded the National Afro-American Council, which later became the National Association for the Advancement of Colored People (NAACP). The Ida B. Wells House was designated a National Historic Landmark in 1974 and a Chicago Landmark in 1995.

Robert S. Abbott, the founder of the influential, African-American-owned *Chicago Defender*, which had its office at 3435 S. Indiana from 1920 to 1960, lived in a Queen Anne house at 4742 S. Dr. Martin Luther King, Jr. Drive from 1926 until his death in 1940.

African-American businessmen lived and worked along Grand Boulevard. Jesse Binga, an African-American banker and real estate broker, who established a bank to lend money to African-Americans at a time when they were unable to get loans, lived at 5922 South Parkway (as this section of King Drive was then known). Liberty Life, which was established in 1919 and later became the Supreme Life Insurance Company, one of the first African-American life insurance companies, was located in the building at 3501-3511 S. Dr. Martin Luther King, Jr. Drive.

E. Oakwood Boulevard

³⁷⁵ The "Great Migration refers to the long term movement of African Americans from the south to the urban north. Chicago was a significant destination, especially after World War I. *Encyclopedia of Chicago*, pp. 363-4.

³⁷⁶ Pacyga, p. 385

The Chicago Park Boulevard System Historic District
Name of Property

Cook County, Illinois
County and State

The area around Oakwood Boulevard (39th Street) was part of the prosperous Oakland neighborhood in the 1870s and 1880s. Accessible transportation made it particularly desirable. The east end of the boulevard was just a block away from the Illinois Central station, constructed in 1881. The station was located near lively commercial activity at 39th and Cottage Grove, an area called “Five Crossings”. Like both Drexel and Grand Boulevards, Oakwood was also convenient to the EL, which was located one block to the south, with a station between Oakwood and 40th Street on Vincennes Avenue.

Oakwood Boulevard was completed in 1875, thus closing the eleven mile circuit made up of Drexel Boulevard, Grand Boulevard, Bayard Avenue in Washington Park and Oakwood Boulevard. This half mile link, the latest of the South Park system allowed the complete circle to be made by thousands of people attracted to pleasure drives along the boulevards and through the new park. Oakwood furnished a much-needed connector between Grand Boulevard and Drexel Boulevard.

Oakwood Boulevard contains many fine older homes and institutions. There are more Italianate houses than along any other stretch of the system. There are also several examples of rowhouses built in the Second Empire, Richardsonian Romanesque and Queen Anne styles. The Queen Anne house at 442 E. Oakwood was designed in 1889 for Isaac N. W. Sherman by the prominent architectural firm of Burnham & Root. Although this short link has no central median, its plantings were carefully laid out and the homes and churches lining the boulevard reflect the early time period when Oakwood was complete. Oakwood Boulevard was an existing street named Oakwood Avenue before it was widened into a boulevard. This may account for the relatively large number of 1870s houses on the street.

The vibrancy of the Oakwood area is clearly indicated on the 1896 Sanborn map, amended in 1923. It shows an auto livery, hotel, bank and taxi office nearby.³⁷⁷ There are two churches along Oakwood, one at 729 E. Oakwood, designed in 1899 in the Richardsonian Romanesque style by Patton, Fisher & Miller. The Abraham Lincoln Center, designed by Frank Lloyd Wright and Dwight Perkins, is located at 700 E. Oakwood. This important community center was constructed in 1905 for Wright’s uncle, the Reverend Jenkin Lloyd Jones, as a place to foster interaction among people of various races, religions, and nationalities. The surrounding neighborhood was at its most diverse in the 1930s when African Americans, Jews, English, Irish, Canadian and Japanese resided there. By the late 1940s the neighborhood had become predominantly African-American.³⁷⁸ In the 1970s the Abraham Lincoln Center was renovated to accommodate Northeastern Illinois University’s Center for Inner City Studies.

Washington Park Area. S. Cottage Grove Avenue, E. 60th Street, S. Dr. Martin Luther King, Jr. Drive, E. 51st Street

The area immediately surrounding Washington Park developed relatively late. In the 1870s two-story frame workers’ cottages were located south and west of the park. Then, in the 1880s, relatively large residences were built in the neighborhood. The prestigious Washington Park Race Track, just south of the park, was a particular draw, attracting high-end real estate development. Following its construction in 1884, the track was the place to see and be seen. By the 1890s, however, scandals compromised its reputation and the track closed in 1905. It attracted huge crowds, however, between 1884 and 1905, which brought development to the south end of the park.

³⁷⁷ Sanborn Map, 1896.

³⁷⁸ *Encyclopedia of Chicago*, p. 585-85.

The Chicago Park Boulevard System Historic District
Name of Property

Cook County, Illinois
County and State

As transportation improved and the city's population grew exponentially, developers began constructing flats and large apartment buildings around the park. By 1887 cable cars ran down Cottage Grove and, after 1892, the Alley EL increased the convenience of living in the area. Commercial buildings were built along Cottage Grove, the area's main north-south transportation route. After the World's Columbian Exposition and the economic downturn that followed, developers built many 6-flats, courtyard buildings and large apartment houses within a comfortable walk of the EL. Larger buildings and ever-improving transportation paralleled a change in the ethnic make-up of the neighborhood, as it did farther north on Grand Boulevard. Here this change happened more quickly as the African-American population grew. So many apartments were built here that it changed the neighborhood from one of owners to one of renters. Throughout the boulevard system, including here, construction practically stopped during the 1930s and 40s, with the Great Depression and the start of World War II.

Midway Plaisance and the University of Chicago E. 59th Street, E. 60th Street

Paul Cornell dreamed of a prestigious university to anchor his exclusive Hyde Park development. Indeed, the University of Chicago established its presence along the Midway Plaisance on October 1, 1892, but the following year the grounds of the Midway, occupied by a Ferris wheel and side shows, provided the entertainment venue for the World's Columbian Exposition. When the fair was over the Midway again became a broad greenway and the school grew. The University of Chicago was to become a prestigious university characterized by stellar architecture. Prominent businessmen built the school, prominent scholars perpetuated a fine reputation and prominent architects designed its buildings.

The school was founded by the American Baptist Education Society and industrialist John D. Rockefeller. The earliest buildings of the campus were designed by the noted architect Henry Ives Cobb who, along with two university trustees, lumber magnate Martin Ryerson³⁷⁹ and businessman and philanthropist Charles L. Hutchinson, devised the campus plan for the school.³⁸⁰

The North Side of the Midway

The first university buildings were known as the "main quadrangles" and are located in an area bounded by E. 57th Street, S. University Avenue, S. Ellis Avenue and E. 59th Street (the north boundary of the Midway Plaisance). These landscaped quadrangles, with no automobile access, formed the heart of the school and were modeled after Oxford University, with buildings inspired by English Gothic architecture. The buildings are built of grey limestone, feature peaked roofs and corner towers and are adorned with a vast variety of Gothic detailing that includes lancet windows, corbelling, crockets and gargoyles. University of Chicago professor Neil Harris points out in his essay on the University of Chicago Campus in the *AIA Guide to Chicago* that there is an underlying order to the "picturesquely assertive" buildings, that they "define a symmetrical plan whose scale and clarity recall the Beaux Arts vision of the Columbian Exposition."³⁸¹ The overwhelming impression when viewing the north side of the campus from the Midway Plaisance, however, is one of a large, dignified composition of Gothic buildings. The Midway forms the university's front yard.

³⁷⁹ It was Ryerson who lived in the house at 4851 S. Drexel designed in 1887 by Treat and Foltz.

³⁸⁰ Hutchinson served as president of the Art Institute of Chicago from 1882 to 1924.

³⁸¹ Sinkevitch, ed. *AIA Guide to Chicago*, p. 424.

The Chicago Park Boulevard System Historic District
Name of Property

Cook County, Illinois
County and State

Cobb designed two buildings directly facing the Midway: Foster Hall, a women's dormitory built in 1893, at 1130 E. 59th Street and the President's House, built in 1895, at 1146 E. 59th Street. Located prominently at the corner of the Midway and S. University Avenue, Foster Hall features a turret embellished with a profusion of Gothic detailing including crockets and gargoyles. Although the President's house, located at 1144-46 E. 59th Street, has peaked tile roofs and dormers like other University buildings, it is built of Roman brick not limestone.

Just after the turn of the 20th-century the architectural firm of Shepley, Rutan & Coolidge were appointed campus architects and designed over fifteen buildings at the university. The other Chicago buildings they had designed in the 1890s, the Chicago Public Library, (today the Chicago Cultural Center), 78 E. Washington Street (1897) and the Art Institute of Chicago, 111 S. Michigan Avenue (1893) were built in the Classical Revival style; the buildings designed by the firm at the University followed the precedent set by Cobb and continued in the Collegiate Gothic idiom.

Three building quadrangle components by Shepley, Rutan & Coolidge face the Midway. The two located in the main quadrangles are the Hiram Kelly Memorial Classics Building, built in 1915 at 1010 E. 59th Street and the William Rainey Harper Memorial Library, built in 1912 at 1116 E. 59th Street. The library building occupies a prominent site befitting its status. Its main facade consists of a row of tall windows flanked by two tall square towers; the library is located in the center of the university's original quadrangle and oriented toward the Midway. Its location resulted from the comprehensive campus plan, completed in 1902, which recommended that the humanities and social sciences buildings be concentrated in the southern part of the quadrangles and that this area be focused on academic not residential use. The Classics Building, completed in 1912, was inspired by Gothic architecture but, unlike earlier designs, the ornamentation was not strictly Gothic. Rather, attention was paid to the building's use and the architectural treatments were symbolic of the studies carried on inside the building. The Classics Building was ornamented with the heads of Homer, Cicero, Socrates and Plato as well as characters from Aesop's Fables and depictions of the labors of Hercules. The third building designed by Shepley, Rutan & Coolidge was Ida Noyes Hall at 1212 E. 59th Street. Built as a women's social center in 1916, it is richly decorated with Tudor detailing. Unlike the firm's other buildings, it is not part of a quadrangle.

The third major firm involved with the early design of University of Chicago buildings located along the Midway, following Cobb and Shepley, Rutan & Coolidge, was Coolidge & Hodgdon. Their designs were all built in the Collegiate Gothic style between 1925 and 1930. The firm's work included Wieboldt Hall and the Social Science Research buildings in the original quadrangle. Wieboldt Hall is similar to the Classics Building to the west in that it employs symbolism. This 1928 building, located at 1050 E. 59th Street, incorporates references to authors important in the study of modern languages: Goethe, Schiller, Ibsen, Dante, Moliere, Hugo, Cervantes, Shakespeare, Milton and Emerson. The Social Sciences Building, located at 1126 E. 59th Street, completes the quadrangle facing the Midway. Designed to integrate the study of history, sociology, economics and political science in the study of society, the building's imagery is drawn from the building's use, incorporating calculators and calipers into its detailing. Coolidge & Hodgdon also designed the contiguous buildings located at 920, 950 and 970 E. 59th Street, all in the Collegiate Gothic idiom.

Other architects who designed prominent University of Chicago Gothic-inspired buildings on the north side of the Midway included James Gamble Rogers. He designed 1362 E. 59th Street in 1903. Following his

The Chicago Park Boulevard System Historic District
Name of Property

Cook County, Illinois
County and State

work in Chicago, Rogers built several Collegiate Gothic buildings at Yale University. Bertram Grosvenor Goodhue, who was a major interpreter of Gothic architecture, designed Rockefeller Chapel in 1925. This stately example of Gothic Revival architecture is regarded among the finest buildings at the University of Chicago. In 1932 Holabird & Root designed the International House at 1414 E. 59th Street. This Gothic building stands alone in the block between South Dorchester Avenue and South Blackstone Avenue. After this building was completed, for fifteen years there was no further campus construction.

Practically all of the buildings lining the north side of the Midway are Gothic Revival and almost all belong to the University of Chicago. Three exceptions lie to the east, where there are large apartment buildings. The Georgian Revival courtyard building located at 1442-48 E. 59th Street is particularly noteworthy. It was designed in 1916 by Schmidt, Garden & Martin for the Eleanor Club, which was meant to offer affordable housing for employed single women. Today it is owned by the University of Chicago.

The South Side of the Midway

There are several significant buildings on E. 60th Street facing the Midway. The earliest is Midway Studios, located at 923-37 E. 60th Street. It dates from 1906 and was designed by Pond & Pond. Sculptor Lorado Taft and several other artists lived and worked there. While occupying the studio, Taft created the “Fountain of Time” sculpture, located at the west end of the Midway. The original Midway Studios structure was a carriage house that expanded over time. It was altered in 1929 by Otis F. Johnson and in 1965 by Loebel, Schlossman, Bennett & Dart. The studios serve as gallery space for the University’s art program. The building was listed as a National Historic Landmark in 1965 and a Chicago Landmark in 1993.

There is a beautiful and unusual Georgian Revival church building located at 1365-75 E. 60th Street on the Midway. It is today part of the Sonia Shankman Orthogenic School, a residential treatment center for emotionally disturbed children. Designed in 1918 by Coolidge & Hodgdon, the building is noteworthy for its symmetry and Classical detailing. It was originally constructed as “St. Paul’s on the Midway.” In 1963, the school received an addition designed by I. W. Colburn.

There are two university buildings that take their design cue from those across the Midway on E. 59th Street. Both are Collegiate Gothic. One, built in the 1920s, is located at 1313 E. 60th Street; the other is at 1005-35 E. 60th Street. The latter is a courtyard building designed in 1931 by the architectural firm of Zanzinger, Borie & Medary. Medary is best known for having designed Bok Tower in Lake Wales, Florida. The firm also collaborated with Paul Cret on the 1922 design for the Detroit Institute of Arts. Between 1922 and 1926 Zanzinger, Borie & Medary designed the Collegiate Gothic Revival buildings for Philadelphia’s Episcopal Divinity School.

The South Side of the Midway: Buildings designed 1959-1963

The University of Chicago is the largest land owner along the boulevard system. As the institution has grown, high caliber architects have continued to be chosen to design its buildings. The newer structures are located in the same premier location as the university’s earliest buildings—facing the Midway Plaisance. They are, however, on the south side of the Midway, located along E. 60th Street. The period of significance for this section of the Chicago Park Boulevards Historic District extends up to 1964 when Ludwig Mies van der Rohe designed the Social Services Building. Because Eero Saarinen continued Cobb’s precedent for designing

The Chicago Park Boulevard System Historic District
Name of Property

Cook County, Illinois
County and State

quadrangles for the University in his law quadrangle buildings here and because he and Mies are so important in the history of Modern architecture, the period of significance for the south side of the Midway ends in 1964 not 1942.

Two of the most recent additions to the south side of the Midway are particularly significant. One is the Laird Bell Law Quadrangle. In 1959, Eero Saarinen & Associates designed the quadrangle at 1111 E. 60th Street. This Modern complex resulted from a master plan Saarinen created for the campus in the 1950s. His design follows the tradition established in 1892, when the first quadrangles were constructed. He clustered buildings housing a variety of uses—Constitution Hall, a classroom building, the law library and the administration building—around a central court. The courtyard contains a reflecting pool, a fountain and a bronze sculpture, “Construction in Space in the 3rd and 4th Dimension,” designed by the Russian-born sculptor Antoine Pevsner. Saarinen was quoted in the November 1960 *Architectural Record*, giving his thoughts on the new complex in relation to other university buildings: “By stressing a small, broken scale, a lively silhouette, and especially verticality in the library design, we intended to make it a good neighbor with the neo-Gothic dormitories.”³⁸² Its serrated glass façade translates the University’s Gothicism into modern materials.

The other particularly significant Modern university building located on the south side of the Midway is Mies van der Rohe’s School of Social Service Administration, located at 969 E. 60th Street. It is an iconic International Style one-story black steel and glass box enclosing a large open space, similar in concept to his design for Crown Hall at the Illinois Institute of Technology (1956) and for the Loop Station of the United States Post Office (1974) in the Chicago Federal Center (1960-1974)

There is a third building located along E. 60th Street that has never received the recognition afforded the buildings by Saarinen and Mies. In 1963, Edward Durell Stone designed a graduate residence hall at 1307 E. 60th Street. Stone is best known for his 1930s collaboration with Philip Goodwin on New York’s Modern icon, the Museum of Modern Art. This building, however, with its historicist references and decorative finishes, reflect his later, more personalized interest in classical architecture.

This section of the Park and Boulevard System, on the south side of the Midway Plaisance, has a period of significance extending up to 1964 to include the handsome buildings designed by Saarinen and by Mies van der Rohe. Saarinen’s buildings continued the quadrangle tradition of construction that was established for the University of Chicago by Henry Ives Cobb. The prominent architects engaged by the University of Chicago to design buildings are comparable in stature to those hired to school’s earlier buildings. Buildings designed after 1942 in other areas of the Chicago Park Boulevard System Historic District are scattered and not concentrated in a particular area. In addition, they are not a continuation of a previous historic construction pattern; nor are any the work of architects as significant as Eero Saarinen or Mies van der Rohe.

Jackson Park Area, Lake Michigan, E. 67th Street, S. Stony Island Avenue, E. 56th Street

Jackson Park, bounded by 56th Street on the north, Stony Island Avenue on the west, 67th Street on the south and Lake Michigan on the east, was the site selected for the World’s Columbian Exposition, which opened May 1, 1893 and closed six months later. Although the White City (as the fair was frequently referred to), dominated by Classicism, influenced the design of architecture for decades, all of the fair buildings, however,

³⁸² Sinkevitch, p. 437.

The Chicago Park Boulevard System Historic District
Name of Property

Cook County, Illinois
County and State

were consumed by fire or demolished except the Fine Arts Building. This building was transformed in the 1930s to become the Museum of Science and Industry, located at 57th Street and Lake Shore Drive. It serves as a visible remnant of the fair's Classical architecture.

Classicism influenced the design of many of Chicago's major cultural, financial and educational institutions as well as residences. The city's major cultural institutions built in the Loop include the Chicago Public Library Building (now the Chicago Cultural Center), the Art Institute of Chicago and the Field Museum, 1400 S. Lake Shore Drive (1909-1920). The city's Federal Reserve Bank Building, 230 S. LaSalle St. (1922) and the Continental Illinois National Bank and Trust Company Building, 231 S. LaSalle St. (1924), both built in Chicago's financial district, are but two of the numerous bank buildings designed in the Classical Revival style

Of the many Classical Revival institutional, residential, and commercial buildings constructed along the park and boulevard system, several were built facing Jackson Park, two by prominent architects. Hyde Park High School, designed by Arthur F. Hussander in 1911 at 6200-6220 S. Stony Island Avenue, is monumental in scale and symmetrical, with a front facade resembling a Greek temple. The Windermere East, 1642 E. 56th Street, is an elegant apartment hotel building designed in 1922 by the noteworthy theater architects Rapp & Rapp. At 5608 S. Stony Island is a multi-use building, with commercial spaces on the ground floor, also designed in the Classical Revival style. Classical Revival is not the only style represented. There is also a Tudor Revival school, the Bret Harte Elementary School at 1556-58 E. 56th Street, designed in 1930 by Paul Gerhardt.

All of the buildings along 67th Street are various types of apartment buildings: six are courtyard buildings, a type popular in the 1910s and 20s that offered numerous amenities found in a single-family home, including a broad front yard. Many courtyard apartments, with deep front lawns, were built in areas that were incorporated in 1889 into the city of Chicago but that had a "suburban" character. The area immediately south of E. 67th Street, known as South Shore, is almost entirely made up of single-family residences.

E. and W. Garfield Boulevard

Garfield Boulevard is the lengthiest boulevard of the South Park system. Building development along this roadway developed over a long period of time and began rather late. The 1891 Rauscher Atlas indicates that there were isolated single-family homes. For example, there was one large house on the northeast corner of S. Laflin Street and Garfield Boulevard but nothing else on the north side of the street east to S. Loomis Street. There were a few 2-story houses between S. Morgan Street and S. Peoria Street. Some blocks showed no development. Nearby, an entire block was occupied by the F. Gaylord Vegetable Garden, a huge complex with hot beds and greenhouses. Toward the east end of Garfield Boulevard, just west of what is today Interstate 94/ Dan Ryan Expressway, there are some Queen Anne and Richardsonian Romanesque 2-flats dating from the 1890s and a small number of single-family homes in the 500 block dating from the 1880s. There is a single-family Queen Anne house at 718 W. Garfield Boulevard just east of S. Halsted Street. There are others from this same period west of Halsted.

The Alley EL, which connected the south side to the Loop, had a stop on S. Garfield Boulevard. The station, which is still standing, is a Chicago Landmark. It is located one block west of Washington Park and just east of S. Prairie Avenue. Areas where there were cross streets with surface transportation routes, like Wentworth, Halsted, and Ashland, offered particular convenience for those living along Garfield Boulevard.

The Chicago Park Boulevard System Historic District
Name of Property

Cook County, Illinois
County and State

There are two Queen Anne houses, one built in 1896 at 1642 and one built in 1898 at 1643 W. Garfield Boulevard. They are located 1 ½ blocks west of Ashland. A substantial number of residences, however, appear not to have been constructed until the 1900s, when 2- and 3-flats, many of them greystones, began to proliferate. Few of the greystones however, are as elaborate or elegant as those along Drexel and Grand Boulevards.

The area to the north of Garfield Boulevard was historically working class beginning in the 1860s, with the creation of the Stockyards and the associated large meat packing plants. Industrial development continued over the next several decades when, following completion of the Sanitary & Ship Canal in 1900, large factories were built along S. Western Boulevard and farther north in the Central Manufacturing District.

Housing immediately surrounding the stockyards and the factories consisted of small, gable front tenements, basic 1 ½-story wood frame cottages on raised basements with 4-6 rooms. They typically housed two families. As the laborers who were employed in the neighboring factories worked their way up, they moved to Garfield Boulevard, where upper middle class housing was being built. One such resident was James O'Leary, who had operated a saloon across from the Stockyards.³⁸³ His success enabled O'Leary to move to 726 W. Garfield Boulevard, a three story French Renaissance Revival stone mansion designed by Zachary T. Davis in 1901.³⁸⁴ There are also a handful of other handsome historical revival houses. For example, there is a large Tudor Revival house, built in 1916 at 1722 W. Garfield Boulevard.

Bicycling was a popular recreation in Chicago, one enjoyed over a hundred years ago on the boulevards just as it is today.³⁸⁵ Before the advent of cars, Chicago had several bicycling clubs. In 1893, there were twenty-nine clubs scattered throughout the city and suburbs: the Columbia was at 4168 Drexel Boulevard. The Chicago Bicycle Club was located in a Queen Anne house at 718 W. Garfield Boulevard, built in 1898.

As Garfield Boulevard continued to be built to the west in the 1910s and 1920s, many large, beautiful bungalows were built. Several may be found in the section of Garfield Boulevard extending from the 1700 block to the 2200 block. Examples include bungalows at 1735 W. Garfield Boulevard built in 1926 and 1906 W. Garfield Boulevard built in 1925. They are brick, stand 1 ½ or 2 stories and occupy corner lots. They are more elaborations of the type than typical of it, slightly grander, as befitting the status of living on the boulevard. West on Garfield Boulevard there are many Craftsman 2- to 6-flats, mostly built in the 1920s. The houses closer to Western Boulevard, which is lined on the east side by factories, are simpler, vernacular, with little or no ornamentation. There is a group of gambrel front cottages between 2106 and 2142 W. Garfield Boulevard as well as four squares at 2311 and 2315 W. Garfield Boulevard.

Handsome commercial buildings ornamented with terra cotta may be found where the transportation lines crossed Garfield Boulevard. There are two examples on E. Garfield Boulevard. One, sheathed in cream-colored terra cotta with blue terra cotta trim, is located at 305 E. Garfield Boulevard. Another, which is red brick with white terra cotta trim, may be found at 317 E. Garfield Boulevard.

³⁸³ James O'Leary was the son of the woman notorious for having a cow that started Chicago's 1871 fire. Sinkevitch, p. 393.

³⁸⁴ The very prosperous meat packing company owners moved farther east. Gustavus Swift, for instance moved to a house on Ellis, one block east of Drexel Boulevard, in Hyde Park.

³⁸⁵ On November 29, 2010, Chicago's public television station featured "Biking the Boulevards" narrated by Geoffrey Baer.

The Chicago Park Boulevard System Historic District
Name of Property

Cook County, Illinois
County and State

The most prominent religious institution on the street is Visitation Parish, built at 843 W. Garfield Boulevard to serve those who worked in the nearby meatpacking and steel plants. Visitation Parish was established in 1886, and the Gothic Revival church was built in 1899. There is a Celtic cross at the top of the steeple to reflect the Irish origins of the parish. With a school and community center as well as church, Visitation was one of the largest and most prominent Catholic parishes in the city. Although most of Chicago's industry along the boulevards was centered along Western Avenue, Pershing Road and north near Sacramento Square, there were some major business buildings on Garfield Boulevard. Both the Wanzer Milk Company and the Schulze Baking Company Building, designed in 1914 by John Ahlschlager, were located on Garfield Boulevard. The Wanzer building is no longer extant. The baking company building, 40 E. Garfield Boulevard, was listed on the National Register in November, 1982.

Sherman Park Area. S. Loomis Boulevard, W. 52nd Street, S. Racine Avenue, W. Garfield Boulevard.

Sherman Park is located immediately north of W. Garfield Boulevard between S. Loomis Boulevard and S. Racine Avenue. Its northern boundary is W. 52nd Street. Almost all of the housing surrounding the park consists of 2-flats built from the 1900s to the 1920s. The buildings are simple. Some are vernacular; the majority are Queen Anne, Tudor Revival or Craftsman. The most distinguished building surrounding the park is St. John of God Roman Catholic Church. This stately Classical Revival church was designed in 1920 by Henry J. Schlaccks.

Gage Park Area, S. Claremont Avenue, W. 56th Street, S. (Maplewood Avenue), W. 55th Street, S. Artesian Avenue, W. 54th Street

Gage Park, at the west end of Garfield Boulevard where it intersects with Western Boulevard, developed on land that was originally marshy. Although land was purchased for the park in 1874, it remained undeveloped until the early 1900s. At that point Gage Park was laid out by the South Park Commission to include tennis courts, ball fields, a wading pool and gardens accommodating the recreational needs of the nearby residents. More land was added in 1919 and a field house, which provided classes and other recreational activities, was built in 1928. The earliest housing facing the park consists of gable front vernacular houses. Later housing is made up of bungalows and craftsman flats. These are smaller, simpler homes that provided housing for the largely Irish Catholic and Eastern Europeans who worked in nearby industries, many of which were located along Western Boulevard.

S. Western Avenue Boulevard.

Like all the boulevards in the original South Park System, Western Boulevard was created in the 1869 legislation by widening an existing road. It was unusual, however, in its breadth and, consequently the name of its roadways. Because existing Western Avenue was widened to the east with an adjacent broad median and wide new roadway, the driving lanes west of the median bear the name "Western Avenue", while those to the east are named "Western Boulevard".

In 1881, Western Boulevard was opened from Garfield Boulevard to the Illinois & Michigan Canal. As the boulevard was built up, the east side of Western was primarily flats, houses and small scale commercial buildings. Within a short period of time a number of large industrial buildings were established here. This was logical, as a few blocks east of Western Boulevard, the Wabash, St. Louis and Pacific Railroad had a line

The Chicago Park Boulevard System Historic District
Name of Property

Cook County, Illinois
County and State

running parallel to Western running north and south. At the north end of Western near the waterway that became the Sanitary and Ship Canal in 1900, this line joined with other railroad lines running from the stockyards to the east, thus creating a shipping nexus. Goods could easily be transported by water or rail. Transportation availability, in fact, drove the construction of factories where they are found along the boulevard system, just as the accessibility of commuter service via train, streetcar or elevated encouraged residential development along areas of the boulevard system.

The east side of Western Boulevard, which became more heavily industrial than the west side, continued to have some flats and houses adjacent to factories. Farther east, across the tracks and closer to the stock yards, land use was heavily residential. The Union Stock Yard and Transit Company, which was established in 1865 by a consortium of nine railroad companies, employed 25,000 people by 1900. At that time, the city had no zoning policies so industrial structures and housing could be built next to each other. On Western Boulevard there are still some flats and single-family houses located next door to factories. One greystone four-flat dating from 1902 is still located at 5147 S. Western Boulevard. There are several single-family houses in the 4700 block next to a factory at 4711 S. Western Boulevard.

The most architecturally interesting non-industrial building on the east side of Western Boulevard is the Western Avenue Pumping Station at 4919-4943 S. Western Boulevard. Befitting its status as a large water purification facility, it is a monumental Beaux Arts style building faced in stone, featuring grand two-story arched openings.

There are several simple factory/warehouse buildings along Western Boulevard. As a building type, factories and warehouses were clearly defined in an article by Russell Sturgis, "The Warehouse and the Factory in Architecture" in the January 1904 issue of the *Architectural Record*. He states that:

Anything is either a warehouse or a factory which is devoted to the rougher kind of business enterprise, that is to say, not primarily offices where professional men sit quietly or clerks pursuing their daily task, but one where the goods are piled up, where the unloading and loading, the receiving and the shipping of such good goes on continually, where the floors are to a great extent left open....

Manufacturing takes place as does storing and shipping. Sturgis adds the general character is "the reverse of elegant," noting that there are not elaborate exterior decorative treatments such as turrets or porches or sculpture. The structures are square edged, plain and very utilitarian.³⁸⁶

The factories along Western Avenue and in other areas of the boulevard system match Sturgis' description of factories and warehouses. They are generally brick buildings standing two to four stories high. Windows are large, spaced at regular intervals and their shapes are repeated. Trim is either cut stone or terra cotta. It tends to be simple and geometric. Decorative treatments are minimal and used to accent piers, window sills or lintels. More elaborate detailing tends to be restricted to the area around building entrances.

There are several factory buildings along Western Boulevard that are particularly handsome examples of the factory and warehouse building type. One is the O' Cedar Corporation Building, designed in 1919 by

³⁸⁶ Russell Sturgis. "The Warehouse and the Factory in Architecture." *Architectural Record*, January, 1904, pp. 13-14.

The Chicago Park Boulevard System Historic District
Name of Property

Cook County, Illinois
County and State

Davidson & Weiss. It is a red brick Craftsman building with cut limestone trim that stands four stories. The ornamental treatments are simple and geometric, with “O’Cedar Corp’n” carved in stone under an arch that caps the entrance. It also has Sullivanesque ornamental panels. Located at 4501 S. Western, the building occupies an entire block. The Bell & Thorne Company building, which housed a metal stamping and tool and die works, is located at 4259 S. Western Boulevard. This large structure stands two stories, is red brick with stone trim and was built in the 1920s. Whitney and Ford plumbing supplies occupied a smaller two-story red brick factory building at 4311 S. Western Boulevard. At the northwest corner there is a section that projects above the roofline suggesting there was once a tower. The factory at 4401-4411 is a long two-story red brick building with slightly more elaborate stone trim and decorative brick work. It has a tower in the northwest corner of the building. The building’s interesting architectural treatment is not surprising since it was designed by S. Scott Joy, chief designer for the massive industrial complex to the north, the Central Manufacturing District. It was built in 1914 and housed the Coffee Corporation of America. Other companies that had factories along Western include the Albrecht Nell Company, manufacturers of packing house machinery (5300 block); the International Roof Manufacturing Company (5300 block), Inland Steel (4301) and John Wood Manufacturing Company, manufacturer of steel products (4435). Heavy industry dominated factory use on S. Western Boulevard because of the easy access to rail lines.

The west side of S. Western Boulevard known as S. Western Avenue, has flats and residences, churches, some factories and several small commercial buildings. The neighborhoods bordering this side of Western were ones of second settlement, where successive ethnic groups moved after having first lived in the Stockyards district east of Western. That explains the relatively large number of eastern European ethnic churches immediately west of Western Avenue. St. Peter and Paul Parish church, the church that features an onion dome, is located at 2410-14 W. 53rd Street. Today it houses the Body of Christ Missionary Baptist Church.

Many businesses that would cater to factory workers, from car shops to bars, were located along the west side of S. Western Avenue. There was a Union Hall located at E. 35th Street and S. Western Avenue. There was a motor freight station at E. 36th Street. The 1919 Sanborn Map, amended in 1956, shows auto repair shops, a large private garage, an auto parts dealership, a filling station, and an auto brake factory—all concerns related to automobile care and maintenance. There were many stores, including a drug store, which is still located at the corner of E. 46th Place and S. Western Avenue. A handful of industrial buildings, including the Cities Service Oil Company Distribution Plant at E. 36th Street, were located close to the Illinois & Michigan Canal. The Parisian Novelty Building is a large, two-story brick factory building with stone trim. It is located at 3510-3524 S. Western Avenue and extends back to S. Artesian Avenue.³⁸⁷

One of the most interesting buildings, one likely to be found in a factory neighborhood, is the tavern at 3456 S. Western Avenue. It is a Schlitz Tavern building, designed by Kley & Lang in 1899 and located at the northwest corner of E. 35th and S. Western Avenue. The building has a corner tower and its original Schlitz globe logo.

McKinley Park Area: The Central Manufacturing District, , S. Damen Avenue, W. Pershing Road (39th Street), S. Western Avenue, W. 37th Street)

³⁸⁷ Sanborn Map Co. Ltd. Perris: Chicago: 160 LaSalle Street, 1919, updated to 1926.

The Chicago Park Boulevard System Historic District
Name of Property

Cook County, Illinois
County and State

The most significant industrial buildings along the boulevard system are those in the Central Manufacturing District (CMD). This large industrial park is often credited with being the first planned manufacturing district in the United States.³⁸⁸ The section of the CMD along the boulevard system consists of the part of Pershing Road that faces McKinley Park.

The Central Manufacturing District was initially a 265-acre industrial park established in 1905, consisting of many handsome large brick industrial buildings. It was the brainchild of Frederick Henry Prince, a Bostonian born in 1859. Prince had purchased the Union Stock Yard and Transit Company and had acquired the Chicago Junction Railroad as a switching line that would transport goods from the stock yards to the major trunk lines. He saw the CMD (which originally consisted of land bounded by 35th Street on the north, Morgan Street on the east, Pershing Road on the south, and Ashland on the west) as a way of increasing railroad revenues and expanding his business. His endeavor was hugely successful: by 1915 200 thriving firms were using the CMD, many renting with an option to buy the building they were occupying. These factories, when combined with the Union Stock Yards, provided work for over 40,000 people. In 1917 construction began on a second 90-acre complex consisting of several large buildings along the south side of Pershing Road between Ashland Avenue and Western Boulevard. The buildings, constructed from 1917 into the 1930s, backed up to the Chicago Junction Railroad's classification yards, as well as the Sanitary and Ship Canal and Indiana Freight Yards. These industrial areas gave manufacturers easy access to Chicago's waterways and the city's extensive rail system.³⁸⁹

The Central Manufacturing District tower and several of the buildings continue to frame the south edge of McKinley Park along Pershing Road. There are two noteworthy architects associated with the Central Manufacturing District: Samuel Scott Joy and Abraham Epstein. Joy designed the 12-story clock tower, located at the corner of Pershing Road and S. Damen Avenue, built to house a water tank. The large ornamental clock surrounds a logo reading "Central Mfg District." Joy also designed the Craftsman style Westinghouse Electric Building, 2165-2211 W. Pershing Road, in 1922. Standing six stories, the 9-bay wide building is red brick with terra cotta trim, including the 'W' Westinghouse logo.] "Westinghouse Electric" is written in large letters in a panel over the front entrance door. Both structures designed by Joy have excellent integrity, retaining many of their steel windows.

Abraham Epstein's engineering firm, A. Epstein & Sons, designed two buildings along Pershing Road. One was for Standard Brands and is located at 2139 W. Pershing. It was built in 1927. It is a red brick building with terra cotta trim, stands six stories tall and is five bays wide.. The entrance is distinctly Gothic Revival with a pointed arch springing from slender colonettes surrounding the door. "Standard Brands, Incorporated" is written in a panel over the door. The company manufactured Chase & Sanborn Coffee, with this plant engaged in roasting and grinding processes. Epstein's firm also designed the building at 2159 W. Pershing Road. It was built in 1936 for the Albert Pick Company. Hotel and restaurant equipment were manufactured here. The building features stylized low-relief Classical ornamentation around the doorway. The rest of this five story building has very little decorative treatment.

There are two other CMD buildings facing Pershing Road. One is located at 2225 W. Pershing Road and formerly housed the Sherman Paper Products Company. This six story building has a shadow of lettering over the doorway indicating that the L. Fish Furniture Company was once located here. It is six bays wide, has a

³⁸⁸ *Encyclopedia of Chicago.*, p. 124.

³⁸⁹ *Encyclopedia of Chicago*, p. 124.

The Chicago Park Boulevard System Historic District
Name of Property

Cook County, Illinois
County and State

raised terra cotta parapet at the corners, suggesting towers and low relief terra cotta ornament around the doorways. The Tudor Revival building was designed by the distinguished architect Alfred Alschuler in 1923. It is located at 2101-29 W. Pershing Road.

McKinley Park, located just north of the CMD, opened in 1902 as a neighborhood park that would provide social services as well as recreational open space. It was designed to meet the needs and alleviate the hardships of the thousands of factory workers, representing a variety of immigrant groups, who lived in the area. The area around McKinley Park was one of the earliest settled areas in Chicago thanks to its proximity to the Illinois & Michigan Canal (begun in 1836 and completed in 1848). The McKinley Park neighborhood has been industrial since the coming of the Chicago & Alton Railroad in 1857. In the 1870s and 1880s Irish, German, English, Welsh, Swedish and native-born Americans inhabited the neighborhood, with Poles and Eastern Europeans arriving in large numbers at the time of the park's construction.

Almost as soon as the park was complete, housing was built along its eastern and northern edges. The two city blocks on Damen, between Pershing Road and 37th Street, are filled with Craftsman style red brick 2-flats, largely built in the 1910's. Some have gable roofs, some flat roofs. They have open porches and broad windows facing the park. Clearly living here was a step up from the tenements located further east, near the stockyards. There are only two houses that appear to have been here when McKinley Park was being constructed. The oldest is an Italianate house, built in the 1880s, located at 3759 S. Damen and the other is a vernacular brick gable-front cottage dating from the 1890s.

The majority of buildings along 37th Street date from the 1910s or 1920s. They are mostly bungalows facing the side streets and garages facing the alleys. There is one significant building, located at 2240 W. 37th Street. It is the Chicago Telephone Company-McKinley Exchange Building. It was designed by Holabird & Roche in 1916-17 and expanded from three stories and three bays to five stories and five bays in 1938. The design of the building, with its cut stone base and arched openings, is reminiscent of an Italian Renaissance palazzo.³⁹⁰ Holabird & Roche received many commissions in the 1910s for Chicago phone company buildings. Robert Brueggemann's three-volume catalogue on the complete works of Holabird & Roche and Holabird & Root illustrates photos of the Austin Office Building, the Calumet Office Building and the Humboldt Office Building. They are elegant and, like this one, were prominent buildings in their neighborhoods.³⁹¹

The area south of 31st Street to McKinley Park, along Western Boulevard is filled with craftsman and greystone 2-flats, interspersed with single-family houses, largely built in the 1900s and 1910s. Few buildings on this section of the boulevards were built earlier than 1900.

Architecture Along the Parks and Boulevards: The West Park System

W. 31st Boulevard

The stretch of the boulevard system, running east-west, north of the Sanitary and Ship Canal and known as 31st Boulevard, serves as a link between S. Western Boulevard and S. California Boulevard. Between Western and California and between 26th Street and the canal is a large area criss crossed by railroad tracks and

³⁹⁰ Robert Brueggemann. *Holabird & Roche, Holabird & Root: An Illustrated Catalogue of Works, Vol. II, 1911-1917*. New York: Garland Publishing, Inc in cooperation with the Chicago Historical Society: 1991, p. 96-97.

³⁹¹ *Ibid*, p. 76-77.

The Chicago Park Boulevard System Historic District
Name of Property

Cook County, Illinois
County and State

containing only a handful of short segments of streets. Historically this part of Chicago was occupied by the International Harvester Company of the A. M. McCormick Division, commonly known as the McCormick Reaper Company. When the plants were demolished and the land became vacant, it was taken over for Cook County Corrections facilities. These buildings, constructed within the last several decades, currently occupy a large expanse of land at the northeast corner of California and 31st Boulevard.

S. California Boulevard

Like S. Western, this street has two names: S. California Boulevard on the east side and S. California on the west, between W. 24th and W. 31st Boulevards.

A number of jail buildings occupy the west side of the street, which is called California Avenue. The original Cook County Jail building is still standing and part of the complex, but has no presence on California Boulevard.

There are two important buildings located on the west side of California Avenue. In 1914, architect Charles W. Kallal designed the Municipal Contagious Disease Hospital. It is a large brick three-story Classical Revival building located at 3026 S. California Avenue. There is vacant land to the north of the building. The second important building is the Cook County Criminal Court House and Jail. It is a monumental seven-story Classical Revival building designed in 1927 by Hall, Lawrence and Ratcliffe. Symmetrical, featuring three-story columns, the building retains a strong presence at 2600 S. California Avenue. It is particularly known for its sculptural program, most of which was executed by Peter Toneman of Joseph Dux Studios in conjunction with the Indiana Limestone Company. Above each of the giant columns there is an allegorical figure representing Law, Justice, Liberty, Truth, Might, Love, Justice, Liberty, Truth, Might, Love, Wisdom and Peace. S.P.Q.C. is inscribed under the adjacent eagle panels; the letters are a Chicago variation on S.P.Q.R., standing for the Senate and People of Rome.³⁹²

To the north of the Criminal Court House, the west side of California is lined with flats and commercial buildings; the east side is lined with flats and single-family residences. Many were built in the 1910s and have Craftsman detailing. There is a raised two-story brick cottage at 2446 S. California Avenue, set back several feet from the street. This structure was likely built in the 1880s.

W. 24th Boulevard

There are many Craftsman, Tudor and Classical Revival two- and 3-flats, built in the 1910s, lining the south side of 24th Boulevard. The most significant building on this short boulevard segment is the Carter H. Harrison Technical High School Building located at 2850 W. 24th Boulevard. This Classical Revival building with a temple front, was designed by Arthur F. Hussander in 1912. It occupies an entire block. There is also a small noteworthy Craftsman style religious building with a bell tower, the St. Maximilian Kolbe Catholic School, designed in 1914 and located at 2817 W. 24th Boulevard.

S. Marshall Boulevard

³⁹² Sinkevitch, p. 345.

The Chicago Park Boulevard System Historic District
Name of Property

Cook County, Illinois
County and State

Marshall Boulevard has a configuration unique to the system, with a central road flanked by deep broad parkways. The housing along this stretch of the park and boulevard system is middle class, predominantly made up of a dense concentration of 2- and 3-flats with a small number of single-family houses: all have gracious front yards due to the width of the parkways.

There are many greystones of various sizes along S. Marshall Boulevard. The most unusual is a greystone “one flat”, a single story greystone with Tudor detailing and a flat roof, located at 2322 S. Marshall Boulevard. It was designed in 1908 by James Dibelka. This is a handsome house designed by a little-known architect. There are many such examples throughout the system. Although typically the architects of these many greystones are not well known, each of the flat buildings and single-family homes is well done, reflecting the variety of styles built during the decades surrounding the turn of the 20th-century.

Work on Marshall Boulevard wasn’t even begun until 1887 and not finished until 1907, with most residential construction taking place in the 1910s after its completion. Situated between Sacramento and California, two major north-south streets with transportation lines, Marshall Boulevard was a logical site for residential construction. As befitting a residential neighborhood, there is a handsome elementary school building, the John Spry Public School at 2400 S. Marshall Boulevard. It was designed in 1899 by Normand S. Patton and received an addition designed by Arthur F. Hussander in 1919. At the north end of Marshall Boulevard, where train lines cross the road, there are two commercial buildings. One, an eight-story red brick building, 2100 S. Marshall Boulevard, is Classical Revival, built in the 1910s, with large window openings placed at regular intervals within a simple grid pattern. The second is a single-story Moderne office building located at 2015 S. Marshall Boulevard, built in the 1930s

Douglas Park Area: W. 19th Street, S. California Avenue, S. Albany Avenue, S. W. Roosevelt Road

The north end of Marshall Boulevard terminates at Douglas Park, the southern-most park in what was once the West Chicago Park system, Douglas Park is surrounded by 19th Street on the south, S. California Avenue on the east, S. Albany Avenue on the west and Roosevelt Road on the north. Residences surrounding the park represent a variety of middle class housing types, with two- and three- flats located along California and Albany Avenue. Many are greystones. Of particular interest is a series of small red brick Queen Anne houses on 19th Street. These stand-alone homes that function as 2-flats and single-family houses, were all built in 1891. There are a few brick cottages that very likely date from after the area became parkland in the 1870s but before increased recreational development of the park began in the 1890s. One is an Italianate cottage located at 1629 W. California Avenue; the other is a gable front vernacular cottage located at 1641 W. California Avenue. They closely resemble the housing types on streets to the east of the park.

The development of accessible transportation made living along the park convenient. Ogden Avenue, which runs diagonally through it, predates the park by thirty years.³⁹³ Starting in 1892, the area had electric streetcars running along the major streets, replacing other modes of transportation. The Douglas Park elevated train, running diagonally between W. 19th Street and W. 21st Street south of the park, opened in 1896, spurring the construction of housing.³⁹⁴

³⁹³ Ogden Avenue follows the route of the Southwestern Plank Road that opened in 1848 over the swampy terrain between Chicago and Naperville.

³⁹⁴ Today this same line is the Cermak Branch of the Chicago Transit Authority’s Blue Line.

The Chicago Park Boulevard System Historic District
Name of Property

Cook County, Illinois
County and State

The ethnic development of the surrounding neighborhood is reflected in two of the area's non-residential buildings. St. Anthony's Hospital, located at 2875 W. 19th Street, was established in 1897 as a faith-based hospital operated by Franciscan sisters to meet the health needs of the southwest side ethnic population, many of whom worked in the nearby factories and the stockyards. Located at the intersection of W. 19th Street and S. California Avenue, facing the park, it is an imposing seven-story red brick building with stone trim, featuring Flemish gables. Mt. Sinai Hospital, 1501-1525 S. California Avenue, opened in 1912. It was then called Maimonides Hospital and was built to serve the poor Jewish immigrants fleeing from Eastern Europe as well as provide medical training for Eastern European Jewish physicians. It was Chicago's second Jewish hospital.³⁹⁵ Many of the Jews who had settled in the neighborhood of Douglas Park, wanted a facility with a Kosher kitchen and were uncomfortable at Michael Reese Hospital, which had been founded earlier by the more assimilated and increasingly wealthy German Jewish population in the south lakefront area, a tonier section of Chicago.³⁹⁶ The first section of the Mt. Sinai Hospital building was an imposing Beaux Arts style building facing Douglas Park. Over the years, it has grown substantially, with many 20th-century additions.

Jewish settlement of the area around Douglas Park, known as North Lawndale, didn't occur until after 1910. It had been populated, prior to the 1871 Chicago fire, by a small number of Dutch and English farmers, and later by Irish and Bohemians. Subsequently, Chicago's west side, including the area around Douglas Park, Roosevelt Road, and Independence and Douglas Boulevards, became home to thousands of Jews. Between 1910 and 1960, 110,000 Jews lived on the west side.³⁹⁷

The Jews who settled North Lawndale were escaping from poverty, restrictions in their homeland and the Russian pogroms.³⁹⁸ There were three major waves of Jewish settlement: 1881-1884, following the assassination of Alexander II; 1903-1906, following the announcement of the October Manifesto and 1919-21, during the Russian Civil War. Over 2 million Jews migrated from Russia to America between 1881 and 1924. In Chicago the Jewish port of entry, Maxwell Street, was an area of crowded streets, sweatshops and wood housing that would best be described as "firetraps." Once the Jewish population gained success and could afford better living conditions, they skipped over the area laced with railroads and devoted to industry, and moved three miles west, attracted to the beautiful residential streets of North Lawndale.

North Lawndale was an area composed of quiet streets, a spacious park and convenient transportation. Houses were brick or stone. The most beautiful place to live was along the parks and boulevards, which featured numerous sturdy greystone flats. There was opportunity to buy and rent out the second apartment or to rent in buildings of various sizes. Most of the residential properties in North Lawndale were two- or 3-flats, many with attractive architectural detailing. Unlike Maxwell Street, there were no flimsy wood buildings. The houses featured broad front porches, light and airy rooms and, for those facing the parks and boulevards, front lawns visually extending beyond their own property lines. Although the edges of North Lawndale were encircled by industry, there was none here. Most of the Jewish residents of North Lawndale tended not to work in the nearby industrial areas where International Harvester and Western Electric were located. Some residents, however,

³⁹⁵ Irving Cutler, *The Jews of Chicago: From Shtetl to Suburb*. Chicago: The University of Illinois Press, 1996.. pp. 158-160.

³⁹⁶ These affluent German Jews included Joseph Schaffner (clothing), Robert Mandel (retail), Albert Pick (hotels) and Julius Rosenwald (retailing). The German Jewish community had arrived in Chicago well before the eastern European Jews, became successful and held prominent positions in Chicago's business community. Increasingly drawn to Reform Judaism, it was they who financed several Jewish social institutions, including Michael Reese Hospital.

³⁹⁷ Cutler, *Jews of Chicago*. p. 210.

³⁹⁸ Pogroms were government-condoned organized massacres of the Jewish people. "Pogroms" *Encyclopedia of Russian History*, 2004. <http://www.encyclopedia.com/topic/Pogroms.aspx>

The Chicago Park Boulevard System Historic District
Name of Property

Cook County, Illinois
County and State

were employed at Sears, Roebuck & Company, which was run by German Jewish entrepreneur and philanthropist Hyde Park resident Julius Rosenwald.³⁹⁹ The Sears complex occupied 41 acres at 925 S. Homan, between Douglas and Garfield parks.

The areas fronting Douglas Park and Douglas and Independence boulevards served as home to the area's most important Jewish institutions—synagogues, schools, social organizations and recreational facilities. Roosevelt Road was the major shopping street, lined with Jewish-owned cafes and delicatessens, theaters, grocery stores and shops. Although much of Roosevelt Road was decimated following Dr. Martin Luther King, Jr.'s assassination in 1968 and the ensuing riots on Chicago's west side, the section facing Douglas Park is fairly intact. It is made up of several multi-use commercial buildings and two greystone 3-flats built in the 1890s.

Besides Mt. Sinai Hospital, there were several Jewish institutions facing Douglas Park. Three were located on Albany Avenue, on the west side of the park: the Jewish Day and Night Nursery, the Jewish People's Convalescent Home and the Marks Nathan Jewish Orphan Home. Located at 1550 S. Albany, this orphanage was built to ensure that 300 boys and girls were well-housed, well-dressed and fed Kosher meals. The building was constructed in 1912. Adjacent to the home is a synagogue building, located at 1564 S. Albany. Both are Classical Revival buildings. Today the Marks Nathan orphanage houses the Sacred Heart Home. There is also a Classical Revival school building at 1832-58 S. Albany Avenue, designed by Arthur F. Hussander in 1918.

W. Douglas and S. Independence Boulevards

Douglas Boulevard extends west from Douglas Park to Independence Square: it then becomes Independence Boulevard and turns north to Garfield Park. The original Irish and Bohemian residents of this neighborhood were supplanted by Jews after 1910. These boulevards were at the heart of Jewish residential development and the home of many Jewish institutions. However, the Richardsonian Romanesque building constructed for St. Agatha Roman Catholic Parish at 3147 W. Douglas Boulevard in 1904 by William F. Gubbins and its adjoining rectory or parish hall, at 3143 W. Douglas Boulevard, 1920, serve as visual reminders of the area's earlier heritage. Today it is the largest black Catholic Parish on the west side, serving the needs of an economically poor congregation.

Douglas and Independence Boulevards, like so many other areas in the Chicago Park Boulevards Historic District, are lined with two-, three- and 4-flats, featuring Richardsonian Romanesque, Queen Anne and Classical Revival detailing; they were built from the 1890s to the 1910s. The Tudor Revival, Craftsman and Beaux Arts styles are also represented. Over half are greystones. Building permits reveal that most of the architects who designed these buildings were not well-known. For instance, William C. Miller, whose name turns up several times, seems not to be recorded in the widely-read Chicago architectural histories. Although not of the first rank, these architects proved very capable, judging by the high artistic quality of their designs. As today, these second-tier architects were often the work horses of the profession, designing most of the buildings that were a part of peoples' daily lives.

Many prominent people including writer Leo Rosten, 'King of Swing' Benny Goodman, former Israeli Premier Golda Meier, Judge Abraham Lincoln Marovitz, comic Shelley Berman and restaurateur Eli Shulman

³⁹⁹ Cutler, *Jews of Chicago*. p. 212.

The Chicago Park Boulevard System Historic District
Name of Property

Cook County, Illinois
County and State

had roots on the west side. Influential Chicago alderman Jacob Arvey lived at 1323 Independence Boulevard. Today it is a four- flat

Major Jewish synagogues as well as residences lined Douglas and Independence boulevards. There were a dozen synagogues (of the approximately 60 Jewish congregations in North Lawndale), most with imposing Classical facades. All but one was Orthodox. Many of them are still standing, now home to Christian denominations. The one building that housed a Reform congregation, Temple Judea, is located at 1227 S. Independence Boulevard. Today it is home to the Lawndale Missionary Baptist Church. The synagogues were generally large, imposing buildings. Anshe Keneseth Israel, the Russische Shul, built in 1913 by Aroner & Sommers, is located at 3411-3419 S. Douglas Boulevard. The congregation moved from Maxwell Street, where it was founded by early Jewish immigrants. The building, which seats 3500, currently stands vacant, but with a sign on the building reading "Shepherd's Temple Baptist Church." Shaari Shomayim (Gates of Heaven), the First Romanian congregation, was founded by Romanian Jewish immigrants. Located at 3622 Douglas Boulevard, it is currently home to the Stone Temple Missionary Baptist Church. The building housing Anshe Sholom Congregation, at 754 Independence Boulevard, with its Classical temple front, retains many of its Jewish symbols and brilliant stained glass windows. It is now home to a Seventh Day Adventist Church. When these buildings functioned as synagogues the boulevards were crowded with people, especially on the High Holidays of Yom Kippur and Rosh Hashanah. Family members, dressed in their finest, crowded around their synagogue or strolled from one synagogue to another to chat with parents, grandparents and friends.

Other Jewish institutions, besides places of worship, lined Douglas and Independence boulevards. The most social was the Jewish People's Institute (JPI), located at 3500 W. Douglas Boulevard. People still conjure up warm reminiscences of the lively social life that took place there. Jewish people of every age participated in cultural events, recreational activities and educational functions. With a library, gym, pool, Jewish museum, theater group, roof garden that featured Sunday night dances and a popular restaurant called the "Blintzes Inn," the JPI was the focal point of Jewish Activity on the west side. Today the JPI serves as home to the Lawndale Community Academy. This Moorish Revival building, with Jewish symbolic detailing, was designed by Klaber & Grunsfeld, prominent Jewish architects, in 1926.⁴⁰⁰ The JPI is listed on the National Register.

Theodore Herzl Junior College, another important Jewish institution, was located at 3711 W. Douglas Boulevard at the intersection of Douglas and Independence boulevards. The architect was Arthur F. Hussander, who designed so many other Classical Revival school buildings throughout the city. This example of his work is particularly noteworthy for its brick detailing. The building opened in 1914 as an elementary school named after the famous Jewish Zionist and was attended by many Jewish students, including future Supreme Court justice and U.S. Ambassador to the United Nations Arthur Goldberg. Although in 1935 the building became a junior college it once again serves as a secondary school.

In the 1950s the neighborhood demographics changed, as Jewish residents moved away and African-Americans settled North Lawndale. During the post-World War II economic boom many Jews living on Independence and Douglas boulevards could afford single-family homes. They moved to the Chicago neighborhoods of West Rogers Park, Hyde Park, South Shore or the suburbs. With the mobility of car ownership and the availability of low-cost government loans, the Jewish population left the boulevard system and its adjoining neighborhoods in large numbers. Unfortunately during the 1960s and later, much of the

⁴⁰⁰ Ernest Grunsfeld is best known as the designer of Chicago's Adler Planetarium, completed in 1930.

The Chicago Park Boulevard System Historic District
Name of Property

Cook County, Illinois
County and State

building stock deteriorated and many of the once-beautiful flat buildings were demolished. Today greystones and Craftsman multifamily buildings and a small number of single-family homes remain, but the bustling neighborhood is quiet.

Garfield Park Area: W. Fifth Avenue, N. and S. Hamlin Boulevard, W. Lake Street, S. Homan Avenue, W. Madison Street, N. Central Park Boulevard), It is also bounded on the south by Congress Parkway and on the north by a train embankment.

The site of Garfield Park was annexed to the City of Chicago in 1869 but little residential development took place during the 1870s. Despite a flurry of real estate dealing, buildings and infrastructure were not built. Transportation service was generally unreliable. Corruption was rampant and little work on Garfield Park's landscaping took place until 1905, when Jens Jensen became supervisor of the West Park System. Development did, however, begin to accelerate between 1880 and 1915, largely due to the Lake Street EL and streetcar electrification.

Independence Boulevard flows into Hamlin Boulevard south of Garfield Park, forming the western border of Garfield Park. The southern section of Hamlin Boulevard, which has a green median, is bordered by some large apartment buildings constructed between the 1890s and 1910s. They include a grouping of Classical Revival 6-flats built in the 1900s at 146-156 S. Hamlin Boulevard, a number of Tudor Revival 6-flats and larger apartment buildings constructed in the 1910s and 1920s between 100 and 126 N. Hamlin Boulevard. There is a handsome Spanish Revival courtyard building located at 214-222 S. Hamlin Boulevard. All of these buildings have a beautiful view of Garfield Park.

Hamlin is crossed by Madison Street, once a thriving commercial thoroughfare with department stores, movie palaces, restaurants and hotels. After the riots and fires following Dr. Martin Luther King, Jr.'s assassination in 1968, the street never recovered its vitality. It now has only a handful of commercial establishments. The Midwest Athletic Club, 3800 W. Madison Street, designed in 1918 by Michaelson & Rognsted, served as a social center for the neighborhood.⁴⁰¹ It was listed on the National Register in 1984. Most of the rest of Garfield Park is lined by Craftsman apartments and flats, built from 1900 through the 1920s. Compared to many of the flat buildings along Independence and Douglas Boulevards, they tend to be simpler and less high style.

As in other areas of the boulevard system, prominent institutions can be found facing the park—especially churches and schools. There are two school buildings on Central Park Boulevard facing Garfield Park. One is Providence-St. Mel's, a parochial school for grades K-12. Known for its educational excellence, the school, located at 119 Central Park Boulevard, was designed in 1929 by Morrison & Wallas. It is an imposing five-story Tudor Revival building which, like so many educational institutions, features Medieval detailing. In this case the school has crenellated parapet walls, polygonal towers, and slit openings. The second prominent institution on Central Park Boulevard is the Lucy Flower Technical High School, located at 3545 W. Fulton Boulevard. Somewhat subdued stylistically, it is nonetheless associated with the Collegiate Gothic style that was especially popular for school design. The architect for this massive 1927 building was John C. Christiansen.

⁴⁰¹ Michaelson & Rognsted built the field houses in Garfield Park and Douglas Park.

The Chicago Park Boulevard System Historic District
Name of Property

Cook County, Illinois
County and State

W. Franklin Boulevard & N. Sacramento Boulevard

Although land from Garfield Park to Sacramento Square was acquired in the early 1870s, the Franklin and Sacramento segments of the boulevard system generally developed after 1900. Plans were drawn for Sacramento Boulevard in 1896 and for Franklin Boulevard in 1903. Franklin Boulevard was not completed until 1911, however. Nevertheless, there are a few 19th-century buildings along both boulevards. Examples include buildings at 3052, 3100 and 3136 W. Franklin Boulevard and at 1025, 1029, 1137 and 1139 N. Sacramento Boulevard.

The boulevard system north of Garfield Park is transitional. It is made up of short segments that become increasingly industrial. Garfield Square, where Central Park Boulevard turns east and Franklin Boulevard begins, is lined with modest flats, apartment buildings and some courtyard buildings. The same may be said of the west end of Franklin Boulevard, with its two- and 3-flats and larger buildings at some corners. One particularly handsome Spanish Revival style courtyard building, "The Franklin," is located at 3122 W. Franklin Boulevard.

The character of the boulevards in this area changes completely at Homan Avenue, where the north side of Franklin Boulevard, except for the simple brick 4-story Sacred Heart Hospital at 3240 W. Franklin Boulevard, becomes industrial. At 501 N. Homan Avenue, there is a handsome one-story brick Art Moderne commercial building. Simple and rectilinear, its corner entrance is topped by a streamlined projecting canopy edged in a metal band. To the east, at 500 N. Spaulding Avenue, is a two-story brick and concrete frame factory/warehouse building that occupies almost the entire block. Its Classical Revival entrance faces Spaulding. The building originally housed De Luxe Line Loose Leaf Devices and Supplies. Its logo, a polychrome terra cotta map of the world set in concrete, remains prominently displayed, projecting above the roofline in several locations.

The development of this industrial section of the boulevard system, like that to the south along Western Boulevard and Pershing Road, was driven by a huge transportation network, with intersecting rail lines that allowed manufactured goods to be shipped throughout the United States. This section of the boulevard system is embedded within a network of rail lines: there is a rail line on an embankment to the south of Franklin Boulevard and a large train yard to the east of Sacramento Boulevard. However, there is no evidence that spurs ran to any of the factories in the area along the north side of W. Franklin Boulevard. There are a small number of modest greystone 2-flats on the south side of W. Franklin Boulevard. These and several brick vernacular cottages lining the side streets north of Franklin and west of Sacramento are modest dwellings that very likely served as home to workers in the nearby factories. There is a relatively small warehouse/factory building located at 500 N. Sacramento, sited at the prominent northwest intersection of N. Sacramento and W. Franklin boulevards on Sacramento Square. It is a two-story brick Craftsman building with a corner clock tower that originally served as home to the GAW-O'Hara Envelope Company, founded in 1913.

N. Sacramento Boulevard is lined with factories from Sacramento Square north to Humboldt Park. Beyond the GAW-O'Hara Building, there is a large factory building at 700 N. Sacramento Boulevard belonging to the Cribben Sexton Company, which manufactured gas stoves. Their logo shows they made Universal Stoves and Ranges. The four-story red brick building with a Classical Revival entrance door occupies the better part of a block and is adjacent to a railroad line that extends northwest from the extensive switching yards located east

The Chicago Park Boulevard System Historic District
Name of Property

Cook County, Illinois
County and State

of Sacramento Square. During the early years of the 20th-century, there was a roundhouse in this switching yard. Today, there are remnants of railroad lines but only some are active.

The largest factory building, and the one with the most architectural interest, was built by the Sprague Warner Company in 1941 at 501-625 N. Sacramento Boulevard. A. Epstein, who designed several buildings in the Central Manufacturing District, was the architect. With a stately Art Deco tower, sheathed in stone, at the northeast corner of Franklin and Sacramento boulevards, marking Sacramento Square, the building occupied the entire block west of the rail yards between Franklin Boulevard and Chicago Avenue. The office entrance was located in a one story streamlined Art Moderne section of the complex, at the north end of the company building. This small structure, given stature by its high style design and its stone facade is connected to the corner tower by a single-story red brick structure capped in stone banding.⁴⁰² Today part of the complex serves as home to the Chicago Center for Green Technology.

N. Sacramento Boulevard continues north past the rail yards, crossing Chicago Avenue. There is a three-story Tudor Revival brick factory with stone trim located on the northeast corner of N. Sacramento Boulevard and W. Chicago Avenue at 2950 W. Chicago Avenue. It is believed to have been constructed in the 1920s. There is also a Craftsman style building constructed at 3028-3030 W. Chicago Avenue, located just north of the railroad viaduct that crosses Sacramento Boulevard. It is the last factory/warehouse building on this largely industrial segment of Sacramento Boulevard except for a one-story red brick building, with a Classical Revival stone entrance, at 3037-53 W. Grand Avenue, now housing Stone City. The buildings north of this commercial/industrial area are all residential. Free-standing Craftsman 2-flats with broad front porches line the east side of Sacramento Boulevard north of the factory building. Free-standing greystones line the west side.

Humboldt Park Area: W. Augusta Boulevard, W. Division Street, N. California Avenue, W. North Avenue, N. Kedzie Boulevard, N. Sacramento Boulevard

Just north of Augusta Boulevard is the Classical Revival Norwegian American Hospital building, with an address at 1044 N. Francisco Avenue. The hospital buildings face the section of Humboldt Park that extends south from Division Street to Augusta Boulevard. Norwegians, who began settling in Chicago in the mid-1830s, moved westward from the lakefront and by the late 1870s began establishing themselves around Humboldt Park and Logan Square. Norwegian American Hospital was one of the many hospitals founded by religious denominations to serve particular ethnic groups. This hospital was built by the Lutheran church in 1894.⁴⁰³

At Augusta Boulevard, Sacramento Boulevard becomes Humboldt Boulevard as it winds through Humboldt Park. The south boundary of the park is W. Augusta Boulevard; the north is W. North Avenue. A small section of the park, between N. Sacramento Boulevard on the east and S. Kedzie Avenue on the west, extends south from Division Street. North of Division the park widens four blocks, with California Avenue forming the eastern boundary. Although there are some older late-19th-century buildings lining the park, poor transportation delayed significant development around Humboldt Park until the 1890s, when the Humboldt Park and Logan Square branches of the EL were constructed.

⁴⁰² The Sprague Warner Company descended from a Chicago grocery store on State Street, founded during the Civil War. By 1910 it had grown into one of the country's largest wholesale grocery concerns, famous for such house brands as "Richelieu" and "Batavia." In the 1940s Sprague Warner was acquired by Consolidated Foods, which in 1895 changed its name to Sara Lee Corporation.. Eventually its headquarters moved to Deerfield.

⁴⁰³ www.nahosp.org

The Chicago Park Boulevard System Historic District
Name of Property

Cook County, Illinois
County and State

There are many beautiful greystones north of Augusta Boulevard, the southern boundary of Humboldt Park. They become somewhat more high style in this area. The eastern boundary of the southern extension of Humboldt Park is N. Sacramento Avenue. The most significant greystone on this segment, which is located at 1141 N. Sacramento Avenue, was once the home of landscape architect Jens Jensen. It was his second home facing Humboldt Park.⁴⁰⁴ The house on Sacramento, more elaborate than his first, was directly across from Jensen's office, which was located in the Humboldt Park Receptory and Stable Building. Jensen moved to the neighborhood when he was made Chief Landscape Architect and General Superintendent of the West Park System.

Several of the most architecturally significant buildings lining Humboldt Park are found on N. California Avenue. At 1257 N. California is a salmon-color vernacular cottage, dating from the 1900s, with a truncated gable front and unusual detailing. Just north of it, at 1301, is a greystone built in 1907 with a Classical Revival porch and a crenellated cylindrical tower. Unlike many greystones, which tend to have side walls of common brick, this house, because it is on a corner, has a side façade finished in face brick. The architect was William Schulze, another example of an unknown but skillful designer who built along the boulevard system. Immediately to the north, at 1301 N. California Avenue, is another brick vernacular cottage. It has a gable front, like so many, but is graced by a Palladian window. To the north of these small houses there is a large Classical Revival institutional building at 1335 N. California Avenue that currently houses Casa Central, a social service agency serving the predominantly Hispanic surrounding neighborhood. It was originally built as the Dr. Herzl Community House and was used for meetings, classes and dances by the Jewish Population that lived in the Humboldt Park neighborhood.

The area around Humboldt Park, unlike that near Douglas Park, was not solidly Jewish. Here there was also a substantial population of Poles, Germans, Italians, Ukrainians, Russians and Scandinavians.⁴⁰⁵ There was, however, a synagogue building constructed in 1911 at 1357 N. California Avenue. This synagogue was known as the Austrian Galician Shul. It was Orthodox and the congregants adhered strictly to ritual. It didn't have a choir but Metropolitan Opera star Richard Tucker served as High Holiday Cantor at one time. The synagogue closed in 1957 and today the building houses the Iglesia de Dios Pentecostal Aposento Alto.

One of the most interesting and unusual buildings on the boulevard system is a four-story red brick apartment building with stone trim, located at 1401 N. California Avenue. The building is predominantly Tudor Revival. Its corner entrance has a high-relief sculpture of three figures: a gowned woman with her arms touching the heads of two children. The building was constructed in 1922 and the woman's hairstyle and children's dress reflect that time period. There are very few buildings in Chicago that incorporate figural sculpture as part of their architecture. It is, however, common in Eastern Europe and many buildings of the early 20th-century in Budapest, Prague and Vienna feature sculptures of human figures. Since the Jews living around Humboldt Park were of Eastern European descent, incorporating a figural motif such as this is not surprising. It originally served as the Daughters of Zion Jewish Day Nursery and Infant Home. This use explains the iconography of the sculpture. The architects for the building were Dubin & Eisenberg. Henry Dubin was a prominent Jewish

⁴⁰⁴ Jensen's first house was at 3105 W. Augusta Boulevard. It was a simple greystone in which he lived when he was first appointed Superintendent in 1905. He was living on Sacramento by 1910. Not known for many years, this information was uncovered by Julia Bachrach, historian for the Chicago Park District.

⁴⁰⁵ Jews never made up more than 25% of the neighborhood population. Many of the Jewish settlers in this area came from Hungary, the Ukraine and Galicia (the south part of Poland) Cutler, *Jews of Chicago*, p. 234.

The Chicago Park Boulevard System Historic District
Name of Property

Cook County, Illinois
County and State

architect of the period, who designed several buildings in the vicinity of Halsted and Maxwell Streets. Among the several handsome multifamily buildings face Humboldt Park, this building is the most unusual.

To the north of the synagogue are two more distinguished early brick buildings. One that dates from the 1890s, is a 2 ½ - story flat building at 1433 N. California Avenue. The other building dates from the 1880s and is an Italianate gable-front cottage located at 1445 N. California Avenue. .

At the corner of Le Moyne Avenue and N. California Avenue is a handsome red brick church building connected to a parish hall that faces Le Moyne Avenue. Its most distinctive feature is its copper sheathed tower and onion dome. It originally was the Humboldt Park Swedish Mission Church. The Swedish had arrived in the city beginning in the 1840s but did not migrate here in large numbers until the 1880s, when their homeland was faced with devastation in the agricultural sector and crises in the lumber and iron industries. Having initially settled mainly on the near north side, a smaller group of Swedes had moved east of Humboldt Park during the 1880s, settling into areas also occupied by the Germans and Norwegians. By the 1920s, however, the Swedish population of the area moved farther to the northwest and north, then scattered throughout the city.⁴⁰⁶

There are two handsome terra cotta-sheathed commercial buildings at the north end of Humboldt Park. Both have stores on the ground floor and apartments above. The Renaissance Revival “Humboldt Building” at 1551 N. California Avenue built in the 1920s at the southeast corner of N. California Avenue and W. North Avenue is sheathed in polychrome terra cotta and has characteristic Renaissance detailing, including low relief designs and twisted columns, on the upper two stories. There is another multi-use building of this type at 2747-53 W. North Avenue, at the southwest corner of North Avenue and Kedzie Boulevard. It is also a three story building, but Gothic Revival in design, and brick with blue and cream colored terra cotta trim. It was also built in the 1920s. These buildings are located along transportation nodes, at busy intersections.

Although none are quite as prominent as the corner commercial buildings, there are several multi-use buildings along W. North Avenue. Just in from the vacant northwest corner lot at W. North Avenue and N. California Avenue, at 2906 W. North Avenue, is a three-story greystone with a shop on the first floor and apartments above. Immediately behind it is a two-story frame cottage, sheathed in clapboards, that probably dates from the 1880s. This is one of few examples along the park and boulevard system where a more substantial building was constructed in front of an older cottage. It was once a common practice for owners of investment properties to maximize the use of their land by placing newer buildings in front and renting out the building at the rear of the lot. Other commercial buildings that have residences in the upper floors line North Avenue. There are also greystones and small apartment buildings located here. They form a continuous street wall along most of W. North Avenue between W. California Avenue and N. Kedzie Boulevard. One greystone apartment building is appropriately named “The Parkview.”

N. Kedzie Avenue, which forms the western boundary of Humboldt Park, is characterized by a continuous line of large apartment buildings, greystone two- and 3-flats and Craftsman flat buildings. There is a handsome Beaux Arts two-flat, with elaborate copper trim at 1334 N. Kedzie and a Craftsman two-flat with a wide front porch at 1340 N. Kedzie. Almost all were built in the 1900s and 1910s. These are clearly meant to be homes for middle and upper middle class families. A line of greystones also graces Augusta Boulevard. The overall impression in this area is of attractive residences facing a beautiful park.

⁴⁰⁶ Anita R. Olson, “A Community Created: Chicago Swedes, 1880-1950” in Melvin Holli and Peter d’A. Jones. *Ethnic Chicago: A Multicultural Portrait*, Grand Rapids, MI: William P. Eerdmans Publishing Company, 1995, p111-120.

The Chicago Park Boulevard System Historic District
Name of Property

Cook County, Illinois
County and State

North of Humboldt Park: N. Humboldt Boulevard, Palmer Square, Logan Square,. N. Kedzie Boulevard, W. Logan Boulevard

The boulevards and squares north of Humboldt Park (N. Humboldt Boulevard, Palmer Square, Logan Square,. N. Kedzie Boulevard, and W. Logan Boulevard) have already been listed on the National Register in the *Logan Square Boulevards Historic District*. This 2.5mile section of the system was listed in 1985. The boulevards, squares and buildings surrounding them are discussed by reference in this nomination. The boulevards and squares included in the Logan Square listing are N. Humboldt, N. Kedzie and W. Logan boulevards, Logan and Palmer Squares. The greenways and squares follow the same form as those laid out for the rest of the system. They were a place to promenade, for public enjoyment. The segments of the system north of North Avenue contain a dense concentration of buildings, with almost no urban blight or infill housing

The *Logan Square Boulevards Historic District* is almost entirely residential. Like the rest of the system, the buildings to the north along these boulevard and squares represent a variety of late 19th-and early 20th-century building styles. There are many flats as well as single-family homes, including a number of greystones. Styles range from Romanesque and Queen Anne to Classical Revival and Prairie. Interspersed are churches, clubs, a synagogue building and low-rise apartments. Although most of the buildings were not designed by well-known architects, like those along the rest of the system, some architects who practiced at the north end of the boulevard system have gained recognition. They include George Maher, John Ahlschlager, Huehl & Schmid, Horatio Wilson, Lowe & Bollenbacher and Egan & Prindville. George Maher designed a house for John Rath in 1907. Horatio Wilson, who designed many townhouses and flats along S. Dr. Martin Luther King, Jr. Drive and S. Drexel Boulevard, designed residences on N. Kedzie Boulevard. John Ahlschlager, who designed the Schulze Baking Company Building at 40 E. Garfield Boulevard, designed a two-flat at 3024 W. Logan Boulevard. A great many of the architects who designed buildings along these segments of Chicago's park and boulevard system are not written about in the textbook histories of Chicago architecture. This section of the system, however, attracted fine residential development as was the case throughout the Chicago Park Boulevard System Historic District. Logan Square contains a noteworthy monument, the Illinois Centennial Column, designed in 1918 by Henry Bacon, the architect of Washington's Lincoln Memorial.

THE MAJOR PRACTITIONERS

The country's most distinguished Landscape architects played an important role in the development of the Chicago Park Boulevard System Historic District. They are:

The Landscape Architects

Frederick Law Olmsted (1822-1903)

Calvert Vaux (1804-1895)

Olmsted, Vaux & Company, Designers of the South Park System (1869-1871)

Frederick Law Olmsted

The Chicago Park Boulevard System Historic District
Name of Property

Cook County, Illinois
County and State

Hartford, Connecticut native Frederick Law Olmsted is considered by many to be the father of American landscape architecture. Prior to devoting himself to this profession, however, he engaged in a variety of other jobs, from which he drew valuable experience for the future. He worked in farming, as a mining superintendent and had a significant career as a journalist. Collaborating with architect Calvert Vaux in 1857 and winning the competition the following year to design New York's Central Park launched his career as a landscape architect. They established a firm, Olmsted, Vaux & Co. in 1865, and would execute seminal designs for important clients before the partnership dissolved in 1872. These designs included parks and parkways in Brooklyn, a park and boulevard system in Buffalo, the planned residential suburb of Riverside, Illinois, as well as Chicago's South Park System. Olmsted & Vaux's plan for Riverside—curving, picturesque streets around a central park and train station--included a proposal to build a parkway connecting the suburb to the city. He hoped to provide a transportation alternative to the train as well as a pleasure drive for those traveling over the bare, flat prairie between Chicago and his garden-like suburb.⁴⁰⁷ Although the streets were in place, the boulevard connecting Riverside to the city was never fully realized.

Thereafter, Olmsted became a sought-after designer, working first in New York City and then Boston. Olmsted partnered with his stepson in 1884 in the firm of F.L. & J.C. Olmsted. The addition of Charles Eliot nearly a decade later resulted in the firm Olmsted, Olmsted & Eliot. The body of work produced in Olmsted's years of active practice spanned the United States and included many of the nation's premier parks, boulevards, campuses, residential communities and estates, as well as the grounds of the highly influential 1893 World's Columbian Exposition in Chicago. The progression of dementia made it necessary for Olmsted to retire in 1895.

Calvert Vaux

English-born architect Calvert Vaux journeyed to America in 1850, persuaded by America's foremost horticulturalist, Andrew Jackson Downing, to cooperate with him in developing a new residential style. He moved to New York City in 1852 and, in collaboration with Frederick Law Olmsted, won the competition to design the city's Central Park in 1858. This project would occupy him for the next thirty-eight years. Olmsted and Vaux formed a partnership in 1865 that lasted until 1872, during which time the men led the nascent parks movement with their seminal designs.

Vaux would go on to pursue a distinguished architectural career that included residential commissions, important institutions, such as the original portion of the Metropolitan Museum of Art and early model housing for the poor.

Horace William Shaler Cleveland (1814-1900)

Landscape Architect of South Park and the connecting Boulevard, (1872-1874)

An Easterner by birth and respected pioneer of American landscape architecture, Horace W.S. Cleveland also had one of the first such practices in the Midwest. Like his contemporary and friend, Frederick Law Olmsted, he was an author and speaker, and benefitted from a variety of early experiences that led to his eventual career as a landscape architect. He worked in surveying, scientific farming and the study of civil engineering. In 1854, he partnered with Robert Morris Copeland and established a successful landscape architecture practice in Boston. The partnership, which served clients in the Northeast and Canada, disbanded

The Chicago Park Boulevard System Historic District
Name of Property

Cook County, Illinois
County and State

during the Civil War. In 1868 Cleveland joined Olmsted's firm for one season, during which time he supervised the planting of Prospect Park in Brooklyn, New York.

In 1869 Cleveland moved to Chicago, where he would remain until 1886. Previously, as a young man in the 1830s, Cleveland had spent several years traversing Illinois in the service of potential investors. Upon his return, Cleveland became involved with designing an addition to Graceland, the city's premier picturesque rural cemetery. During his Chicago years, Cleveland was first affiliated with surveyor Samuel Greely. In 1870, he entered into partnership with engineer William M.R. French, who would eventually become the first director of Chicago's Art Institute. In addition to his work for the South Park Commissioners, his projects included several estates and the plan for the grounds of the first University of Chicago, which was located on property donated by Senator Stephen Douglas at 33rd and Cottage Grove Ave.

Cleveland and French designed the picturesque suburb of Highland Park north of Chicago in 1869 and worked for clients in other Midwestern states. Cleveland moved to Minneapolis in 1886, where he went on to design "his boldest and most skillfully conceived plan: the vast Twin Cities regional park system."⁴⁰⁸

William LeBaron Jenney (1832-1907)
Chief Engineer, West Park System, 1869-1874.

Born in Massachusetts, Jenney was the son of a prosperous ship owner. He attended several private schools in New Hampshire and Massachusetts, then traveled to California during the 1849 gold rush. He spent some time in the Pacific islands and returned to New York City in 1851, determined to study engineering. He briefly attended Lawrence Scientific School but was not satisfied with what was offered. In 1853 he went to Paris to study for three years at the Ecole Centrale des Arts et Manufactures. As a student in France's formal and successful engineering program Jenney learned about "the craft of building", including information on bridges, fireproofing, planning, aesthetics and materials.⁴⁰⁹

After his graduation from the Ecole Centrale, Jenney continued to travel the world for work. He built railroads in Mexico and then bakeries in France. He returned to Paris in time to witness the completion of Haussmann's redesign of the city for Napoleon III, including the development of its system of parks and boulevards.⁴¹⁰

He returned to the United States in 1861 and enlisted in the Army Corps of Engineers. While at Vicksburg he met Frederick Law Olmsted, who he contacted immediately after the war, in 1865, about employment. In 1867, following his marriage, he settled in Chicago and went into partnership with Sanford E. Loring (1867-1869).⁴¹¹

⁴⁰⁸ William Tishler. "Horace Cleveland: The Chicago years". *Midwest Landscape Architecture*. Urbana: University of Illinois Press, 2000, p.35.

⁴⁰⁹ Theodore Turak. *William LeBaron Jenney: A Pioneer of Modern Architecture*. Ann Arbor: UMI Research Press, 1986, p. 35-48.

⁴¹⁰ Turak, p. 61.

⁴¹¹ Ibid p. 76.

The Chicago Park Boulevard System Historic District
Name of Property

Cook County, Illinois
County and State

In 1869 Jenney was hired as the Chief Engineer for the West Park System. He created the plans that underlay the boulevard and park system that we know today, including the three large parks, the squares and the many boulevard segments connecting the West Park System to the Lincoln Park and South Park systems.

Following the Chicago Fire of 1871, Jenney decided to go into private practice, once more, to take advantage of the building activity throughout the city. Although Jenney resigned his position at the West Chicago Park System in 1874, he continued to contribute to the development of the parks, including designing the Union Park WCPD offices and a conservatory, in 1888.⁴¹²

Jenney, admitted to the American Institute of Architects in 1872, would become one of Chicago's most famous architects, designing the city's first steel-framed skyscraper, the Home Insurance Building, in 1884-5 and the enormous Horticultural Building at the 1893 Columbian Exposition. Interestingly, the Inland Architect's review of the Horticultural Building particularly noted Jenney's work as a landscape architect: "Mr. Jenney, who next to Mr. Olmsted is best known in the line of landscape architecture in this country..."⁴¹³ Clearly the West Park System had given Jenney a tremendous opportunity to exercise his many skills—landscaping, engineering and architectural design—early in life and in a very public way. It was an important launching pad for his highly successful and honored career.

Jenney was a lifelong Francophile and a popular teacher, writer and speaker. Some of the leading architects and landscape designers of the next generation would be his students: Daniel Burnham (who was a draftsman in Jenney's office while the West Chicago Park System designs were being prepared), William Holabird, John Wellborn Root, Louis Sullivan and O.C. Simonds were all to take inspiration from their time in Jenney's office.⁴¹⁴

Oscar F. Dubuis (1849-1906)
Chief Engineer, West Park System, 1874-1893

Oscar F. Dubuis was born in Switzerland. His father was a natural science teacher and his mother came from a family of farmers. After two years at the Swiss polytechnic, he was apprenticed to an architect for four years.⁴¹⁵

He came to the United States in 1870, at the age of 21, and took a job as a draftsman with William LeBaron Jenney, who had just started work on Chicago's west parks. Upon Jenney's departure in 1874, Dubuis succeeded him and was to survive the many upheavals on the park board and in the park's finances to serve as Chief Engineer until 1893.⁴¹⁶ Like Jenney, Dubuis seems to have been a man of many talents, "an artist, an architect, an engineer, a landscape gardener and a botanist."⁴¹⁷ The same year that Dubuis took over Jenney's job, he married native Californian Fanny Girard in Chicago in 1874 and they had six children.

⁴¹² Turak, p. 230.

⁴¹³ Turak, p. 315.

⁴¹⁴ Ibid p. 331.

⁴¹⁵ Biographical information on Dubuis can be found at <http://www.peoriacountyillinois.info/bios/1902bios.html> and in his obituary at <http://genforum.genealogy.com/dubuis/messages/4.html>

⁴¹⁶ Some sources say 1892. The WCPD *Annual Reports* do not mention a specific date for his removal.

⁴¹⁷ <http://genforum.genealogy.com/dubuis/messages/4.html>

The Chicago Park Boulevard System Historic District
Name of Property

Cook County, Illinois
County and State

In 1893, Dubuis was removed from the West Chicago Park System “for political reasons” and took a job as Engineer for the Lincoln Park District. In 1895, Dubuis was hired by the city of Peoria to become Engineer and Superintendent of Parks. As was noted in the elegy given at his funeral, Dubuis “was not only a civil engineer and a landscape gardener, par excellence, but he had a poetic sense of the beautiful.” For Peoria he designed Laura Bradley Park, Glen Oak Park, Madison Park, South Park and the 2.5 mile long Grand View Drive along the Illinois River bluff. The latter was listed on the National Register in 1996. At the time of his death in 1906, Dubuis was one of Peoria’s most honored residents.

Jens Jensen (1860-1951)

Laborer, eventually rising to Superintendent, West Park System, 1886-1900

Chief Landscape Architect & General Superintendent, West Park System, 1905-1910

Consulting Landscape Architect, West Park System, 1910-1920

Born in Denmark, Jens Jensen emigrated to the United States in 1884, eventually settling in Chicago, where he began work as a laborer for the West Chicago Park System. In 1888, frustrated with the survival rates and necessary maintenance for the exotic plants then being used in the parks system’s planting beds, he planted an American Garden in Union Park with native wildflowers and plants. This was his first attempt to create a more natural landscape, using native plant materials. Jensen quickly proved his worth as a laborer and was promoted to foreman and then superintendent of Humboldt Park in 1895. Jensen refused to be part of the political graft which was rife throughout the West Chicago Park System at this time, and he was fired in 1900.⁴¹⁸

By the time he left the system, Jensen’s work had become well enough known that he was able to start his own practice, designing landscapes for large estates on Chicago’s north shore and in Lake Geneva, Wisconsin. Shortly after leaving the West Chicago Park System, Jensen began working with his friend architect Dwight Perkins on the Special Park Commission, which had been appointed to “create playgrounds in the city’s most densely populated neighborhoods.” Jensen had a deep admiration for the prairie landscapes, river valleys and wetlands surrounding the city of Chicago and was deeply concerned that these areas would be wiped out by the city’s future development. He felt that the ability to retreat into natural areas was essential to the health and well-being of people living in the city. The report that he and Perkins created for the South Park Commission made recommendations on small parks as well on as the establishment of “a belt of natural lands at the perimeter of Chicago”. These recommendations would ultimately lead to the establishment of the forest preserve system in metropolitan Chicago.⁴¹⁹

In 1905, when Governor Charles S. Deneen removed the West Chicago Park Commissioners as part of a massive overhaul of the district’s corrupt system, Jensen was invited to return as Chief Landscape Architect and General Superintendent of the West Chicago Park System. By the time of Jensen’s return, the west side parks and boulevards were in poor condition, a situation that enabled him to redesign and redevelop areas throughout the system, including the construction of a large new conservatory with naturalistic stone ledges and water

⁴¹⁸ There is a lengthy and most useful biography of Jensen by Julia Sniderman Bachrach that was originally published in *Chicago Wilderness* magazine and is now available on their website. “Jens Jensen—Friend of the Native Landscape,” <http://chicagowildernessmag.org/issues/spring2001/jensjensen.html>.

⁴¹⁹ The Forest Preserve District of Cook County was established in 1915.

The Chicago Park Boulevard System Historic District
Name of Property

Cook County, Illinois
County and State

features in Garfield Park in 1908.⁴²⁰ In addition, he was given the task of designing the first and last new large park for the system, Columbus Park on the far western edge of the city.⁴²¹

Jensen continued his association with the West Chicago Park System until 1920, at which point he went into private practice once again. He spent the next decade designing many influential landscapes and continuing his work of protecting important natural areas in and around the city. He retired to his place, “The Clearing”, in Door County, Wisconsin in 1934 where he opened a school focused on “hands-on work and environmentalism.”⁴²²

Today Jensen is credited with being the dean of the Prairie Style of landscape architecture. It was a style strongly influenced by the Midwest’s native landscape, one that also embraced reformist tenets about the value of nature to health, morality, spirituality and happiness. Today’s vast forest preserve system, Jensen’s own beautiful designs as well as those of landscapers inspired by him, continue to have wide-ranging influence on the character of metropolitan Chicago’s landscapes.

The Architects

The collection of American architecture represented on the streets that line Chicago’s parks and boulevard system showcases the work of many talented architects. Throughout the system there are some architects that are not well-known; others are among Chicago’s most prominent practitioners, distinguished architects who built residential, industrial, commercial, institutional and religious structures in the Chicago Park and Boulevard System Historic District.

Chicago architects who designed buildings along the park and boulevard system that have a national reputation include Solon S. Beman, Daniel Burnham, Charles Frost and Alfred Granger of the firm of Frost & Granger, William Holabird, Martin Roche, James Gamble Rogers, John Wellborn Root, Henry Ives Cobb, Ludwig Mies van der Rohe and Frank Lloyd Wright. Several noted architects from outside Chicago also designed buildings along the system. Bertram Grosvenor Goodhue, George F. Shepley, Charles Rutan and Charles Coolidge of Shepley, Rutan & Coolidge., Eero Saarinen and Edward Durrell Stone are among them.

There are several architects along the system who specialized in designing a particular building type. Abraham Epstein, S. Scott Joy and Alfred Alschuler specialized in commercial and industrial buildings. Solon S. Beman designed numerous buildings for the Christian Science Church throughout the country. James J. Egan and Charles H. Prindville of the firm of Egan & Prindville, Joseph McCarthy and Henry J. Schlacks all designed many buildings for the Catholic Church. James Gamble Rogers, who designed Collegiate Gothic buildings on Yale University's campus, is known for his college campus architecture. Arthur Hussander, a local architect, designed numerous city of Chicago school buildings.

⁴²⁰ Prior to this time, each large park had its own conservatory. Jensen demolished all three and replaced them with a single new conservatory in Garfield Park.

⁴²¹ The land for Columbus Park was acquired in 1912 and design work began soon after.

⁴²² Bachrach. “Jens Jensen—Friend of the Native Landscape”

The Chicago Park Boulevard System Historic District
Name of Property

Cook County, Illinois
County and State

Alfred Alschuler (1876-1940)

Alfred Alschuler, a graduate of the Armour Institute of Technology (later IIT), began his architectural career in the office of Dankmar Adler in 1899. After Adler's death in 1900, he joined architect Samuel Treat, forming the firm of Treat & Alschuler. In 1907, he formed his own firm, where he conducted an extensive practice, often for Jewish clientele.

Alschuler's work included numerous commercial and industrial buildings. These included the John Sexton & Company Building at 500 N. Orleans Street and the building that once housed the L. Fish Furniture Company at 2225 W. Pershing Road in the Central Manufacturing District, designed in 1923. He is also known for his synagogues, including a temple for Sinai Congregation at 4600-4622 S. Dr. Martin Luther King, Jr. Drive.

John S. Ahlschlager (?)

John Ahlschlager designed two handsome buildings along the Chicago boulevards, both already listed on the National Register of Historic Places: the Schulze Baking Company Building at 40 E. Garfield Boulevard, a tall terra cotta building with extensive foliate ornamentation, designed in 1913-14, and a Queen Anne greystone at 3024 W. Logan Boulevard.

Albert Annis (1889-1964)

Albert Annis was an architect best known for the Art Deco hotels and synagogues he designed in Miami Beach. In 1921 he designed the Liberty Supreme Life Insurance Building at 3501-11 S. Dr. Martin Luther King, Jr. Drive in the Craftsman style. This African-American-owned company provided insurance to African-Americans during a time when they were discriminated against and unable to acquire policies.

Solon S. Beman (1853-1914)

Architect Solon S. Beman was born in Brooklyn, New York and trained in the office of the New York architect Richard Upjohn. He came to Chicago in 1879. Beman is well-known for having designed the famous industrial town of Pullman, on the far south side of Chicago, between 1879 and 1892. His commissions included the Mines and Mining Building at the 1893 World's Columbian Exposition, the W. W. Kimball Mansion at 1801 S. Prairie Avenue and the Fine Arts Building at 410 S. Michigan Avenue. .

Beman defined the style of architecture applied to all Christian Science churches in Chicago. In 1897 he won a competition that included submittals from eleven other architects to design the First Church of Christian Science, 4021 S. Drexel Boulevard. Abandoning the then-popular Gothic or Romanesque Revival style, Beman embraced Classicism. His churches were simple, impressive and dignified, featuring tall colonnades. Beman designed five more Christian Science churches on the north and west sides of Chicago and others throughout the country, all in the Classical Revival style. .

Bertram Grosvenor Goodhue (1869-1924)

The Chicago Park Boulevard System Historic District
Name of Property

Cook County, Illinois
County and State

Between 1925 and 1929 Bertram Grosvenor Goodhue Assocs. designed one of the University of Chicago's most impressive buildings, Rockefeller Memorial Chapel, at 1156-1180 E. 59th Street, A stunning Gothic Revival church with buttresses and pointed arches, this building is one of the finest Gothic structures lining Chicago's Midway Plaisance. Goodhue is noteworthy for his Spanish Revival architecture at the 1915 Panama-California Exposition in San Diego and his Art Deco design for the State Capitol at Lincoln, Nebraska.

Burnham & Root

Daniel Burnham (1846-1912)

John Wellborn Root, (1850-1891)

Burnham & Root, one of Chicago's most distinguished architectural firms, designed three houses along the boulevards, between 1885 and 1889. The houses at 4545 and 4941 S. Drexel are Richardsonian Romanesque, stylistically similar to their famed Rookery Building, 209 S. LaSalle Street. Although best known for their commercial buildings, their prolific office designed over 165 private residences including a home for prominent clients including John B. Sherman, co-founder of the Union Stock Yard & Transom Company.

The men joined forces in 1872, having met in the architectural office of Carter, Drake & White. Daniel Burnham received world-wide recognition as a city planner. His 1909 plan for Chicago laid the groundwork for many years of building that followed and is held responsible for the city's industry-free lakefront. He served as chief designer for the 1893 World's Columbian Exposition. During their years together, John Wellborn Root served as principal designer, the creative genius at Burnham & Root.

Henry Ives Cobb (1859-1931)

Born in Brookline, Massachusetts, Henry Ives Cobb studied architecture at the Massachusetts Institute of Technology before moving to Chicago in 1882, having won a competition to design a new clubhouse for Chicago's Union Club. He soon began to receive commissions for major public buildings, large residences and commercial buildings—plus the Fisheries Building, one of the principal buildings at the 1893 World's Columbian Exposition. In 1892, at the height of his career in Chicago, Cobb's firm employed 130 people, the largest in the city at that time.

In 1890 Cobb received his largest commission, for the newly-created University of Chicago. This work lasted until 1901, when he completed 18 buildings. Among them are two located on the Midway Plaisance, one at 1130 E. 59th Street (Nancy Foster Hall) and one at 1146 E. 59th Street (the University President's House). Like many other buildings by Cobb, they were designed in the Gothic Revival style on the model of Oxford University. This style became popular for school buildings and college campuses throughout the country. Cobb also designed an impressive Chateausque mansion, clad in limestone, in 1891 for Dr. John A. McGill, near the campus, at 4920-4948 S. Drexel Boulevard. In 1902 he moved to New York City, establishing a practice there. Although he lived in Manhattan longer than Chicago, his New York commissions were not as prestigious.

Coolidge & Hodgdon

Charles Coolidge (1915-1925)

Charles Hodgdon (1866-1953)

The Chicago Park Boulevard System Historic District
Name of Property

Cook County, Illinois
County and State

The firm of Coolidge & Hodgdon was established in 1915 by Charles Coolidge and Charles Hodgdon. It is noteworthy for having designed numerous educational/institutional buildings, including several at the University of Chicago. Many of their buildings line the Midway Plaisance on 59th Street and all were designed between 1925 and 1930 in the Gothic Revival style. Their University of Chicago buildings along E. 59th Street include Billings Hospital, Nancy Adele McElwee Memorial Hall/Gertrude Dunn Hicks Memorial Hall, Joseph Bond Chapel/William Wieboldt Hall and the Social Science Research building. In 1927 the firm designed the Sonia Shankman Orthogenic School, at 1365 E. 60th Street in the Georgian Revival style.

The lineage of Coolidge & Hodgdon stretches back to the Boston firm of Henry Hobson Richardson. When Richardson died in 1886 at age 47 George Shepley, Charles Rutan and Charles Coolidge all worked for him. They formed the firm of Shepley, Rutan and Coolidge, completed his commissions and proceeded to become one of the nation's most successful architectural offices. Following the turn of the century, they became the official architects of the University of Chicago, having previously designed the Chicago Art Institute and the Chicago Public Library (today the Chicago Cultural Center). Upon the death of Shepley in 1903 and Rutan in 1914, Coolidge took in Charles Hodgdon from their Chicago office and, in 1915, formed the firm of Coolidge & Hodgdon. Subsequently, they completed many stunning Gothic Revival buildings at the University of Chicago, following the architectural tradition set there by Henry Ives Cobb.

Zachary T. Davis. (1872-1946)

Zachary T. Davis opened his practice in 1900, one year before he designed a French Renaissance Revival house at 726 W. Garfield Boulevard for James J. O'Leary. O'Leary was a gambling king whose mother is said to have owned the infamous cow responsible for starting Chicago's great fire of 1871.⁴²³ Although Davis' early work consisted of two- and 3-flats, he became widely known as the designer of baseball parks in Chicago, Los Angeles and other American cities. In Chicago, he designed Wrigley Field, the home of the Chicago Cubs, in 1914.

Dubin & Eisenberg

Henry Dubin (1892-1963)

David Saul Eisenberg ()

Henry Dubin was born in Chicago, studied architecture at the University of Illinois and became a partner in the firm of Dubin & Eisenberg. In 1922, the firm designed a building on the boulevards in the Classical Revival style. It served as the Daughters of Zion Jewish Day Nursery and Infant's Home and was located at 1401 N. California Avenue across from Humboldt Park. The school had room for 500 children. The area from Humboldt Park to Logan Square was home to several synagogues and other Jewish institutions. Dubin & Eisenberg also designed a Spanish Revival courtyard building in 1925 at 214-222 S. Hamlin Boulevard. The firm had a large Jewish clientele.

Edbrook & Burnham

Willoughby J. Edbrook(1843-1896)

Franklin Burnham (1853-1909)

⁴²³ Sinkevitch, ed.. *AIA Guide to Chicago.* , p. 393.

The Chicago Park Boulevard System Historic District
Name of Property

Cook County, Illinois
County and State

Edbrook & Burnham designed three contiguous greystones at 3961, 3963 and 3965 S. Drexel Boulevard in 1887, with Willoughby J. Edbrook living at 3965. Edbrook is particularly noteworthy for serving as a former Supervising Architect of the U. S. Treasury Department in Washington, D. C. After migrating from his native England to Chicago, he established an architectural practice in 1867, designing a number of Midwest buildings. Between 1879 and 1892 he was in partnership with Franklin Burnham. Burnham is best remembered for having served as chief architect for the Kenilworth Company, developing the village of Kenilworth, Illinois, in the early 1890s. .

Egan & Prindeville

James J. Egan (1839-1914)

Charles H. Prindeville (1868-1947)

James J. Egan was a noteworthy Chicago architect who designed many ecclesiastical buildings for the Catholic Church. In 1914, he and his younger partner, Charles H. Prindeville designed the Visitation Catholic School at 900-912 W. Garfield Boulevard in the Classical Revival style. Born in Ireland and educated in England, Egan came to New York and apprenticed to several architects who specialized in Church design, notably Richard Upjohn, the designer of New York's Trinity Church. In 1871, after the Chicago Fire, he moved to Chicago. In 1897 he asked Prindeville to become his partner. Prindeville served as president of the Chicago Chapter of the American Institute of Architects.

A Epstein & Sons

Abraham Epstein (?)

Abraham Epstein's engineering firm, A. Epstein & Sons, was responsible for the design of three industrial buildings along the boulevards. The building at 501 N. Sacramento Boulevard was built in 1941 for Sprague Warner & Company and is distinctly Art Deco, with a stone corner pavilion. There were two along Pershing: Standard Brands, at 2139 W. Pershing Road, designed in 1927, with Gothic Revival detailing and the Albert Pick Co. Building at 2159 W. Pershing Road, designed in 1936 with Art Deco detailing. They are part of the Central Manufacturing District (CMD).

Born in Kiev, Russia, Abraham Epstein immigrated to the United States and entered the Engineering School at the University of Illinois in 1907. Following graduation in 1911, he went to work for Western Electric, then for Scott Joy who was "the favored architect" for the Central Manufacturing District.⁴²⁴ When Joy left Chicago in 1926 Epstein became the favored architect of the CMD. His firm was an engineering operation and they hired out the architectural/design work. Epstein's focus was on finishing the buildings on time and on budget. The CMD launched Epstein's successful career. His son Sidney noted in his oral history for the Art Institute that the CMD set the model for other industrial parks around the country and was often referred to as the first industrial park in the United States.⁴²⁵

⁴²⁴ "Sidney Epstein", Interview by Betty Blum, Chicago Architects Oral History Project. Chicago: Art Institute of Chicago, 1994. Updated 2006. p. 11.

⁴²⁵ *Ibid.* p 13.

The Chicago Park Boulevard System Historic District
Name of Property

Cook County, Illinois
County and State

Paul Gerhardt (1863-1951)

Paul Gerhardt, the designer of the Tudor Revival school building at 1556 E. 56th Street, served as the official architect for Cook County and for the Chicago Board of Education while maintaining a private practice. He designed many Chicago school buildings and, in 1913, the Cook County Hospital. His son, Paul Gerhardt, Jr., was also an architect.

Frost & Granger

Charles Sumner Frost (1856-1931)

Alfred Granger (1867-1939)

The nationally significant firm of Frost & Granger designed two houses on Drexel Boulevard, one at 4801 for Moses Born and one at 4935. Both of these houses were designed in 1901 in the Tudor Revival style.

Charles Sumner Frost was born in Maine, attended Massachusetts Institute of Technology (MIT) and worked in Boston for the prestigious architectural firm of Peabody & Stearns. He moved to Chicago in 1881 and practiced with Henry Ives Cobb as Cobb & Frost until 1898. That year he joined in partnership with Alfred Granger. Although they built several large houses in Chicago and on the North Shore, the firm is best known for their railroad station designs for the Chicago & North Western Railway.⁴²⁶

Alfred Granger was born in Zanesville, Ohio and, like Frost, graduated from MIT. He also studied at the Ecole des Beaux Arts in Paris. After working for Shepley, Rutan & Coolidge, the successor firm to H. H. Richardson, in the late 1890s (while the firm was designing the Chicago Public Library and the Art Institute of Chicago), he went into partnership with Frost. Although that firm dissolved in 1910 when Granger moved to Philadelphia, he returned to Chicago in 1924 and established the firm of Granger, Lowe & Bollenbacher. He was active in the Chicago architectural community and elected a Fellow of the American Institute of Architects in 1926.

Eric Hall (1883-1942)

Eric Hall was born in Sweden and studied architecture and engineering there. In 1913 he immigrated to Chicago and ran a firm with various partners until 1924, when he organized his firm as Hall, Lawrence & Radcliff. In 1914 Hall was appointed architect of Cook County, Illinois, a position he held until his death in 1942. He is best known for having designed the Cook County Criminal Court and Jail buildings in 1927 at 2600 S. California Boulevard, in the Classical Revival style.

Holabird & Roche

Holabird & Root

William Holabird (1854-1923)

Martin Roche (1855-1927)

John Auger Holabird (1886-1945)

John Wellborn Root, Jr. (1887-1963)

⁴²⁶ Both Frost and Granger married daughters of Marvin Hughitt, who was president of the Chicago & North Western Railway.

The Chicago Park Boulevard System Historic District
Name of Property

Cook County, Illinois
County and State

The distinguished firms of Holabird & Roche and Holabird & Root designed three buildings along the boulevards. They are very different from one another and are representative of the variety of building types and building styles these two related firms produced. The John Tait House at 3416 S. Dr. Martin Luther King, Jr. Drive is an imposing brownstone Queen Anne residence designed in 1888 for Martin Roche's brother-in-law, a stone contractor. Martin Roche also lived in the house. The second building, a Classical Revival structure, was designed by Holabird & Roche for the Chicago Telephone Company: the McKinley Exchange Building at 2240 W. 37th Street of 1917, added to in 1938. It was one of many structures designed by the firm for Chicago's utility companies. The third and largest structure was the University of Chicago International House, 1414 E. 59th Street, designed in 1932 by the successor firm to Holabird & Roche, Holabird & Root, in the Art Deco style.

The firm of Holabird & Roche was established by William Holabird and Martin Roche in 1881. They met in the office of architect William LeBaron Jenney. Holabird, who had attended West Point, was a trained engineer. Martin Roche was the firm's design architect. Their commission to design Fort Sheridan in the late 1880s launched their career. Subsequently the firm designed many prominent Chicago office buildings. The practice grew to over 100 employees by 1910. Holabird & Root was founded by the sons of Holabird & Roche, John Auger Holabird and John Wellborn Root, in 1927, the year that Martin Roche died. Holabird & Root is known for their Art Deco skyscrapers, which include the Chicago Board of Trade Building and the Palmolive Building. The practice is still in operation as Holabird & Root.

Arthur F. Hussander (?)

Swedish architect Arthur F. Hussander is noteworthy for having designed many Classical Revival school buildings in Chicago. Four of them are located along the city's park and boulevard system: Hyde Park High School at 6220 S. Stony Island Avenue (1911); Carter H. Harrison Technical High School at 2832 W. 24th Boulevard (1912); Nathaniel Pope Public School at 1852-58 W. Albany Avenue (1918) and Theodore Herzl Public School at 3701-25 S. Douglas Boulevard (1915).

Hussander succeeded Prairie School designer Dwight H. Perkins as architect for the Chicago Board of Education in 1910. Carter Harrison School, named for Chicago's five-term mayors (father and son), is distinguished by its symmetry and emphatic temple front. Pope, for whom another of Hussander's schools is named, had served as a member of Congress and a Federal Judge. Herzl, a Hungarian Zionist born in 1860, was the first president of the World Zionist Association, established in the 1890s. The Herzl School was built in the predominantly Jewish area along Independence and Douglas Boulevards.

Samuel Scott Joy (? -1942)

S. Scott Joy was an architect and engineer who gained prominence as the in-house architect for the Central Manufacturing District (CMD), the large complex of manufacturing buildings, established along Pershing Road in 1915.

Raised in Birmingham, Alabama, where he had a residential practice, Joy moved to Chicago when employed by the CMD. In his position for them he designed at least fifteen buildings between 1915 and 1922.

The Chicago Park Boulevard System Historic District
Name of Property

Cook County, Illinois
County and State

He was responsible for two buildings along the boulevards, the handsomely ornamented clock tower, built in 1917, located at the intersection of S. Damen Avenue and Pershing Road and the building with Craftsman detailing at 2211 W. Pershing Road, built in 1922 for Westinghouse. He also designed the towered factory building at 4401-4411 S. Western Boulevard in the Craftsman style in 1914. Joy was the author of an article, "The Central Manufacturing District, Chicago, Illinois", published in the April and May, 1921, issues of *Architectural Forum*.

Charles W. Kallal (1873-1926)

Charles W. Kallal designed two handsome Classical Revival buildings along Chicago's boulevard system: the Municipal Contagious Diseases Hospital at 3026 S. California Boulevard (1914) and the Western Avenue Pumping Station at 4919-4943 S. Western Boulevard (1927). During the time that Kallal designed the pumping station he served as Chicago City Architect. Built of stone and featuring a grand central arch, it is one of the largest of the city's pumping stations.

Klaber & Grunsfeld

Eugene H. Klaber (1914-1970)

Ernest A Grunsfeld Jr. (1897-1970)

Eugene H. Klaber and Ernest A. Grunsfeld, Jr. worked together from 1924-1929, when Grunsfeld went out on his own. Klaber & Grunsfeld designed the Moorish Revival Jewish People's Institute (JPI) at 3500 W. Douglas Boulevard, one of the most significant buildings to Jewish history in Chicago. Adorned with religious symbolism, glazed polychrome terra-cotta tile, abstract medallions and ornamental brickwork, its design recalls the Sephardic Jewish tradition. It served as the center of the Lawndale area's Jewish cultural, recreational and social life and featured a pool, museum, library, theater, gymnasium and restaurant. The JPI is listed on the National Register.

John T. Long (?)

John T. Long designed the Romanesque Revival 41st Street Presbyterian Church at 4100 S. Dr. Martin Luther King, Jr. Drive. Built in 1881, it continues to serve a religious function. It is noteworthy for its rusticated stonework, arched openings and bell tower.

Joseph W. McCarthy (1884-1965)

Joseph W. McCarthy is best known for his work on buildings for the Roman Catholic Church in Chicago. In 1916 he designed Corpus Christi Roman Catholic Church at 4910-4920 S. Dr. Martin Luther King, Jr. Drive. This handsome Classical Revival style church, which features an interior cloister, was built by affluent Irish Roman Catholics just prior to the time when African-Americans settled the area. It was the first major commission McCarthy received as George William Cardinal Mundelein's favorite architect. McCarthy went on to design 28 buildings for the church, mostly in the 1930s.

A native of New Jersey, Joseph W. McCarthy moved to Chicago while in the 8th grade. His early training was in the office of Daniel Burnham, where he remained for eight years. He then worked for Chicago architect J.E.O. Pridmore until opening his own office in 1911. In addition to his many church buildings,

The Chicago Park Boulevard System Historic District
Name of Property

Cook County, Illinois
County and State

McCarthy designed an Art Deco skyscraper for Mundelein College and the Campus Church at St. Mary's of the Lake, Mundelein, Illinois, in 1926 to house the International Eucharistic Congress.

Michaelsen & Rognstad
Christian S. Michaelsen (?)
Sigurd A. Rognstad (?)

The firm of Michaelsen & Rognstad designed many handsome Chicago buildings including the field house in Douglas Park in 1928 and the gold-domed field house in Garfield Park. Partners were the Chicago-born Scandinavian architects Christian S. Michaelsen and Sigurd A. Rognstad. Along the boulevard system the firm designed the Midwest Athletic Club Building, facing Garfield Park, at 3800 W. Madison Street, in 1926. Like the Garfield Park Field House, it was inspired by Spanish architecture and features rich terra cotta ornamental trim. The club building (now an apartment building) is already listed on the National Register.

Ludwig Mies van der Rohe (1886-1969)

Mies van der Rohe, along with Walter Gropius and Le Corbusier, is universally considered one of the master architects of the 20th-century. Born in Germany, where he apprenticed to Peter Behrens and, later, served as Director of the Bauhaus, he immigrated to the United States in 1937. Mies settled in Chicago, where he served as head of the school of architecture at the Illinois Institute of Technology (IIT). His iconic buildings include 860-880 Lake Shore Drive (Chicago, 1949-1951), the Seagram Building (New York, 1954-58) and the Farnsworth House (Plano, Illinois, 1951)

Mies van der Rohe's simple, elegant, supremely-disciplined steel and glass structures, with universal interior spaces, are the finest of Chicago's International Style buildings.

The single-story School of Social Service Administration Building he designed in 1964 for the University of Chicago campus at 969 E. 60th Street, along the Midway Plaisance, is a simple, rectangular, steel and glass building with a single universal interior space—one of Mies' signature design features.

William B. Mundie (1863-1939)

William B. Mundie was born in Hamilton, Ontario. He settled in Chicago in 1884, when he took a draftsman position with architect William Le Baron Jenney. In 1891 he became a partner and the firm was known as Jenney & Mundie. In 1905 its name was changed to Jenney, Mundie & Jensen. Mundie's association with Jenney is significant because Jenney designed the first metal frame skyscraper, the Home Insurance Building, in 1884, and trained several of Chicago's most distinguished architects, including Louis Sullivan, Daniel Burnham, William Holabird and Martin Roche. Mundie worked with Jenney while these distinguished "Chicago School" architects were in the office.

Henry L. Newhouse (1874-1929)

Henry L. Newhouse was a prolific, if very not well-known, Chicago architect. He was born in Chicago, received his B.S. in architecture from the Massachusetts Institute of Technology and opened his practice in Chicago in 1896. Newhouse designed five buildings along the boulevards: the Melissa Ann Elam House at

The Chicago Park Boulevard System Historic District
Name of Property

Cook County, Illinois
County and State

4724-4728 S. Dr. Martin Luther King, Jr. Drive in 1903, a Tudor Revival six-flat in at 4310-4312 Dr. Martin Luther King, Jr. Drive in 1905, the Sutherland Hotel at 4657-4659 S. Drexel Boulevard in 1917, K.A.M. Synagogue (where he also served as a Trustee) at 4953 S. Drexel Boulevard in 1923 and Congregation Anshe Sholom at 754 Independence Boulevard in 1926. The Elam House is particularly significant in the African-American community. Although built for the wealthy owner of a wholesale custom tailoring company, it was operated by Ms. Elam as an elegant boarding house for single African-American women. The synagogues were designed in the Classical Revival style. In the 1920s, Newhouse had his office at 4623 S. Drexel Boulevard.

Patton, Fisher & Miller
Normand Patton(?)

Two buildings along the boulevards were designed by the firm of Patton, Fisher & Miller. One was the Romanesque Revival Memorial Baptist Church building at 721 E. Oakwood Boulevard, constructed in 1899; the other was the Belmonte Flats at 4257-4259 S. Dr. Martin Luther King, Jr. Drive, constructed in 1893. This apartment building was listed on the National Register in 1998.

There is one building designed by Normand Patton, the John Spry Public School at 2400 S. Marshall Boulevard. Normand S. Patton was born in Connecticut and trained in architecture at the Massachusetts Institute of Technology. Following graduation in 1874, he set up an office in Chicago. He and his partners designed several distinguished buildings in the Chicago area, including buildings at the Armour Institute of Technology (Today the Illinois Institute of Technology). Patton became a Fellow of the American Institute of Architects.

Dwight Perkins (1867-1941)

Dwight Perkins was born in Memphis, Tennessee, but moved to Chicago with his family at age four. Initially he worked in the architectural offices of Wheelock & Clay and for Frederick Schock. He then attended the Massachusetts Institute of Technology, afterwards entering the office of Burnham & Root. In 1894 he opened his own office. In 1905, he was appointed Chief Architect for the Chicago Board of Education, a post he held until 1911, when he returned to private practice. In 1911, he formed the firm of Perkins, Fellows & Hamilton. Between 1929 and 1933 he was a partner in the firm of Perkins, Chatten & Hammond. Perkins completed the Abraham Lincoln Center, at 700 E. Oakwood, begun by Frank Lloyd Wright

Pond & Pond
Irving K. Pond (1857-1939)
Allen B. Pond (1858-1929)

Architects Irving K. Pond and Allen B. Pond designed many fashionable Chicago residences from the time that they established their partnership in 1886. The firm also designed churches, schools and buildings for many Midwestern universities, including the University of Michigan. The Ponds were acclaimed for the ten buildings they designed over an 18-year period at Hull House, Chicago's most well-known settlement house. Along the boulevards they designed the Midway Studio at 923-937 E. 60th Street on the Midway Plaisance for noted sculptor Lorado Taft.

Rapp and Rapp (1878-1941)
C. W. Rapp (? -1926)

The Chicago Park Boulevard System Historic District
Name of Property

Cook County, Illinois
County and State

George Rapp (?)

George L. Rapp and his brother C. W. Rapp are best known for designing large, elaborate movie palaces, including the Chicago Theater and Oriental Theater (today the Ford Center for the Performing Arts) in Chicago. With an entrance pavilion as exuberant as a movie marquis, the Windermere East, a large residential hotel building was designed by the firm in 1924. It is located at 1642 E. 56nd Street, facing Jackson Park.

James Gamble Rogers (1867-1947)

James Gamble Rogers designed one building on the boulevard system, the School of Education, University of Chicago, at 1362 E. 59th Street along the Midway Plaisance. It was built in 1904, early in his career, in the Gothic Revival style.

Rogers was born in Kentucky and educated at Yale University, where he received his B. A. in architecture in 1889. Following graduation, he went to Chicago to work for William Le Baron Jenney. After then spending five years at Paris' Ecole des Beaux Arts he returned to Chicago in 1897 and remained in the city for seven years. It was during this period that he designed the School of Education. He subsequently designed a large number of Gothic Revival university buildings for Yale and Northwestern Universities.

Eero Saarinen & Associates (1910-1961)

Eero Saarinen the Finnish-American architect and industrial designer, is arguably one of the most innovative and significant architects of the 20th-century. In the mid-1950s, Eero Saarinen was hired by the University of Chicago to establish a new master plan for the campus. He designed two clusters of buildings. One was Woodward Court (demolished); the other was the Laird Bell Law Quadrangle at 1111 E. 60th Street, along the Midway Plaisance. Following the tradition long-established on the campus, he designed a group of four buildings around a central court facing the Midway: Constitution Hall, a classroom building, the law library and the administration building. Although Modern in its use of materials, the faceted façade that opens onto the Midway complements the scale and picturesque profile of the Gothic Revival buildings at the university.

Henry J. Schlacks (1867-1938)

Henry J. Schlacks designed many Roman Catholic Churches in Chicago.⁴²⁷ Henry Schlacks was born of German parents in Chicago. He studied at the Massachusetts Institute of Technology and apprenticed in the architectural office of Adler & Sullivan. Skilled in the Gothic Revival and Classical Revival styles, his churches are united by quality and their devotion to a skilled interpretation of historicist architecture. Schlacks designed St. John of God Roman Catholic Church at 1254 S. Dr. Martin Luther King Drive.

Schmid & Huehl

Richard Schmid (1863-1937)

Harris H. Huehl (? -1937)

⁴²⁷ Sinkevitch, *AIA Guide*, p. 393.

The Chicago Park Boulevard System Historic District
Name of Property

Cook County, Illinois
County and State

Richard Schmid and Harris H. Huehl designed the Peter M. Zuncker house at 2312 N. Kedzie Boulevard. The firm is best known for their design of Masonic Temple buildings. Schmid, who attended the Massachusetts Institute of Technology, designed the Moorish Revival Medina Temple Building at 600 N. Wabash, in 1912. That same year the firm designed the Remien & Kuhnert paint and wallpaper company building at 57 W. Grand Avenue.

Schmidt, Garden & Martin

Martin Richard Schmidt (1865-1958)

Hugh Garden (1873-1961)

Edgar Martin (1875-1951)

Richard Schmidt, Hugh Garden and Edgar Martin established their architectural office in 1906. Their highly-regarded firm designed many residences and commercial buildings, including the Montgomery Ward & Co. Catalog House at 600 W. Chicago Ave., and more than 300 hospitals. .

Richard Schmidt was born in Bavaria but his family moved to Chicago after the Civil War. He attended architecture school at the Massachusetts Institute of Technology, graduated and worked for several architects, including Charles Sumner Frost. In 1887 he opened his own office, inviting Hugh Garden to join him in 1895 as chief of design. Garden had moved to Chicago from Toronto in the late 1880s and worked with several firms, including Henry Ives Cobb and Shepley, Ruten & Coolidge. Edgar D. Martin, a structural engineer, joined the firm in 1906.

Two buildings were designed by Schmidt, Garden & Martin along the park and boulevard system, both inspired by Classical architecture: the Eleanor Club Building at 1442-1450 E. 59th Street along the Midway Plaisance and the Illinois Central Hospital Building at 5800 S. Stony Island Avenue facing Jackson Park.

Shepley, Ruten & Coolidge

George F. Shepley (1860-1903)

Charles H. Ruten (1851-1919)

Charles A. Coolidge (1858-1936)

Shepley, Ruten & Coolidge, was the successor firm to that of Boston architect Henry Hobson Richardson, who died at age 47 in 1886. Before entering Richardson's office, Shepley attended Washington University and studied architecture at the Massachusetts Institute of Technology. Coolidge attended Harvard and the Massachusetts Institute of Technology.

Between 1901 and 1915, Shepley, Ruten & Coolidge drew up the master plan and designed over fifteen buildings at the University of Chicago. Those located on Chicago's park and boulevard system, along the Midway Plaisance, include the Hiram Kelly Memorial at 1010 E. 59th Street (1915), the William Rainey Harper Memorial Library at 1116 E. 59th Street (1912) and Ida Noyes Hall at 1212 E. 59th Street (1916). After 1915, when both Shepley and Ruten had died, Coolidge took in Charles Hodgdon from their Chicago office and the firm became Coolidge & Hodgdon.

Edward Durell Stone (1902-1978)

The Chicago Park Boulevard System Historic District
Name of Property

Cook County, Illinois
County and State

Edward Durell Stone was born in Fayetteville, Arkansas. He studied art at the University of Arkansas, then architecture at the Boston Architectural Club while working in the office of Henry R. Shepley. He entered architecture school at Harvard University in 1926 then transferred to the Massachusetts Institute of Technology. Settling in New York, he formed his own firm in 1936. He designed the Museum of Modern Art there, in 1939, with Philip L. Goodwin. In later years, he abandoned Modernism to adapt a more formalist approach to architecture with classical influences. His most prominent commissions include the Kennedy Center for the Performing Arts in Washington, D. C., executed in the 1970s. In 1972, he designed the Standard Oil Building (today the Aon Center). The Graduate Residence Center at the University of Chicago, completed in 1963, is Stone's only other building in Chicago.

Treat & Foltz

Samuel Atwater Treat (1839-1910)

Fritz Foltz (1843-1916),

Treat & Foltz was one of the oldest and most successful Chicago architectural firms.⁴²⁸ Along the boulevard system the firm designed a handsome Richardsonian Romanesque mansion for lumber magnate Martin Ryerson at 4851 S. Drexel Boulevard in 1887.

Samuel Atwater Treat was born in New Haven, Connecticut, studied at the Collegiate and Commercial Institute there, then entered an architectural office. Shortly after the Civil War he moved to Chicago. Following the 1871 fire, like all architects in the city, Treat was very busy and entered into partnership with Fritz Foltz, who had emigrated from Germany. Their partnership lasted over two decades, from 1872 to 1896.. While the practice was general in character, the firm made a name for designing large industrial plants, apartment buildings and single-family homes. Treat was a Fellow of the American Institute of Architects and served as one time president of the Chicago Chapter.

Wilson, Marble & Lamson

Horatio R. Wilson (1857-1917)

Oliver W. Marble (?)

Horatio R. Wilson was a Fellow of the American Institute of Architects. Born in Jamestown, New York, he moved to Chicago and, in 1889, formed a partnership with Oliver W. Marble and Lamson. From 1893 to 1894 the well-known architect Benjamin Marshall worked in their office. In 1895 the firm became Wilson & Marshall. From 1900 to 1910 Wilson had a solo practice. After 1910 he was associated with John A. Armstrong in the firm of H. H. Wilson & Company.

Wilson, Marble & Lamson designed two 2-flats on the boulevards: 3558-3560 S. Dr. Martin Luther King, Jr. Drive (1889) and 3262-3264 S. Dr. Martin Luther King, Jr. Drive (1888). Wilson also designed four buildings on Drexel Boulevard: the Herman Stern House at 4512 (1895), the Maximillian Morgenthau / Adolph Krause House at 4518 (1895), both Gothic Revival; the Classical Revival Edward Iverson House at 4628-4630 (1893) and the Italian Renaissance Revival G. B. Robbins House at 4805 (1910).

⁴²⁸ Jean F. Block. *Hyde Park Houses*. Chicago: The University of Chicago Press, 1978, p.106.

The Chicago Park Boulevard System Historic District
Name of Property

Cook County, Illinois
County and State

Frank Lloyd Wright (1867-1959)

In 1888, Frank Lloyd Wright began designing the Abraham Lincoln Center at 700 E. Oakwood Boulevard for his uncle, the Reverend Jenkin Lloyd Jones. It was to contain an auditorium, meeting rooms, offices, a kitchen, living quarters and first floor shops. When Wright produced designs and models for his uncle they quarreled over the design and, in 1902, Wright turned over the project to architect Dwight Perkins. The Center opened in 1905. Wright's fame as the father of Prairie School architecture is legendary.

William Carbys Zimmerman (1859-1932)

William Carbys Zimmerman distinguished himself in a number of architectural styles, although many of his structures adapted Prairie Style characteristics. The 1914 recreational building, located at 3041 W. Augusta Boulevard, is Prairie in its horizontality. It has a pergola supported by Classical columns. Zimmerman, who served as State Architect during part of his career, designed a number of field houses and natatoriums in Chicago's parks. Born in Wisconsin and educated at the Massachusetts Institute of Technology, he opened an office in Chicago in the 1880s and continued to practice until the 1920s. He was a Fellow of the American Institute of Architects.

The Sculptors

The following sculptors created sculptures in the Chicago Park Boulevard System Historic District:

Daniel Chester French (1850-1931)

Best known as a sculptor, Daniel Chester French was born in Exeter, New Hampshire and attended the Massachusetts Institute of Technology for a year. His first important commission—the Minute Man in Concord, Massachusetts--was awarded at age 25. This sculpture, which later became a classic patriotic symbol used on items such as stamps and war bonds, established French's reputation. French generally chose to depict American subjects rather than classical or mythological heroes. He went on to become one of the nation's leading sculptors of public monuments, with a style characterized by grandeur, dignity, clarity of conception and fine craftsmanship. French collaborated with animal sculptor Edward Potter on several stately equestrian statues, including one of General Grant in Philadelphia, and one of George Washington in Paris. The latter was copied and placed at the entrance to Chicago's Washington Park in 1904. Daniel Chester French may be best known for his seated statue of Abraham Lincoln, dedicated in 1922, for the Lincoln Memorial in Washington, D.C.

Leonard Crunelle (1872-1944)

Sculptor Leonard Crunelle was born in France and immigrated to the United States in 1882. He worked as a coal miner in Illinois before his talent was recognized by nationally-renowned sculptor Lorado Taft, who encouraged him to study at Chicago's Art Institute. Crunelle became a student and apprentice to Taft, and grew to become a respected artist in his own right. His many commissions include Lincoln memorials in Dixon and

The Chicago Park Boulevard System Historic District
Name of Property

Cook County, Illinois
County and State

Freeport, Illinois as well as at Lincoln's Springfield tomb. Other works include the Oglesby Memorial in Lincoln Park, Chicago, the Victory Monument at 35th Street and Dr. Martin Luther King, Jr., Drive in Chicago, and Sacajawea in the United States Capitol's Statuary Hall.

Charles J. Mulligan (1866-1916)

Charles J. Mulligan was born in Ireland and during his short lifetime became one of Chicago's most beloved sculptors. In 1872, he arrived in Chicago, where his father went to work for George Pullman. As a teenager Mulligan was a marble cutter and "studied art in night school" under sculptor Lorado Taft.⁴²⁹ His clay figures caught Taft's attention and he was invited to study under Taft at the Art Institute of Chicago when it was first opened. Mulligan later went to Paris where he studied at the Ecole des Beaux Arts under Alexander Falguiere.

Mulligan became a United States citizen in 1888 and was married the following year. He was named foreman of Taft's sculpture shop at the World's Columbian Exposition. Eventually Mulligan succeeded Taft as head of the sculpture department at the Art Institute.

Mulligan was well-liked by his fellow artists and was part of the founding group of The Eagle's Nest artists' colony in Oregon, Illinois and of the Palette and Chisel Club. He belonged to many other important early arts organizations and received the Chicago Society of Artists' Silver Medal of Honor in 1908.

The West Park commissioners hired Mulligan to create "Miner and His Child" for Humboldt Park (1901), "Fourth of July Fountain" for Independence Square (1902), "Lincoln, the Rail Splitter" for Garfield Park (1911) and "John F. Finnerty Monument" for Garfield Park (1916). Mulligan also designed the William McKinley Monument for the South Park commissioners in 1905. He was responsible for a long list of other important commissions, including the Illinois monument at the Civil War battleground of Vicksburg, Mississippi (1906) and the sculptures of "Justice" and "Law" that flank the entrance to the Illinois Supreme Court building in Springfield (1909). He left many sculptures unfinished upon his untimely death from cancer in 1916.

CONCLUSION

The Chicago Park Boulevard System Historic District, with its grand parks linked by greenways, was designed by the country's foremost early landscape architects. It was early and influential. Providing oases of green that arc the city, the parks and boulevards continue to reflect the early vision of men who shaped Chicago. Significant real estate developers, landscape designers, architects and artists played a pivotal role. All types of buildings lining the parks and boulevards of the District express the stylistic development of Chicago architecture, many of them more high style than the buildings outside the system. The integrity of these buildings is generally very good, only compromised by deterioration or simple remodels, rarely affected by the intense stylistic changes that have impacted other areas of the city. The Chicago Park Boulevard System Historic District is a rare example of parks linked by ribbons of green, a system that has enjoyed a significant national impact. To quote Daniel Bluestone, Director, Historic Preservation Program and Professor of

⁴²⁹ <http://www.askart.com/AskART/artists/bioraphy.aspx?artist=108991>

The Chicago Park Boulevard System Historic District
Name of Property

Cook County, Illinois
County and State

Architectural History, the University of Virginia School of Architecture, “The recognition of this nationally significant urban and landscape resource is long overdue.”⁴³⁰

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Name of Property

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Name of Property

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County and State

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The Chicago Park Boulevard System Historic District
Name of Property

Cook County, Illinois
County and State

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(Eero Saarinen) http://www.greatbuildings.com/architects/Eero_Saarinen.html

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(Western Avenue bridge) <http://forgottenchicago.com/features/chicago-infrastructure/south-western-avenue-improvement/>

Previous documentation on file (NPS):

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

Primary location of additional data:

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

Historic Resources Survey Number (if assigned):

10. Geographical Data

Acreage of Property _____

(Do not include previously listed resource acreage.)

UTM References

(Place additional UTM references on a continuation sheet.)

1 _____
Zone Easting Northing

3 _____
Zone Easting Northing

2 _____
Zone Easting Northing

4 _____
Zone Easting Northing

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

Maps to be used.

The Chicago Park Boulevard System Historic District
Name of Property

Cook County, Illinois
County and State

Boundary Justification (Explain why the boundaries were selected.)

The boundaries include the established parks, boulevards and squares ringing the city of Chicago, as laid out in 1869 and all the properties surrounding the parks, boulevards and squares.

11. Form Prepared By

name/title **Susan S. Benjamin, Gwen Sommers Yant, Courtney Gray Resnick, Jean Follett, Jo Ann Nathan,
Yolanda Escoto Unna of Benjamin Historic Certifications, LLC and Julia Bachrach of the Chicago
Park District**

organization **Benjamin Historic Certifications, LLC; Chicago Park District** date **July 6, 2011**

street & number **711 Marion Avenue** telephone **847-432-1865**

city or town **Highland Park** state **IL** zip code **60035**

e-mail **ssbenjamin@sbcglobal.net**

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.
A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property:

City or Vicinity:

County:

State:

Photographer:

Date Photographed:

The Chicago Park Boulevard System Historic District
Name of Property

Cook County, Illinois
County and State

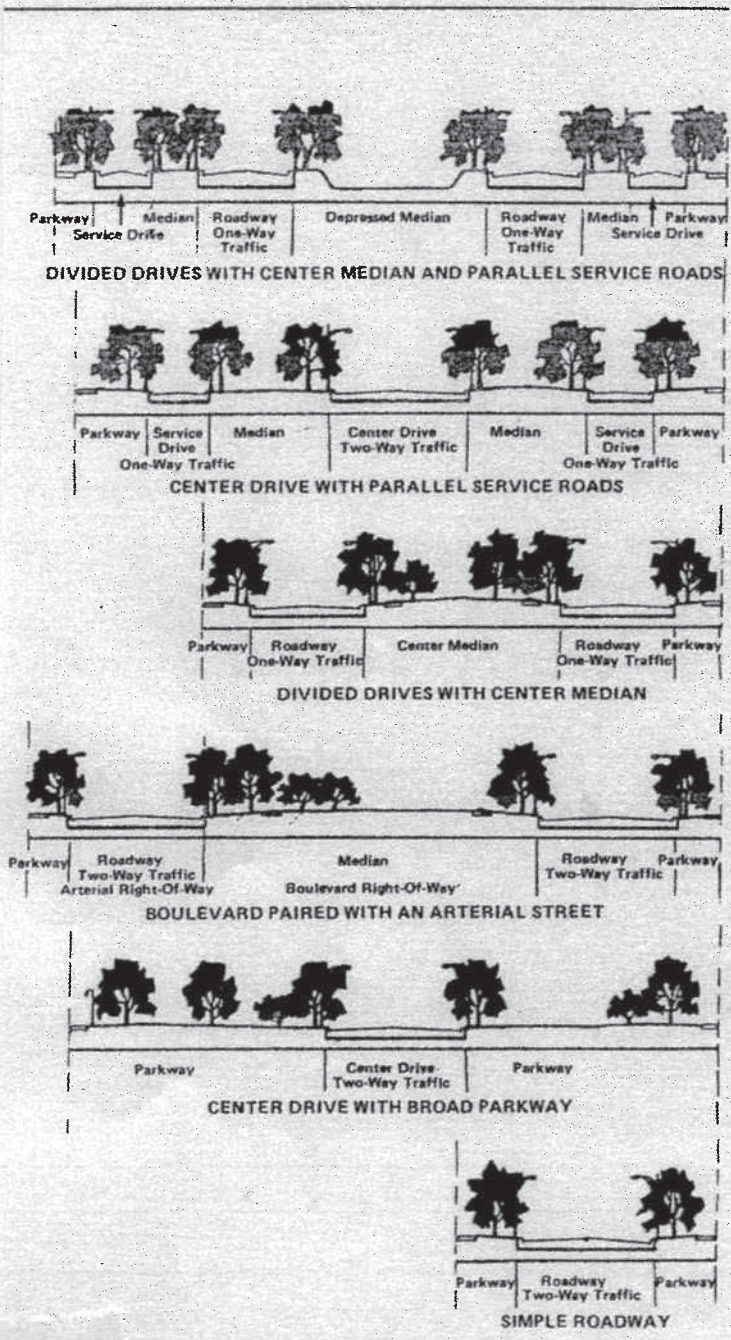
Description of Photograph(s) and number:

1 of ____.

Property Owner:
(Complete this item at the request of the SHPO or FPO.)

name _____
street & number _____ telephone _____
city or town _____ state _____ zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).
Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management. U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.



Rendering of the six boulevard patterns

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number Boulevard System Map Page 1

The Chicago Park Boulevard System
Historic District

Name of Property
Cook, Illinois

County and State
Not Applicable

Name of multiple listing (if applicable)



United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number Boulevard System Map Page 2

The Chicago Park Boulevard System Historic District
----- Name of Property Cook, Illinois
----- County and State Not Applicable
----- Name of multiple listing (if applicable)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number Contributing List Page 1

The Chicago Park Boulevard System
Historic District

Name of Property

Cook, Illinois

County and State

Not Applicable

Name of multiple listing (if applicable)

**List of Contributing Sites/Structures/Objects along the Boulevards
and Features within Douglas Park, Gage Park, Jackson Park and McKinley Park**

Contributing Sites

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

Contributing Structures

- South Park System:
 - 7 Bridges on E. and W. Garfield Boulevard
 - 4 Bridges on S. Western Avenue

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number Contributing List Page 2

The Chicago Park Boulevard System
Historic District

Name of Property

Cook, Illinois

County and State

Not Applicable

Name of multiple listing (if applicable)

- 1 Bridge on S. Western Avenue crossing the Chicago Sanitary and Ship Canal
- West Park System
 - 1 Bridge on W. 31st Boulevard
 - 1 Overpass on S. Marshall Boulevard
 - 1 Overpass on S. Independence Boulevard
 - 1 Bridge N. Central Park Boulevard
 - 1 Overpass on N. Sacramento Boulevard
 - 1 Overpass on N. Humboldt Boulevard

Contributing Objects

- Black Soldiers Monument at E. 35th Street and S. Martin Luther King Junior Drive
- George Washington Monument at E. 51st Street and S. Martin Luther King Junior Drive
- Drexel Fountain in Drexel Square
- Jacques Marquette Monument at S. Marshall Boulevard and W. 24th Boulevard
- American Youth and Independence Day Fountain in Independence Square
- Centennial Monument in Logan Square

Douglas Park

- Field House – Michealsen & Rognstad, 1928
- Flower Hall/Garden Shelter – Schmidt, Garden and Martin, 1907
- Stables – West Park Commission, 1900s
- Comfort Station – Chicago Park District, 1936
- Carriage Drive Bridge – West Park Commission, 1892
- Granite Boulder Bridge – West Park Commission, 1897
- Limestone Bridge – West Park Commission, 1890s
- Ten Concrete Benches – Jensen/Garden, 1907
- Four Concrete Lanterns – Jensen/Garden, 1907
- Douglas Park Historic Landscape – Jenney/Dubuis/Jensen and Chicago Park District, 1869-1941

Gage Park

- Field House – South Park Commission, 1928
- Pool House/Locker Building – South Park Commission, 1928
- Boiler House – South Park Commission, 1928
- Four Tennis Courts – South Park Commission, 1920s
- Swimming Pool – South Park Commission, 1920s
- Gage Park Historic Landscape – South Park Commission, 1928-1941

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number Contributing List Page 3

The Chicago Park Boulevard System
Historic District

Name of Property

Cook, Illinois

County and State

Not Applicable

Name of multiple listing (if applicable)

Jackson Park¹

- Fine Arts Building – Charles Atwood, 1893 and 1931-1936
- Fieldhouse – Chicago Park District, 1957
- Coast Guard Station – Burnham & Company, c. 1910
- 63th Street Beach/Bathing Pavilion – South Park Commission, 1917-1919
- La Rabida – Graham, Anderson, Probst & White, 1932
- Children's Playground Comfort Station – Chicago Park District, 1936
- Ladies Comfort Station – Unknown, 1884 and 1936
- Northeast Shelter Comfort Station (Iowa Station) – Chicago Park District, 1936
- Driving Range Shelter Comfort Station – Chicago Park District, 1936
- Maintenance Building – Chicago Park District, 1936
- Bowling Green Club House – South Park Commission, 1927
- Main Golf Shelter – South Park Commission, 1900
- 9th Hole Golf Shelter – D.H. Burnham and Company, 1912
- 59th Street Pier – South Park Commission, c. 1915
- 59th Street Bridge – D.H. Burnham/Strobel, 1894-1896 and 1995
- Animal Bridge – P.J. Weber, 1904-1906
- Golf Course Inlet Bridge – Chicago Park District, 1936
- Hayes Drive Bridge – South Park Commission, 1901-1902
- Music Court Bridge – South Park Commission, 1906
- North Pond Bridge (Clarence Darrow Bridge) – Unknown, 1880 and 1894
- Statue of the Republic – Daniel Chester French, 1918
- Convent Hill Wall – Unknown, 1893
- Remnant Concrete Wall – Unknown, circa 1910
- Two Japanese Lanterns – Unknown, 1935
- Jackson Park Historic Landscape – Olmsted & Vaux/Olmsted, Olmsted & Eliot/Olmsted Brothers/South Park Commission/Chicago Park District, 1871-1936

McKinley Park

- Field House – South Park Commission, 1916
- Pool House/Dressing Rooms/Landscape Maintenance Building – South Park Commission, 1903
- Boiler House – South Park Commission, 1916
- McKinley Monument – Hunt & Hunt/Charles Mulligan, 1905
- McKinley Park Historic Landscape – South Park Commission, 1901-1941

¹ Jackson Park was listed on the National Register of Historic Places as part of the *Jackson Park Historic Landscape District and Midway Plaisance* nomination in 1972. The nomination was substantially incomplete with only five features of the park (including the Midway Plaisance) included. The more complete list of structures included as part of this document was produced by Chicago Park District Historian, Julia Sniderman Bachrach.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 6. Function or Use Page 1

The Chicago Park Boulevard System Historic District
Name of Property Cook, Illinois
County and State Not Applicable
Name of multiple listing (if applicable)

Historic Functions

(Enter categories from instructions.)

- DOMESTIC/single dwelling
- DOMESTIC/multiple dwelling
- DOMESTIC/institutional housing
- COMMERCE/TRADE/business
- COMMERCE/TRADE/professional
- COMMERCIAL/organizational
- COMMERCIAL/specialty store
- COMMERCIAL/restaurant
- COMMERCIAL/warehouse
- SOCIAL/meeting hall
- SOCIAL/club house
- GOVERNMENT/government house
- GOVERNMENT/public works
- GOVERNMENT/courthouse
- EDUCATION/school
- EDUCATION/college
- EDUCATION/education related
- RELIGION/religious facility
- RELIGION/church school
- RELIGION/church-related residence
- RECREATION/auditorium
- RECREATION/sports facility
- RECREATION/outdoor recreation
- RECREATION/monument/marker
- INDUSTRY/manufacturing facility
- INDUSTRY/industrial storage
- INDUSTRY/communications facility
- HEALTH CARE/hospital
- LANDSCAPE/park
- LANDSCAPE/garden
- LANDSCAPE/natural feature

Current Functions

(Enter categories from instructions.)

- DOMESTIC/single dwelling
- DOMESTIC/multiple dwelling
- DOMESTIC/institutional housing
- COMMERCE/TRADE/business
- COMMERCE/TRADE/professional
- COMMERCIAL/organizational
- COMMERCIAL/specialty store
- COMMERCIAL/restaurant
- COMMERCIAL/warehouse
- SOCIAL/meeting hall
- SOCIAL/club house
- GOVERNMENT/government house
- GOVERNMENT/public works
- GOVERNMENT/courthouse
- EDUCATION/school
- EDUCATION/college
- EDUCATION/education related
- RELIGION/religious facility
- RELIGION/church school
- RELIGION/church-related residence
- RECREATION/auditorium
- RECREATION/sports facility
- RECREATION/outdoor recreation
- RECREATION/monument marker
- INDUSTRY/manufacturing facility
- INDUSTRY/industrial storage
- INDUSTRY/communications facility
- HEALTH CARE/hospital
- LANDSCAPE/park
- LANDSCAPE/garden
- LANDSCAPE/natural feature

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 6. Function or Use Page 2

The Chicago Park Boulevard System
Historic District

Name of Property

Cook, Illinois

County and State

Not Applicable

Name of multiple listing (if applicable)

LANDSCAPE/street furniture/object
TRANSPORTATION/rail-related
TRANSPORTATION/road-related
TRANSPORTATION/pedestrian related
VACANT

LANDSCAPE/street furniture/object
TRANSPORTATION/rail-related
TRANSPORTATION/road-related
TRANSPORTATION/pedestrian related
VACANT

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number 7. Architectural Classification Page 1

The Chicago Park Boulevard System
Historic District

Name of Property

Cook, Illinois

County and State

Not Applicable

Name of multiple listing (if applicable)

Continuation of Architectural Styles Represented in District

Italianate

Second Empire

Gothic Revival

Collegiate Gothic

Queen Anne

Richardsonian Romanesque

Classical Revival

Colonial Revival

Georgian Revival

Beaux Arts

Tudor Revival

Chateausque

Spanish Revival

French Renaissance Revival

Italian Renaissance Revival

Moorish Revival

Sullivan-esque

Arts and Crafts/Craftsman

Prairie School/Prairie Style

Art Deco

Moderne

Modern

International Style

No Style

Other: Cottage

Other: Gable Front

Other: Gambrel Front

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7. Architectural Classification Page 2

<p>The Chicago Park Boulevard System Historic District</p> <hr/> <p>Name of Property Cook, Illinois</p> <hr/> <p>County and State Not Applicable</p> <hr/> <p>Name of multiple listing (if applicable)</p>
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United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 8. Architect/Builder Page 1

The Chicago Park Boulevard System
Historic District

Name of Property

Cook, Illinois

County and State

Not Applicable

Name of multiple listing (if applicable)

Architects Designing in the District

Alfred S. Alschuler

Albert Annis,

Solon S. Beman

Henry Ives Cobb

Coolidge & Hodgdon,

Zachary T. Davis

Dubin & Eisenberg

Edbrook & Burnham

Egan & Prindeville

A. Epstein & Sons

Frost & Granger

Paul Gerhardt

Bertram G. Goodhue

Eric Hall

Holabird & Roche/Holabird & Root

Arthur F. Hussander

Samuel Scott Joy

Klaber & Grunsfeld

John T. Long

Joseph W. McCarthy

Michaelson & Rognstadt

Ludwig Mies van der Rohe

William B. Mundie

Henry L. Newhouse

Patton, Fisher & Miller

Pond & Pond

Rapp & Rapp

Eero Saarinen & Associates

Henry J. Schlacks

Schmid & Huehl

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 8. Architect/Builder Page 2

The Chicago Park Boulevard System Historic District
----- Name of Property
Cook, Illinois
----- County and State
Not Applicable
----- Name of multiple listing (if applicable)

Schmidt, Garden & Martin

Shepley, Rutan & Coolidge

Edward Durell Stone

Treat & Foltz

Wilson, Marble & Lamson,

William Carbys Zimmerman

Others

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 8. Architect/Builder Page 3

The Chicago Park Boulevard System Historic District
----- Name of Property Cook, Illinois
----- County and State Not Applicable
----- Name of multiple listing (if applicable)

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number System Maps Page 1

The Chicago Park Boulevard System
Historic District

Name of Property

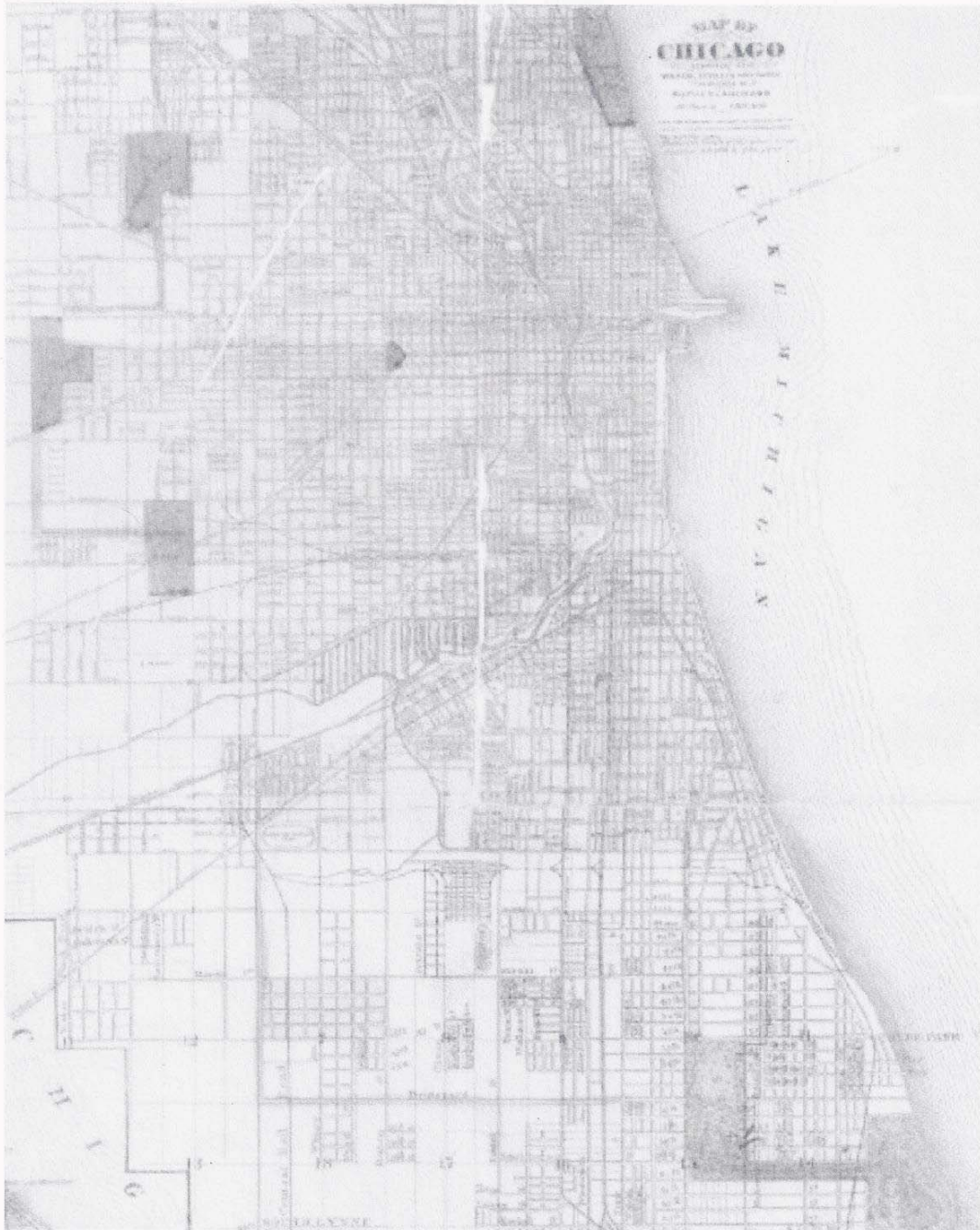
Cook, Illinois

County and State

Not Applicable

Name of multiple listing (if applicable)

Map of Chicago Boulevard and Park System, 1872



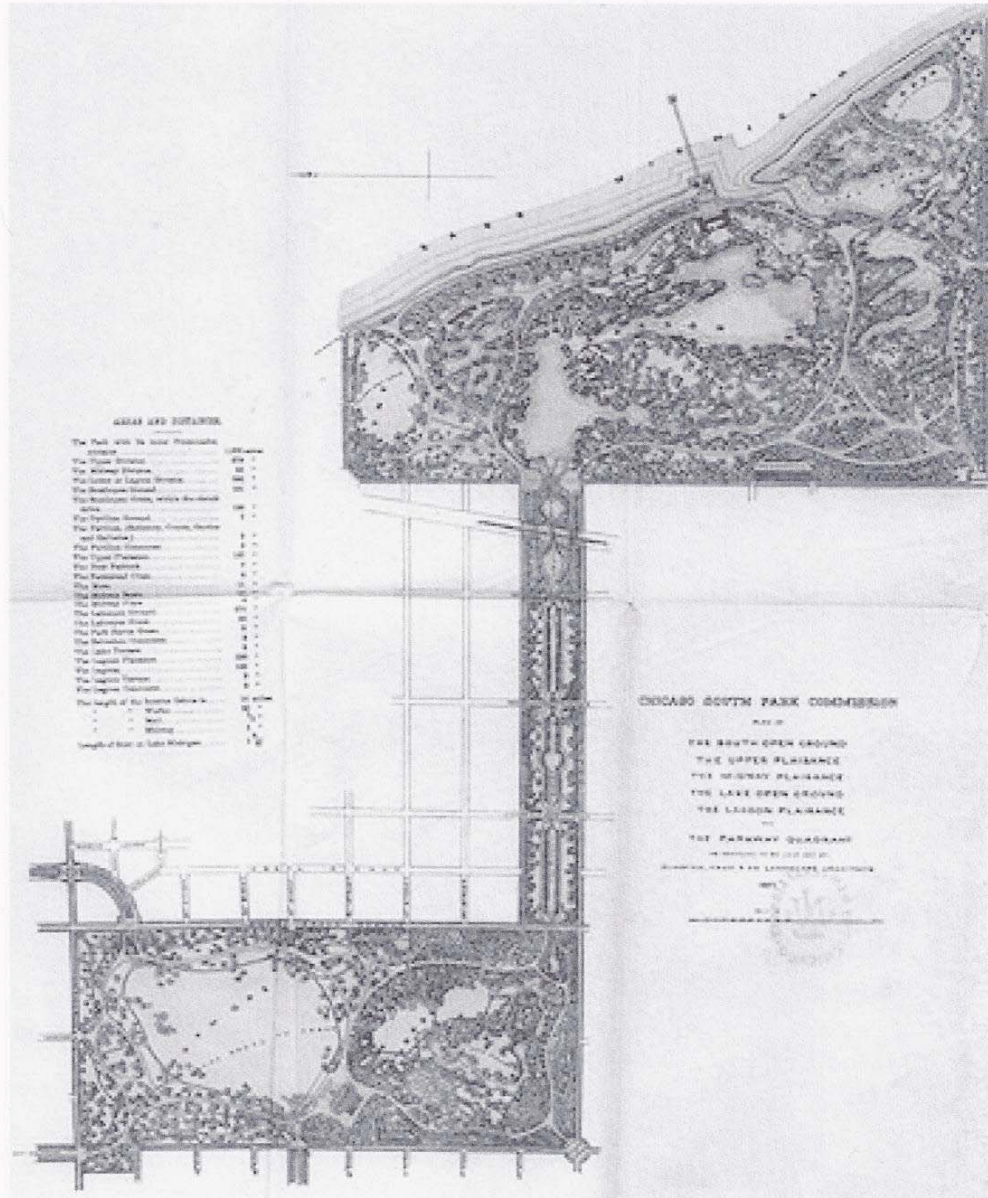
United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number System Maps Page 2

The Chicago Park Boulevard System
Historic District
Name of Property
Cook, Illinois
County and State
Not Applicable
Name of multiple listing (if applicable)

Map of South Park Commission, Jackson Park, Washington Park
and the Midway Plaisance, 1872



United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number McKinley Park Appendix Page 1

The Chicago Park Boulevard System
Historic District

Name of Property

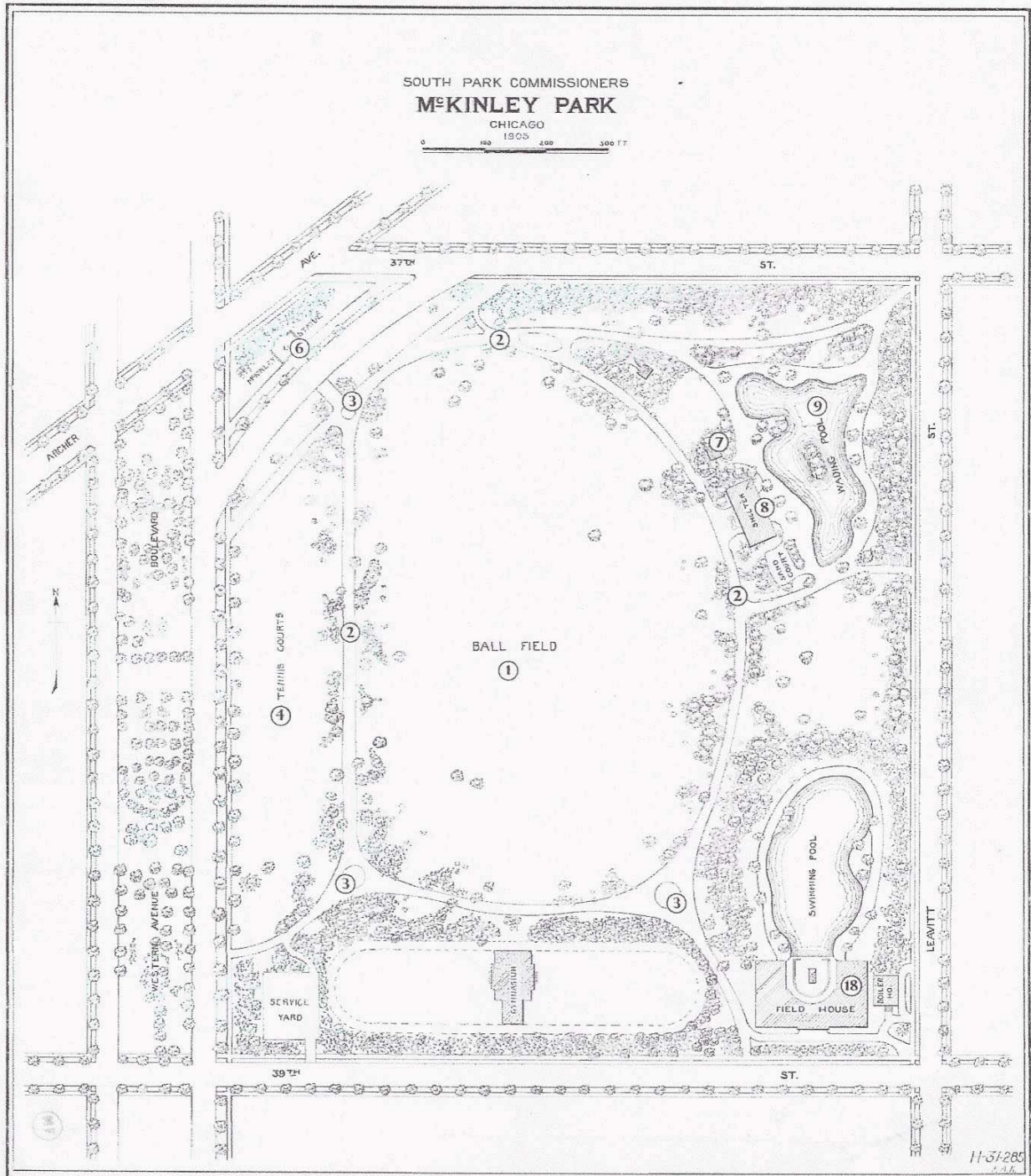
Cook, Illinois

County and State

Not Applicable

Name of multiple listing (if applicable)

Map A: McKinley Park – South Park Commission Plan of 1905



11-31-285
S.P.M.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number McKinley Park Appendix Page 2

The Chicago Park Boulevard System
Historic District

Name of Property

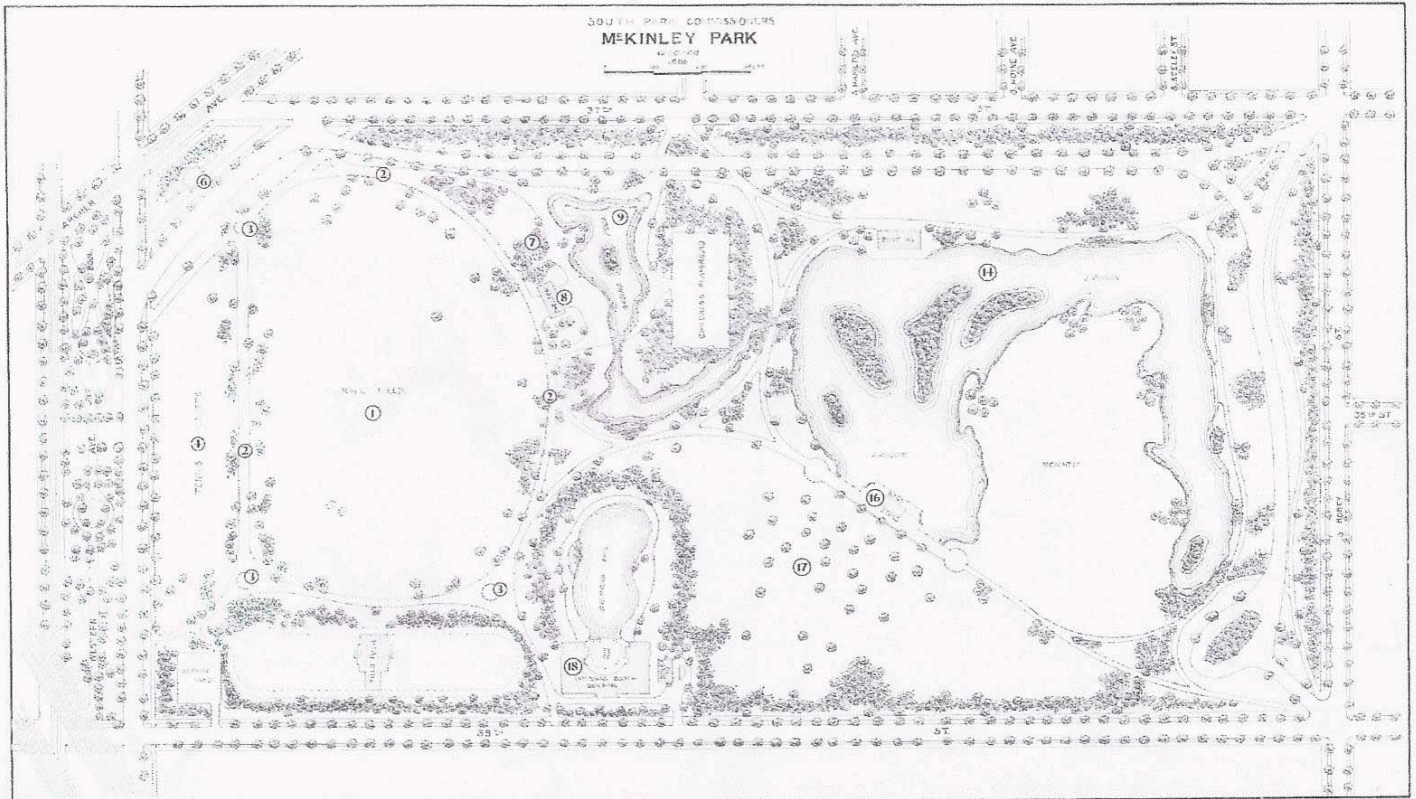
Cook, Illinois

County and State

Not Applicable

Name of multiple listing (if applicable)

Map B: McKinley Park – South Park Commission Plan of 1906



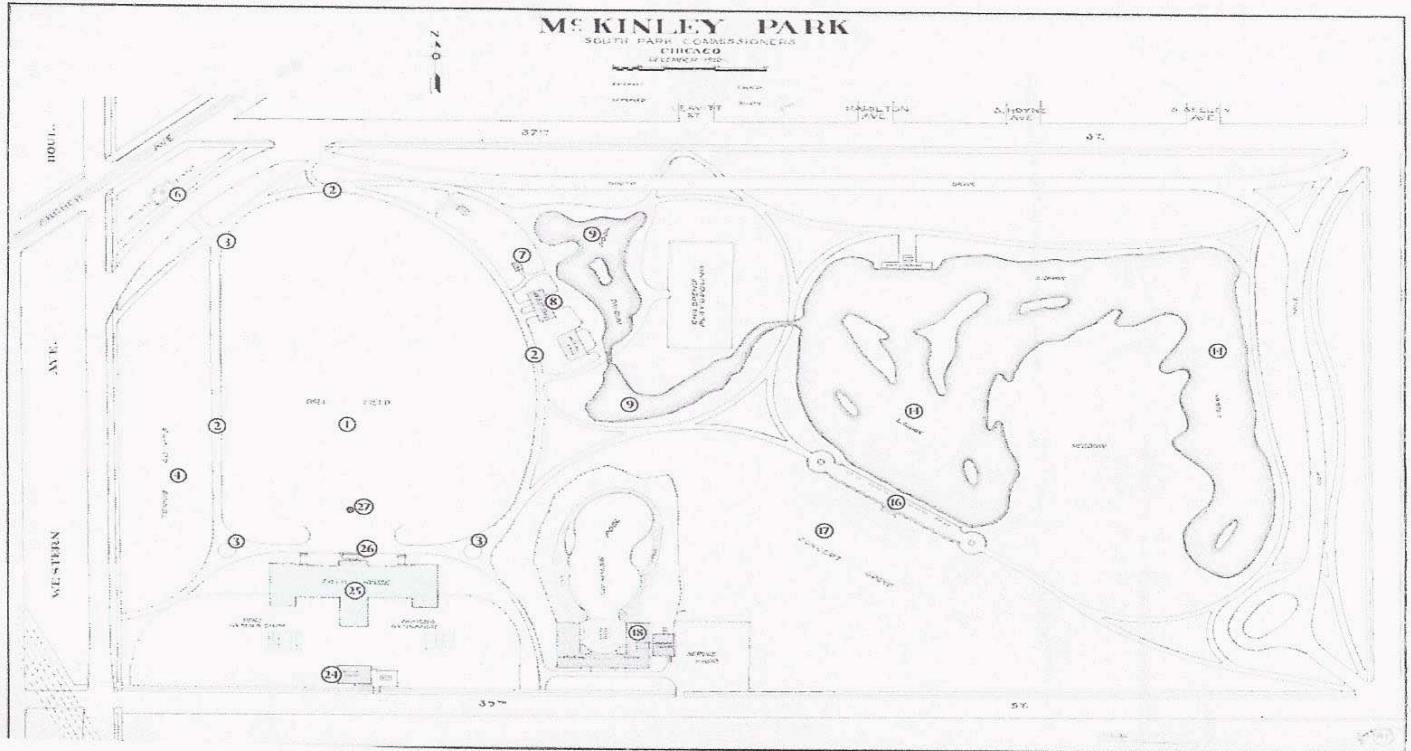
United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number McKinley Park Appendix Page 3

The Chicago Park Boulevard System Historic District
Name of Property Cook, Illinois
County and State Not Applicable
Name of multiple listing (if applicable)

Map C: McKinley Park – South Park Commission Plan of 1916



United States Department of the Interior
National Park Service

The Chicago Park Boulevard System
Historic District

Name of Property

Cook, Illinois

County and State

Not Applicable

Name of multiple listing (if applicable)

National Register of Historic Places
Continuation Sheet

Section number McKinley Park Appendix Page 4

Map D: McKinley Park – 2008 Aerial Photograph

McKinley (William) Park (23)
2210 W. Pershing Rd



Chicago Park District
Department of Planning and Development
000

0 210 420 840 Feet

Summer 2008 Aerial
February 2010

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number Gage Park Appendix Page 1

The Chicago Park Boulevard System
Historic District

Name of Property

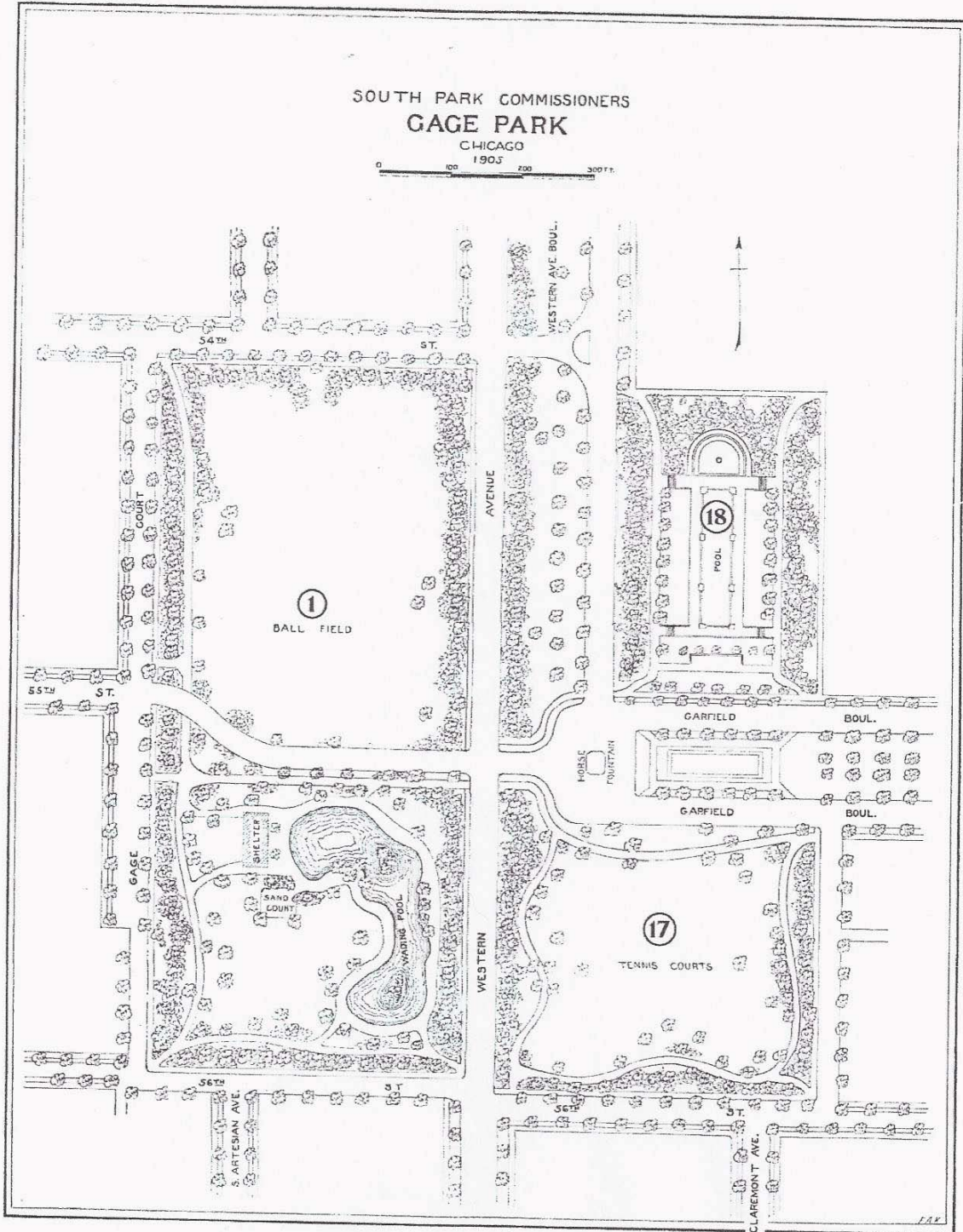
Cook, Illinois

County and State

Not Applicable

Name of multiple listing (if applicable)

Map A: Gage Park – South Park Commission Record Plan of 1905



United States Department of the Interior
National Park Service

The Chicago Park Boulevard System
Historic District

Name of Property

Cook, Illinois

County and State

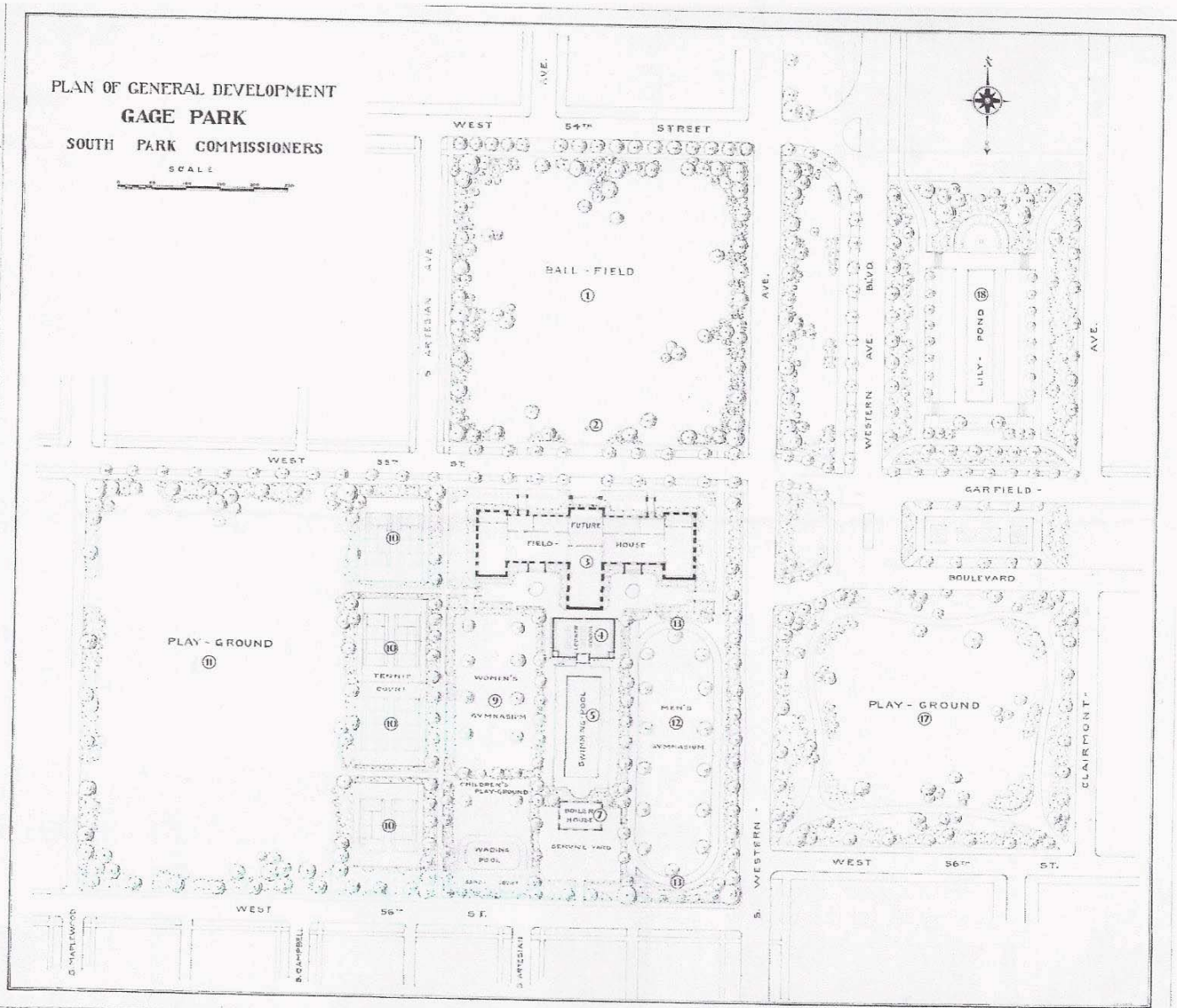
Not Applicable

Name of multiple listing (if applicable)

National Register of Historic Places
Continuation Sheet

Section number Gage Park Appendix Page 2

Map B: Gage Park – Plan of General Development by the
South Park Commissioners’ In-House Designers, ca. 1925



United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number Gage Park Appendix Page 3

The Chicago Park Boulevard System
Historic District

Name of Property

Cook, Illinois

County and State

Not Applicable

Name of multiple listing (if applicable)

Map C: Gage Park – 2008 Aerial Photograph

Gage (George W.) Park (22)
2411 W. 55th St.



Chicago Park District
Department of Planning and Development
DD-D

0 140 280 560 Feet

Chicago Park District
February, 2012

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number Douglas Park Appendix Page 1

The Chicago Park Boulevard System
Historic District

Name of Property

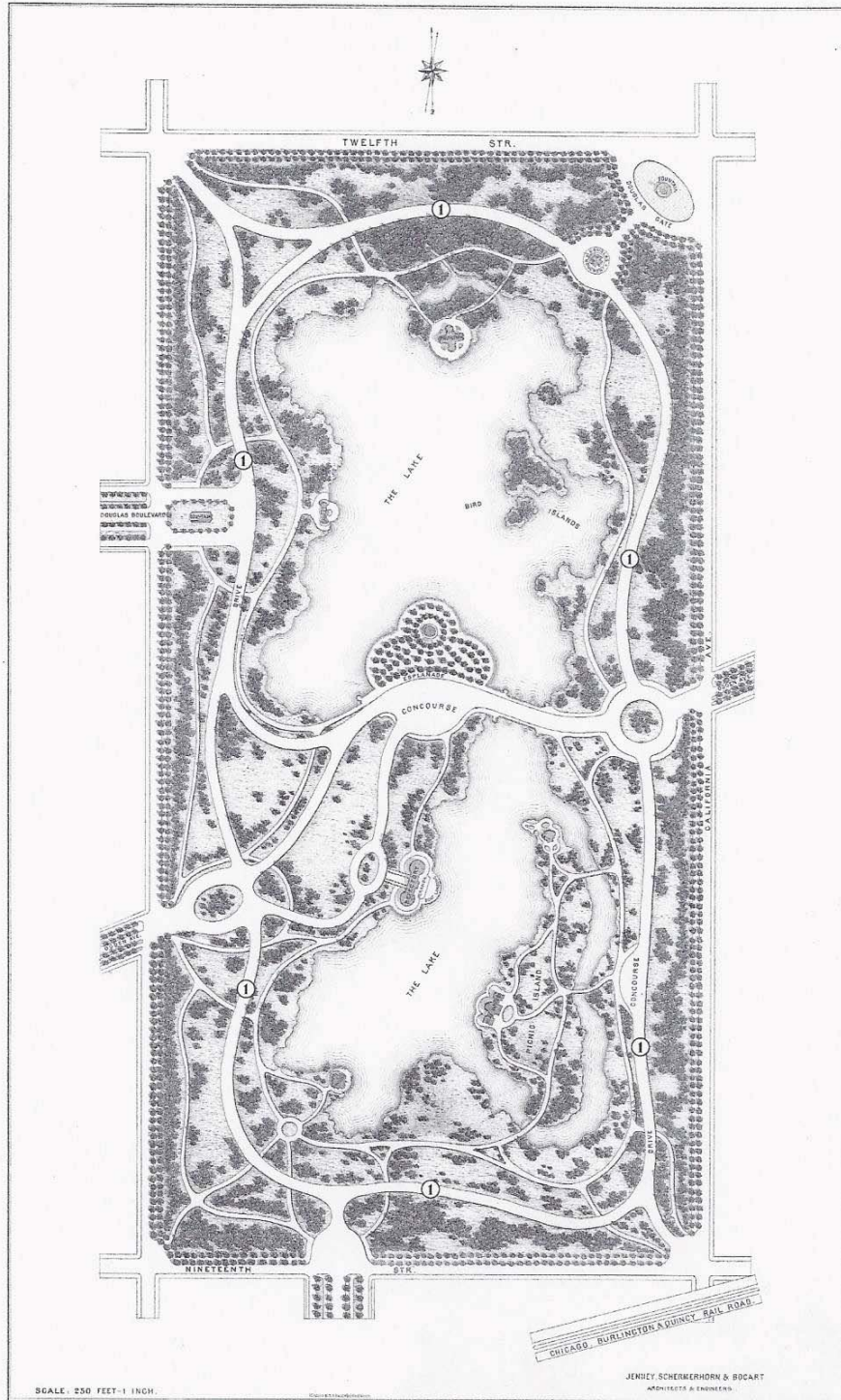
Cook, Illinois

County and State

Not Applicable

Name of multiple listing (if applicable)

Map A: Douglas Park – William Le Baron Jenney’s Original Plan of 1871



United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number Douglas Park Appendix Page 2

The Chicago Park Boulevard System
Historic District

Name of Property

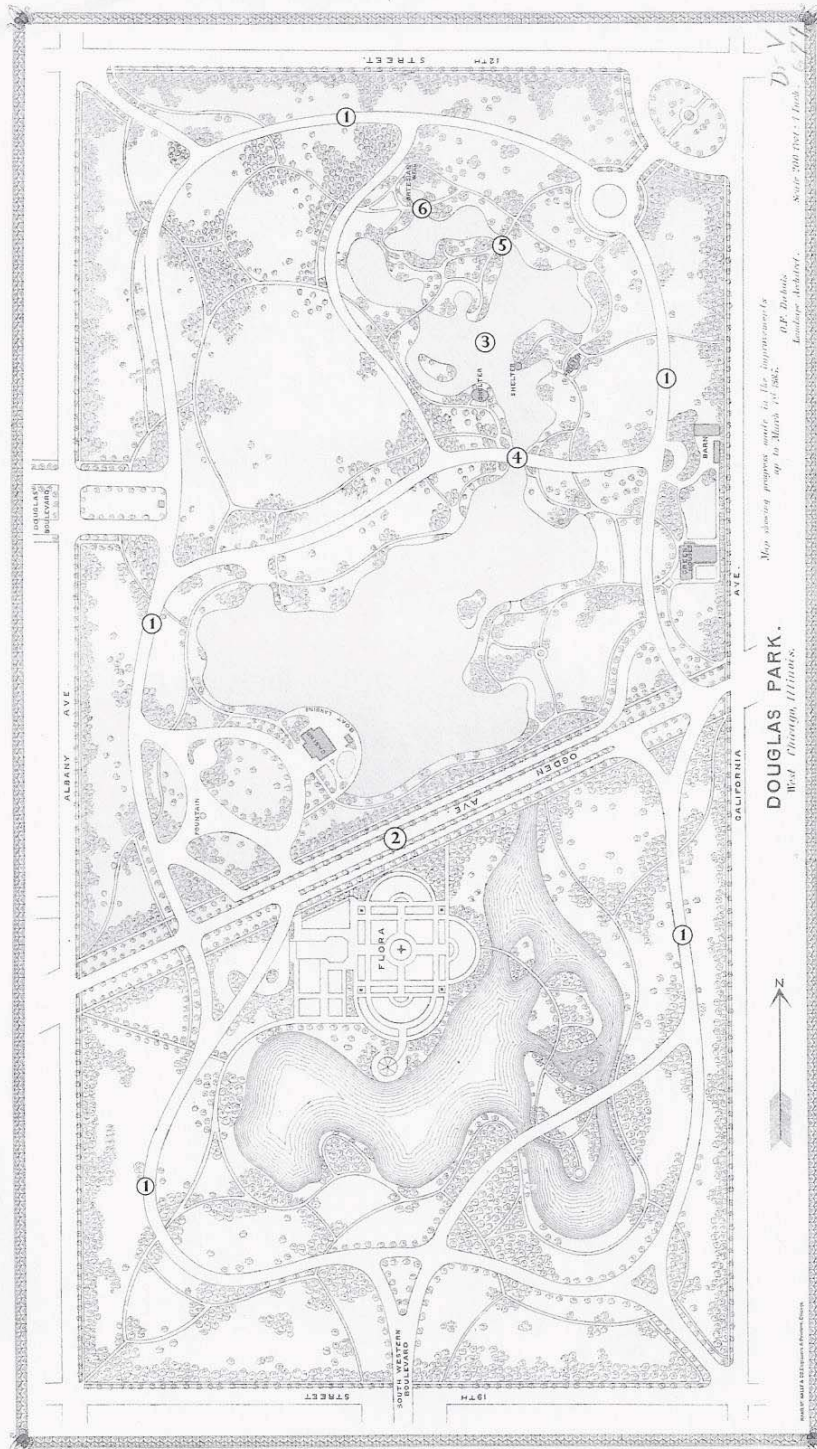
Cook, Illinois

County and State

Not Applicable

Name of multiple listing (if applicable)

Map B: Douglas Park – Oscar F. Dubuis’ Plan of 1885



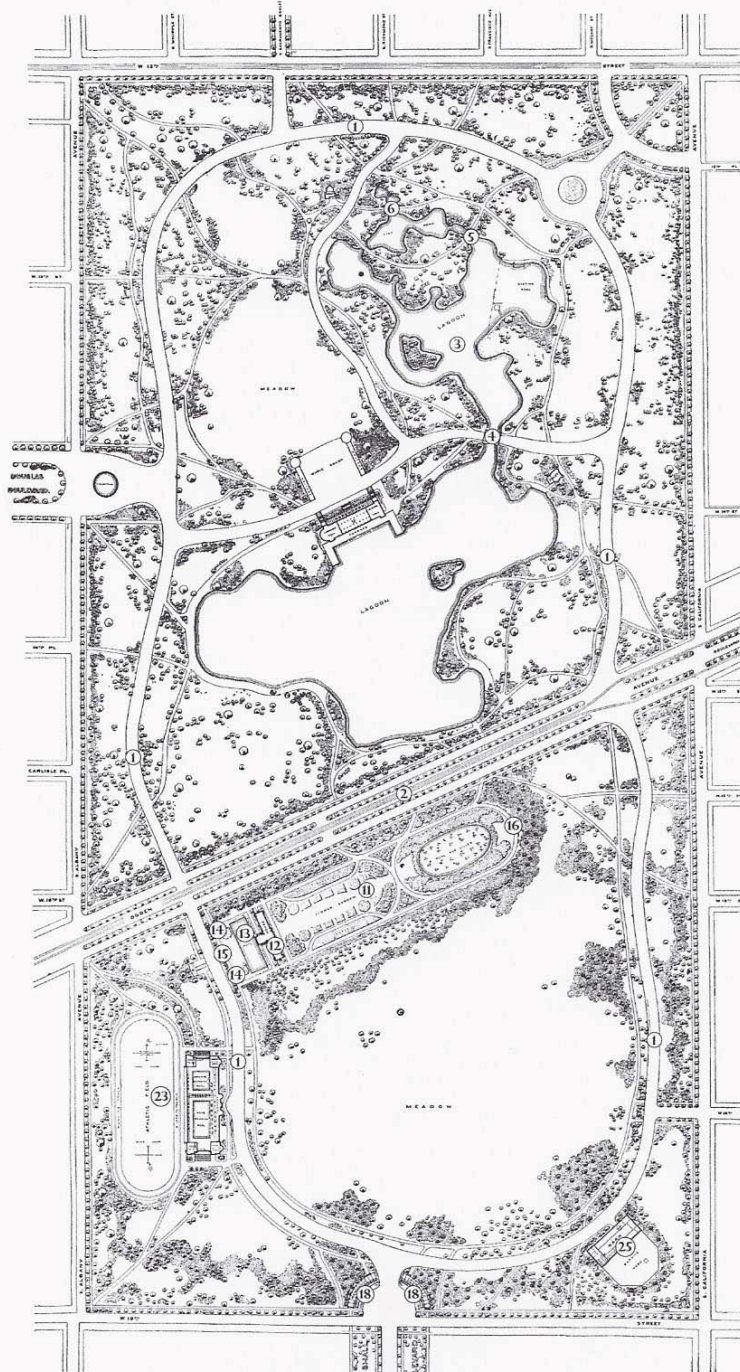
**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number Douglas Park Appendix Page 3

The Chicago Park Boulevard System
Historic District
Name of Property
Cook, Illinois
County and State
Not Applicable
Name of multiple listing (if applicable)

Map C: Douglas Park – Jen Jensen’s Record Drawing of 1912



WEST CHICAGO PARK COMMISSIONERS
DOUGLAS PARK.
CHICAGO, ILL.
JANUARY 1912

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number Douglas Park Appendix Page 4

The Chicago Park Boulevard System
Historic District

Name of Property

Cook, Illinois

County and State

Not Applicable

Name of multiple listing (if applicable)

Map D: Douglas Park – 2008 Aerial Photograph

Douglas (Stephen A.) Park (218)
1401 S. Sacramento Ave.



Chicago Park District
Department of Planning and Development
D-0-D

0 225 450 900 Feet



City of Chicago
February 2010

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number Aerials of Listed Parks Page 1

The Chicago Park Boulevard System Historic District
Name of Property
Cook, Illinois
County and State
Not Applicable
Name of multiple listing (if applicable)

Garfield Park – Google Maps Aerial Photograph (accessed May 15, 2011)



United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

The Chicago Park Boulevard System Historic District	
Name of Property	
Cook, Illinois	
County and State	
Not Applicable	
Name of multiple listing (if applicable)	

Section number Aerials of Listed Parks Page 2

Humboldt Park – 2008 Aerial Photograph

Humboldt (Baron Von) Park (219)
1440 N. Sacramento Blvd.



United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number Aerials of Listed Parks Page 3

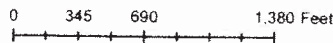
The Chicago Park Boulevard System Historic District	
Name of Property	Cook, Illinois
County and State	Not Applicable
Name of multiple listing (if applicable)	

Jackson Park – 2008 Aerial Photograph

Jackson (Andrew) Park (19)
6401 S. Stony Island Ave.



Chicago Park District
Department of Planning and Development
DOD



Summer 2008 Aerial
February 2010

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number Aerials of Listed Parks Page 4

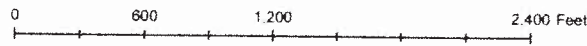
The Chicago Park Boulevard System Historic District
Name of Property
Cook, Illinois
County and State
Not Applicable
Name of multiple listing (if applicable)

Midway Plaisance – 2008 Aerial Photograph

Midway Plaisance Park (1268)
Woodlawn Avenue (1600 E.)



Chicago Park District
Department of Planning and Development
DOD



Summer 2008 Aerial
February 2010

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number Aerials of Listed Parks Page 5

The Chicago Park Boulevard System
Historic District

Name of Property

Cook, Illinois

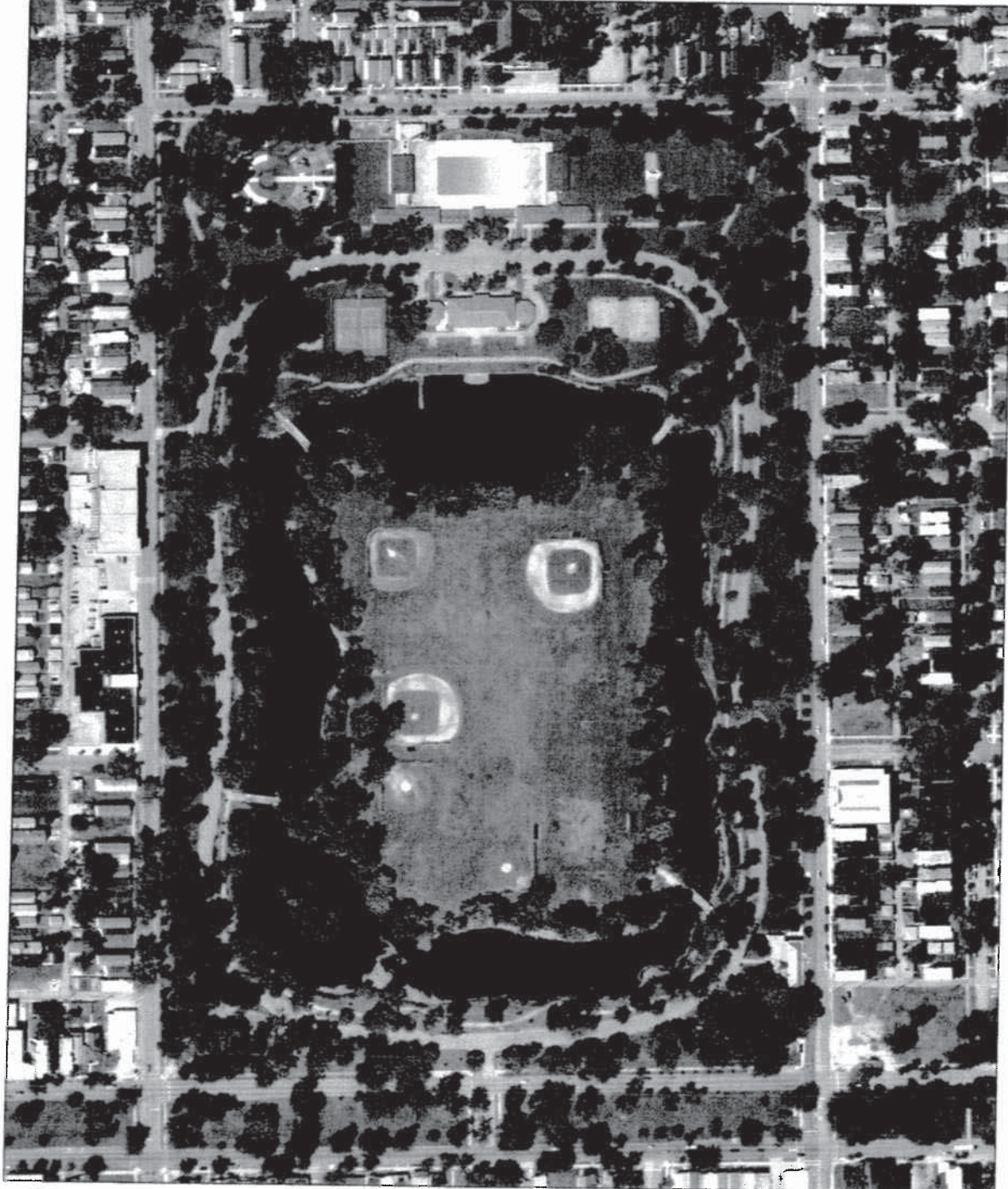
County and State

Not Applicable

Name of multiple listing (if applicable)

Sherman Park – 2008 Aerial Photograph

Sherman (John B.) Park (7)
1301 W. 52nd St.



**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number Aerials of Listed Parks Page 6

The Chicago Park Boulevard System
Historic District

Name of Property

Cook, Illinois

County and State

Not Applicable

Name of multiple listing (if applicable)

Washington Park – 2008 Aerial Photograph

Washington (George) Park (21)
5531 S. King Dr.

