Section 106
Historic Properties Identification Report

Federal Undertakings in and Adjacent to Jackson Park
Cook County, Illinois

Prepared For:
Federal Highway Administration
National Park Service

May 17, 2018

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South Shore Cultural Center National Register Form

Promontory Point National Register Form

Executive Summary

This Historic Properties Identification (HPI) Report was prepared to document historic properties within the Area of Potential Effects (APE), in accordance with the Section 106 process, for two Federal undertakings by the National Park Service (NPS) and the Federal Highway Administration (FHWA) as described in Section 1.0. Federal undertakings must comply with applicable Federal requirements, including but not limited to, the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA) of 1966.

The project undertakings will occur within and adjacent to Jackson Park and the eastern end of the Midway Plaisance in Chicago, Illinois. Areas of Potential Effects (APEs) were delineated to include any direct or indirect impacts to historic properties that may occur as a result of the federal undertakings. The term "historic property" is defined in the NHPA as: "any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion on the National Register of Historic Places (NRHP)"; such term includes artifacts, records, and remains which are related to such district, site, building, structure, or object. The APE for Historic Architecture/Landscape resources defines the boundary within which resources are evaluated for eligibility. An APE for Archaeological resources was identified and is discussed in separate documentation.

The preparation and review of this HPI is a component of the Section 106 process which outlines opportunities for the public and Consulting Parties to provide input. Identified and interested groups were invited to be Consulting Parties for the project. On December 1, 2017, a Consulting Party Kick-Off Meeting was held to discuss the Section 106 process, the Areas of Potential Effects (APEs), and a preliminary summary of historic features within Jackson Park and the Midway Plaisance. Since that meeting, over 60 community organizations and interest groups have accepted the invitation to serve as consulting parties. The Consulting Parties were asked to provide input on APE boundaries and important resources within the APE. The historic features and themes listed below were submitted in response to the request for input during and following the Kick-off Meeting. Each item is addressed within this report according to the referenced section. **Bold** items are those that have been added to the preliminary list of features after further evaluation. Non-bold items were either already included in the preliminary list, do not qualify as contributing historic resources under NPS guidelines, no longer exist as actual structures, or more detailed information is needed from Consulting Parties in order to be considered (indicated with an *). Features within Jackson Park and the Midway Plaisance are also addressed by **Appendix F** – Jackson Park and the Midway Plaisance Supplementary Analysis of Landscape Integrity.

- South Shore Cultural Center – Section 2.1.3
- First auto race in the USA commemorative boulder – Section 2.2.1.3
- South Park System – Section 2.1.1.3
- La Rabida Monastery Hill **and promenade** – Section 2.1.1.18
- **1893 historic promenade wall** – Section 2.1.1.18

- Structures associated with the historic neighborhood organizations of Woodlawn, Washington Park, Bronzeville and South Shore* – Section 2.2.2.5 and Section 2.2.3.5
- Structures associated with the 122-year history of the National Association of Colored Women Clubs (NACWC) and its historic members – Section 2.2.2.3
- Paul Douglas Nature Sanctuary on Wooded Island – Section 2.1.1.22
- Haiti Pavilion and Frederick Douglass' participation in Columbian Exposition commemorative boulder– Section 2.2.1.3
- Nike missile site – Section 2.1.1.21 and Section 2.1.1.22
- Cornell and Hayes Drives – Section 2.1.1.22 and 2.1.2.3.2
- Museum Shores Yacht Club – Section 2.1.1.22
- **67th Street promenade** – Section 2.1.1.11
- Significant trees – Section 2.1.2.3.4

Comments were also received emphasizing the significance of views, historic roadways, circulation and landscape as historic elements unto themselves, even though they are not "mapped" or specific to one location within the park. These elements are also discussed within this report. A summary list of contributing resources to Jackson Park and the Midway Plaisance is presented in Section 2.1.2, detailed in **Appendix B,** and comprehensively analyzed in **Appendix F**.

Requests were also made for modifications to the Historic Architecture/Landscape APE. These requests were considered and evaluated based on three criteria: consideration of the development history that could be linked to Jackson Park, the likelihood of direct impacts as a result of potential construction, and the likelihood of indirect visual impacts as a result of the construction of the OPC complex. **Bold** items indicate additional areas added to the preliminary Historic Architecture/Landscape APE after further evaluation:

- Consider including Jackson Park Highlands and/or entire South Shore neighborhood
- Consider adding the entire South Shore Parks System
- **Consider including the entire Midway Plaisance**
- Consider expansion to the following to include a larger number of South side cultural institutions and landmarks:
    - North-South: 47th to 79th and South Chicago to 87th
    - East-West: Beaches and Lake Shore Drive to the Dan Ryan
- Remove Promontory Point[1]

The Historic Architecture/Landscape APE is discussed in Section 1.1 and shown on the exhibits in **Appendix A**. **Appendix F** provides a landscape analysis for all of Jackson Park and the Midway Plaisance.

The Draft HPI, including recommendations of eligible historic resources for the NRHP within this report, were distributed to Consulting Parties, the public, and SHPO for a 30-day review period on March 19,

[1] This request was later rescinded.

2018. On March 29, 2018, Consulting Party Meeting #2 was held to provide a summary of the Draft HPI and Draft Archaeological Report and request input from Consulting Parties on the eligibility recommendations included in each report. A summary of the meeting and comments received during the 30-day comment period is available on the project website at https://tinyurl.com/JPImprovements. This report reflects revisions made to the Draft HPI that address comments received from Consulting Parties and reviewing agencies on historic architecture/landscape elements.

The NPS and FHWA, in consultation with SHPO, will make the final determinations of eligibility of resources for inclusion in the NRHP. All consultation will be included in the final HPI. The information provided in this report is intended to set a baseline for future historic research that may or may not lead to updated or new NRHP nominations.

As the next step in the Section 106 process, historic properties (properties that are eligible for listing in the NRHP) will be evaluated to determine any direct or indirect effects that may result from the FHWA and NPS undertakings. Considering input from Consulting Parties and public review, the FHWA and NPS, in consultation with SHPO, will make determinations of effects findings. If adverse effects are determined, the Section 106 process will continue to resolve adverse effects. More information on the Section 106 process and these Federal reviews can be accessed online at: www.tinyURL.com/JPimprovements

1.0 Introduction and Description of Undertaking

The City of Chicago is currently engaged in the planning necessary to welcome the Obama Presidential Center to Jackson Park and the surrounding community. The City is also proposing changes to roadways within Jackson Park. Certain changes proposed by the City do not require Federal funding and therefore only require local approval, as there is no additional federal approval authority associated with those actions. Specifically, the decision to locate the Obama Presidential Center in Jackson Park, road closures in Jackson Park, and other proposed changes to Jackson Park identified in the South Lakefront Framework Plan do not require any federal approvals. If other proposals in the South Lakefront Framework Plan, such as shoreline enhancements, come to fruition, federal review may be required.

However, some of the proposed Jackson Park changes within the current undertaking are subject to review by federal agencies, notably the National Park Service (NPS) and the Federal Highway Administration (FHWA). Any change that the City proposes that will reduce recreational use of Jackson Park must be reviewed and approved by the NPS. Additionally, any roadway project for which the City proposes to use federal-aid construction funding is subject to authorization and approval by the FHWA. The FHWA administers the Federal-Aid Highway Program which makes available federal funding to state departments of transportation and local agencies for roadway projects. Prior to the authorization of federal-aid highway funding for roadway construction activities, the FHWA must ensure the proposed project meets all federal requirements and environmental laws.

Section 106 of the National Historic Preservation Act of 1966 requires Federal agencies to take into account the effects of their undertakings on historic properties and afford the Advisory Council on Historic Preservation (ACHP) a reasonable opportunity to comment. The Section 106 process will identify, evaluate, and resolve potential impacts to historic properties, meaning properties that are listed, or eligible for listing, on the National Register of Historic Places (NRHP). Properties are given the same consideration whether they are actually listed, or eligible for listing on the NRHP. For this project, NPS and FHWA will conduct reviews under Section 106 concurrently. The Section 106 process is described in regulations issued by the ACHP located at 36 Code of Federal Regulations (CFR) Part 800.

Additional requirements apply to FHWA action under Section 4(f) of the U.S. Department of Transportation Act of 1966, known as Section 4(f), which provides for consideration of park and recreation lands, wildlife and waterfowl refuges, and historic sites during transportation project development. The law, now codified in 49 U.S.C. §303 and 23 U.S.C. §138, applies only to the U.S. Department of Transportation (U.S. DOT) and is implemented by the FHWA and the Federal Transit Administration through the regulation at 23 CFR Part 774. Although the Section 4(f) requirements are separate from Section 106, determinations made under Section 106 feed into the Section 4(f) evaluation of feasible and prudent alternatives to a use of historic properties, and measures incorporated to minimize harm resulting from that use. The NPS approval actions are not subject to Section 4(f).

1.1 Historic Architecture/Landscape Area of Potential Effects (APE)

The delineation of the Historic Architecture/Landscape Area of Potential Effects (APE) is one of the first steps undertaken in the Section 106 process, occurring prior to the identification of historic properties and assessment of effects. The APE boundaries, which include portions of the Hyde Park, Woodlawn, and South Shore communities, were delineated to include the direct and indirect impacts of potential proposed improvements to Jackson Park and adjacent properties. While the project may have potential effects within the neighborhoods on both sides of the Illinois Central RR viaduct, the area east of the viaduct has a greater potential for effects because of proximity. Therefore, two sub-areas of the APE have been developed for the project to differentiate where more in-depth analysis was completed. APE Sub-Area I is east of the viaduct, and APE Sub-Area II is west of the viaduct. A map of each APE sub-area is included in **Appendix A** and each sub-area is further described in the following sections. Updates to the Historic Architecture/Landscape APE as a result of consulting party and public input are described in the Executive Summary.

1.1.1 APE Sub-area I (East of ICRR Viaduct)

APE Sub-area I includes the limits of Jackson Park as well as one tax parcel along the perimeter of Jackson Park. This sub-area also extends along S. Stony Island Avenue to E. 69th Place to include potential effects of anticipated roadway improvements. Effects of roadway improvements are not anticipated to directly or indirectly impact historic properties beyond this limit.

To accommodate potential improvements for pedestrian underpasses, the limits of Promontory Point Park and South Shore Cultural Center Park are included within this APE. Potential indirect visual effects of the OPC extend the limits beyond one tax parcel within the area bounded by E. 64th Street to the south and the Illinois Central RR to the west.

1.1.2 APE Sub-area II (West of ICRR Viaduct)

APE Sub-Area II captures potential indirect visual effects of the OPC site west of the Illinois Central RR up to one-half mile radius beyond the tallest building proposed for the OPC site. In addition, the western stretch of the Midway Plaisance is included in APE Sub-area II west of the viaduct to capture any direct or indirect effects within the limits of the National Register Historic District that includes both Jackson Park and the Midway Plaisance.

2.0 Historic Context Statements

2.1 Parks within the Area of Potential Effects

The parkland within the Area of Potential Effects (APE) includes Jackson Park and the Midway Plaisance, South Shore Cultural Center Park, and Promontory Point (which lies within Burnham Park). All are historic properties with NRHP status. The APE is discussed in Section 1.1 and depicted on the exhibits in **Appendix A**. The three associated nomination forms are available on the project website at https://tinyurl.com/JPImprovements. The following sections provide historic context of the parks within the APE, including a detailed history of Jackson Park and the Midway Plaisance.

2.1.1 Jackson Park and the Midway Plaisance

In 1972, when the *Jackson Park Historic Landscape District and Midway Plaisance* nomination was adopted for listing on the NRHP, the NPS had not fully developed its current criteria for evaluation. The 1972 nomination form identified architecture, landscape architecture, science, sculpture and urban planning as "areas of significance." Since that time, the NPS defined four criteria to evaluate eligibility. Based on the research and analysis conducted for this HPI Report, it has been determined that Jackson Park and the Midway Plaisance meet with Criteria A and C. However, until the National Register nomination is updated, the eligibility determinations included in this report only reflects Criteria C (as it most closely aligns with the original 1972 nomination criteria). Additional information on the status and issues associated with the NRHP nomination is provided in Section 4.0: NRHP Summary and Recommendations.

The following essay provides an overview of the development of Jackson Park and the Midway Plaisance and associated historic context to explain how the properties meet with Criteria A and C for listing on the NRHP. Please note, as Jackson Park and the Midway Plaisance evolved over time, improvements and alterations were guided by plans produced by Fredrick Law Olmsted, Sr. and other noteworthy designers. To fully document and understand the park's evolution, the researchers analyzed designers' intentions and determined which aspects of the plans were specifically implemented. A variety of sources, including the *1930 General Plan of Jackson Park* **[Figure 5]** and numerous aerial photographs, helped the researchers determine which aspects of plans were executed.

For the Jackson Park and the Midway Plaisance Summary of Landscape Analysis, including a detailed landscape integrity assessment, see Section 2.1.2.

Jackson Park and the Midway Plaisance were originally part of what was one large landscape known as South Park. The South Park Commission (SPC), established in 1869, created the park, which was composed of the Eastern Division (later renamed Jackson Park) - 593 acres, the Midway Plaisance - 90 acres, and the Western Division (later renamed Washington Park) - 372 acres. **[Figure 1]** (Though the three parks were initially designed as a single site, the landscape that became Washington Park is not within the APE.)

Renowned landscape architect Frederick Law Olmsted, Sr. created plans for Jackson Park and the Midway Plaisance on three separate occasions. In 1871, Olmsted and his then partner Calvert Vaux prepared the original plan for South Park. **[Figure 1]** Olmsted developed the second plan for Jackson Park and the Midway Plaisance to transform the site into the fairgrounds for the World's Columbian Exposition of 1893. **[Figure 2]** After the fair, his firm of Olmsted, Olmsted & Eliot developed the Revised General Plan of 1895, returning Jackson Park and the Midway Plaisance to parkland. **[Figure 3]**

The South Park Commission made additional improvements in the early twentieth century, as did the Chicago Park District (CPD), which formed in 1934. Development of the parks following the framework of the South Park system continued through the twentieth century. As a system, the South Park formed the three parks that make up the only intact park system originally designed by Frederick Law Olmsted, Sr. and Calvert Vaux outside of New York State.

Photo 1: Aerial view of Jackson Park looking northwest from E. 67th Street, 1932, Chicago Park District Records: Photographs, Special Collections, Chicago Public Library

2.1.1.1 Creation of South Park Commission

Chicago adopted the motto "Urbs in Horto," a Latin phrase meaning “City in a Garden,” in 1837, when the City of Chicago first incorporated. Despite the verdant slogan, the fledgling local government had no policies or procedures for establishing parks. During the mid-1860s, Chicago had only a sparse collection of small parks and squares. By this time, Frederick Law Olmsted, Sr. had already created magnificent plans for Central Park and Prospect Park in New York. Many prominent Chicagoans were acquainted with Olmsted and his New York work. As explained in *Development of Public Recreation in Metropolitan Chicago*, the city's early financial leaders became passionate advocates for park development in Chicago:

> "The city's growth was their obsession, involving not only their personal fortunes but their personal and public pride. Among them was conceived the idea of parks for Chicago, larger, more boldly planned, and more expansively developed than the small holdings which the city was meagerly maintaining. New York had established Central Park in 1857, Brooklyn had its Prospect Park; why should Chicago lag behind the East?"[2]

Attorney and real estate speculator Paul Cornell (1822 – 1904) was one of Chicago's leading proponents of park development at this time. Cornell had founded the suburban community of Hyde Park six miles south of Chicago in the mid-1850s. He believed that a large, well-designed public park would boost property values and make his growing village more beautiful and livable. Cornell solicited the support of other civic leaders who shared his vision. These included Jonathon Young Scammon (1812 – 1890), an attorney and early Hyde Park resident, and George M. Kimbark, the owner of a successful hardware company and husband of Elizabeth Gray, Cornell's sister-in-law. (Kimbark would soon be among the founders of Riverside, Illinois, famous as the nation's first planned community, with an Olmsted & Vaux design.) Cornell, Scammon, Kimbark, and other prominent leaders began working together to draft enabling legislation for a proposed South Side park beginning in 1866.

Two initial drafts of park legislation did not meet with success. Scammon solicited help from his law partner, Ezra Butler McCagg (1825-1908), a Chicago park advocate who had a close personal relationship with Olmsted.[3] McCagg had also been working on a similar bill for Lincoln Park. He and the others advocating for a South Side park conferred with park proponents from the city's North and West Sides. Each group worked on drafting legislation that would meet the needs and conditions of their area.

In early 1869, the South Side parks group submitted their revised act just as the two other bills went before the State legislature. The State approved all three acts, establishing the South, West, and Lincoln Park commissions. "Although the three park commissions operated independently, the overall goal was to create a unified park and boulevard system that would encircle Chicago."[4]

After its adoption by the state legislature, the South Park bill still had to be ratified by the residents of Hyde Park, South Chicago, and Lake Townships. Nearly 10,000 of the 16,597 citizens who participated in a special election voted in favor of the measure, thus ratifying the bill. The governor then appointed a board that would have the authority to oversee the development and maintenance of the proposed South Park. Paul Cornell was selected as one of the original five board members of the newly-formed South Park Commission (SPC). The approved bill specified the location of what would become the

[2] Elizabeth Halsey, *Development of Public Recreation in Metropolitan Chicago* (Chicago Recreation Commission, 1940), 11.
[3] Victoria Post Ranney, "Designing for Democracy in the Midwest," *Midwestern Landscape Architecture* (Urbana and Chicago: University of Illinois Press, 2000), 46.
[4] Julia S. Bachrach, *The City in a Garden: A History of Chicago's Parks: Second Edition* (Chicago: Center for American Places at Columbia College Chicago, 2012), 9.

1,055-acre South Park (Jackson and Washington Parks and Midway Plaisance). The commissioners sought to have Olmsted & Vaux design South Park.

2.1.1.2 Olmsted & Vaux

Recognized today as the "Father of American Landscape Architecture," Frederick Law Olmsted Sr. (1822-1903) designed many of the nation's premier 19th-century parks, boulevards, campuses, and estates.[5] Born into a New England mercantile family, Olmsted held many positions before he became the superintendent of New York's Central Park in 1857. The following year, he and English-born architect Calvert Vaux (1824 - 1825) participated in a design competition to lay out Central Park. The jury selected their *Greensward Plan,* deeming it the original plan for Central Park. During the Civil War, Olmsted became the executive secretary of the National Sanitary Commission, an organization devoted to improving conditions for the soldiers who fought for the Union Army. After the war, Olmsted & Vaux designed Prospect Park, and a park system for Buffalo, New York.

In 1868, Olmsted & Vaux began laying out the town of Riverside, Illinois. When they came to the Chicago area to work on this major suburban project, there had been talk of having Olmsted and his partner create original plans for all of the new parks and boulevards for the city.[6] This never materialized, however; because, of Chicago's three park systems, only the South Park Commission had the financial means to hire Olmsted & Vaux. In May of 1869, Olmsted was visiting Chicago while working on the Riverside project. Some of the newly appointed SPC board members asked him to tour the proposed South Park site and make informal design recommendations.[7] That October, when Vaux was in town, he met with Paul Cornell to discuss terms for designing South Park. Vaux “proposed to do the job for $4000, and after some hesitation, the South Park Commissioners agreed.”[8]

2.1.1.3 Original South Park Plan

Olmsted’s designs often took advantage of the unique characteristics of a site, even if he considered these natural qualities to be disadvantages. (Today, scholars refer to this as “the genius of a place,” one of Olmsted’s guiding design principals.[9]) When Olmsted visited the natural site for Chicago’s South Park, he was extremely discouraged. In fact, he later wrote: "if a search had been made for the least park-like ground within miles of the city, nothing better meeting the requirement could have been found."[10] The site was composed of the marshy 593-acre Eastern or Lower Division fronting onto Lake Michigan (later

[5] Ibid, 188.
[6] Victoria Post Ranney, *Olmsted in Chicago* (Chicago: R.R. Donnelly & Sons, 1972), 16.
[7] Daniel Bluestone, *Constructing Chicago* (New Haven: Yale University Press) 1991, 39.
[8] Ranney, 1972, 26.
[9] Charles E. Beveridge, “Olmsted— His Essential Theory,” National Association for Olmsted Parks, http://www.olmsted.org/the-olmsted-legacy/olmsted-theory-and-design-principles/olmsted-his-essential-theory.
[10] Frederick Law Olmsted. "The Landscape Architecture of the World's Columbian Exposition." *Inland Architect* 22, no. 2 (September 1893), 19.

known as Jackson Park), a 90-acre strip that would become the Midway Plaisance, and the 372-acre Western or Upper Division, a largely flat area (Washington Park).

In the written report that accompanied Olmsted & Vaux's original South Park Plan **[Figure 1]**, the landscape designers explained that the most "obvious defect of the site" was "that of its flatness."[11] But they managed to take advantage of this topography in their plan by proposing to develop the Western Division (Washington Park) as a more level area and provide greater topographic diversity in the naturalistic area that became Jackson Park. They stated that "the element of interest" that should be part of "the park of any great city" would be "a large meadowy ground of an open, free and tranquil character."[12] Without great expense, they suggested that an expansive open meadow or greensward should be a primary feature of the Western Division. This South Open Green, approximately 150 acres in size, would accommodate baseball and other games and provide a place where sheep could roam freely to "enhance the pastoral experience."[13]

Olmsted found the Eastern Division (Jackson Park) area particularly "forbidding," with sand bars that had formed in the lake, boggy swales, and ridges covered with "vegetable mold."[14] He did however, interpret Lake Michigan as the site's greatest advantage. He and Vaux wrote that there was "…but one object of scenery near Chicago of special grandeur or sublimity, and that, the lake, can be made by artificial means no more grand or sublime." [15] They believed that dramatic views of the lake would make up for the site's other deficits, stating the "lake may, indeed, be accepted as fully compensating for the absence of sublime or picturesque elevations of land."[16]

[11] Olmsted, Vaux & Co., Landscape Architects. *Report Accompanying Plan for Laying Out the South Park,* South Park Commission (Chicago,1871), 9
[12] Ibid, 14.
[13] Julia Sniderman Bachrach, "National Register of Historic Places Registration form for Washington Park" (US Department of the Interior, National Park Service, 2004), Section 8, 3.
[14] Frederick Law Olmsted. "The Landscape Architecture of the World's Columbian Exposition," 19.
[15] Olmsted, Vaux & Co., Landscape Architects, *Report Accompanying Plan for Laying Out the South Park,* 10.
[16] Ibid.

Photo 2: Jackson Park Unfinished Lagoon, Looking East, July 1891, Chicago Public Library, Special Collections, WCE CDA 1.1. Photograph by C.D. Arnold

Having such reverence for Lake Michigan, Olmsted & Vaux determined that water should provide the unifying theme for the South Park Plan. They envisioned an intricate series of lagoons with lushly planted banks that would encompass approximately one-third of the Eastern Division (Jackson Park). As the waterways linked with Lake Michigan, the lagoon system would be ideal for boating. At the west side of the lagoons along the Eastern Division (Jackson Park), Olmsted & Vaux planned a circular turning basin to connect with a grand canal that would flow through the center of the Midway Plaisance. The canal would then link to a small lagoon, referred to as the Mere, at the Western Division (Washington Park). **[Figure 1]**

Olmsted & Vaux generally called the three interlinking waterways the Upper Plaisance (lagoons in Jackson Park), Midway Plaisance, and Lower Plaisance (Mere in Washington Park). They described these as enclosed areas that would be "used only by day."[17] The importance of boating on the proposed interlinking waterways is quite clear. The word "Plaisance" is a French term that means "boating."[18]

2.1.1.4 Delays in Implementing the South Park Plan

Olmsted & Vaux submitted the South Park Plan and accompanying report to the SPC in the early spring of 1871. That October, much of Chicago was devastated by the Great Fire. The site for South Park was outside of the fire district, however, the Commission's downtown office burned down. Among the destroyed documents was a "nearly complete assessment roll, which was to assign holders of property adjacent to the park their share of park costs."[19] Progress to improve South Park "was suspended and all employees except a small police force were discharged."[20]

[17] Olmsted, Vaux & Co., Landscape Architects, *Report Accompanying Plan for Laying Out the South Park,* 10.
[18] Collins Dictionary, http://www.collinsdictionary.com/dictionary/french-english/plaisance
[19] Victoria Post Ranney, *Olmsted in Chicago*, 32.
[20] Ibid.

As the city began recovering from the destruction of the fire between the early and mid-1870s, the SPC slowly began improving the Western Division of South Park (Washington Park). Problems in acquiring much of the land for the Eastern Division caused additional delays in improving this section. In 1875, while largely focused on improvements in the Western Division, the SPC began some initial work on the Eastern Division (Jackson Park). This included grading and sodding the northernmost part of the park, and excavating an oblong lake that had two major components, and was thus called Twin Lakes. Located along the park's northwest perimeter, the Twin Lakes had a masonry bridge "built over it at the crossing from Fifty-seventh-street entrance."[21] (The Twin Lakes and bridge are no longer extant.)

Photo 3: View of Twin Lakes (at northwest perimeter of Jackson Park, no longer extant), ca. 1890, Chicago History Museum iChi-294

2.1.1.5 Earliest Improvements and Renaming

During the late 1870s, work continued at the northernmost part of the Eastern Division. Lawns were seeded and trees planted. Crushed stone paths were laid, and the first stretch of what would become Lake Shore Drive constructed. During the winter, when the Twin Lakes froze, ice skating was permitted on the frozen water areas.

By 1879, a small meadow stretched along the far north end of the park, and the SPC excavated to create another artificial lake just south of that meadow. (This water feature would later become the Columbia Basin, which remains today.) This waterway had a simple, irregularly shaped configuration, with sand

[21] South Park Commissioners, *Report of the South Park Commissioners to the Board of the County Commissioners of Cook County From December 1st 1874, to December 1st 1875* (Chicago, 1875), 13.

along its northern end, and mowed lawn at the surrounding edges.[22] In the center, two islands had rocky edges.

In April of 1880, architects Burnham & Root prepared plans for a bridge to extend across the southern end of the artificial lake. This structure, originally called the Columbia Drive Bridge (also known early on as the East Bridge), is now named the Clarence Darrow Bridge. (The bridge was officially renamed in honor of renowned Chicago attorney Clarence Darrow in 1957 because his ashes had been scattered into the lagoon from this bridge when he died.)

Daniel Hudson Burnham (1846 – 1912) and John Wellborn Root (1850 – 1891) had met in the office of Carter, Drake & Wight and formed their own firm in 1873. Two years later, Burnham & Root received a commission to design a Prairie Avenue mansion for John Sherman, founder of Chicago's Union Stock Yards. Burnham fell in love with and married Sherman's daughter Margaret. Sherman became a member of the South Park Board of Commissioners in 1878. Shortly thereafter, Burnham & Root began receiving substantial South Park work including a fountain and phaeton (a type of carriage) depot on Oakwood Boulevard (no longer extant).[23]

On June 1, 1880, the SPC awarded contracts for the construction of Burnham & Root's Columbia Drive (East) Bridge. Howard & Fox served as the general contractor. Jacob Furst received the contract for the cut stone, and L.B. Boomer contracted for the ironwork.[24] In a report at the end of that year, the commissioners stated that the "most important work in the East Park" was the "construction of a bridge of stone and iron across an arm of the artificial lake."[25] (Today, the East (Columbia Drive) bridge is being studied for potential replacement under a separate FHWA undertaking.)

[22] *Map Showing Progress Made in the Improvement of the Eastern Division of South Park*, 1880
[23] Julia S. Bachrach, "Daniel H. Burnham and Chicago's Parks," 2009, available at http://www.chicagoparkdistrict.com/assets/1/23/burnham.pdf
[24] South Park Commission, "Minutes of the South Park Commissioners," (Chicago: June 1, 1880), v. 2, 243.
[25] South Park Commissioners, *Report of the South Park Commissioners to the Board of the County Commissioners of Cook County From December 1st 1879, to December 1st 1880* (Chicago, 1880), 8.

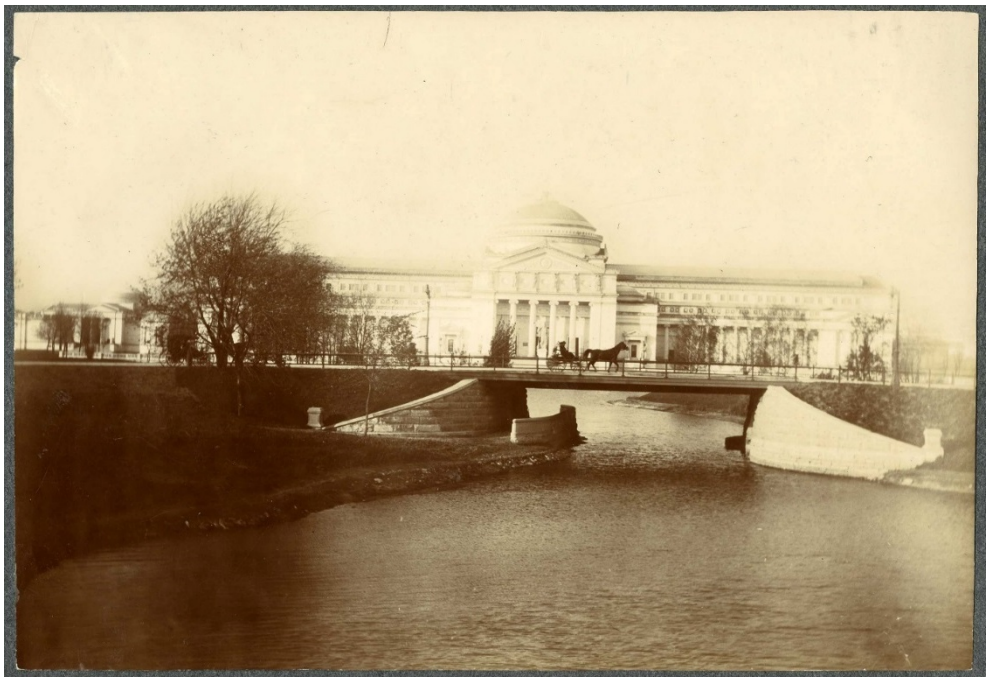

Photo 4: View of East (Columbia Drive) Bridge, 1895, Olmsted Archives Collection, Frederick Law Olmsted National Historic Site

In the fall of 1880, the SPC passed a resolution that asked the public for suggestions to give names to the "parks now commonly called the East and West respectively."[26] On February 1, 1881, the Western Division was named for George Washington and the Eastern Division was officially renamed Jackson Park, for Andrew Jackson, eleventh president of the United States.

South Siders soon enjoyed Jackson Park's improved northern landscape. Picnicking was popular at the north meadow. Boating was offered in the artificial lakes, in summer, and both waterways were used for ice skating during the wintertime.

By the early 1880s, lakeshore erosion was already a problem. The SPC built a breakwater and created an area of paved beach along Lake Michigan from 56th to 59th streets between 1882 and 1884. The granite pavers were extended southward to 61st Street between 1888 and 1890. During the late 1880s and early 1890s, the long stretch of paved beach became a popular promenade space for strolling and bicycling. (Remnants of the paved beach remain today.)

[26] South Park Commission, "Minutes of the South Park Commissioners," (Chicago: October 6, 1880), v. 2, 266.

Photo 5: Burnham & Root's Jackson Park Shelter (old Iowa Building, no longer extant), ca. 1910. Chicago Park District Records: Photographs, Special Collections, Chicago Public Library

Olmsted & Vaux's 1871 Plan had included a few buildings such as a belvedere tower near the edge of Lake Michigan and a shelter east of the north meadow. (The belvedere was never realized.) **[Figure 1]** As the SPC continued making modest improvements in the late 1880s, they erected two rusticated cut limestone buildings in Jackson Park. One was a Burnham & Root-designed shelter at 56th Street near the lake, in the same general location as had been earmarked on the Plan. This structure provided space for dances and parties in the summertime. (During the World's Columbian Exposition, it was used as the pavilion for the State of Iowa. This "old Iowa Building" is no longer extant.) The second limestone building was a comfort station located east of the artificial lake that would become known as Columbia Basin. This small Gothic Revival style structure was originally described as a "water-closet for ladies."[27] Original plans have never been found for the small bathroom building; however, the design of the building can be attributed to Burnham & Root. Although the Jackson Park shelter (old Iowa Building) was later demolished, the 1888 comfort station remains in its original location as the oldest building in Jackson Park**.**

2.1.1.6 World's Columbian Exposition

In 1890, Chicago won the honor of hosting the World's Columbian Exposition. Frederick Law Olmsted was asked to help select the site for the fairgrounds. He recommended Jackson Park for two over-riding reasons. First, Lake Michigan would serve as the backdrop for the fairgrounds, and second, much of the site remained unfinished and, therefore, fair construction would only destroy minimal finished parkland. Together, consulting landscape architects Olmsted, his associate Henry Codman, and architects Burnham and Root prepared a general layout for the fairgrounds at Jackson Park and the Midway Plaisance. In a paper read to the World's Congress of Architects, which met in Chicago several months

[27] South Park Commissioners, *Report of the South Park Commissioners to the Board of the County Commissioners of Cook County From December 1st 1887, to December 1st 1888* (Chicago, 1888), 7.

after the official opening of the exposition, Olmsted described their scheme for the fair. As had been the case with the original South Park Plan, water served as the guiding theme for the design of the fairgrounds. **[Figure 2]**

Olmsted explained that the four leading designers worked out "...a crude plot, on a large scale," and that "the whole scheme was rapidly drawn on brown paper." He went on to provide the details of how the use of water shaped the design:

> "The plot, formed in the manner described, contemplated the following as leading features of design: That there should be a great architectural court with a body of water therein; that this court should serve as a suitably dignified and impressive entrance-hall to the Exposition, and that visitors arriving by train or boat should all pass through it; that there should be a formal canal leading northward from this court to a series of broader waters of a lagoon character, by which nearly the entire site would be penetrated, so that the principal Exposition buildings would each have a water as well as land frontage, and would be approachable by boats...."[28]

Photo 6: World's Columbian Exposition Court of Honor with Statue of Republic Looking West, 1893. (While the original statue is no longer extant, a smaller, commemorative 1918 version remains in Jackson Park.) Chicago Public Library, Special Collections, WCE CDA 2_5. Photograph by C.D. Arnold

[28] Olmsted, Frederick Law. "The Landscape Architecture of the World's Columbian Exposition," *Inland Architect,* 1893, vol. 22, no. 2, 18-21.

John Wellborn Root died of pneumonia in January of 1891. His sudden death was terrible for Burnham, Root's dear friend and business partner. But planning for the fair had to move forward, so Burnham took on the role of Director of Works.

A team of nationally-renowned architects and artists designed the buildings and sculptures of the fair. Most were rendered in a neoclassical style and painted white to further unify the fairgrounds. Meant to be temporary, all of the major fair buildings and sculptures were made of a type of plaster known as staff. Because of the large number of white classical buildings, the fairgrounds became known as the White City.

As conceived earlier by the design team, the Court of Honor was a hard-edged basin flanked by monumentally-scaled Beaux Arts style buildings. **[Figure 2]** This area served as a major focal point for the fairgrounds. Daniel Chester French's *Statue of the Republic* stood at the eastern end with her back facing Lake Michigan. (This original temporary sculpture stood roughly where the 63rd Street Bathing Pavilion is located today.) The female figure, gilded except for the arms and face, which were white, held a staff in one hand and a globe and eagle in the other. The original 65-foot tall sculpture stood on a 40-foot tall pedestal, making it second in height only to the *Statue of Liberty*.

Fair planners had decided that a highlight of the Midway Plaisance would be the "Bazaar of Nations" meant to educate fairgoers on ethnography and human development. As explained by the *Encyclopedia of Chicago*, the foreign village exhibits "were supposed to provide visitors with glimpses of 'primitive' cultures, in contrast with 'civilization' as presented in the White City."[29] In addition to these foreign villages, the Midway included restaurants, amusements, and attractions such as the iconic Ferris Wheel. Rising to a height of 264-feet, it had 36 cars, each with a capacity of 60 people. The 20-minute ride made two revolutions and cost 50 cents per customer (which was the same as a full day admission price for the fair). Today, the Midway's skating rink stands on the site of the original Ferris Wheel.

2.1.1.7 East and West Lagoons and Wooded Island

The Court of Honor was the most formal area of the Fair's landscape. Contrasting with this formality, the East and West Lagoons were rugged and naturalistic. Other than the straight-edged terrace extending from the Horticultural Building on the west side of the West Lagoon, the edges of both lagoons were irregularly shaped and planted with masses of low shrubbery and grasses. In the center, between the two lagoons was the Wooded Island. There were also some smaller islands scattered around the large Wooded Island, particularly at its south end. (The East and West Lagoons, Wooded Island and some small islands remain today.)

The Wooded Island was formed by re-shaping some of the site's natural ridges. Olmsted wanted the Island to have a "secluded, natural sylvan" character.[30] He asserted that the intention was:

[29] "Exhibits on the Midway Plaisance," *Encyclopedia of Chicago,* 2004, http://www.encyclopedia.chicagohistory.org/pages/11421.html.
[30] Daniel H. Burnham, *World's Columbian Exposition Report of the Director of Works* (Chicago: 1892), 5.

> **"…**to have what has since been called the Wooded Island, occupying a central position, held free from buildings and all objects that would prevent it from presenting, in connection with the adjoining waters, a broad space, characterized by calmness and naturalness, to serve as a foil to the artificial grandeur and sumptuousness of the other parts of the scenery."[31]

While there was only the span of a single year for plantings to mature, Olmsted achieved a wooded character by incorporating existing native oaks into the design. Olmsted added other fast-growing plantings. The existing oak clusters served:

> "...as centers for such broad and simple larger masses of foliage as it would be practicable to establish in a year's time by plantations of young trees and bushes. Because the water in the lagoons would be subject to considerable fluctuations, it was proposed that its shores should be occupied by a selection of such aquatic plants as would endure occasional submergence and yet survive an occasional withdrawal of water from their roots."[32]

Olmsted intended to keep the island free of buildings and retain it as a natural-looking "horticultural preserve," however, many of the exhibitors wanted to erect structures on the island, and "Burnham received numerous petitions" for building permits there. Pressure for additional exhibit space became so great that Olmsted and Burnham "became convinced that it would be impossible to successfully resist these demands."[33] Of all of the Wooded Island proposals, Olmsted believed that the one that would have the "least obtrusive and disquieting result" was a proposed Japanese pavilion.[34] Inspired by an ancient Japanese temple, this building was called the Ho-o-den. Offered as a permanent gift of Japan, this was one of the only buildings meant to remain in the park after the fair. (The Japanese Pavilion no longer exists.)

[31] Olmsted, Frederick Law. "The Landscape Architecture of the World's Columbian Exposition," 20
[32] Daniel H. Burnham, *World's Columbian Exposition Report of the Director of Works* (Chicago: 1892), 5.
[33] Frederick Law Olmsted. "The Landscape Architecture of the World's Columbian Exposition." 20.
[34] Ibid.

Photo 7: Aerial view of Wooded Island and surrounding lagoons looking west 1935, Chicago Park District Records: Photographs, Special Collections, Chicago Public Library

2.1.1.8 North Pond and Fine Arts Building

At the north side of the fairgrounds, the East Lake was converted into the northernmost section of the World's Columbian Exposition's lagoon system**. [Figure 2]** This became known as the North Pond and later as the Columbia Basin. This small lagoon provided a water frontage setting for the Fine Arts Building, a neo-classical structure designed by Charles Atwood. Much of the shape of the pond remained the same. The filling of a small section of the pond's southwest side created the site for the Illinois Building. The south side of the waterway maintained its mowed lawn edge, but on the north side, the water extended directly to the Fine Arts Building's formal terrace. This south elevation was the Fine Arts Building's primary façade. The water served as a dramatic reflecting pool and provided access for boats. (The Fine Arts Building now houses the Museum of Science and Industry.)

In designing the North Pond landscape, Olmsted sought to create stunning views of the Fine Arts Building. He bemoaned the construction of numerous smaller pavilions surrounding the pond. Olmsted asserted that most of these buildings had been sited without his consultation, and were placed in a manner that "intercepted vistas and disturbed spaces intended to serve for the relief of the eye."[35]

2.1.1.9 After the Fair

The World's Columbian Exposition closed in October of 1893. The intent had always been for the fair to be temporary, and beginning in January of 1894, a series of fires destroyed many of the buildings. Later that year, the Chicago Wrecking and Salvage Company demolished most of the buildings that were still standing. One of the few exceptions was the Fine Arts Building, which was somewhat more permanent than the other structures because it had a fire-vaulted interior to protect the precious artworks within it.

[35] Ibid.

Towards the end of the World's Columbian Exposition, prominent Chicagoans decided to memorialize the event by creating a "Columbian Museum."[36] A one-million-dollar donation by department store magnate Marshall Field made possible the purchase of anthropological artifacts that had been showcased at the exposition. The Fine Arts Building became the "Field Columbian Museum."[37]

Other buildings that remained after the Fair were the German Building (destroyed by fire in 1925), the Burnham & Root shelter that became the Iowa Building (demolished in 1936), La Rabida Monastery (destroyed by fire in 1922) and the *Ho-o-den* (the Japanese Temple on the Wooded Island, destroyed by fire in 1946). The ladies comfort station that had been built before the fair remained and is still extant. It is located southeast of the Museum of Science and Industry, and just south of Science Drive.

Photo 8: View of German Building looking northeast across 59th Street Inlet, 1904 (no longer extant), Regenstein Library, University of Chicago LNE-UC-04510-1904

2.1.1.10 Redesign of Jackson Park 1894-1906

Early in 1894, Frederick Law Olmsted's firm, then known as Olmsted, Olmsted & Eliot, began working on plans to redesign Jackson Park. The South Park Commissioners did not want the park to be "shorn of all the beauty that the World's Fair bestowed upon it."[38] In fact, the intent was to create a "beautiful park" that would retain "many of the features characteristic of the landscape design of the World's Fair" and provide "all of the recreative facilities which the modern park should include for refined and enlightened recreation and exercise."[39] In essence, reclamation of the parks after the World's Columbian Exposition

[36] Commission on Chicago Landmarks, *Landmark Designation Report for the Museum of Science and Industry* (Chicago, 1994), 18.
[37] Ibid.
[38] "Jackson Park, Chicago." *Park and Cemetery*. (Chicago: Vol. V, No. 2, April, 1895), 20.
[39] Ibid.

earned a special place in the history of landscape architecture as one of the nation's earliest large-scale brownfield-remediation projects.[40]

In 1895, Olmsted, Olmsted & Eliot's Revised General Plan for Jackson Park was completed. **[Figure 3]** Between that date and 1906, the entire park was improved. The majority of the work followed the plan; however, there were some modifications. (Most notably, the introduction of an 18-hole golf course in 1900 resulted in a minor alteration to the plan's narrow southern perimeter landscape and nearby circular playfield.)

The Olmsted, Olmsted & Eliot Plan included "three principal elements of the scenery" for Jackson Park, "the Lake," "the Lagoons," and "the Fields." **[Figure 3]** Olmsted sent an eight-page report to South Park Commission President Joseph Donnersberger on March 10, 1895, further describing these principal elements.[41] The published Revised General Plan also included text summarizing these elements and describing the area around the Field Columbian Museum.

2.1.1.11 The Lake Shore

Olmsted asserted that the "finest thing about the Park is unquestionably the view of Lake Michigan, which is obtained from the shore."[42] He intended to have Lake Shore Drive as a primary feature, allowing broad views of the Lake for people walking, driving and riding. The drive had been conceived as a narrow promenade in Olmsted & Vaux's original 1871 plan. **[Figure 1]** This promenade had been built along with the paved beach at the edge of the lake by the late 1880s. These features remained during the World's Columbian Exposition. **[Figure 2]** After the fair, Olmsted, Olmsted & Eliot's redesign plan expanded the promenade into the more substantial Lake Shore Drive. **[Figure 3]**

Following the redesign plan, Lake Shore Drive extended from the northern boundary of the park, passing southward between the Museum and the beach, across a bridge over the North Inlet at 59th Street. The Classical style limestone bridge was designed by D. H. Burnham &Co. and structural engineer C.L. Strobel, who was a noted bridge designer and "pioneer in skyscraper construction."[43] A somewhat similar World's Fair Bridge made way for this North Inlet Bridge. (Also known as the 59th Street Bridge, this 1895 structure remains today.)

Olmsted intended for Lake Shore Drive to extend to a "terminal circle" just north of the South Lagoon (approximately located at 63rd Street). He did not want the Drive to cross over the mouth of the South Haven (Outer Harbor) because he thought it was more important to keep the harbor open to boats

[40] Patricia M. O'Donnell and Gregory W. De Vries. "Entangled Culture and Nature: Toward a Sustainable Jackson Park in the Twenty-First Century," *Change Over Time*, Vol. 5, No. 2, Fall 2015, pp. 253.

[41] Correspondence from Olmsted to Joseph Donnersberger, President of South Park Board of Commissioners, March 10, 1895 (Washington DC, Library of Congress, Olmsted Papers) Series A39, 698.

[42] Ibid..

[43] Kevin Lee Sarring, North Inlet Bridge Report for HAER (Washington DC, Dept. of the Interior: 1993), 2.

entering from the lake. At the proposed terminal circle, Lake Shore Drive would connect with a road and flow south following "a gentle curve about three fourths of a mile in length."[44] The curved road was historically considered South Haven Drive or Harbor Drive. It became known as Coast Guard Drive after the SPC agreed to allow the U.S. Coast Guard to build a life-saving station on the west side of the South Haven in 1903**. [Figure 4]** (The historic Coast Guard Station is extant.)

Photo 9: Aerial view of Outer Harbor looking northwest towards Coast Guard Station, 1932, Chicago Park District Records: Photographs, Special Collections, Chicago Public Library

South Haven Drive extended over a granite bridge designed by architect Peter J. Weber, who won a competition sponsored by the SPC**.** The Classical style bridge, with whimsical bas relief ornamentation on both the east and west elevations, was constructed in 1904. (This is generally known as the South Bridge or Animal Bridge.) Just south of this bridge, South Haven Drive connected with South Road, which was later renamed Marquette Drive.

The 1895 Plan envisioned a narrow peninsula just north of the southeastern end of South Road (Marquette Drive). There was a wider peninsular form in this location during the exposition, and the revised landform allowed for a larger harbor. (At that time, the La Rabida Spanish Building still stood at the north end of the peninsula.) As the peninsula sloped upwards, it would provide breathtaking views of Lake Michigan. The Olmsted, Olmsted, & Eliot Plan labelled the center area of this landform as Sunrise Bluff. Just to the south, they rendered an elegant circular promenade at the southeastern edge of Jackson Park. This promenade, was realized several years later, with the construction of a smooth concrete semi-circular knee-wall. It is still extant.

[44] Olmsted to Donnersberger March 10, 1895, A39: 698.

2.1.1.12 The Lagoons

The Olmsted, Olmsted & Eliot Plan featured a system of interconnected lagoons, which provided a sequential series of changing landscape scenes, as well as access by boats throughout the entire waterway. An 1895 article describing the plan explained that:

> "The water effects have been amplified and diversified and the system of lagoons, extending as it does in its varied design the entire length of the park, will present waterscapes of infinite variety and beauty as well as afford the most liberal facilities for boating and aquatic pleasures."[45]

Olmsted emphasized the importance of the lagoon system as a place for boating in an April 10, 1894, letter to SPC President Donnersberger. Olmsted wrote that Lake Michigan could not well accommodate rowing, but that the lagoons within the park were sure to become popular for this activity. He suggested that Jackson Park would become "the finest domestic boating park in the world."[46]

The ability to create a changing sequence of landscape scenes was one of the most brilliant aspects of the 1895 Olmsted, Olmsted & Eliot Plan. In a letter to President Donnersberger dated May 7, 1894, Olmsted emphasized the importance of the different treatments within the design composition. He asserted that in order to "devise a comprehensive general design" each part of the "park must be planned subordinately to and dependently upon every other part."[47] Olmsted suggested that, "In this interdependence of parts lies the difference between landscape gardening and gardening. It is as designers, not of scenes but of scenery, that you employ us, and we are not to be expected to serve you otherwise than as designers of scenery."[48]

The formal Court of Honor and a small adjacent lagoon of the World's Fair grounds were replaced by the South Haven (Outer Harbor) and South Lagoon (Inner Harbor). These simple water elements emphasized the visual and physical connection with Lake Michigan while also providing access for boats. The South Lagoon narrowed at the north and flowed under the Center Bridge (later considered the Hayes Drive Bridge). Constructed in 1902, the red granite bridge had a simple elliptical arch with clearance of fourteen feet above the water level, allowing adequate space for the passage of boats. (The Hayes Drive Bridge remains in its original location, but the water body is truncated to its north.)

[45] Jackson Park, Chicago." *Park and Cemetery*. (Chicago: Vol. V, No. 2, April, 1895), 20.
[46] Correspondence from Olmsted to Donnersberger April 10, 1894. (Washington DC, Library of Congress, Olmsted Papers) Series A33:806.

[47] Correspondence from Olmsted to Donnersberger May 7, 1894. Washington DC, Library of Congress, Olmsted Papers) Series A34:79.
[48] Ibid.

Photo 10: South Lagoon (Inner Harbor) looking northeast towards Center (Hayes Drive) Bridge, ca. 1905, Chicago History Museum, LNE-CHM-i68633

The water areas north of the South Lagoon (Inner Harbor) and south of the Wooded Island were the most rugged-looking, lush and densely-planted portions of the lagoon system. Known as the North and South Bayous, these were intricate areas of water and land. Just north of the North Bayou were the East and West lagoons, which had simpler edges, but also included dense shrub plantings on the water's edge. The West lagoon was widened and its west bank made more naturalistic than the formal terrace that had extended from Horticultural Hall during the Fair. **[Figure 3]**

The Olmsted, Olmsted & Eliot Revised General Plan also included two boathouses on the edge of the West Lagoon. The main structure was for rowboats and canoes and designed to be placed in the cove just north of the Midway Plaisance. Just south of the Midway was the principal electric launch station. Both of the boating structures were designed by D.H. Burnham & Co. and were Classically inspired. The principal station for rowboats and canoes was constructed in 1896 and the electric launch station in 1906. Neither of these buildings are extant today.

Between the East Lagoon and the North Inlet (59th Street Inlet) was a bridle path bridge called the Music Court Bridge because it led to the formal music area to the north. Constructed between 1904 and 1907, the granite bridge had three arched openings with moveable gates. **[Figure 4]** The gates were meant to help regulate the fluctuations in water levels of Lake Michigan and allow the inner waters to be frozen for skating during the winter. The Music Court Bridge remains today.

2.1.1.13 Midway Plaisance Canal

When the SPC hired Olmsted, Olmsted & Eliot in 1894 to begin transforming the World's Fair site back to parkland they focused on both the Midway Plaisance and Jackson Park. Frederick Law Olmsted had met with the South Park Commissioners at a special meeting on March 6, 1894, to discuss the best methods to proceed with reconstructing the sites. [49] As a result of that meeting, Olmsted, Olmsted & Eliot prepared plans for a 100-foot-wide canal extending down the center of the Midway. Each side of the canal was to be flanked with a sidewalk, driveway and lawn. The plans also called for formal rows of shade trees and bridges at every intersection.

Improvements to the Midway Plaisance began in the summer of 1894 including some initial excavating, constructing catch basins and infrastructure, installing the drive and gravel walks, and grading and sodding lawns. A *Chicago Tribune* article published that fall reported that $200,000 had already been expended on the Midway improvements. The article stated that before the "plans can be carried out and the canal be made ready for the water" the waterway "would have to be made five or six feet deeper than the present level."[50] The article explained that the additional construction costs could be as much as $400,000, and that a system of locks would have to be constructed before the project could be completed.

At the time, transforming the Jackson Park fairgrounds back into usable parkland was the priority, and the canal was proving to be an expensive proposition. The already high $400,000 estimate may have been overly optimistic. In addition to the costs of excavating such a long canal, the necessary locks would be complicated to install because of the different elevations of the lagoons and the fluctuating water levels of Lake Michigan. Although the commissioners had intended to continue excavating and constructing the canal over the next few years. However, the obstacles proved too daunting, and never materialized.

[49] South Park Commission, "Minutes of the South Park Commissioners," (Chicago: March 6, 1894), v.5, 12.
[50] "No Water on Midway This Year," *Chicago Daily Tribune,* November 28, 1894, 8.

Photo 11: View of Midway Plaisance from Washington Park looking east towards Jackson Park, ca. 1935, Chicago Park District Records: Photographs, Special Collections, Chicago Public Library

2.1.1.14 Area Surrounding Field Columbian Museum

Olmsted, Olmsted & Eliot's Revised General Plan included text stating that, "Contrasting with the rest of the park, the neighborhood of the vast building of the Field Columbian Museum is designed upon formal lines for the sake of architectural harmony." The plan's text explained the importance of this landscape treatment emphasizing the museum building:

> "All other buildings and structures to be within the park boundaries are to be placed and planned exclusively with a view to advancing the ruling purpose of the park. They are to be auxiliary to and subordinate to the scenery of the park. This Art Building is to be on a different footing. Plantations, waters, roads and walks near it are to be arranged with a view to convenience of communication with the Building; with a view to making the Building a dominating object of interest, and with a view to an effective outlook from it, especially over the lagoons to the southward."[51]

A formal circuit drive encircled this area, which included the museum building, symmetrically arranged depressed lawn panels to the north, and the North Pond to the south (Columbia Basin). The circuit drive had simple formal terminal circle elements on the east/west axis, and crossed the bridge dividing the North Pond from the East and West Lagoons. (Portions of this circuit drive remain today.)

[51] Correspondence from Olmsted to Donnersberger May 7, 1894. Washington DC, Library of Congress, Olmsted Papers) Series A34:79.

In the 1895 Plan, the North Pond was shown as a formal, hard-edged basin. The Olmsted firm had been conferring with Charles Atwood, the architect of the Fine Arts building, who was advising the SPC on its adaptation for use as the Field Columbian Museum**.** Although Atwood wanted the basin to be treated architecturally, the SPC was "not in possession of the funds to be directed to such a purpose."[52] In response, the Olmsted firm developed a scheme featuring an informal basin design that left the area largely as it had been during the Fair. The designers articulated their philosophy for the area through the simple, irregular configuration of the basin and its surrounding landscape of mowed lawn, with scattered trees and shrubs framing views of the monumental building. **[Figure 4]**

The Olmsted, Olmsted & Eliot Plan included another formal element just southeast of the circuit drive, the Music Court (paths and landform are still extant today). This "place especially designed for the gathering of crowds about a band stand" was composed of a semi-circular area for a bandstand with two outer semi-circular paths pierced by diagonal paths.[53] The designers shaped the landscape to "gently descend towards the music stand, as in an amphitheater."[54] They lined the paths with formal rows of trees to shade the area. According to the Plan's text, the Music Court was "intended to be lighted after dark and kept always open." **[Figure 3]**

2.1.1.15 The Fields

The fields served as the final major element of the 1895 Olmsted, Olmsted & Eliot Plan. These green lawn areas not only provided space for activities, but they would also visually contrast with the lakeshore scenery, lagoon scenery, and monumentality of the museum area. The fields would include a feature along the park's western perimeter known as the outdoor gymnasia with separate running tracks for men and women and a playground area for children. Additionally, the plan sited a tennis lawn meadow just west of Lake Shore Drive and a large playing field at the southwestern section of the park.

The proposed outdoor gymnasia represented a whole new direction in American recreation. The first examples of this kind of recreational amenity had been introduced quite recently. Olmsted reported, "similar gymnasia proved very successful in Europe and in Boston."[55] Jackson Park's Plan included an outdoor gymnasia with two oval shaped areas. **[Figure 3]** Each of the areas featured an oval running track with formal rows of trees to provide shade. Between the two tracks, the playground sat within a u-shaped path.

The outdoor gymnasia area was one of the first areas improved following the 1895 Plan. An 1896 newspaper article reported that the oval tracks, though meant for running and "a variety of miscellaneous sport," had become so popular for bicycle racing, that they were considered "speeding

[52] Olmsted to J. Frank Foster September 17, 1894 Washington DC, Library of Congress, Olmsted Papers) A36: 19, 124
[53] Correspondence from Olmsted to Donnersberger March 10, 1895. (Washington DC, Library of Congress, Olmsted Papers) Series A39: 704
[54] Ibid.
[55] Ibid.

tracks."[56] By 1930, the oval track on the north side of the open-air gymnasia had been removed, and only the one along the south side remained. **[Figure 5]** Neither track was extant by the early 1950s. (The CPD installed a "Grade A" eight-lane rubberized-surface track in 2000. This was renovated with an artificial turf field in the center in 2011.)

The lawn tennis area was located between the North Inlet (59th Street Inlet) and Hayes Drive, west of Lake Shore Drive. Historically, this 40-acre meadow not only provided an extensive space for lawn tennis, but it also offered a gathering space for strolling and picnicking. Between 63rd and 67th streets, the 1895 Plan called for an even larger 60-acre meadow labelled as "ball field for girls and boys." **[Figure 3]** Olmsted had intended for this meadow to accommodate a variety of different sports and games, like the much larger one in Washington Park. In the Olmsted, Olmsted & Eliot Plan, the large circular meadow is bordered by a system of carriage drives, bridle paths, and walkways that would ring "the whole south end of Jackson Park."[57] Although a large meadow edged with bridle paths/walkways would ultimately be implemented, this southern area of the park was slow to take shape, and the plan would undergo some modifications.

Photo 12: East (Lawn Tennis) Meadow, ca. 1900, Chicago History Museum, CHM-i68634

In March of 1899, while many Olmsted, Olmsted & Eliot-designed improvements had not reached completion, a group of prominent Chicagoans requested the installation of a public golf course in Jackson Park. Several private golf clubs had opened in the suburbs where many of the city's elite enjoyed this sport already popular in Scotland, England, and New York. Members of the upper class,

[56] "Mecca for Riders, Jackson Park Speeding Track Lined with Wheelmen," *Chicago Daily Tribune,* May 10, 1896, p. 37.
[57] Ibid.

such as Col. Irwin, who golfed at Lake Forest's Onwentsia Club, advocated for the creation of a golf course in Jackson Park "where golfers of limited means" could participate in the sport.[58] The South Park Commissioners agreed to the request. According to *Chicago Golf: The First 100 Years*, this course, which opened less than two months later, would become the "first golf course west of the Alleghenies opened to the public."[59]

Prominent Chicagoans and golf enthusiasts Charles Esson and Robert Risk helped lay out the original 9-hole course which stretched across the entire center part of the park.[60] The course opened to much fanfare on May 11, 1899. As the local golf proponents had limited knowledge about course design, the layout proved too difficult due to large expanses of water near some of the greens. As a result, the 9-hole course was soon reconfigured with a location limited to the south end of the lawn tennis field (just north of Hayes Drive). (The 9-hole course is no longer is extant.)

The golf links were so well received that the South Park Commissioners quickly decided to install a second course. In the spring of 1900, the commissioners created a temporary 18-hole course along the southwestern part of Jackson Park, an area that had not yet been improved following the Olmsted, Olmsted & Eliot Plan. The greens "were sodded and clay teeing grounds were prepared," but "the course was rather sandy and not very satisfactory."[61] Because of the tremendous enthusiasm for golf, the commissioners had wanted to open the second golf course quickly and planned to improve the site with a more permanent course within the next few years. The 1900 project included the construction of a brick golf shelter designed by in-house SPC architects. (This structure remains in the park and is now called the Cecil Partee Golf Shelter.)

Several years later, as the SPC completed post-Fair improvements to Jackson Park, in-house designers prepared plans for a permanent 18-hole course following Olmsted, Olmsted & Eliot's earlier design intentions. In place of a narrower south perimeter landscape shown in the 1895 Plan, the designers created an oblong meadow that stretched all the way from Stony Island Avenue to Lake Michigan. Just to the north, the designers created a circular meadow where the golf shelter already stood. This meadow was edged by a circuit drive for carriages as well as curving walkways and bridle paths. The broad green space provided golf links on the south and ball fields on the north. As Olmsted, Olmsted & Elliot had recommended, formal rows of trees were planted along 67th Street. This allee was meant to be edged by dense shrub and tree masses and an undulating lawn with scattered plantings along its north side. The plan included less dense, irregular plantings around the circular meadow. This treatment, which was followed, offered a sense of enclosure while also providing views from the south perimeter. **[Figure 3 and Figure 4].**

[58] "To Secure Public Links," *Chicago Daily Tribune,* March 15, 1899, 4.
[59] Tom Govedarica, *Chicago Golf: The First 100 Years, (1991),* 58.
[60] Joe Davis, "Silver Birthday for Jackson Park Links," *Chicago Daily Tribune,* May 7, 1924, 24.
[61] South Park Commission, *Annual Report of the South Park Commissioners for the Fiscal Year 1900* (Chicago), 7.

Detailed plans for the original 18-hole course are not known to exist. The only clearly documented involvement of a golf design expert was revealed by the *Chicago Tribune* in 1906. An article entitled "Jackson Park Bunkers" reported that SPC Superintendent J. Frank Foster met with golf course architect Tom Bendelow (1868 – 1936) in Jackson Park to identify locations for "sand pits back by sodden mounds."[62] Although the earthworks made the golf course somewhat less flat, they were subtle enough to complement the design intentions set forth by the 1895 Olmsted, Olmsted, & Eliot Plan.

2.1.1.16 New Visions for Midway Canal

In 1908, just over a decade since the SPC had stopped making progress on the Midway Plaisance canal, preeminent sculptor Lorado Taft (1860 – 1936) began envisioning a new water scheme for the Midway. Taft had recently established his studio just off the Midway Plaisance in a converted barn at 60th Street near Ellis Avenue. Captivated by Olmsted's earlier plans for the Midway, Taft began conceiving a new scheme that would include the water feature as part of a broader beautification project. In Taft's plan, the canal would serve as a focal point with three sculptural bridges spanning it. He described these as the Bridge of the Arts, the Bridge of Sciences, and the Bridge of Religions. He also proposed lining the waterway with statues of the "world's greatest idealists."[63] At the extreme ends of the broad boulevard, Taft suggested two monumental sculptural fountains, the *Fountain of Creation* on the east end, and the *Fountain of Time* on the west end. (Although Taft created the *Fountain of Time* monument at the western end of the Midway Plaisance in Washington Park in 1922, his canal plan never materialized.)

In 1914, LaVerne Noyes (1849 – 1919), a successful businessman and major donor to the University of Chicago, hired landscape architect Ossian Cole Simonds to develop an improvement plan for the Midway Plaisance. Simonds, known for his naturalistic designs, completed his plan two years later, offering a new approach to Olmsted's vision for a Midway waterway. In place of a formal sunken canal, Simonds proposed an irregularly-shaped lake that could be seen from the adjacent roadways. His plan also called for shrub masses and informally planted trees. Neither the University of Chicago's Board of Trustees nor the South Park Commission endorsed Simonds' proposal, and it was never realized.[64] Rather, the Midway remained as a 700-foot-wide central lawn with outer drives and parkways, and elm trees planted at regular intervals. (Although elms were later replaced with other species, the character of the tree-lined Midway, with its sunken central lawn panel, is largely unchanged.)

2.1.1.17 Popularity of Recreation and Sports 1906-1918

Chicagoans flocked to Jackson Park for golf and other new recreational activities. During the golf season of 1906, a total of 87,500 people played on the 18-hole course and 40,000 played on the 9-hole course. On the Fourth of July, the busiest day of the year, 1400 people played on the 18-hole course, and 900 people played on the 9-hole course during that day.[65]

[62] "Jackson Park Link Bunkers," *Chicago Daily Tribune*, April 24, 1906, 10.
[63] Peter B. Wight, "Apotheosis of the Midway Plaisance," Architectural Record (v. 28, 1910), 340
[64] Barbara Geiger, *Low-Key Genius: The Life and Work of Landscape-Gardener OC Simonds* (Ferme Ornée Press/ Urbpublisher, 2011), 208-09.
[65] South Park Commission, *Annual Report of the South Park Commissioners for the Fiscal Year 1906* (Chicago), 35.

Due to the large number of golfers, the golf shelter (Cecil Partee Shelter) underwent two major additions within the first few years. The first occurred in 1903 and the second in 1907. The first project added lockers for the players and a lunch counter. The second project, a large addition to the east, matched the brick and Spanish tile roof of the original building. This addition included 700 new lockers, showers for men and women, and an expanded the lunch counter. There was “no charge for lockers, towels or soap," and the use of the links was free.[66]

Photo 13: View of golf course and (Cecil Partee) Golf Shelter, looking northeast, ca. 1910, Chicago History Museum, LNE-CHM-i16980

The popularity of golf continued to grow. During the 1911 season, a total of 70,000 golfers played on the 9-hole course and of 140,000 players used the 18-hole course. In 1912, a second golf shelter was constructed in the 18-hole course. The Olmsted Brothers (successor firm of Olmsted, Olmsted & Eliot) served as consultants and sited the new shelter near the 9th hole.[67] Designed by D.H. Burnham and Co., the Classical style building was constructed of exposed aggregate concrete with a Spanish tile hipped roof. Its center open loggia, with men's bathrooms on one side and women's on the other, allowed for beautifully framed views of Lake Michigan. This structure remains in the park today.

[66] South Park Commission, *Report of the South Park Commissioners for a Period of Fifteen Months from December 1,1906 to February 29, 1908 inclusive* (Chicago), 44.

[67] Materials relating to this project can be found in the Olmsted Papers (Washington DC, Library of Congress, May 23, 1911), Series B.

In addition to wonderful views, Lake Michigan was valued as an important recreational asset. Swimming became increasingly popular after the 1899 completion of Chicago's innovative Drainage Canal, allowing for the diversion of sewage which previously emptied into Lake Michigan. During the early 1900s, the South Park Commissioners began discussing plans for a Jackson Park beach extension at the edge of the lake near 63rd Street. This area was shown in the Olmsted, Olmsted & Eliot Plan as the site for a spacious party building called a Casino (not related to gambling). During the World's Columbian Exposition, a large classical Casino Building and broad pier had been located in roughly the same area. **[Figure 2 and Figure 3].** Both had been demolished by the early 1900s, and the Casino Pier was later rebuilt several times. (An extant feature, Casino Pier extends into Lake Michigan approximately on axis with 64th Street.)

Photo 14: View of 57th Street Beach looking north, ca. 1910, Chicago Park District Records: Photographs, Special Collections, Chicago Public Library

In 1908, the South Park Commissioners consulted with the Olmsted Brothers on the design and layout of the proposed beach extension. The Olmsted Brothers recommended the construction of two buildings for the extension, a Casino, as had been proposed in 1895, and a new bathing pavilion.[68] This structure would afford "a suitable view…up and down the shore from the balconies of the building" and would "provide suitable accommodations for refreshment as well as shelter and meet the demands of the public for parties and other free, suitable, entertainment."[69] (Although plans for the Casino never materialized, the proposed bathing pavilion would move forward a decade later.)

[68] Ibid, Correspondence Olmsted Bros. to Henry Foreman, Sept. 6, 1908, Series B Files

[69] South Park Commission, *Report of the South Park Commissioners for a Period of Twelve Months from March 1,1908 to February 28, 1909* (Chicago), 15.

During this early 20th-century period, boating and yachting were especially popular. The Elco Electric Launch Boat Company had made its debut in Jackson Park at the World's Columbian Exposition with 55 launches, each 36 feet long and powered by battery driven electric motors. By 1910, the SPC allowed five electric launches, two naphtha engine launches, and one gasoline engine launch to operate in the park. The electric launches provided a two-and-a-half mile ride through the inner harbor for 10 cents per passenger. The naphtha launches made three-and-a-quarter mile trips through the park and into Lake Michigan for 20 cents per passenger. The gasoline barge, which could carry 56 passengers, was the least expensive of these excursions, at 5 cents per passenger.

By the 1910s, many people wanted to moor their private boats in the Jackson Park waterways, and several yacht clubs formed. The Jackson Park Yacht Club, established in the 1890s, began with a small floating yacht club building. This building was occasionally removed from the park for repairs, and then returned for the yachting season.[70] In 1916, the original structure was expanded, though still mounted on a floating barge. In 1930, the clubhouse was moved to make it a permanent dryland structure. It remains in that location today on the edge of the Outer Harbor. **[Figure 5]**

In 1912, some members of the Jackson Park Yacht Club founded another club that was originally called the Southern Shore Power Boat Club. This club also established a floating clubhouse on a barge, located on the edge of the Inner Harbor (South Lagoon). Around 1930, the South Park Commission allowed the club to make the clubhouse into a more permanent dryland structure. That building burned down, and the SPC permitted the club to build a new clubhouse in 1934 (just prior to the consolidation of the CPD). The building has had significant alterations but still remains in the park. (The club is now called the Southern Shores Yacht Club.)

In 1914, the SPC began moving ahead on the proposed beach extension. In-house SPC engineers created plans for the 63rd Street beach extension. Their plans called for only one building for the new beach—the proposed bathing pavilion. Under the guidance of chief engineer Linn White (1863-1944), SPC in-house architects designed a Classical style building with open loggias and center courtyard spaces in 1917. The ten-acre beach extension was filled in 1916 and 1917. Restrictions on building materials during World War I delayed completion of the building until 1919. **[Figure 5]**

[70] South Park Commission, "Minutes of the South Park Commissioners," (v. 19, October 16, 1912), 112.

Photo 15: Aerial View of 63rd Street Beach from Lake Michigan looking southwest, ca. 1935, Chicago Park District Records: Photographs, Special Collections, Chicago Public Library

Historically, one of the courtyards was for men, and the other for women. Hundreds of wooden booths were located in these courtyards. People could check out bathing suits and towels, and change their clothes in the booths. (The CPD conducted a 4-million dollar restoration of the 63rd Street Bathing Pavilion in the late 1990s.)

2.1.1.18 Exposition Remnants and Preparation for Second World's Fair 1918-1933

In honor of the 25th anniversary of the World's Columbian Exposition and Centennial of Illinois statehood, a smaller version of the *Statue of the Republic* sculpture was erected in Jackson Park. The piece was purchased through remaining proceeds from the World's Fair combined with some funding from the B.F. Ferguson Fund. Daniel Chester French produced the commemorative version of his original sculpture, and architect Henry Bacon designed the new pedestal and platform. At 24 feet tall, the gilded bronze sculpture was roughly a third of the size of the original. The new permanent *Statue of the Republic* stands on the site of the fair's Administration building. It was dedicated on May 11, 1918.

In addition to the *Statue of the Republic*, Jackson Park retained several other visual reminders of the World's Columbian Exposition. The Fair's Spanish Building, a white-towered replica of the La Rabida Monastery of Palos, Spain, still stood at the end of a peninsula, perched above a cut-granite wall. After the fair, the Spanish government had suggested the building's conversion into a sanitarium for sick babies. Beginning in 1895, the hospital was opened during the summer season of each year. In 1918, the facility closed down due to a shortage of nurses during wartime. The original temporary structure had fallen into a terrible state of disrepair and was destroyed by fire in 1922. Although the original building no longer exists, the peninsular landform and the granite wall remain.

In 1924, the SPC created a raised seating area on the original site of La Rabida. This landscape feature with four sets of stairs, trees, benches, and lawn is called Convent Hill or La Rabida Monastery Hill. In the late 1920s, there was a proposal to build a new La Rabida hospital structure south of the original building. Despite some objections from the community, the La Rabida Jackson Park Sanitarium received legal permission for the new hospital. Designed by Graham, Anderson, Probst and White, the Mediterranean Revival style building went up in 1932. It still stands, and has many additions dating between the early 1950s and today (see below). **[Figure 5]**

Another Exposition Building that was destroyed in the 1920s was the German Building. It was located just south of the curved roadway now called Science Drive. **[Figure 4]** After the Fair, the German Building became a restaurant. The structure fell into deterioration and burned down in 1925. A bowling green and clubhouse were placed on the site of the German Building in 1927. South Park Commission in-house architects designed the brick Revival style clubhouse. In 1931, the commissioners built an addition at the southwest side of the building. (Today, this building continues to provide its historic function, as a Lawn Bowling Club still plays on the green.)

Like the other two World's Fair structures, by the late 1920s the original Fine Arts Building was severely deteriorated. The collections that had been housed in the building after the Fair were moved to the newly constructed Field Museum of Natural History on the south end of Grant Park in 1920. Prominent individuals and organizations discussed proposals to renovate the original Fine Arts Building for a number of years. In 1926, Julius Rosenwald (1862–1932), chairman of Sears, Roebuck and Co. pledged a substantial donation towards rehabilitating the Fine Arts Building as an industrial museum that would highlight new scientific discoveries. The Commercial Club of Chicago endorsed the idea. In 1927, Rosenwald traveled through Europe with two members of the SPC Board, visiting some of the world's most impressive science and technology museums to gain inspiration for Chicago's effort.

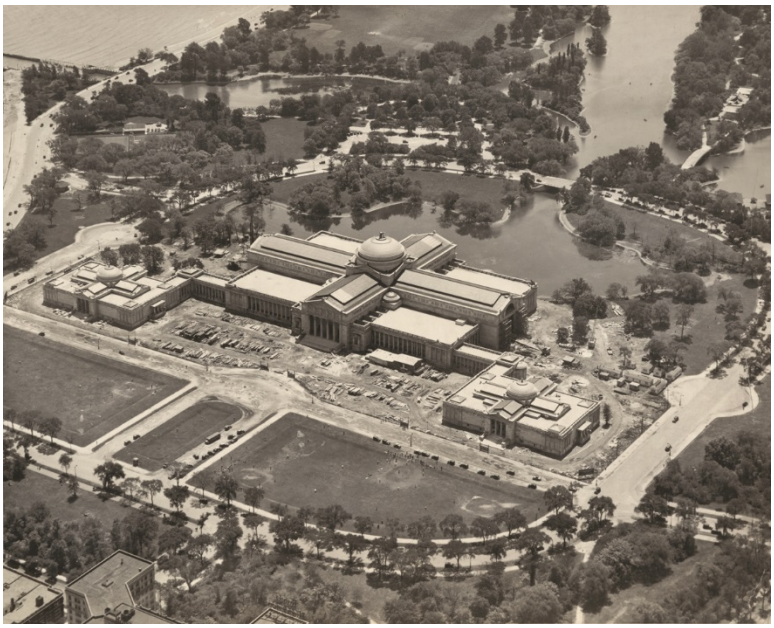

Photo 16: Aerial view of Museum of Science and Industry and surrounding landscape looking south, 1931, Chicago Park District Records: Photographs, Special Collections, Chicago Public Library

The architectural firm of Graham, Anderson, Probst & White conducted the exterior restoration of the museum, which was completed in 1930. The interior work, which commenced in 1930, was designed by Shaw, Naess & Murphy, a firm of three architects who had previously worked for Graham, Anderson, Probst, & White. The interior work included notable features executed in the Art Deco style. By the time of Rosenwald's death in 1932, he had donated over three million dollars to the project. The Museum of Science and Industry's opening coincided with the 1933 *A Century of Progress*, Chicago's second World's Fair, held in Burnham Park.

The proposed fairgrounds for *A Century of Progress* extended only as far south as E. 39th Street. However, the South Park Commissioners recognized that the event would bring heavy traffic to the entire south lakefront and extensive improvements were needed. In 1931, the SPC presented a $13,100,000 bond issue to voters with a broad scope of South Side projects.[71] Voters approved the bond, allowing for shore protection work in Jackson Park and roadway improvements just beyond the park. Projects included the widening of E. Marquette Drive west of the park, S. Jeffery Avenue from 67th to 92nd Street, and S. Yates Avenue from South Shore Drive to 103rd Street.

2.1.1.19 Honoring Two Important South Side Women

In 1932, SPC in-house architects designed a memorial to two important South Side women, Flora Sylvester Cheney and Katherine Hancock Goode. This is one of Chicago's earliest permanent memorials honoring women who played a significant role in the history of the city and the state. A large number of

[71] "$13,100,000 Bond Issues Go on So. Park Ballot,' *Chicago Daily Tribune*, Jan. 17, 1931, 6.

donors contributed to this memorial stone bench and sundial. The Cheney Goode Memorial Bench remains on the Midway Plaisance, east of the viaduct and west of S. Stony Island Avenue.

Flora Sylvester Cheney (1872–1929) was a political activist, reformer, and legislator. She served as campaign manager for her husband Henry W. Cheney's first successful run for alderman. Flora Cheney helped secure voting rights for women and became president of the Illinois League of Women Voters, as well as the first president of the Cook County Council of Leagues of Women Voters. Just as she did for her husband in his campaign, Cheney helped longtime friend Katherine Hancock Goode (1872–1928) in a successful bid to represent the fifth senatorial district in the Illinois State Legislature. After Goode's death, Cheney was elected in November 1928 to take over her friend's seat in the Illinois Legislature. Cheney died in office the following year.

In honor of these pioneering women, the Cheney-Goode Memorial was dedicated in 1932. Its original inscription described the two as "leaders who devoted their lives to the civic betterment of their neighborhood, city and state." Unfortunately, the bench and sundial were vandalized almost immediately after the dedication. Due to the persistence of graffiti, the entire stone structure was painted dark gray several years ago.

2.1.1.20 WPA Improvements 1935-1941

By the mid-1930s, all 22 of Chicago's independent park commissions were in financial turmoil due to the Great Depression. Access to federal Works Progress Administration (WPA) funds encouraged the consolidation of the numerous park commissions into the Chicago Park District (CPD) in 1934. Between 1935 and 1941, more than 100 million dollars of government funds were devoted to projects within Chicago's parks.

Many of the WPA-funded improvements emphasized modernization and convenience, including roadway work. Others increased recreational benefits for a greater variety of activities and programs. In addition, a significant amount of work was done to improve and rehabilitate park landscapes. Jackson Park projects fell within all of these categories, and were designed by CPD in-house staff. Roadway improvements included the widening of E. 57th Street intersection and construction of a passerelle over Lake Shore Drive (no longer extant) and replacement of curved portions of S. Cornell and E. Hayes Drive with straighter, widened roadways. Four new buildings were constructed (all extant), as were two inlet bridges in the golf course (which remain today). Landscape work included the rehabilitation and minor alterations to the Columbia Basin, a major replanting of the Wooded Island, and the creation of the Japanese Garden (extant) and the Perennial Garden (extant).

Jackson Park's four WPA buildings included one comfort station, two combination shelter/comfort stations, and a maintenance/service yard building. Emanuel V. Buchsbaum (1907-1995) and his staff produced plans for all four of these buildings. Buchsbaum, who had studied architecture at the Armour Institute (IIT), worked for five years in the office of Chicago architect R. Harold Zook. In 1930, he became an architectural draftsman for the SPC. After the consolidation of the CPD in 1934 he was promoted to Architectural Designer. He created a set of design standards for comfort stations to be used throughout

the Chicago Park system. These included a version called the "English Stone" style. The small Revival style building was composed of cut lannon stone**.** Jackson Park's English Stone comfort station was constructed in 1936 and still stands in the children's playground in the outdoor gymnasia area along the Western Perimeter. (This prototype appeared in several parks including Washington and Lincoln Parks.)

Photo 17: Iowa Building west façade looking east, 1936, Chicago Park District Records: Photographs, Special Collections, Chicago Public Library

The two larger structures considered combination shelter/comfort stations were composed of the same kind of lannon stone as the English Stone comfort station. One of these, located just northeast of the Museum of Science and Industry, is rectangular in plan with a small open courtyard in the center**.** The CPD considered this structure a replacement to make up for the demolition of the 1888 Burnham & Root shelter that had become the Iowa Building during the 1893 World's Fair. During the 1930s, the original 1888 building was demolished due to the expansion of E. 57th Street at Lake Shore Drive. The Museum of Science and Industry donated $20,000 towards the construction of this building, which was immediately named the Iowa Building.[72]

Buchsbaum's other combination shelter/ comfort station was constructed at the edge of what had been designated as a lawn area in the Olmsted, Olmsted & Eliot Plan. This lawn became the location of the original 9-hole golf course. To provide greater recreational opportunities, the CPD removed the 9-hole course and replaced it with a running track and ball fields and a new parking lot in the 1930s. (This area later became the Nike Missile site and is now the location of the Jackson Park Driving Range.) Composed of random ashlar masonry and half-timbering, the shelter/ comfort station building is T-shaped in plan, with an enclosed office, bathrooms, and a roofed open shelter area. **[Figure 6]**

[72] *Annual Report of the Chicago Park District*, (Chicago: 1936), 26.

The maintenance/service yard building was Jackson Park's fourth WPA-funded building. Constructed in 1936, this structure is located on the park's western perimeter, just south of 64th Street. Designated as the service yard on the 1895 Plan, this site had an L-shaped shed structure since around 1900. The WPA project included the demolition of the historic shed and construction of a one-story brick building with a rectangular plan flanking an open service yard area.

The WPA-funded landscape work in Jackson Park was also designed and implemented by CPD staff members. It included a planting program throughout the park, with a particularly large number of trees and shrubs planted on the Wooded Island. The planting design of this period tended to be characterized by dense masses of understory trees such as hawthorns, crab apples, and dogwoods. These species were compatible with Olmsted, Olmsted & Eliot's earlier palette.

Photo 18: View of Japanese Garden looking east towards Music Court Bridge, ca. 1940, Chicago Park District Records: Photographs, Special Collections, Chicago Public Library

Additional work on the Wooded Island included the creation of the Japanese Garden. The Japanese Pavilion, known as the Ho-o-den had remained on the Wooded Island since the World's Columbian Exposition of 1893. The building had been subject to vandalism over the years, and had also fallen into deterioration. Though the SPC had made various repairs over the years, by the early 1930s, the commissioners were considering demolishing the historic pavilion. When *Chicago Tribune* reporter James O'Donnell Bennett learned that the Ho-o-den might be razed, he went and met with SPC General Superintendent George Donoghue. In this discussion, Donoghue agreed that, "Sentimentally and artistically, this Japanese Group is irreplaceable."[73] He applied for and received federal relief funds to

[73] James O'Donnell Bennett, "Lovely Temple of 1893 is Being Restored: Japanese Buildings Save from Wreckers," *Chicago Daily Tribune,* February 18, 1934, 7.

restore the building, expand the site's very modest Japanese Garden, and add a Japanese Tea café. (The Ho-o-den burned down in 1946, but the garden remained and was restored in 1981.)

Shoji Osato, who had run a Japanese Tea House at the 1933-34 *A Century of Progress* in Burnham Park was given permission to move the small, modest building to Jackson Park as part of the project. He became the concessionaire for the new Jackson Park Tea Café. (The Tea Café structure is no longer extant.) Along with that building, plant materials from the Japanese Garden at *A Century of Progress* were incorporated into Jackson Park's new Japanese Garden, as was a large Kasuga lantern, which sits just outside of the garden's south gate today. A smaller version of this Kasuga lantern, which can be found inside of the garden, is also believed to date to the 1930s**.**

Robert E. Moore (1899-1969), who headed the landscape architecture departments for the SPC and then CPD, is credited with the design of the Japanese Garden. In 1934, Moore hired landscape architect Alfred Caldwell (1903-1998) as a consultant to help with the garden's design and installation.[74] (The Japanese Garden is also known as the Osaka Garden and Garden of the Phoenix. A non-profit organization called Project 120 Chicago has conducted detailed historic documentation and is planning future improvements to the garden.)[75]

The CPD created a new Perennial Garden in Jackson Park in 1936. A team of in-house landscape architects including May Elizabeth McAdams (1881 – 1967) designed the garden, which is located at the junction of the Midway Plaisance with Jackson Park, between S. Stony Island Avenue and S. Cornell Drive. The designers sited the garden to incorporate the circular sunken lawn panel that had existed in that location since the 1890s. That circular form was shown as a turning basin in Olmsted and Vaux's 1871 original plan; and though unimplemented, it reappeared in the Olmsted, Olmsted & Eliot 1895 plan. **[Figure 1 and Figure 3]** When the South Park Commissioners began excavating the first phase of the Midway Plaisance canal, they created the depression, and the sunken lawn panel had remained in place since then. The designers retained the depressed circular panel as the center of the garden. They added simple retaining walls of stratified limestone, as well as limestone steps down to the lower lawn. They surrounded the upper level with lush plantings of perennials and outer borders of shrubs and crabapple trees.

[74] Ibid.

[75] Garden of the Phoenix, http://www.gardenofthephoenix.org

Photo 19: View of Perennial Garden (extant) looking northwest, 1945, Chicago Park District Records: Photographs, Special Collections, Chicago Public Library

Jackson Park's WPA landscape projects also included work on the Columbia Basin and surrounding site. Conducted between 1937 and 1940, the project included minor cutting and filling of the basin resulting in some reconfiguration. There were also some plantings added to the landscape surrounding the basin. By the end of 1940, most of the historic views of the museum were either intact or reinstated.

2.1.1.21 Alterations and Additions Post WWII

During the WWII years, the Ho-o-den and Japanese Garden suffered from vandalism and deterioration. Two fires occurred in 1946. (It is uncertain as to whether they were started by arson.) The second fire in October of 1946 fully destroyed the Ho-o-den. Following this catastrophic event, the CPD completely abandoned the garden. In 1960, community organizations began calling for its restoration.[76] But no major effort began at the time.

During the post-World War II period, labor and material costs were high and steel allotments continued to be restricted by the government. The few projects undertaken in Jackson Park during this period tended to focus on pragmatic ways to increase recreational uses of the park, and roadway work. There was little interest or concern for the park's historic integrity. Between 1946 and 1950, the South Lagoon's west shoreline was reconfigured and the remaining islands were removed to provide more access for boaters.

One project that was postponed because of the war and post-war delays on construction was a monument to Czechoslovak statesman and scholar Thomas Garrigue Masaryk (1850–1937), who led his

[76] Suzanne Avery, "Famed Japanese Garden Restoration is Sought," *Chicago Daily Tribune,* December 26, 1960, W1.

country to independence during World War I and went on to serve as the first President of Czechoslovakia from 1918 to 1935. Earlier in his life, Masaryk had spent time in the United States, particularly as a visiting professor of Slavic Studies at the University of Chicago. Soon after he died in 1937, Chicagoans of Czech descent began raising funds for a monument in Masaryk's honor. The donors commissioned renowned Czech sculptor Albin Polášek (1879–1965) who served for a time as Chairman of the Sculpture Department at the School of the Art Institute. Although he began working on the Masaryk Monument in 1941, the piece was not cast until 1949. It was installed on the Midway by 1952 and officially dedicated on May 29, 1955.

Rather than presenting a representational depiction of Masaryk, Polášek created a symbolic sculpture of an enormous Blanik knight on horseback. According to legend, a band of such knights slept quietly in the heart of the Blanik Mountains of Bohemia, awaking when their nation was under attack. In the face of such danger, St. Wenceslaus led the knights to save their people from the oppressor. This legend was considered a fitting metaphor for Masaryk's rise to power to liberate his country and help it become a democratic nation. The *Thomas Garrigue Masaryk Monument* remains in its original location on the Midway Plaisance, east of S. Dorchester Avenue and west of the viaduct.

As funding became more available in the mid-to-late 1950s, the functional and recreation-oriented approach to projects continued. A field house had first been proposed for Jackson Park in the 1895 Plan **[Figure 3, at southwest corner of circular ballfield]**, but was not realized for many decades. In the late 1950s, the CPD closed the stretch of E. 65th Street between S. Stony Island Avenue and S. Cornell Drive to create the site for a field house. **[Figure 6]** The CPD erected the Modernistic brick building in 1957. It was designed by Ralph Burke, a consulting engineer who had previously served as a high-ranking member of the CPD Engineering Department**.** The field house is sited on the western perimeter, south of the maintenance yard and outdoor gymnasia area.

In 1954, the federal government began work on Nike missile sites in several lakefront parks including Jackson Park. Sited in the old lawn tennis area north of Hayes Drive, Jackson Park's Nike installation caused hundreds of trees to be cut down, and the running track and ball fields became off limits to park users. **[Figure 6]** (This is the area that is now the Driving Range and Bob-o-link Meadow.) To make up for the lost recreation space, in 1960 the Chicago Park District filled in the part of the Olmsted, Olmsted, & Eliot lagoon system known as the North and South Bayous. The filled area created space for a large ball field meadow. In addition to the project's negative impact on the historic landscape, it included the demolition of the two historic bridges that spanned south over the bayous from the Wooded Island. The CPD replaced the ornamental bridges with modern utilitarian bridges. (The north bridge is now named the Nancy Hays Bridge.)

By the 1950s, La Rabida, at the southeast shore of the park, had become the city's leading hospital for treating childhood rheumatic fever. Through a research partnership with the University of Chicago, the hospital made great strides toward eradicating the disease. The La Rabida doctors concluded that the disease could be best managed through frequent patient examinations. The Pick family provided funds for a major addition to serve a greater number of sick children as out-patients. Constructed in 1952, the

annex was designed by Friedman, Alschuler & Sincere. Over the next decade, the La Rabida sanitarium treated increasing numbers of children. To alleviate overcrowding, the hospital built large additions in 1959 and 1965. (La Rabida also underwent significant expansion in several phases between the 1990s and 2010s, with design and planning by VOA architects.)

2.1.1.22 Changes and Citizen Activism 1960s and 1970s

By the early 1960s, citizens began organizing in response to major plans to alter the park, often to accommodate increased traffic. The City of Chicago planned a "superhighway" to cut through Jackson Park from Lake Shore Drive to S. Stony Island Avenue as a connection for the new Skyway. This became a rallying point for the community. Plans were somewhat altered in response to public outcry, and in 1965 the City moved forward with plans to provide additional lanes on S. Lake Shore Drive just north of Jackson Park and to widen S. Cornell Drive south of E. 60th Street.

Additional roadway proposals brought further protests and civic involvement in the 1970s. Although the superhighway plans were modified, many park roadways were widened between the 1960s and 1970s causing the loss of hundreds more trees. During this period, there were increasing efforts to improve natural features in Jackson Park. The CPD planted native species in the area that had been previously occupied by the Nike site (removed in 1971) and named it the Bob-o-link Meadow. Volunteers helped maintain the plantings and conduct census counts of migratory birds. In response to community involvement, in 1977, the CPD designated the Wooded Island as the Paul Douglas Nature Sanctuary. The Wooded Island had long been famous as a haven for migratory birds, and volunteer groups began leading bird watching walks and making recommendations to improve landscape management practices.

Photo 20: Volunteers picking up trash in Jackson Park, ca. 1975, Chicago Park District Records: Photographs, Special Collections, Chicago Public Library

In 1976, the Linné Monument was moved from Lincoln Park to the Midway Plaisance. It honors Carl von Linné (1707–1778), a renowned naturalist and botanist from Sweden. Produced by Swedish sculptor Frithiof Kjellberg (1836–1885), Chicago's monument is a 1891 re-casting of an original sculpture from the Humlegarden in Stockholm, Sweden. Its move to the Midway marked a visit by King Carl XVI Gustaf of Sweden to the University of Chicago.

Many changes in Jackson Park between the late 1960s and 1980s were driven by pressures to accommodate various activities and sports and increasing traffic demands. Boating was still popular, but by now, there were no public boat rentals. Two private yacht clubs already operated in the park, and during the early 1960s, a third, the Museum Shores Yacht Club, received permission to build a small clubhouse near the 59th Street inlet. This structure has been altered and expanded over the years. In 1979, the CPD installed a golf driving range in the area that had previously been the lawn meadow.

Roadway improvements included closing the southern end of the circuit road around the Museum and Columbia Basin and removing the sections of the road that connected it with S. Lake Shore Drive at the east and S. Cornell Drive. Another significant alteration was the removal of a curved portion of the southwest corner of the Marquette Drive circuit and its replacement with a new angled roadway.

During this period, S. Cornell Drive, historically a 40-foot-wide, gently curving road, was substantially widened and straightened again. This major project channelized S. Cornell Drive's traffic. Southbound traffic was diverted out of the park at E. 65th Place on a wide new stretch of roadway. Northbound traffic entered the park slightly to the west of the original alignment. After the alteration, at its widest, S. Cornell Drive measured more than 80 feet across. S. Stony Island Avenue was also widened to provide

two northbound lanes and three southbound lanes along the west edge of the park between E. 67th Street and E. 65th Street.

2.1.1.23 Restoration Efforts Begin 1980 to Early 1990s

The CPD began a number of initiatives to restore and improve Jackson Park in 1980. The federal government had established the Urban Park Recreation and Recovery Program (UPARR) in late 1978, and the following year, the CPD applied for UPARR funds for several park improvements. One of the UPARR grants awarded to the CPD was for a project totaling $179,000 to replant Jackson Park's landscape and to provide community programming especially geared towards area youth. The effort, which was undertaken in 1980, involved planting approximately 300 trees and more than 600 shrubs.[77] The programming component included teaching youth to plant and maintain the landscape as well as sports and cultural activities. The Woodlawn Organization (TWO) co-sponsored the community programming efforts.[78]

A 1980 effort to rehabilitate the Japanese Garden on the Wooded Island represented the beginnings of a new appreciation for Jackson Park's historic features. The CPD commissioned Mr. Kaneji Domoto of New Rochelle, New York to work with its in-house landscape architects to develop a plan for the Japanese Garden. A new waterfall was constructed and the shoreline was reconfigured. The plan included a variety of plantings of Japanese character, a new circular path system, stepping stones, and a "Moon Bridge."

[77] UPARR Project Agreement Information, Jackson Park Chicago, November, 1979.
[78] "Grants for Parks," *Chicago Tribune*, January 31, 1980, p. N_A3.

Photo 21: Mayor Jane Byrne and attendees of the Japanese Garden rededication ceremony, 1981, Chicago Park District Records: Photographs, Special Collections, Chicago Public Library

Formally dedicated in 1981, the Japanese Garden was renamed the Osaka Garden in 1992 to commemorate the 20th anniversary of Chicago and Osaka as members in the Partner City program and their new status as Sister Cities. In 1994, Kobayashi & Associates of Seattle designed a new Torii Entrance Gate to the garden. John Okumura of Chicago built the gate.

Several projects that were done to a higher level of historic authenticity took place during the 1990s. The first was the result of a terrible fire in 1988 that destroyed a substantial portion of the US Coast Guard Station. (A garage building was constructed just north of the Coast Guard Station in the late 1980s.) **[Figure 6]** The historic Coast Guard Station was carefully restored. The project, which was conducted by CPD architectural designers, won a 1990 Paul Cornell Award for Historic Preservation.

Another rehabilitation project of the early 1990s that has achieved a high degree of historic authenticity is the 59th Street Bridge, which was originally designed by Burnham and Strobel in 1895. Today, the bridge is within the jurisdiction of the City of Chicago. In 1993, the Chicago Department of Transportation hired the firm of Hasbrouck, Peterson, Zimoch, Sirirattumrong in conjunction with architect Kevin Lee Sarring to develop a historic structures report for the bridge. In 1994, the bridge's full reconstruction project included restoring and replacing the original limestone abutments and replicating the historic lighting fixtures.

2.1.1.24 Significant Accomplishments Late 1990s – 2010s

During the late 1990s, the CPD Department of Planning and Development worked closely with community groups to create framework plans for many of the city's large regional parks. In recognition of the relationships between Jackson Park and South Shore Cultural Center Park, and in an effort to define and respond to the changing needs in the parks, the CPD worked with a team of consultants led by JJR, along with the park advisory councils and other community organizations to develop the 1999 South Lakefront Framework Plan. The plan set forth six overriding objectives as well as numerous specific recommendations to enhance and preserve the character of the two parks and anticipate and respond to future needs.

During this time, the CPD also worked with the University of Chicago to develop a Midway Plaisance Master Plan. The planning process included the participation of representatives of the Jackson and Washington Park Advisory Councils and several community organizations. The consulting planning and design firms of Olin Partnership Ltd.; Wolff Clements and Associates; and Nagle, Hartray, Danker, Kagan, McKay produced the 2000 Midway Plaisance Master Plan.

As planning efforts progressed in Jackson Park, South Shore Cultural Center, and the Midway Plaisance, hundreds of millions of dollars of restoration and rehabilitation projects, shoreline work, ADA accessibility upgrades, and landscape improvements were conducted. Many of these projects were undertaken to provide improved recreational uses of the parks. For instance, the CPD installed an Olympic-sized refrigerated ice-skating rink on the Midway. In Jackson Park, the CPD built a new 57th Street Beach House designed by Johnson & Lee, Ltd., with Brook Architecture, Inc. Other projects helped preserve the historic character of the parks. For example, in 1996, the CPD restored the circular Perennial Garden. Three years later, an $8 million project fully restored the deteriorated 63rd Street Bathing Pavilion. The project carefully met the Secretary of Interior's Standards.

Photo 22: Restored 63rd Street Bathing Pavilion, 2000, photo by Judith Bromley, Chicago Park District Records: Photographs, Special Collections, Chicago Public Library

Between 2001 and 2005, the Chicago Department of Transportation (CDOT) and Illinois Department of Transportation (IDOT) worked together on an ambitious South Lake Shore Drive Reconstruction Project. The work included roadway improvements stretching from E. 23rd Street to E. 67th Street, with reconfigured lanes, new medians and barriers, underpasses at E. 57th Street and E. Hayes Drive, storm water system upgrades, improved ADA accessibility, new bicycle paths, and the restoration/redesign of the Animal Bridge.

In 2005, the family of renowned social anthropologist and psychologist Dr. Allison Davis (1902-1983) underwrote a new garden created in his honor at the west end of the Midway Plaisance (just west of the APE). The University of Chicago's first John Dewey Distinguished Service Professor, Dr. Davis authored several trailblazing books and served on President Johnson's Civil Rights Commission, and the Allison Davis Garden honors his numerous achievements including becoming the nation's first African-American professor to receive tenure at a predominantly white university in 1947. Designed by Peter Lindsay Schaudt, the Dr. Allison Davis Garden echoes the form of Jackson Park's historic Perennial Garden on the east end of the Midway Plaisance. **[Figure 6]**

Additional work on the Midway Plaisance includes a Winter Garden and a Readers' Garden south of E. 59th Street between S. Woodlawn and S. Ellis Avenues. A joint project by the Chicago Parks Department and University of Chicago, with plans by Site Design Group, the two gardens were completed in 2009. Two years later, the University constructed a project called Midway Crossings at the intersections of the Midway with Ellis and Woodlawn Avenues. With lighting masts, railing and retaining walls that supply sidewalk-level lighting as well as the landscape elements that separate vehicular traffic from

pedestrians, this improvement was designed by Bauer Latoza Studio and James Carpenter Design Associates.

In Jackson Park, improvements undertaken between 2005 and the 2010s addressed recreational needs. During this period, the CPD replaced and upgraded hundreds of deteriorating playgrounds throughout the city. Projects to replace or rehabilitate such facilities in Jackson Park included playgrounds at E. 67th Street east of S. Jeffery Avenue; just southeast of the 63rd Street Bathing Pavilion; and E. 56th Street and S. Stony Island Avenue. Another major recreational amenity of this period, made possible by the Pritzker Traubert Family Foundation and Chicago Bears Care, was a new artificial turf field and an upgraded 8-lane track. Located at the north side of the outdoor gymnasia area, this project was undertaken through the "Take the Field" program.

Between the early 2000s and today, the CPD and partnering agencies and organizations have also undertaken ambitious landscape improvements in Jackson Park. In 2007, the CPD's Natural Areas Division developed a management plan for the Wooded Island and moved ahead with the removal of invasive plants and replanting of oak trees and other native species. In 2009, the division also began a major ecological restoration project along the 63rd Street Beach. Through this initiative, a trampled, trash-strewn stretch of beachfront became a diverse ecological zone of dunes and natural habitat.

In 2013, a non-profit organization called Project 120 Chicago was formed. In honor of the 120th anniversary of the World's Columbian Exposition and in commemoration of the importance of the historic Japanese Pavilion, Project 120 Chicago donated flowering cherry trees for Jackson Park.

Since that time, the CPD, and Project 120 worked with the US Army Corps of Engineers on a major 5-year $7.4 million ecological restoration project to improve Jackson Park's landscape. Made possible by a federal Great Lakes Fishery and Ecosystem Restoration (GLFER) Grant, the project was carefully planned to respect the significance of the park's historic landscape. Heritage Landscapes, a firm that specializes in restoring Olmsted landscapes, served as the consultant for this project. As explained in a recent article in *Chicagoland Gardening,* the ambitious ecological restoration work "aims to rectify years of insensitive changes and deferred maintenance, and revitalize the landscape to please both design-ophiles and environmentalists alike."[79] The idea of combining historic preservation and ecological sustainability goals is a new direction for landscape architects, ecologists, and preservationists and this project will likely provide a national model for similar efforts.

Another major project co-sponsored by Project 120 Chicago is a new stainless sculpture that stands on the site of the Ho-o-den. Acclaimed artist, musician, and peace activist Yoko Ono created this sculpture known as *Skylanding*, which represents a lotus and symbolizes peace. She donated her time, and Project 120 has covered the cost of materials, installation and a maintenance endowment. This Chicago sculpture, dedicated in 2016, is Yoko Ono's first permanent public artwork in the Americas.

[79] Cathy Jean Maloney, "History Meets Habitat," *Chicagoland Gardening*, (Sept- Oct., 2016), 36

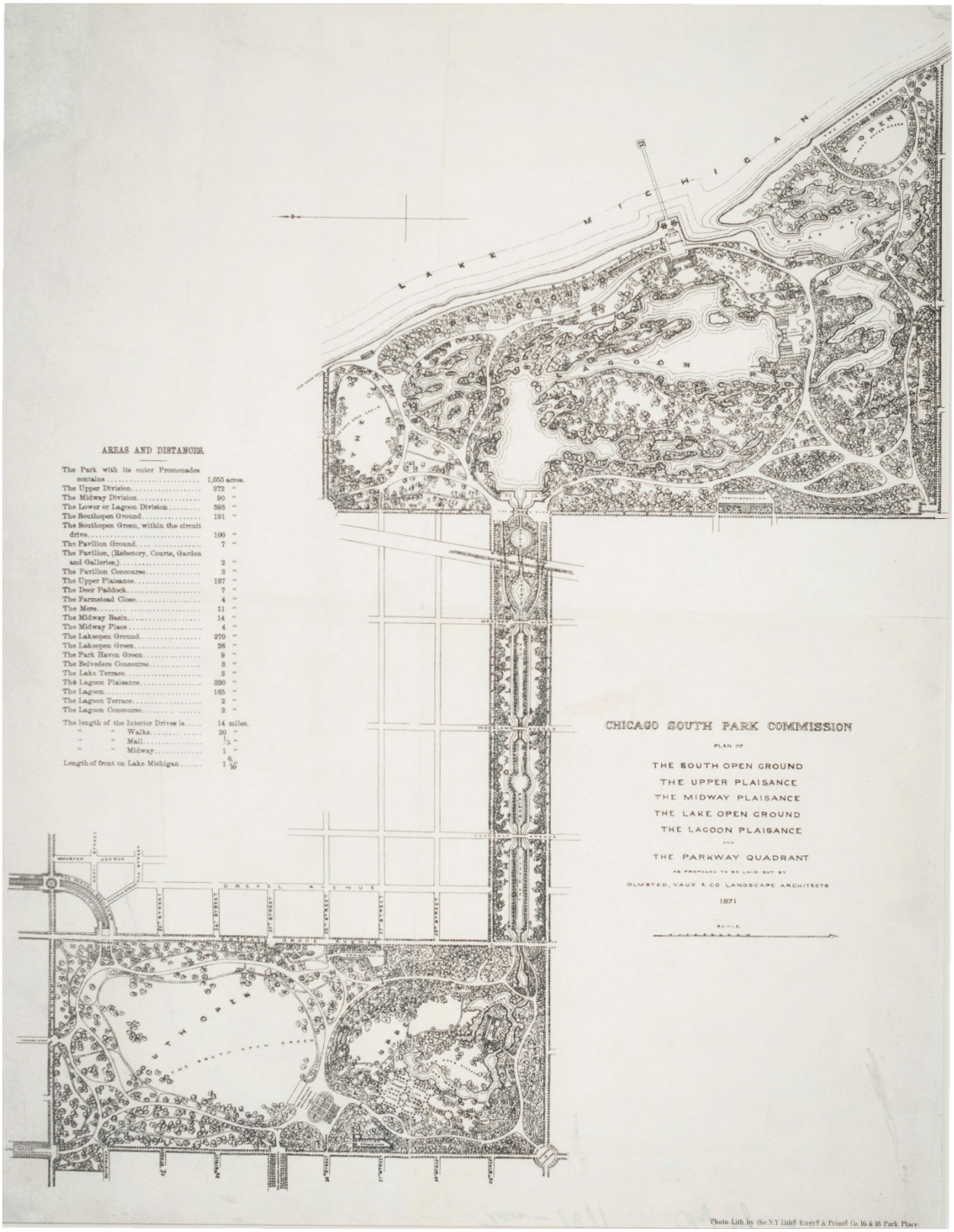

Figure 1: Original Plan for South Park, Olmsted, Vaux & Co. Landscape Architects, 1871 (note: figure oriented with north to left)

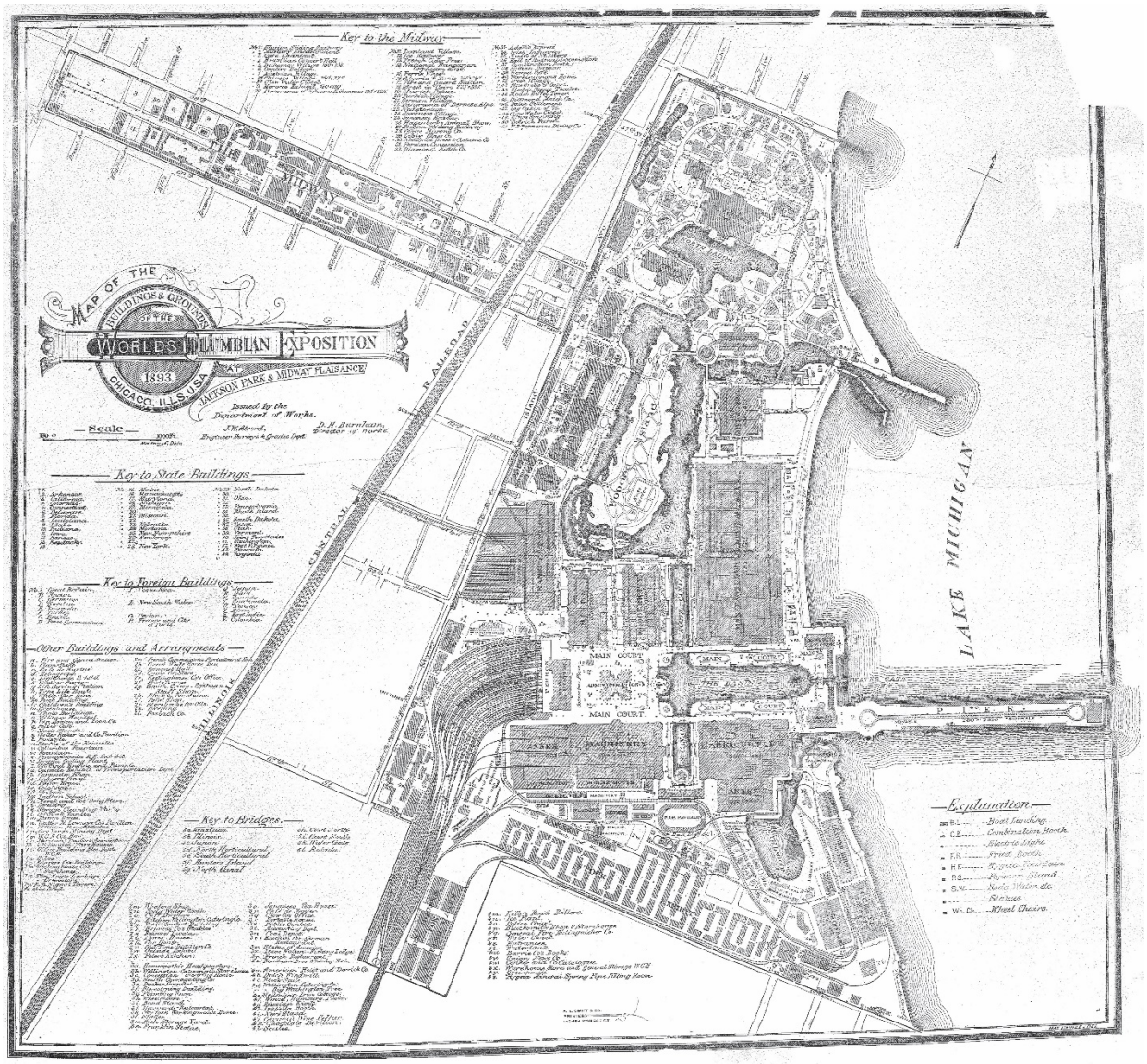

Figure 2: Map of the World's Columbian Exposition, Jackson Park and Midway Plaisance, Issued by the Dept. of Works, 1893

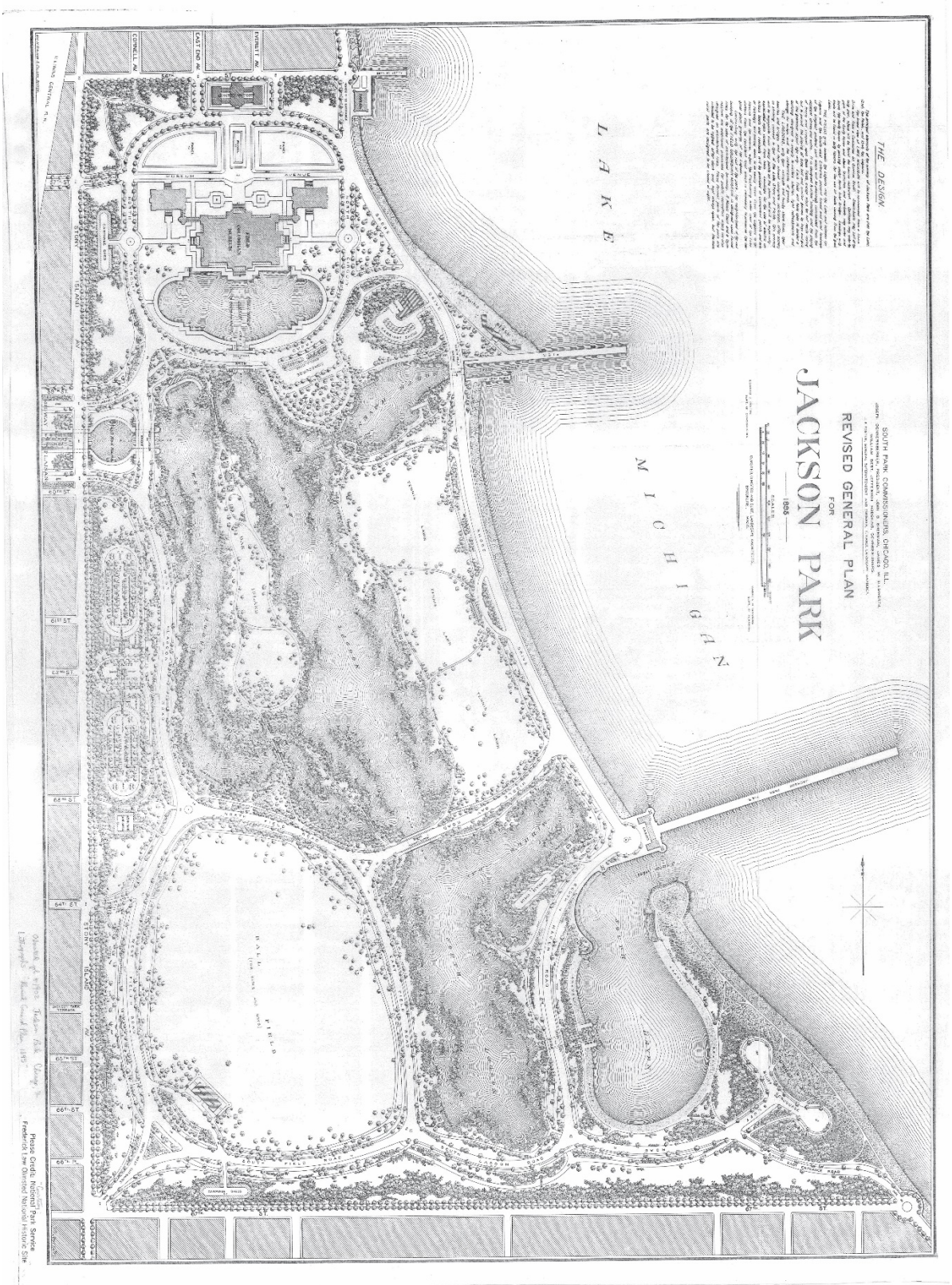

Figure 3: Revised General Plan for Jackson Park, Olmsted, Olmsted & Eliot Landscape Architects, 1895

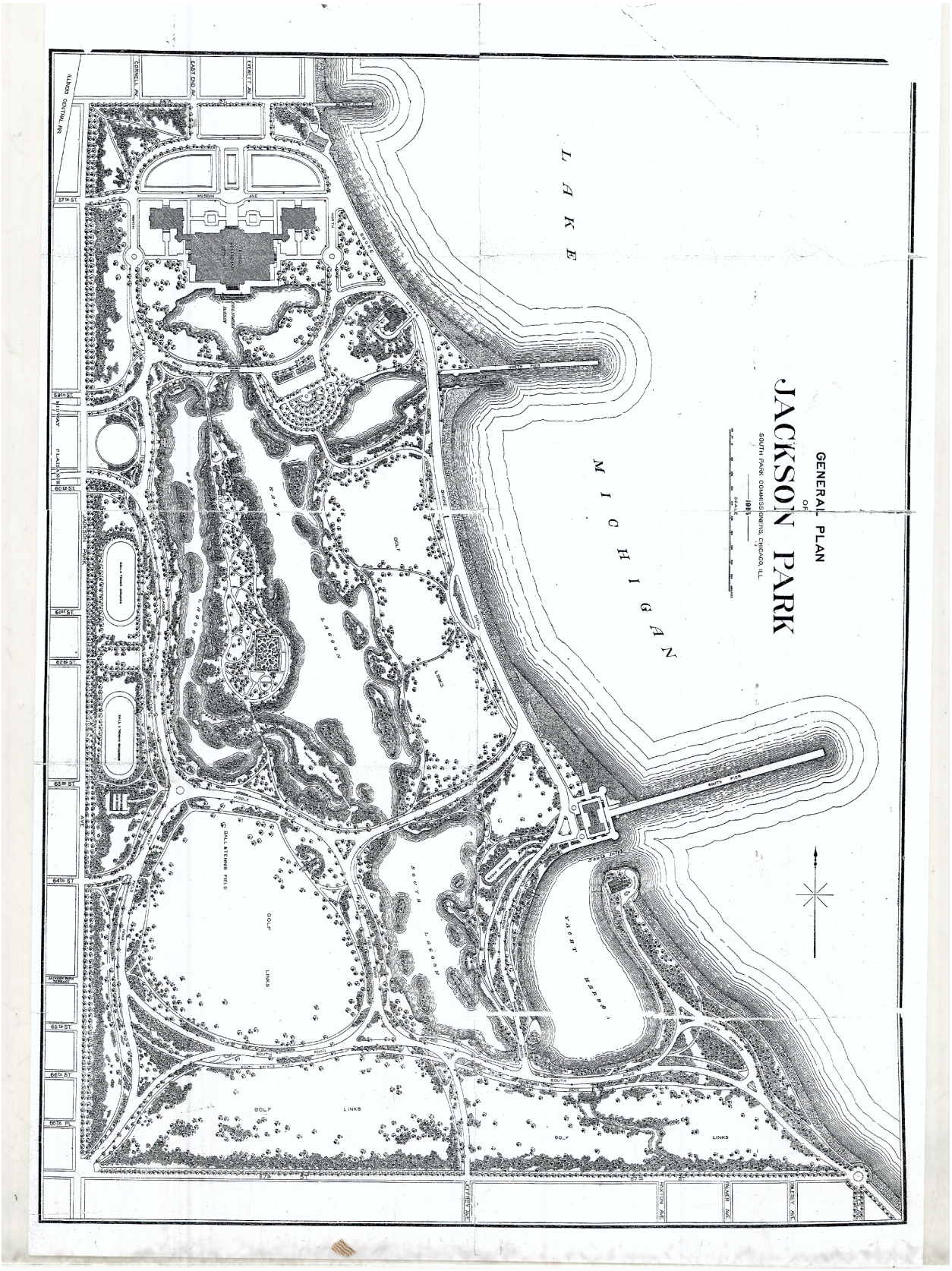

Figure 4: General Plan of Jackson Park, South Park Commissioners, 1905

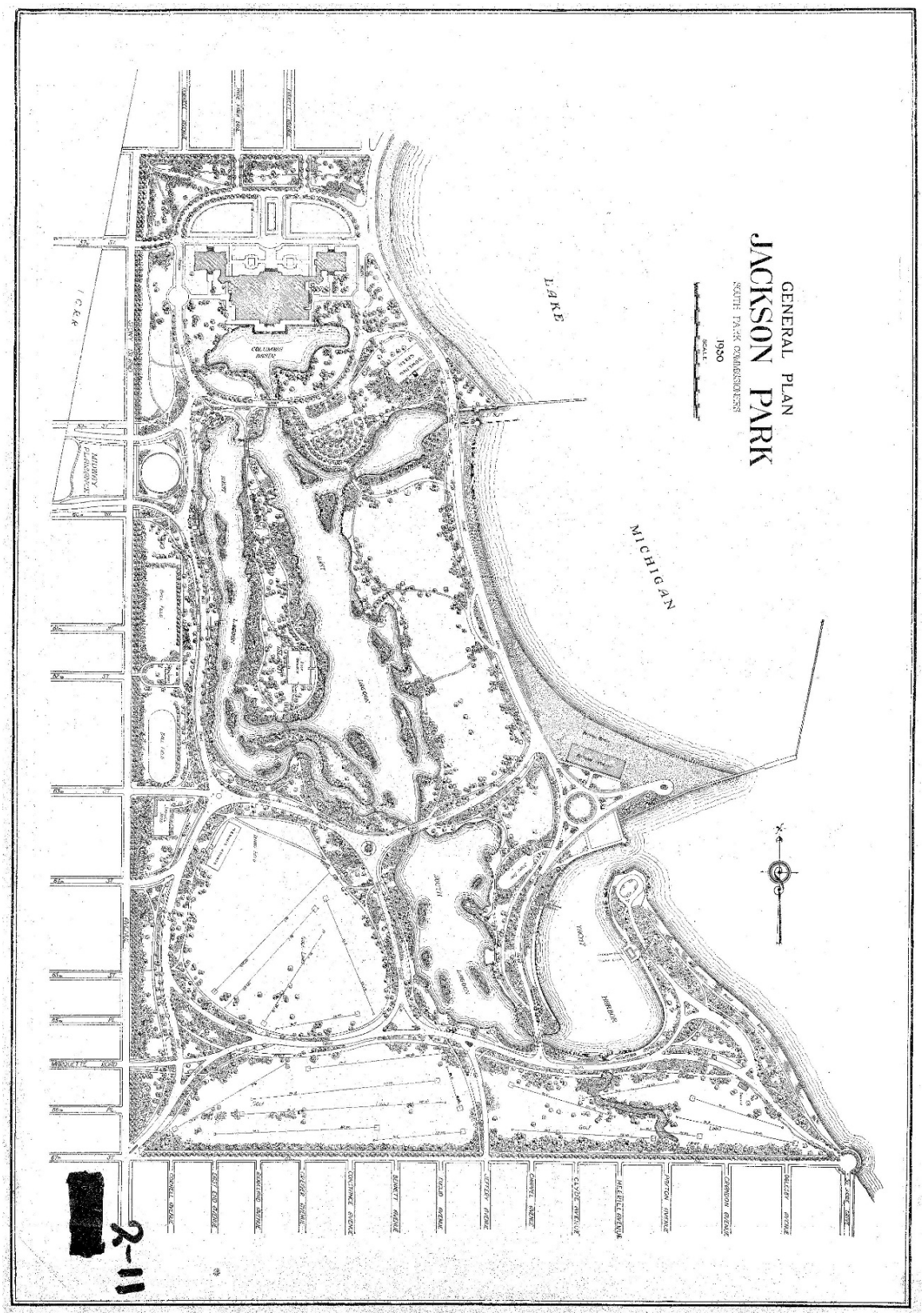

Figure 5: General Plan of Jackson Park, South Park Commissioners, 1930

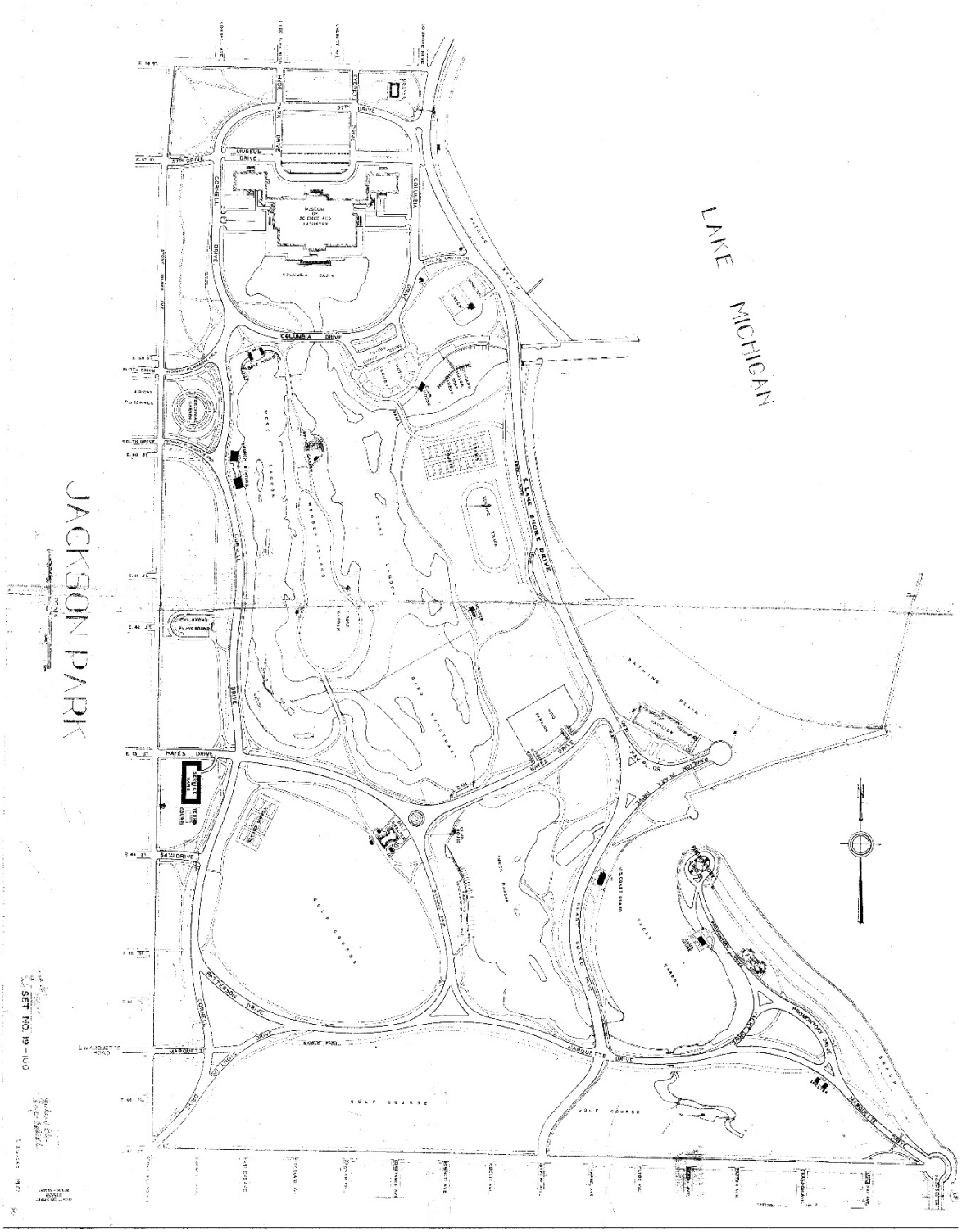

Figure 6: Jackson Park, [Chicago Park District], Revised, 1951

Figure 7: Recent Aerial Photograph (Google, April 2017)

2.1.2 Jackson Park and Midway Plaisance Summary of Landscape Analysis

2.1.2.1 Landscape Analysis Overview

The analysis of the cultural landscape of Jackson Park and the Midway Plaisance is summarized here and provided in Appendix F: Jackson Park and Midway Plaisance Supplementary Analysis of Landscape Integrity.

The majority of the Federal undertakings are proposed to occur within the Western Perimeter of Jackson Park; therefore, this section includes a summary landscape analysis of for this portion of the study area. This information is included in and expanded upon in Appendix F, which provides an analysis of the historic landscapes within the study area that includes all of Jackson Park and the Midway Plaisance.

The analysis of landscape integrity of Jackson Park and the Midway Plaisance is undertaken using a cultural landscape approach. A cultural landscape is "a geographic area (including both cultural and natural resources and the wildlife or domestic animals therein) associated with a historic event, activity, or person, or exhibiting other cultural or aesthetic values."[80] The analysis is based on federal standards guiding the evaluation of historic resources, including *National Register Bulletin 18: How to Evaluate and Nominate Designed Historic Landscapes, National Park Service Cultural Landscape Inventory Professional Practices Guide*, *A Guide to Cultural Landscape Reports: Contents, Process, and Techniques,* and other pertinent documents.[81]

To assist in the organization of the landscape analysis, the study area is divided into six areas that contain similar physical characteristics, qualities, attributes, and associated cultural landscape resources. These landscape character areas (LCA) are further subdivided into components and mapped for ease of analysis **[Figure 8]**. The Western Perimeter is one component landscape within the Park Perimeter Area (LCA 1).The LCAs and their components are:

[80] Robert R. Page (revised by Jeffrey Killion and Gretchen Hilyard), *National Park Service Cultural Landscape Inventory Professional Practices Guide* (Washington, DC: US Department of the Interior, Park Historic Structures and Landscapes Program, January 2009, ii.

[81] J. Timothy Keller and Genevieve P. Keller, *National Register Bulletin 18: How to Evaluate and Nominate Designed Historic Landscapes*, (Washington D.C.: U.S. Department of the Interior, 1987); Robert R. Page (revised by Jeffrey Killion and Gretchen Hilyard), *National Park Service Cultural Landscape Inventory Professional Practices Guide* (Washington, DC: US Department of the Interior, Park Historic Structures and Landscapes Program, January 2009); Robert R. Page, Cathy A. Gilbert, and Susan A. Dolan, *A Guide to Cultural Landscape Reports: Contents, Process, and Techniques* (Washington, DC: U.S. Department of the Interior, National Park Service, 1998); and, Charles A. Birnbaum and Christine Capella Peters, *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes* (Washington DC: U.S. Department of the Interior, National Park Service, 1996).

LCA 1: Park Perimeter Area – This area includes the western, northern, and southern edges of Jackson Park that form the interface between the park and the surrounding residential areas. Components are:

1.1 Western Perimeter
1.2 Northern Perimeter
1.3 Southern Perimeter

LCA 2: Fields Area – This area includes the eastern fields with the Jackson Park Driving Range, the southern fields that comprise the Jackson Park Golf Course, and Hayes Drive that connects the two zones. Components are:

2.1 Eastern Fields
2.2 Southern Fields
2.3 Hayes Drive

LCA 3: Lagoons Area – This area includes the Wooded Island, the East and West Lagoons, lagoon fill fields (former North and South Bayou), and Inner Harbor (former South Lagoon).

3.1 Wooded Island
3.2 East and West Lagoons
3.3 Lagoon Fill Fields
3.4 South Lagoon (Inner Harbor)

LCA 4: Lake Shore Area – This area includes the Lake Shore Drive, the North Haven, the 57th Street Beach, the 63rd Street Beach and Bathing Pavilion, the Outer Harbor, and La Rabida.

4.1 Lake Shore including beaches, Lake Shore Drive, pavilion, etc.
4.2 North Haven (59th Street Harbor)
4.3 Outer Harbor
4.4 La Rabida

LCA 5: Museum Grounds Area – This area includes the grounds of the Museum of Science and Industry, Columbia Basin, the Music Court, and the Bowling Green.

5.1 Museum Grounds
5.2 Columbia Basin
5.3 Music Court
5.4 Bowling Green

LCA 6: Midway Plaisance Area – This area includes the Midway Plaisance including the portion east of the Illinois Central Railroad (in APE I) and the western portion (in APE II).

6.1 West Midway
6.2 East Midway

Figure 8: Jackson Park Landscape Character Areas with Keyed Locations on a 2017 Aerial Photograph.

2.1.2.2 Summary of Landscape Integrity

Overall, the historic landscapes of Jackson Park and the Midway Plaisance possess historic integrity and convey the historic character present during the period of significance from 1875-1968. This summary provides a broad overview of integrity of both parks, based on the analysis included in section 2 of this document.

Location

Jackson Park and the Midway Plaisance remain in their historic locations, as designed by Olmsted to serve the township areas south of Chicago. Therefore, the parks retain integrity of location.

Design

Jackson Park and the Midway Plaisance continue to reflect conscious decisions made by Olmsted in determining the organization, forms, and scales of land and water spaces, patterns of circulation, relationships between major features, arrangement of vegetation, and views. Alterations have occurred in some locations. In particular, changes made to the Lagoons Area (LCA 3) to accommodate the Nike missile site included filling portions of lagoons, modifications to pedestrian routes and parking, and alterations to vegetation. Other changes to the landscape include the removal of buildings and circulation features as well as the addition of buildings, gardens, athletic facilities, and objects in the two parks. Although these alterations have diminished integrity of design in particular locations (Components 1.1, 2.1, 3.2, 3.3, 4.4, and 6.2) the broad patterns and relationships of the designs implemented during the period of significance remain intact and apparent. Therefore, the parks retain integrity of design.

Setting

Jackson Park and the Midway Plaisance continue to reflect relationships to the surrounding neighborhoods and Lake Michigan that were of primary importance to the nexus of the historic designs. The parks continue to be part of a connected system of three parks, placed strategically to provide community access and links to open space. They persist in providing a transition from residential neighborhoods to parkland and lakeshore through a network of vehicular and pedestrian circulation routes, some planting patterns, broad open spaces, interconnected lagoons, and outdoor recreational opportunities. As such the parks continue to serve Chicagoans with a variety of opportunities for outdoor relaxation and leisure activities within a setting that is consistent with that present during the period of significance. Therefore, the study area retains integrity of setting.

Materials

The majority of the major physical elements that were combined to develop Jackson Park and the Midway Plaisance remain in configurations representative of the period of significance. The predominant materials of these historic designed landscapes continue to be vegetation, earth, water, crushed stone, solid stone, concrete and brick. Several extant buildings, bridges, the Statue of the

Republic, and the Thomas Masaryk Monument retain intact historic materials. Changes to materials have altered the character of some aspects of the landscape, particularly circulation. Plant materials have changed due to a variety reasons including natural maturation and disease, such as Dutch elm which devastated American elms in Jackson Park and the Midway Plaisance in the 1970s. In addition, the understory layer in Jackson Park was impacted by a city-wide effort to remove shrubs due to security concerns of the 1950s and 1960s. Although Jackson Park's plant materials are generally sparser today than historically, there have been recent efforts to enhance vegetation. For example, a recent project has replanted large areas in Jackson Park to promote sustainability while conveying characteristics of the historic planting palettes. Despite the changes that have occurred, the main materials of the parks continue to be apparent and therefore integrity of materials is retained.

Workmanship

The physical evidence of workmanship in the landscapes of Jackson Park and the Midway Plaisance is mainly evident in the design and details of the extant buildings and structures. Many contributing historic features, including buildings, bridges, the Statue of the Republic, and the Thomas Masaryk Monument, convey the original workmanship of the builders and artists who constructed them. Therefore, the study area retains integrity of workmanship.

Feeling

Jackson Park continues to relate the historic aesthetic of the period of significance. The park persists as a landscape where natural and recreational features converge in an environment where water intermingles with land. Nearly all of the park's recreational amenities have been in place since the early twentieth century. The activities and associated resources have changed little over time despite the removal of some lagoon areas. For instance, the North Haven (59th Street Harbor), Outer Harbor, and South Lagoon (Inner Harbor) have been used for boating since the early twentieth century. The Bowling Green and main beaches have remained since they were created in the twentieth century. The loss of dense plantings in sections of the park has diminished the feeling of enclosure in a naturalistic area and removal from the hectic urban environment that existed during the historic period. Much of the Midway Plaisance continues to express a historic character of axial movement and views above sunken, open planes. Changes to the middle section of the Midway Plaisance include additions of intricate gardens (North and South Winter Gardens) and an ice skating rink, detract from the historic aesthetic of this portion of the landscape. Despite these changes, the park continues to convey historic character related to the period of significance. Overall, both parks within the study area retain integrity of feeling.

Association

The two parks within the study area are sufficiently intact to convey their relationship to the important designs developed in the nineteenth century by Frederick Law Olmsted, Sr., Calvert Vaux, John Charles Olmsted, Charles Eliot, Frederick Law Olmsted, Jr., Warren Henry Manning, and Daniel H. Burnham. The overall associations to Lake Michigan and Chicago neighborhoods, organization of landscape areas and water bodies, patterns of circulation, views, and vegetation all continue to reflect the historic designs. In addition, the association between these parks and the 1893 World's Columbian Exposition is apparent

in the layout, organization, and retention of some features such as the museum building and Columbia Basin, the Wooded Island, and stone promenade walls. Therefore, the study area retains integrity of association.

Analyzing the integrity of a study area with multiple historic resources, such as historic landscapes or historic districts, is guided by a detailed understanding of a site's **contributing** and **non-contributing resources**. A **contributing resource** is a building, site, structure, or object that:

> adds to the historic associations, historic architectural qualities, or archeological values for which a property is significant because it was present during the period of significance, relates to the documented significance of the property, and possesses historic integrity or is capable of yielding important information about the period.[82]

Generally, to be deemed as a **contributing resource**, the age of a property should be within the **period of significance** for the historic district. A **non-contributing resource** is a building, site, structure, or object that**:**

> does not add to the historic associations, historic architectural qualities, or archeological values for which a property is significant because: it was not present during the period of significance, or does not relate to the documented significance of the property; or due to alterations, disturbances, additions, or other changes, it no longer possesses historic integrity or is capable of yielding important information about the period.

The **contributing resources** within Jackson Park and the Midway Plaisance are displayed on exhibits in **Appendix A**, summarized in Table 1, and described in the historic context statement for Jackson Park and the Midway Plaisance in Section 2.1.1. **Non-contributing resources** are displayed on Table 2. A detailed table, including photographs of each resource, can be found in **Appendix B**. All contributing and non-contributing resources, including individual landscape features that make up the contributing site, are discussed in detail in **Appendix F**.

[82] Linda Flint McClelland, Carol Shull, et al., *National Register Bulletin #16A: Guidelines for Completing National Register of Historic Places Forms* (Washington, DC: U.S. Department of the Interior, 1997).

Table 1: Contributing Resources within Jackson Park and Midway Plaisance

Contributing Resource	Other Name	Resource Type
Cultural Landscape (consisting of the resources and associated landscape features listed below)	Jackson Park and the Midway Plaisance	Site
Historic topographic features	Landforms such as overall terrain, berms, and sunken lawn panels	Site Features
Historic circulation features	Vehicular and pedestrian networks, roads, park drives, and walks	Site Features
Historic water features	Waterway system and waterbodies including lagoons and harbors	Site Features
Historic spatial organization, land use, and views	Landscape patterns, identifiable places, use of spaces, specific viewsheds	Site Features
Historic landscape structures and small-scale features	Walls, balustrades, site furnishings etc.	Site Features
Historic vegetation features	Planting design and vegetation patterns and planting types such as trees, shrubs, ground covers, and aquatic plants	Site Features
Golf Course (including inlet and inlet bridges)		Site Feature
Japanese Garden	Osaka Garden; Garden of the Phoenix	Site Feature
Perennial Garden (with circular lawn panel)	Women's Garden	Site Feature
Kasuga lanterns (2)		Site Feature
1893 Historic Promenade Wall (La Rabida Peninsula)		Site Feature
La Rabida Monastery Hill	Convent Hill	Site Feature
67th Street Promenade Wall		Site Feature
"New" Iowa Building		Building
Museum of Science and Industry	MSI, Fine Arts Palace (Building)	Building
Comfort Station (near Music Court)	Music Court Comfort Station	Building
Bowling Green		Site
Bowling Green Clubhouse	Lawn Bowling Clubhouse	Building

Table 1 (continued)

Contributing Resource	Other Name	Resource Type
Clarence Darrow Bridge	North Bridge; East Bridge; Columbia Drive Bridge	Structure
Music Court		Site
Museum Shores Yacht Clubhouse		Building
59th Street Bridge	North Haven Bridge; North Inlet Bridge; Jackson Park Lagoon Bride	Structure
59th Street Pier		Structure
Music Court Bridge	East Lagoon Bridge	Structure
Concrete Footing from Ho-o-den repairs		Object
Tennis courts (west of Lake Shore Drive, south of 59th Street Harbor)		Structure
English Comfort Station	Stone Comfort Station	Building
Fire Hydrant		Object
Combination Shelter Building/Comfort Station	(Driving Range Comfort Station)	Building
63rd Street Bathing Pavilion	63rd Street Beach Pavilion	Building
Casino Pier	63rd Street Pier	Structure
Playground - Western Perimeter	Infants Play Ground Playground with U-shaped walk	Structure
Maintenance Building		Building
Tennis court- near S. Stony Island and Service Yard		Structure
Jackson Park Field House		Building
Tennis courts and ball fields (near Hayes and Cornell)		Structure
Golf Shelter	Cecil Partee Golf Shelter	Building
Statue of the Republic	Golden Lady	Object
Hayes Drive Bridge	Middle Bridge	Structure
Southern Shores Yacht Club		Building
Coast Guard Station	Life-Saving Station	Building
Jackson Park Yacht Club		Building

Table 1 (continued)

Contributing Resource	Other Name	Resource Type
La Rabida		Building
South Haven Bridge	Animal Bridge; Coast Guard Drive Bridge; South Bridge	Structure
9th Hole Golf Shelter	Burnham Golf Shelter	Building
Cheney Goode Memorial		Object
ICRR Viaducts and Embankments		Structure
Thomas Masaryk Monument		Object

Table 2: Non-Contributing Resources within Jackson Park and Midway Plaisance

Non-Contributing Resource	Other Name	Type
Brick Utility Building		Building
Dickers Playground		Structure
Chrysalais Playground		Structure
Ten Thousand Ripples Art Installation		Object
Lake Shore Drive Underpass at 57th Drive		Structure
57th Drive Underpass		Structure
Museum of Science and Industry Underground Parking Structure (with above ground components)		Structure
57th Street Beach House		Building
Museum of Science and Industry - East Lot		Structure
Bowling Green Brick Shed		Building
Frederick Douglass Boulder		Object
Lake Shore Drive Underpass at 59th Street		Structure
Wooded Island North Bridge	Nancy C. Hays Bridge	Structure
Torii Gate		Structure
Moon Bridge		Structure
Skylanding		Object
Shelter in Japanese Garden		Building
Two Newer Japanese Lanterns		Objects
Wooded Island South Bridge		Structure
Great Auto Race Boulder		Object
Small Parking Lot South of Music Court Bridge		Structure
Artificial Turf Field and 8-Lane Track		Structure
Driving Range		Structure
Driving Range Parking Lot		Structure
Hayes Drive Northwest Parking Lot		Structure
Basketball Court (Hayes Drive Parking Lot)		Structure
Lake Shore Drive underpass at Hayes Drive		Structure
Jackson Park Field House Playground		Structure
South Lagoon Parking Lot/ Boat Launch		Structure
63rd St. Beach Playground		Structure
Tree Art		Object
Coast Guard Station Garage		Building
Basketball Court on S. Stony Island north of Marquette		Structure
Basketball Court on S. Stony Island south of Marquette		Structure
Lake Shore Drive Underpass at Marquette Drive		Structure
Utility Building- West of S. Jeffery Ave.		Building
Playground near 67th and East End		Structure
Playground near E. 67th and S. Jeffery Ave.		Structure
Boulevard Kiosk		Object
Midway Plaisance Bridge Crossings		Structure

Table 2 (continued)

Non-Contributing Resource	Other Name	Type
University of Chicago Winter Garden	North Winter Garden, Readers Garden, and South Winter Garden	Site
Skating Ring on Midway		Structure
Carl von Linné Monument		Object
Boulevard Kiosk		Object
Museum of Science and Industry - West Lot		Structure
Bowling Green Parking Lot		Structure
Museum Shores Yacht Club Parking Lot		Structure
Hayes DriveNortheast Parking Lot		Structure
63rd Street Beach Lot		Structure
Golf Shelter Parking Lot		Structure
Jackson Park Yacht Club Parking Lot		Structure
Southern Shore Yacht Club Parking Lot		Structure

2.1.2.3 Summary of Landscape Analysis for the Western Perimeter

The summary of the landscape analysis for the Western Perimeter is provided in this section and is supplemented in Appendix F. The Western Perimeter is bounded by S. Stony Island Avenue to the west, the walk parallel and east of S. Cornell Drive to the east, E. 67th Street to the south, and E. 59th Street to the north. **[Figure 8]**.

The Park Perimeter Area makes up a buffer of programmed space between the surrounding neighborhoods and the interior of the park. Major areas and facilities of the Western Perimeter include two open fields that Olmsted designed as outdoor “gymnasia” with tracks, multiple playgrounds, tennis and basketball courts, a field house, and a maintenance buildings and yards. The northern portion of the Western Perimeter is the Perennial Garden, a historic terminus of the Midway Plaisance within Jackson Park.

In general, historic integrity of the Western Perimeter ranges from the relatively intact northern portion, around the Perennial Garden near the easternmost end of the Midway Plaisance, to the more altered part between E. 63rd Street/E. Hayes Drive and E. 67th Street.

The landscape reflects degrees of continuity and change over time. Larger patterns of spatial organization, land use, views, most aspects of circulation, and tree massing exemplify the retention of integrity at a broad scale. Around the sunken Perennial Garden alignments of historic circulation persist and reflect continuity in the existing landscape. The middle and southern sections of the Western Perimeter continue broad patterns but have been modified by roadway projects, the addition of new athletic facilities, and the loss of plantings. The general form of open fields surrounded by canopy trees

remains in the area of the open-air gymnasia but exhibits simplification and loosening in the arrangement of vegetation and circulation features. More recent changes such as the rubberized track and artificial turf field reflect historic use but the materials are not consistent with those present during the period of significance. The widening and straightening of S. Cornell Drive and S. Stony Island Avenue has reduced the historic character in this area. The loss of the gently rolling berms that sloped down to a lawn with double tree rows along S. Stony Island Avenue to the west, and wider green space with dense tree canopy along the previously curving Cornell Drive to the east, changed the character of this portion of the Western Perimeter. The aspects of location and association remain intact, while the landscape's design, setting, materials, workmanship, and feeling have been diminished by these alterations. Overall, the Western Perimeter retains integrity. Despite areas demonstrating changes to historic landscape features, the Western Perimeter generally reflects the historic character associated with the period of significance.

2.1.2.3.1 Spatial Organization, Land Use, and Views

The spatial organization of the Western Perimeter demonstrates considerable continuity with the period of significance. The boundaries of the area have been maintained with the exception of a small number of changes in alignment and width of roads. The use of linear tree rows and massed plantings to visually and spatially separate parkland from the surrounding neighborhood is retained; however, clarity of historic spatial organization is reduced by changes in vegetation.

From north to south, the Western Perimeter includes the Perennial Garden between the drives of the Midway Plaisance. South of the garden lie two oval outdoor gymnasia that straddle a playground and comfort station. Between E. Hayes Drive and the Southern Perimeter at E. 67th Street, the narrow space includes a contributing field house, historic maintenance facilities, and historic tennis courts. Non-contributing facilities include playgrounds and ball courts. Use of the landscape within the Western Perimeter continues to include the Perennial Garden near the terminus of the Midway, maintenance, and a range of athletic facilities.

Interior park drives such as S. Cornell Drive clearly separate the picturesque character of the Lagoons Area (LCA 3) and expansive, pastoral setting of the Fields Area (LCA 2) from the active recreation-focused, neighborhood interface of the Park Perimeter Area (LCA 1). While serving as a transition zone between city and parkland, the Western Perimeter provides several functions as envisioned in the 1895 General Plan, namely the outdoor gymnasia, a recreational space, and a maintenance yard.

Compared to the broad recreational fields in LCA 2, the Western Perimeter contains several smaller play areas including a historic playground set within a U-shaped walk at E. 63rd Street, a baseball field from the 1940s, and a recently constructed artificial-turf field and track. Both fields loosely fit within the historically oval openings surrounded by trees that had been identified as outdoor gymnasia on the 1895 General Plan. Other amenities in the Western Perimeter include a historic service yard, tennis courts, a fieldhouse, and new playgrounds added since the period of significance. Two basketball courts added in the 1970s flank E. Marquette Drive west of S. Cornell Ave.

Views into and within the Park Perimeter vary slightly by area. In general, the park edge is visually inviting and distinct from the character of the surrounding neighborhood. Visual permeability is generally pervasive yet moderated by vegetation and subtle topography. A sense of openness prevails under canopy cover toward the interior of the park. Within interior spaces of the Park Perimeter, sights and sounds of traffic permeate the contemporary character due to the presence of major drives on the edges of the area. This condition increased during the period of significance and has been exacerbated with increased use of automobiles since the 1930s and roadway expansions over the following decades.

Historically, visual permeability was controlled by layers of vegetation and related to the intended use of park zones. For example, the southern of the two outdoor gymnasia east of S. 67th Street was designed for women and intended to have three types of tree rows to create a "dense screen" against public roadways.[83] This contrasts with the simple tree rows specified for the northern (men's) outdoor gymnasium. A tendency toward greater openness along the park margin increased in the second half of the twentieth century. An 1896 view study by Olmsted, Olmsted & Eliot that primarily focused on the lagoons nevertheless indicated only three outside views near the Park Perimeter: a view from the banks below the Midway Plaisance to the bridge and lagoons at the north end of the Wooded Island; a narrow view to the south from a bend in S. Cornell Drive across the West Lagoon; and a narrow view from the edge of the south outdoor gymnasium to the bridge and lagoons at the south end of the Wooded Island.[84] These views complemented the general viewshed over the West Lagoon from the elevated position of S. Cornell Drive and its parallel walk. All these views remain although changes in vegetation and alteration of the lagoon edges have altered their character.

For the interior spaces of the Western Perimeter, views are internally focused on the individual components of recreation and partially enclosed by vegetation and subtle berms along the outer edges of the park. The relative density of canopy trees in the Park Perimeter Area provides limited buffer to the taller buildings of the surrounding residential grid. Greater exposure is evident on boundary streets such as S. Stony Island Avenue, the Midway Plaisance streets, and E. 67th Street. Within the sunken space of the Perennial Garden, internal views of the garden are juxtaposed with the presence of a 1920s residential high-rise building to the northwest. On the walks outside of the garden, the Western Lagoon attracts views to the west rather than the wooded landscape to the south.

The landscape of the Park Perimeter retains evidence from the 1890s design that spatial organization, circulation, and vegetation shaped views and created character while also incorporating functional elements. This character continued to be expressed throughout the twentieth century with incremental changes in recreational usage, circulation elements, and vegetation altered the character. Today, the welcoming park edge provides a buffering neighborhood interface albeit with a reduced range of designed plantings than in the past.

[83] Olmsted, Olmsted & Eliot, Study for Deep Soil for Trees, FLONHLS, 01902-79-pt1, 12 April 1895.
[84] Olmsted, Olmsted & Eliot, Study of Vista Lines, FLONHLS, 01902-131, 16 Dec 1896.

2.1.2.3.2 Circulation

Circulation in the Western Perimeter includes major interior park drives, access roads, and walks. The roadways have undergone many changes over the years. In the Western Perimeter, the West Drive, later renamed S. Cornell Drive, was envisioned by the 1895 General Plan as a scenic roadway and part of Jackson Park's circuit drive. By 1905, this design intention had been implemented. From a diagonal entry point at the southwest corner of the park, S. Cornell Drive followed a serpentine course. This carriage drive was 40 feet wide at its widest with a parallel bridle path along the west side. Gently weaving its way past a triangular intersection with E. Hayes Drive, the roadway wound northward, east of the outdoor gymnasia, past the Midway Plaisance, where it connected with a smaller circuit drive that encircles the museum.

Over the years, the curving S. Cornell Drive was altered to become a straighter and wider roadway. Today, it is approximately twice its historic width. It measures more than 80 feet across, with six lanes of traffic at its widest point. Alterations beginning in the 1940s continued from the late 1960s through the 1980s and channelized traffic on S. Cornell Drive. Southbound traffic was diverted out of the park at E. 65th Place on a wide new stretch of roadway. Northbound traffic entered the park slightly to the west of the original alignment. S. Stony Island Avenue was also widened to provide two northbound lanes and three southbound lanes along the west edge of the park between E. 67th Street and E. 65th Street. These changes caused the loss of considerable parkland, altered the scenic quality of S. Cornell Drive, and had a negative impact on the historic character of the landscape in this area. The western edge of Jackson Park, previously characterized by a wide lawn and double row of trees, gave way to traffic lanes edged by a parkway, sidewalk, and less formal arrangements of trees.

The Midway Plaisance drives near the Perennial Garden between S. Stony Island Avenue and S. Cornell Drive were also widened sometime after the mid-1960s. Here, the widening was less dramatic, and these roadways continue to follow their historic alignments. Although these drives have been impacted by expansions, the segments remain intact defining the historic shapes of surrounding lawns, walks, and tree rows.

Walks following historic alignments in the Western Perimeter include paths in the eastern terminus of the Midway Plaisance and some of the paths within the outdoor gymnasia area. The U-shaped walk that defines the original playground in Jackson Park connects to a historic, paved spur leading toward the east entry to the Hyde Park High School. The network of historic walks at the south end of the Western Perimeter is altered by the addition of new walkways and changes to the roads.

The three historic entrances to the center of the Perennial Garden remain in location; however, stone steps of the southwest walk have been reconfigured to form a sloped walk with turf and stones laid flush to the walking surface. Originally constructed in the 1930s, the remaining steps are integrated into stone retaining walls that provide the distinctive shape to the garden.The entry paths connect outer walks to the central, circular lawn panel of the Perennial Garden.

2.1.2.3.3 Topography

Olmsted was known for his precise use of landforms to produce experiential effects. His park designs, including Jackson Park, often featured gently rolling berms, especially along perimeters, to create a sense of enclosure and buffer from the noise and congestion of the city. He also used subtle slopes and depressions to shape views or provide physical access to an area, such as the water's edge. The surfaces of walks and drives were also lowered from grades of surrounding lawns to enable circulation to recede into surrounding parks. Each of these techniques is evident in the Western Perimeter of Jackson Park.

Olmsted, Olmsted & Eliot's scheme as constructed in the Western Perimeter includes a wide swath of land and gentle berms to create a sense of transition from the city. Berms were designed for the park edge at S. Stony Island Avenue as well as the east edge of the area to produce the effect of visually and functionally separating active recreation from the traffic of S. Cornell Drive.

The Western Perimeter partially retains topographic features consistent with those present during the historic period. Historic berms are generally present with degrees of alteration between E. 60th Street and E. 66th Place. The extreme southwest corner of the Western Perimeter is flat and does not contain the naturalistic berms designed for this area. Proceeding north of E. 66th Place, the landscape directly along S. Stony Island Avenue demonstrates remnant berms planted with trees. In general, the modified berms of the Western Perimeter slope east from S. Stony Island Avenue. Beyond the berms, the lawn flattened in the outdoor gymnasia, only to rise again along the edge of the western stretch of S. Cornell Drive. Farther north, at the Perennial Garden, the land flattened except for the sunken, circular lawn panel. This sunken space, created by the initial attempts at constructing the canal in the Midway Plaisance, was incorporated into the CPD's design for the Perennial Garden of the late 1930s.

While some of these historic landforms remain today, many have been substantially altered. Parts of the planted edge of Jackson Park along S. Stony Island Avenue have been removed as a result of major roadway work conducted in the last 50 years. Those projects had an especially negative impact along the southwest corner, where berms have been removed or substantially modified. At the north end of the open-air gymnasia area, the addition of the eight-lane running track and the artificial turf field alters the historic landform by raising the level of the depressed center area. Near the north end of the outdoor gymnasia, areas of rolling berms remain and the Perennial Garden near the Midway Plaisance retains its sunken profile.

Clearly articulated topography remains along some alignments of the former bridle path in the Park Perimeter. The sunken path surface indicates the route of the bridle path in the lawn areas west of the museum and along the west side of S. Cornell Drive east of the open-air gymnasia between E. 60th Street and E. Hayes Drive. The two alignments are now covered with turf and integrated into the surrounding landscape of lawn and trees.

Photo 23: View of remnant berm, looking north along S. Stony Island Avenue just north of E. Hayes Drive

Photo 24: Flat topography at Western Perimeter's southwest corner at E. 67th and S. Stony Island Avenue. View looking northeast with S. Stony Island Avenue on left, S. Cornell Drive and subtle berms in distance

Photo 25: Outdoor gymnasia area, view looking east from top of berm across track and artificial turf field

Photo 26: North end of outdoor gymnasia area, view looking south from Midway Plaisance showing remnant berms

2.1.2.3.4 Vegetation

Vegetation of the Western Perimeter includes fragmented rows of street trees along the outer edge and informal groves that provide shape to athletic fields and other open areas inside of the area. Primarily native canopy trees over lawn make up the majority of the remaining vegetation in the Park Perimeter Area although the original plantings were historically far more complex with the extensive use of understory trees and shrubs at intersections and for additional screening.

Today, many mature trees remain in the Park Perimeter though few relate to the original plantings and exiting trees predating the park. Very few shrubs or groups of massed, low plantings remain. The original planting design of Jackson Park included the incorporation of pre-existing vegetation including mature oak groves and other trees that were retained through the development of the World's Columbian Exposition and its dismantling. Throughout Jackson Park, a small number of individual trees appear to remain from the World's Columbian Exposition and from the initial park redesign in the 1890s. Other trees and vegetation died or were cut down during roadway projects. Although some replanting efforts took place over the years, these replacements were limited in scope and the historic planting design and coverage were never recaptured.

Only large patterns remain of the historic planting design and early installation of vegetation in the Western Perimeter. The early 20th century construction of the Western Perimeter included open-air gymnasia with two oval tracks and mown lawn centers providing space for field sports. The entire area was encircled by a formal oval of elms planted at regular intervals. This was edged with a dense buffer of irregularly planted trees and shrubs along the outer edges. The U-shaped path surrounding the playground between the two fields also was designed to be edged with formally planted elms.

To the south along the Western Perimeter, dense plantings provided a buffer along the maintenance yard. Beyond this, areas of turf with shrub masses and irregularly planted trees enhanced the southwest corner's naturalistic character. North of the outdoor gymnasia, planting beds provided a

transition to the eastern terminus of the Midway Plaisance. Along the entire S. Stony Island Avenue edge of the park, double rows of elms provided a formal edge.

Plantings in the naturalistic areas varied, but predominant trees included oaks, lindens, ashes, maples, willows, and catalpas. Understory trees included flowering dogwoods, redbuds, and hawthorns. The Olmsted firm was astute in the use of shrubs and other understory plantings to produce a range of experiential effects. Their palettes were generally quite varied and provided visual and olfactory appeal depending on the location. Examples of shrubs specified for Jackson Park include vibernum, spirea, mock orange, bay berry, hydrangea, forsythia, Indian currant, and Japanese quince, among many others. Planting groups of the Park Perimeter, as with focal points throughout the entire park, were intended to include tall plants in the center of a shape surrounded by lower shrubs and planted with low herbaceous species around the edges and as infill.

Existing vegetation of the Western Perimeter includes groves of trees over lawn, rows of street trees adjacent to walks and drives, and the circular planting beds of the Perennial Garden. The Perennial Garden reflects rehabilitation in the 1990s that improved beds and access. The existing vegetation includes historic trees along its outer ring. In addition to crabapples, two historic honey locust trees mark the western point of the garden facing the Midway Plaisance. The rehabilitated beds contain perennials specified in the original mid-1930s plan including scilla, bleeding heart, maidenhair ferns, phlox, lungwort, lilies, Lenten roses, and others. Outside of the Perennial Garden, the Park Perimeter generally does not retain ornamental planting beds or shrubs.

At the eastern edge of the Western Perimeter, the recent Chicago Park District (CPD)/U.S. Army Corps of Engineers (USACE) Great Lakes Fishery and Ecosystem Restoration (GLFER) project has replanted thousands of shrubs and trees in over 100 acres, primarily in the Lagoons Area (LCA 3). Although the project required that the plant palette be devoted to native species, the project landscape architects and botanists worked together to select varieties that were similar in form, height, and color to those included in the historic palette. The recent plantings enhance landscape character but do not contribute to historic integrity.

2.1.2.3.5 Buildings, Structures, and Small-Scale Elements

The Park Perimeter contains four historic buildings including the Jackson Park Field House, Maintenance Building, English Comfort Station, and “New” Iowa building. Historic structures and small-scale features present include historic stone retaining walls at the Perennial Garden circle, and concrete and wood benches. The area also includes the non-contributing artificial turf field and eight-lane track, Great Auto Race Boulder, and the Ten Thousand Ripples sculpture.

The rubberized track (2000) and artificial-turf football field (2011) loosely fit within the grove of trees surrounding the historic, northern outdoor gymnasia. While the overall use of the space follows historic precedent, the structure itself is not contributing.

The Chicago Park District closed the short stretch of E. 64th Street between S. Stony Island Avenue and S. Cornell Drive to create the Field House site in the mid-1950s. Consulting engineer Ralph H. Burke designed the brick Modernistic building. An interesting historic note is that the 1895 Plan sited a field house at the southwestern edge of the Fields (LCA 2). This was one of the Olmsted firm's first plans that included a field house. Although the SPC built the nation's earliest field house in 1905 in a nearby Olmsted Brothers-designed small park, Jackson Park never had this type of facility until this building was completed in 1957, after the end of the period of significance.

The Maintenance Building was built in the service yard area in 1936. The one-story brick structure was designed by in-house CPD architects. Rectangular in plan, the building surrounds an open service yard area. Berms and vegetation screen it from S. Stony Island Avenue. Although the building retains its historic design and materials, it has been altered by filling window openings with brick and inappropriate maintenance treatments.

The English Comfort Station was also designed by CPD in-house architects and built in 1936. Composed of limestone, the one-story tall building has a gable roof and a chimney. Arched openings house doors on each end of the structure, which is rectangular in plan. The building retains its original location, association, setting, and materials and reflects its historic design and workmanship. Its construction followed a standard design used by CPD and is identical to English Stone Comfort Stations that were built in several other parks. Extant examples remain in Washington and Lincoln Parks.

Added in the 1930s, the circular, limestone retaining walls of the Perennial Garden at the east end of the Midway Plaisance in Jackson Park constitute an intact historic structure associated with the three historic routes and two remaining stone steps that lead to the central lawn panel of the garden. Added south of the garden in 1995, a small boulder and plaque commemorates the 1895 Great Auto Race.

Historically, a pair of semi-circular wooden pergolas stood at the west side of the U-shaped walk in the open-air gymnasia area of the Western Perimeter. These structures, built sometime before 1914, remained in place until the 1940s or early 1950s. Similar pergolas were built in several Olmsted Brothers-design South Side neighborhood parks between 1905 and 1910. None of these pergolas remains today.

Concrete and wood slat benches that replaced earlier metal-framed benches in the 1930s remain in the throughout. Early in Jackson Park's history, the SPC installed standard benches with wooden slats and metal supports. Reproduction versions of these benches can be found in other parks including Grant Park. During the late 1930s, the CPD began replacing the SPC benches with a new bench type composed of wider wooden slats and concrete supports. Although none of the earlier SPC benches remain in the park, many standard wood and concrete benches remain in varying conditions in the Western Perimeter and throughout Jackson Park and the Midway Plaisance. These small-scale elements of the cultural landscape confer historic character and are considered contributing site features.

2.1.3 Historic Context – South Shore Cultural Center

2.1.3.1 Beginnings of South Shore Country Club

Lawrence Heyworth (1869-1951), a bank executive and President of the downtown Chicago Athletic Association (CAA), conceived of the South Shore Country Club in 1905, a time when private clubs had become very popular. Wealthy Chicagoans considered such clubs good places to relax and unwind with their families, while also fostering important social and business connections. Golf had recently been introduced in the city and suburbs, and growing numbers of prominent Chicagoans wanted to spend as much leisure time golfing as possible. Heyworth, who often went to New York for business, was intrigued when he learned that the New York Athletic Club had opened an outpost country club on Long Island. He wanted to create a private club away from downtown, but not as far as the Chicago suburbs, that would offer CAA members fresh air, a chance to golf, good dining, other social activities, and a nice place to stay for the weekend.

After identifying a 65-acre lakefront tract in South Shore that was popular with duck hunters and fishermen, Heyworth used his own money to make a down payment on the land. In 1906, the club incorporated with a board made up of CAA directors, and the South Shore Country Club opened with a clubhouse, stables, gatehouse, pergola, and golf course. Many of the board members were businessmen who donated labor and materials to help build the new club quickly and inexpensively. Thomas Hawkes, a local landscape architect, designed the grounds, and architects Benjamin Marshall (1874-1974) and Charles Fox (1870-1926), a talented duo that would become known for their luxury apartments and hotels, produced the original buildings.

The club met with such immediate success that by 1909, Marshall & Fox designed an elegant ballroom addition to the original clubhouse. Membership continued to surge, and in 1916, a larger clubhouse was needed. The club razed all of the original clubhouse but the ballroom, and Marshall & Fox created plans for an expansive new clubhouse that incorporated the 1909 addition. By this time, a skeet shooting building and a small summer building called the Bird Cage also stood on the grounds. (Neither of these structures remain today.)

2.1.3.2 Roaring 1920s to Mid-1970s

During the 1920s, membership of the private club, which formally barred Jewish or African-American members, continued to grow. The club held horse shows, skeet shooting competitions, fashion shows, and tennis championships, along with many other society events. Politicians and celebrities often visited, sparking local excitement. Among them were President Taft, Queen Marie of Romania, Prince Albert of Belgium, Jean Harlow, Buffalo Bill Cody, and tennis pros Bill Tilden and Helen Wills, who played on the country club's courts.

Although Jews first settled in South Shore in the 1930s, and African-Americans had begun to move into the community during the late 1950s and 1960s, the South Shore Country Club didn't alter its practice of excluding these groups. The club's membership, which peaked at over 2,000 in the late 1950s, began declining in the 1960s as growing numbers of black residents moved into the neighborhood. The club decided to close in 1973. The following year, the Nation of Islam announced plans to acquire the South

Shore Country Club, demolish the structures and replace them with a hospital. Although those plans did not materialize, they helped galvanize community members who wanted to save the historic clubhouse and transform it into a public space.

2.1.3.3 Transformation to South Shore Cultural Center

In 1976, Chicago's Public Building Commission acquired the 65-acre South Shore Country Club site for $9.9 million and turned it over to the Chicago Park District (CPD). At the time, the CPD had planned to demolish the historic buildings and build a small new field house on the property. A number of community organizations formed the Coalition to Save the South Shore Country Club, urging that the clubhouse be rehabilitated as a "Palace for the People."

By the late 1970s, the CPD agreed to rehabilitate the clubhouse as the South Shore Cultural Center. Although the skeet shooting lodge had fallen into such an advanced state of deterioration that it could not be saved, the CPD fully restored the historic clubhouse, gatehouse, and pergola over the next fifteen years. Today, the facility is a thriving cultural center and special events venue that features the Parrot Cage Restaurant, Washburne Culinary Institute, spaces for cultural events and classes, a beach, a nature sanctuary, and a 9-hole golf course.

2.1.4 Historic Context – Promontory Point

2.1.4.1 Promontory Point and Burnham Park's Early Development

Promontory Point, a man-made peninsula at the south end of Burnham Park, was created between the 1920s and the late 1930s. Chicago's renowned architect and planner Daniel Hudson Burnham (1846–1912) had begun making sketches for what would eventually become Burnham Park shortly after the 1893 World's Columbian Exposition. Having served as Director of Works for the World's Fair, Burnham proposed preserving part of the fair site in Jackson Park, and creating a lakefront park that would stretch from here north to Grant Park. The proposed linear park would be made entirely of landfill. Known originally as the South Shore Development, Burnham envisioned a long ribbon of greenspace with islands, lagoons, and a promontory.

Chicago's South Park Commissioners were enthusiastic about Burnham's plan for the South Shore Development but numerous obstacles delayed construction. The commissioners had to negotiate for riparian rights, resolve other complex legal issues, identify funding sources for such an ambitious construction project, and obtain approvals from every level of government. As the South Park Commission (SPC) confronted these issues, Burnham continued refining his designs. He and his younger associate Edward H. Bennett incorporated the south lakefront scheme ideas into their seminal 1909 *Plan of Chicago*. Although Burnham died in 1912, the commissioners continued to forge ahead. In 1920, they received all of the necessary governmental approvals for the project, and voters approved a $20 million bond issue to initiate landfill operations.

2.1.4.2 Landfill Operations and Second World's Fair

Landfill operations finally commenced in the fall of 1920, when contractors began building a bulkhead between E. 11th Place and E. 23rd Street. In general, the project of creating the new parkland extended from north to south, however progress was slow. By the early 1920s, sufficient progress had been made to allow for the construction of the Field Museum and Shedd Aquarium on filled land. To the southeast, the commissioners filled in what would become known as Northerly Island. (The northernmost of Burnham's proposed chain of islands, this was the only one of the series to be realized.)

By 1926 some progress was made in the landfill operations between E. between E. 53rd and E. 55th Streets, the area that would become Promontory Point. Some initial materials had been filled and sand pumped in, but completion of the area still had a long way to go. Despite the slow progress, the South Park Commissioners decided to officially name the new linear park in honor of Daniel H. Burnham in 1927.

During the Great Depression, Chicago staged its second world's fair, A Century of Progress, on the newly-created parkland along the north end of Burnham Park. As preparations for the fair were underway in the early 1930s, landfill operations accelerated. In 1934, the SPC was consolidated into the CPD. At this time, most of Burnham Park's 600 acres had been filled in, but many areas, including the southern stretch, still consisted only of raw fill.

2.1.4.3 WPA Improvements Complete Promontory Point

The CPD received substantial federal relief funding and this support allowed for the completion of Promontory Point from the mid-to-late 1930s. The CPD had hired a large and talented staff of in-house engineers, architects, and landscape architects. The district's engineers developed specifications for tiers of step-stone revetments that would provide shoreline protection and give park visitors access to the edge of Promontory Point. Emanuel V. Buchsbaum headed the design for the Point's stone pavilion. Designed in a simplified expression of the French Eclectic style, the building has a prominent central tower with an overlook from which visitors can take in spectacular views of the park and Lake Michigan.

In-house landscape architect Alfred Caldwell (1903–1998) created the site's magnificent planting plan. Caldwell, who has been described as the last great Prairie style landscape designer of the twentieth century, was also an accomplished planner, architect, teacher, and writer. In addition to Promontory Point, Caldwell's work includes the Lily Pool in Lincoln Park (which is designated as an NHL) and the rooftop park for Lake Point Towers. Caldwell's Prairie style landscape design for Promontory Point featured a central meadow edged by a gently curving circuit path and naturalistic plantings.

2.1.4.4 Constant through the Decades

Over the years, generations of South Siders have enjoyed Promontory Point as a place to relax, convene with nature, have picnics, swim off of the step-stone revetments, and attend cultural programs, classes, and other events.

In 1953, the United States Army commandeered a large area of Promontory Point for a Nike radar installation during the Cold War. Community members and civic groups rallied for the removal of the Nike radar installation. The site was returned to public use in the early 1970s.

The CPD rehabilitated the landscape and building in the late 1980s and early 1990s. At that time, Alfred Caldwell, then in his late eighties, served as a consultant on the landscape restoration project. Working closely with CPD in-house landscape architects, Caldwell's work included replacing four hexagonal concrete benches that had been built without his input with the circular stone council rings he had originally designed. More than 600 native trees were also planted as part of the initiative.

2.2 Community Areas

2.2.1 Hyde Park

Hyde Park extends from E. 51st Street on the north to E. 60th Street on the south and from Lake Michigan on the east to S. Cottage Grove Avenue on the west. Much of the community area is edged by parkland: stretches of Jackson and Burnham Parks are located on its east side, the Midway Plaisance is on its south, and Washington Park sits just to its west. The formation of South Park (Jackson and Washington Parks and the Midway Plaisance), the founding of the University of Chicago, and the inauguration of the World's Columbian Exposition of 1893 spurred the community's development. These forces resulted in the construction of many historically significant properties. Many more came into being through the mid-20th century.

Altogether, Hyde Park possesses an enormous and impressive collection of historic resources, representing a broad range of type, style, and date of construction. These properties are the work of dozens of significant architects and other designers. Approximately 600 properties have been identified as significant on the Chicago Historic Resources Survey. Moreover, much of the community area lies within the boundaries of the Hyde Park-Kenwood Historic District on the NRHP (Figure 9) and hundreds of properties are recognized as contributing resources to that district. Properties listed on the NRHP outside of the historic district include: Promontory Apartments at 5530-5532 S. South Shore Drive (HP02); Jackson Shore Apartments at 5490 S. Shore Drive (HP03); Hotel Windermere East at 1642 E. 56th Street (HP01).

In addition, a Hyde Park Apartment Hotels Multiple Property Listing prepared in 1985 resulted in NRHP designations of seven luxury apartment buildings in the area. These include: Flamingo-on-the-Lake at 5500-5520 S. South Shore Drive (HP21); Hotel Del Prado at 5703 S. Hyde Park Boulevard; Chicago Beach Hotel at 5100-5110 S. Cornell Avenue; East Park Towers at 5236-5252 S. Hyde Park Boulevard; Mayfair Apartments at 5496 S. Hyde Park Boulevard; Poinsettia Apartments at 5528 S. Hyde Park Boulevard; and the Shoreland Hotel at 5450-5484 S. South Shore Avenue.

A number of Hyde Park properties have been designated as National Historic Landmarks (NHL): Arthur Holly Compton House, 5637 S. Woodlawn Avenue; Frank R. Lillie house, 5801 S. Kenwood Avenue; Robert Millikan House, 5605 S. Woodlawn Avenue; George Herbert Jones Laboratory Room 405, University of Chicago, 5747 S. Ellis Avenue.

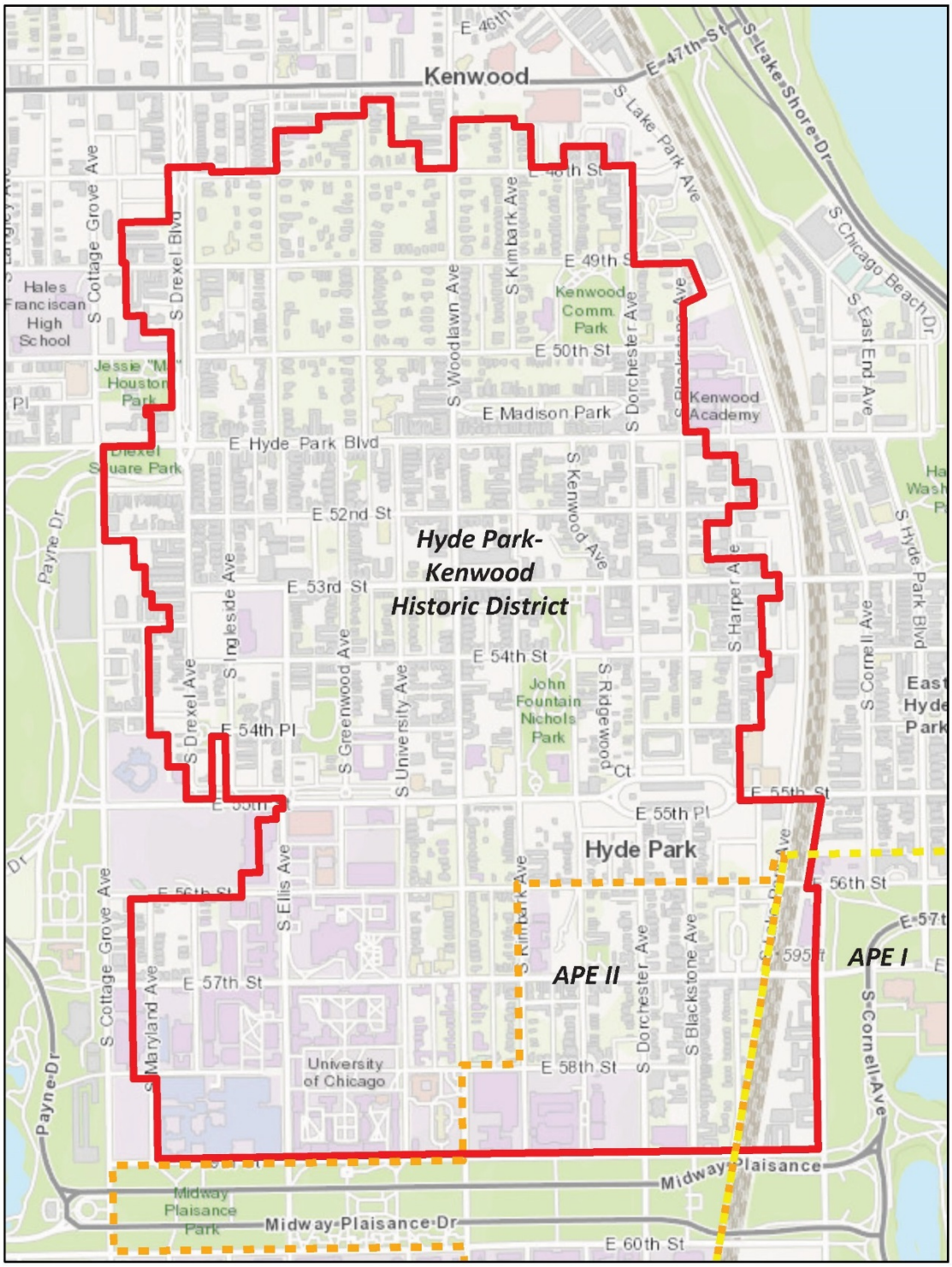

Figure 9: Hyde Park-Kenwood Historic District

2.2.1.1 Early History of Hyde Park

Paul Cornell (1822–1904) founded the small village of Hyde Park in 1853. He had purchased 300 acres six miles south of the center of Chicago and deeded 60 acres to the Illinois Central Railroad (ICRR). The ICRR in turn promised to build a passenger station and offer daily commuter service to and from the village. Envisioning a suburb with tree-lined streets and a sizeable park for residents to enjoy, he named his community after Hyde Park, London.

After building a hotel with a music pavilion and a pier for excursion boats, Cornell invited visitors to take the train and spend weekends in his bucolic village. He subdivided lots and many of his friends and colleagues began to buy and build houses on them. Soon Hyde Park's residents included Jonathon Young Scammon (1812-1890), a successful attorney who was passionate about art and horticulture. Cornell, Scammon, and other leading South Siders drafted legislation to create the large park that had been envisioned.

The state legislature adopted the park bill and established the South Park Commission (SPC) in 1869. Paul Cornell became one of the five members of the SPC Board. As he had previously hoped, the SPC soon hired the renowned firm of Olmsted & Vaux to lay out the expansive 1,055-acre South Park.

Hyde Park Township had incorporated in 1861, and by the mid-1880s, the village had many public amenities. As explained in *Chicago's Historic Hyde Park*, the community by this time had 'telephonic service,' extensive macadamized roads, miles of sewer and water pipes, and around 1,500 gas or oil street lamps. The Washington Park Club, a popular private club with horse racing, horse shows, and other amusements opened in the Woodlawn neighborhood, just west of Hyde Park, in 1883. Most of the club members lived in large, single-family homes in Hyde Park, Kenwood, or Woodlawn. By 1889, when Hyde Park Township was annexed to Chicago, many successful businessmen, politicians, and professionals and their families lived there.

2.2.1.2 University of Chicago

Paul Cornell had envisioned the founding of a prestigious university in Hyde Park. While such an institution didn't materialize in the early decades of Hyde Park history, in 1890, after the American Baptist Education Society had decided that a Baptist college should be opened in Chicago, department store magnate Marshall Field agreed to donate land for the endeavor. Baptist and industrialist John D. Rockefeller provided initial funding and William Rainey Harper, an innovative young educator, was hired as President of the new University of Chicago. Although the university was planned as a co-educational, non-sectarian institution, Rainey and others intended to have the university stand as a symbol of Christian values.

The University of Chicago commissioned architect Henry Ives Cobb (1859–1931) to create its original plan and design its earliest buildings. Born and raised in Massachusetts, Cobb had received degrees from both the Massachusetts Institute of Technology (MIT) and Harvard University. He worked for the prominent Boston architectural firm of Peabody and Stearns for a brief time prior to relocating to Chicago. After a six-year partnership with architect Charles Sumner Frost, Cobb established his own

practice. By 1892, when the earliest University of Chicago buildings were completed, Cobb had 130 employees, making his firm the largest in the city.

AIA Chicago explains that, in designing the University of Chicago, Cobb sought to fulfill the "trustees' dream of a unified, organic, self-contained campus that would nurture and sustain the ideal of a great research university." He did so by adopting the Collegiate Gothic Revival style as his central theme, creating stately limestone buildings organized into quadrangles with green courtyards to provide additional light, ventilation, and gathering spaces.

Cobb's original structures include the Cobb Lecture Hall at 5811-5827 S. Ellis Avenue; the Kent Chemical Laboratory and Ryerson Physical Laboratory at 1020 and 1100 E. 58th Street; and the Cobb Gate at 1101 E. 57th Street. Cobb produced approximately ten major University of Chicago buildings over a decade. He was succeeded by the firm of Shepley, Rutan, & Coolidge, who respected his Gothic master plan. Subsequent architects who contributed to the collection of handsome buildings include Dwight H. Perkins, the designer of Hitchcock Hall at 1009 E. 57th Street – a Gothic building that incorporates Prairie style principles and architectural motifs such as corncobs and Midwestern flora.

2.2.1.3 World's Columbian Exposition of 1893 and Immediate Aftermath

When the University of Chicago first opened in 1892, construction was well underway for another major attraction that had a tremendous impact on Hyde Park's development – the World's Columbian Exposition of 1893. A couple of years earlier, Frederick Law Olmsted helped civic leaders select the site for the fairgrounds. Olmsted recommended Jackson Park and the Midway Plaisance as the site for the fairgrounds. He and his associate Henry Codman worked with consulting architects Daniel Hudson Burnham and John Wellborn Root on the layout for the fairgrounds. But both Codman and Root died before the exposition grounds had been fully designed. Even without their partners, Olmsted and Burnham carried on, working with a team of nationally-renowned architects and artists to transform the swampy site into the famous White City.

The World's Columbian Exposition took place over a six-month period in Jackson Park and the Midway Plaisance. Although members of the city's sizable African-American population had hoped to have a meaningful role in the fair, they were largely excluded from plans and ignored in the exhibits. Renowned journalist and activist Ida B. Wells (1862-1931) had urged her fellow black Chicagoans to boycott the exposition. Frederick Douglass (1818–1895), the world-renowned author and social reformer who had been born a slave, felt differently, suggesting that African-Americans should participate as fully as possible. Douglass, who served as the representative of Haiti at the fair, spoke at a ceremony to dedicate the Haitian Pavilion on January 2, 1893. The date was Haitian Independence Day, and Douglass delivered a riveting speech about freedom. (A commemorative boulder installed in Jackson Park in 2009 marks the site of the Haitian Pavilion.)

The 1893 Exposition dazzled an estimated 27 million visitors. Writer Hamlin Garland summed up the overriding response people had when they first arrived at the fairgrounds, writing, "Like everyone else who saw it at this time I was amazed at the grandeur of 'The White City' and immediately anxious to have all my friends and relations share in my enjoyment of it." Despite the glowing popular reviews, architect Louis Sullivan (1856–1924) harshly criticized the exposition's neoclassicism, warning that the

"damage wrought by the World's Fair will last for half a century from its date." Sullivan famously dissented from the White City's design tenets by producing the Transportation Building, a massive structure with bold geometric lines, bright colors, and a huge arched golden door.

The World's Fair architecture was planned to be temporary, and all of the major buildings came down except for the Fine Arts Palace, with its fire-vaulted interior, designed by Charles Atwood. After the fair, the Fine Arts Palace became the Field Columbian Museum, which operated until 1920, when the artifacts were moved to the new Field Museum of Natural History in Grant Park. While open in Jackson Park for over two decades, the museum became a beloved cultural institution for the surrounding community. (The building later became the Museum of Science and Industry.)

In 1894, the SPC hired Olmsted, Olmsted & Eliot to create plans that would transform the fairgrounds back to usable parkland. Although much of the construction had not yet begun, many areas of the park were already being used by the public. On Thanksgiving Day of the following year, America's first automobile race was held in Chicago, with the Midway Plaisance entrance to Jackson Park serving as the beginning and end point. Automobiles were still novel at the time, and while the race was open to gas, steam, or electrically powered vehicles, only six cars arrived at the starting line on November 28, 1895. The 54-mile track wove through the boulevard system along the lakefront to Evanston and back. The winning car made it in ten hours and 23 minutes. A commemorative boulder installed in 1995 marks the race's starting and ending line in Jackson Park.

2.2.1.4 Hyde Park Becomes a Fine City Neighborhood

With such close proximity to the fairgrounds, Hyde Park began experiencing exponential growth as soon as the World's Columbian Exposition site had been announced. Quoting from the *Economist*, author Jean Block explains that in 1892 more buildings were going up in Hyde Park than ever before in its history. Transportation improvements included new ICRR embankments and viaducts to elevate train tracks above the Midway and allow the flow of anticipated crowds (HP 15). The construction of the University of Chicago added to the allure of the area, especially for successful and well-educated Chicagoans. Dozens of beautiful large new single-family houses went up in the years before and after the World's Fair. These include the Eckels Residence by architect Henry Holsman at 5537 S. Woodlawn Avenue.

As the neighborhood was quickly becoming built up, land prices increased in the 1890s and early 1900s, and only the wealthiest South Siders could afford to build single family homes in this desirable neighborhood. Row houses provided a practical and attractive alternative. A row house not only occupied a smaller lot, it would also offer owners an individualized home with a handsome façade that might emulate the appearance of larger houses in the area. Architect Robert Spencer designed a trio of such structures, the Whiton Row Houses located at 5719-5723 S. Blackstone Avenue (APE II North 56).

The fair spurred the development of several large hotels. These included the Chicago Beach Hotel at Hyde Park Boulevard and Lake Michigan and the original Windermere Hotel at 1614 E. 56th Street. Both six stories tall, these luxury hotels had verandahs and pleasant outdoor spaces as well as many interior

amenities. Although these buildings were both later demolished, they helped set the stage for the development of apartment buildings throughout the community.

Multiple-family buildings had been appearing in various parts of the city since the 1880s, but middle- and upper-middle-class Chicagoans often had ambivalent feeling towards them. With the introduction of fine apartment hotels to accommodate Fair visitors, other multi-family buildings soon seemed more acceptable and became commonplace in Hyde Park.

By renting a unit in a handsome apartment building, a middle-class Chicagoan could gain access to a desirable Hyde Park location that might otherwise be unobtainable to him. Many of Hyde Park's early apartment buildings were fine three-story walk-ups. The design of apartment buildings constructed in the years after the World's Columbian Exposition was often inspired by the Classicism of the fair. For example, C.D. Armstrong's 1902 building at 5842-5844 S. Harper Avenue (HP 05) has a symmetrical layout, two rounded bays, and simple, classical limestone details.

By the 1910s, Hyde Park offered a broad range of well-built apartment dwellings. Some members of Chicago's growing African-American community sought to live in Hyde Park, but they found that access to the neighborhood would be very difficult. A large percentage of the African-American population was concentrated in the Grand Boulevard neighborhood (also known as the Black Belt). African-Americans often found good jobs in Chicago, but when they aspired to buy or rent in neighborhoods just south of the Black Belt, such as Hyde Park, they were generally met with contempt and even violence from white residents. Hyde Park's African-American population remained extremely small for decades.

2.2.1.5 Tall Apartment Buildings and Other Developments

Between the mid-1910s and the 1920s, a large group of luxury high-rise apartments went up near the lakefront in Hyde Park. South Side developers were inspired by an enclave of opulent buildings designed by "society architects" Marshall & Fox and Howard Van Doren Shaw recently erected near Lincoln Park on Chicago's Gold Coast.

Many South Siders believed that their stretch of the lakefront offered even greater possibilities than Lincoln Park. In the years after the World's Columbian Exposition, Daniel H. Burnham had begun envisioning a magnificent linear park that would stretch between Grant and Jackson parks. He and architect Edward H. Bennett presented this idea in their seminal 1909 *Plan of Chicago*. Although Burnham died in 1912, the South Park Commission began working closely with the ICRR, City of Chicago, and State of Illinois to move forward on plans for what would become Burnham Park. With Jackson Park, which by now had many post-fair improvements, and recent approvals for the additional 600 acres of lakefront parkland to be created between E. 14th and E. 56th streets, developers believed that there was a strong market for luxury apartments in Hyde Park.

In 1916, the *Chicago Daily Tribune* announced that construction had begun on what would be one of Hyde Park's first luxury high-rise apartment structures. Entitled "Begin Work on $900,000 Flat," the article reported that the ten-story building would "contain twenty apartments of nine to twelve rooms,

which will rent at $350 to $500 a month." Located at 5490 S. South Shore Drive, the building was named the Jackson Shore Apartments. Chicago architects Rapp & Rapp, who went on to become well-known for their movie palace designs, produced this elegant Classical Revival style apartment building (HP03).

More than a dozen other luxury apartment buildings were built in Hyde Park and nearby Kenwood between 1917 and 1929. Rapp & Rapp designed a second building in this collection, the Windermere East at 1644 E. 56th Street (HP01). Completed in 1924, this structure was considered an apartment hotel, a type that generally offered rentals on a daily, weekly, or monthly basis. The Shoreland, another nearby example of an apartment hotel, was the work of architect Meyer Fridstein, who also designed the Belden Stratford Hotel in Lincoln Park. Located at 5454 S. South Shore Drive (HP 05), the Shoreland Hotel had a construction budget of $8 million.

Among the luxury apartments built during this era was the Jackson Towers at 5555 S. Everett Avenue (HP12), overlooking Jackson Park. (This building has not yet been nominated to the NRHP.) Designed by Walter W. Ahlschlager (1867–1965) and completed in 1926, the elegant 72-unit building features Spanish Renaissance Revival style details. Ahlschlager, who was well-known locally, soon went on design several prominent buildings in other parts of the country, including the Roxy Theater and Beacon Theater and Hotel in New York. Another Hyde Park cooperative of the era, the Vista Homes, is perched near the northwest corner of Jackson Park. The handsome Gothic Revival style building was the work of Paul F. Olsen (1889-1946), a lesser known, though quite prolific Chicago architect. Olsen produced dozens of South Side low-rise apartment buildings, including 1534 E. 59th Street (HP06), and courtyard apartments at 1643-1657 E. 67th Street (SS 33) and 1733-1745 E. 67th Street (SS 29).

By the mid-1920s, growing numbers of South Siders were able to purchase their own automobiles, but most of the new apartment buildings in the area lacked garages. Ralph Woodley, a resident of the Windermere East, saw this as a business opportunity. In 1927, he acquired a large stretch of land on S. Stony Island Avenue between E. 56th and E. 57th streets and hired architect John Hocke to design an enormous garage there (HP 10). Completed the following year, the $350,000 structure was described as a "motor mansion" by the *Chicago Daily Tribune*.

Another important project underway in the 1920s was the rehabilitation of the Fine Arts Palace in Jackson Park. When the Field Museum moved its collections to its new building on the south end of Grant Park, the old World's Fair building began to deteriorate. The SPC secured a $5 million bond to rehabilitate the building, but the funds proved inadequate. In 1926, prominent Jewish businessman and philanthropist Julius Rosenwald, a resident of nearby Kenwood, donated millions of dollars to help transform the building into a museum. He and the commissioners decided that the Deutsches Museum in Munich would serve as an excellent model for Chicago's new museum. With Rosenwald's support, the old fair building reopened as the Museum of Science and Industry in 1933. Rosenwald gave generously to many other institutions including Jewish charities. He also played an important role in Chicago's Reform Judaism Movement. According to Irving Cutler, author of *The Jews of Chicago*, at this time the city's most affluent Jewish communities were located in Kenwood and Hyde Park. The Jewish population of the two neighborhoods totaled approximately 13,000 in 1930.

2.2.1.6 Depression and Post World War II Eras

Construction in Hyde Park slowed to nearly a halt during the Great Depression. The University of Chicago completed a few projects during the early years of the Depression. These include Holabird & Root's 1932 International House (APE II North 31). This building fits within the University of Chicago's architectural context, as it represents an Art Deco interpretation of the Gothic Revival style.

During the 1930s and 1940s, Hyde Park's population swelled. The neighborhood rose to its historic peak of over 55,000 in 1950. The area suffered from terrible overcrowding. Older buildings fell into disrepair, and many were divided into small substandard units.

Chicago's African-American population grew rapidly during this period, from 278,000 in 1940 to 492,000 in 1950. With the steel mills and other South Side industries thriving, many African-Americans who had relocated to Chicago from Southern states were doing well and wanted to improve their quality of life. The nearby Black Belt was becoming increasingly overcrowded, and its boundaries shifted further south. Over the years Hyde Park maintained its status as a segregated community, but after the Supreme Court's 1948 determination that racially-restrictive housing covenants could not be legally enforced, African-Americans finally had access to the community. Many earlier residents did not embrace this change. As thousands of black residents moved in, vast numbers of whites moved out. *Historic Hyde Park* reports that by 1956, 24,000 blacks had become residents, 20,000 whites had left the neighborhood, and the nonwhite percentage had risen to 36.7 percent.

There were racial tensions during this period, and overcrowding and the neighborhood's large concentration of deteriorating buildings exacerbated these problems. Several dynamic community organizations formed to encourage racial unity, reduce crime, and address the physical deterioration of the area. Two of the most active groups, the South East Chicago Commission and the Hyde Park – Kenwood Community Conference, monitored building code violations, opposed zoning changes that would allow older buildings to be divided into substandard units, and supported fair housing efforts.

Although only a handful of new buildings went up in Hyde Park in the late 1940s and early 1950s, many of those that did were fine examples of Modern architecture. The most iconic was Mies van der Rohe's Promontory Apartments, one of nation's earliest International style high-rises. The 20-story tower is located at 5530 S. South Shore Drive (HP 02). By the time Ludwig Mies van der Rohe (1886–1969) had relocated to Chicago in 1937, he had already produced two of the most celebrated Modernist buildings of the 20th century, the German Pavilion for the 1929 Barcelona International Exposition and the Tugendhat House in Brno, Czechoslovakia. Completed in 1949, the Promontory Apartments was his first project for developer Herbert S. Greenwald, who would become one of his most important clients. Collaborating with PACE Associates, Mies produced what his biographers Franz Schulze and Edward Windhorst described as a "path breaking building." They added, "It was Chicago's first modern high-rise apartment building, structurally typical of concrete-framed towers of the 1920s and 1930s, but modern because the exterior was without ornament."

Fine, low-rise modernistic apartment buildings were also built in Hyde Park during this period. A good example is the 3-story brick building at 5716–5730 S. Stony Island Avenue (HP 09). This U-shaped building, designed by an unknown architect named Carlson & Associates, represents a re-interpreted

courtyard building. Its streamlined facades are enlivened by simple modern details such as restrained limestone surrounds highlighting square and rectangular window openings and brickwork forming abstract sculptural relief.

In 1955, Hyde Parkers elected progressive Alderman Leon Despres (1908–2009), who served for two decades and was widely known as Chicago's "liberal conscience." Despres strove to represent all members of his ward. In 1958, he introduced an ordinance that aimed to ban racial discrimination in private housing in Chicago. Though this ordinance failed to be adopted by the City Council, Despres continued to fight for the equitable treatment of minorities as well as gender equality and other progressive causes throughout his long tenure as alderman.

By the late 1950s, some of the city's most significant Modernist buildings were erected in Hyde Park, the result of what Harold M. Meyer and Richard C. Wade have described as an "unprecedented" Urban renewal effort, "encompassing almost two square miles and involving clearance, massive rebuilding, and widescale rehabilitation programs." Civic organizations worked with the City and University of Chicago on this initiative to raze dozens of dilapidated buildings along E. 55th Street west of S. Lake Park Avenue and replace them with new housing and commercial buildings. Some criticized the project's extensive demolition, which displaced vast numbers of mostly poor black residents. However, the project resulted in a high-quality redevelopment designed by such talented up-and-coming Modernists as the New York-based Chinese-American architect I.M. Pei (b. 1917) and the Chicago firms of Harry Weese (1915-1998) and Loewenberg & Loewenberg. The resulting townhouses (several are identified in APE Sub-area II-A) received national attention, including lengthy articles in *Architectural Record.*

Founded in 1919, Loewenberg & Loewenberg became known for producing such handsome Revival style apartment buildings as the 1926 Mayfair Apartments at 5496 S. Hyde Park Boulevard. After struggling through the early years of the Depression, in 1935 the Loewenbergs were selected to serve in a pool of local firms to work on a federally-funded public housing project. In the mid-1950s, Loewenberg & Loewenberg reinvented itself as a specialist in Modern apartment buildings. Their work includes the sleek, 38-story apartment tower at 1700 E. 56th Street (HP 13). Completed in 1968, this is currently the tallest building on Chicago's South Side.

2.2.2 Woodlawn

Woodlawn is located south of Hyde Park. E. 60th Street (the south side of Midway Plaisance) forms its north boundary, E. 67th Street its south, Lake Michigan its east, and S. Martin Luther King Drive its west, except that a small triangular area at the community's southwest corner extends south to E. 71st Street between S. Cottage Grove and S. South Chicago avenues. A large portion of Jackson Park lies within Woodlawn, and several other historic landscapes are located along its edges — the Midway Plaisance and Washington Park just to the north, and the 183-acre Oak Woods Cemetery to the south. Between the 1890s and late 1920s, Woodlawn was a thriving community with many blocks of high-quality homes, apartments, hotels, theaters and churches. After the Depression segregation, redlining, racial conflict and class tensions created a cycle of disinvestment in the neighborhood. As delinquent and deteriorated properties were demolished through the late 20th century, the community was left with many vacant lots. Nevertheless, Woodlawn continues to possess a fine collection of historic properties listed on the NRHP.

2.2.2.1 From Sparse Village to Bustling Community

Originally established as part of Hyde Park Township, Woodlawn began as a sparsely-populated village of truck farmers between the 1860s and 1880s. The ICRR opened a passenger station at 63rd Street near Stony Island Avenue in 1862, but initial growth remained slow. When the Washington Park Club opened within the community at 61st Street and S. Cottage Grove Avenue in 1883, Woodlawn's population was only about 500. Less than a decade later, the community's development was propelled by its proximity to the University of Chicago and the fairgrounds for the World's Columbian Exposition. The population surge was rapid and intense. In fact, Woodlawn grew from approximately 2,000 people in the late 1890s to 20,000 less than a decade later.

As had been the case in nearby Hyde Park, the high demand for housing in Woodlawn spurred the construction of flats and residential hotels in the area. Between the early 1890s and 1900s, blocks of handsome Greystone two- and three-flats went up in Woodlawn, as did low-rise apartments like The Biddle at 6350-6354 S. Kimbark Avenue. Designed by architects Healy & Gilbert and erected in 1898, The Biddle is a remaining example of the many handsome multi-family buildings of the era that appealed to middle-class renters who might have shied away from apartment living only a decade earlier.

Although the Washington Park Club closed after betting on horse-racing became illegal in 1905, additional attractions added to Woodlawn's allure. During the early 1900s, three of the city's five largest amusement parks were located in or near Woodlawn. The Chutes, opened at E. 61st Street and S. Drexel Avenue just after the World's Columbian Exposition closed. (It remained here only briefly, moving to the West Side in the late 1890s). The White City, one of Chicago's most popular amusement parks, opened in 1905 near E. 63rd Street and S. Martin Luther King Drive. (Part of the original SPC boulevard system, S. Martin Luther King Drive was first was known as Grand Boulevard and later as South Park Way.) The White City was less than a mile away from another very popular attraction, Sans Souci, which had conveniently opened at the end of an electric street-car line route near E. 60th Street and S. Cottage Grove Avenue in 1899. Sans Souci had rides, theaters, beer gardens, and restaurants. It closed in 1913,

but was quickly replaced by Midway Gardens, a beer and dance hall famously designed by Frank Lloyd Wright (demolished, 1929).

2.2.2.2 Urbane Neighborhood

Between the 1910s and 1930s, as Woodlawn thrived, it developed into a desirable, urbane neighborhood. By this time, apartment buildings had clear appeal to middle-class Chicagoans who wanted access to the community. Now, however, multi-family structures with larger, more luxurious units were being erected by wealthier South Siders. For instance, William Dexter (1860-1914), a successful butter manufacturer, hired architect Nelson Max Dunning (1873-1945) to design a handsome Craftsman style three-flat at 1549 E. 65th Place (W 01). Completed in 1912, the building's apartments provided the same square footage as a good-sized house. Although Dexter died only a couple years later, the occupants of the other two units – Henry B. Ashton, a credit manager at the stockyards, and James Rice, Vice President of a publishing house – resided here until 1940 or later.

As the populations of Woodlawn and the nearby Hyde Park and Kenwood communities surged during this period, the Chicago Board of Education erected a new Hyde Park High School on S. Stony Island Avenue, between E. 62nd and E. 63rd streets (W 03). Although a 34-room high school had opened near E. 57th Street (now Ray Elementary School) in 1894, by 1910 it suffered from severe overcrowding. Arthur F. Hussander (1865–1943), then the Chicago Public Schools acting-head architect, designed a new 50-classroom structure for 2,000 students. The Board of Education had directed Hussander to produce enormous new high school buildings for both the North and South Sides, and the impressive Beaux Arts style Hyde Park High School is very similar to Nicholas Senn High School (5900 N. Glenwood Avenue). Both structures opened in 1913.

By this time, E. 63rd Street had developed into a major arterial street, with a bustling commercial district about a mile west of the new Hyde Park High School, near S. Cottage Grove Avenue. A number of vibrant restaurants, hotels, and movies palaces opened in this area in the 1910s and 1920s. (Most of these buildings are no longer extant.)

Much of Woodlawn's development in this era was spurred by the presence of the University of Chicago. Coolidge & Hodgdon (successor firm of Shepley, Ruttan & Coolidge) designed major University of Chicago buildings during the mid-1910s and early 1920s, including the visually prominent St. Paul's Universalist Church at 1365-1375 E. 60th Street. Begun in 1918, the church complex has a noteworthy complement of Colonial Revival style buildings, and several later additions. In later years, the structure became Sonia Shankman Orthogenic School (APE II South 3).

2.2.2.3 African-Americans Struggle to Gain Access to Woodlawn

Chicago's black population of 40,000 in 1910 had more than doubled a decade later, and increasing numbers of African-Americans sought to live in Woodlawn. As had been the case in nearby neighborhoods such as Hyde Park, these Chicagoans were met with fear, resistance, and violence from white residents. Racial tensions had run high in many South Side neighborhoods since the early years of the Great Migration. In the summer of 1919, when Eugene Williams, an African-American boy, was rafting from a South Side beach and inadvertently drifted across an invisible racial boundary, white men

threw rocks at him, and he drowned. Five days of terrible rioting erupted, leaving 500 people injured and 38 dead.

By the early 1920s, a small number of middle-class African-Americans had managed to purchase homes just outside of the Black Belt, on the west side of Woodlawn in an area called the Washington Park Subdivision. Among them was Mary Fitzbutler Waring (1870-1958), a noteworthy African-American physician and teacher. She and her husband, Frank B. Waring, owned a two-flat at 6425 S. Eberhart Avenue for several years. She was nationally prominent in African-American and women's organizations. Waring attended the International Council of Women in Norway in 1920. Later, she served as a two-term president of the National Association of Colored Women's Clubs (NACWC).

As increasing numbers of African-Americans settled in Woodlawn throughout the 1920s, many white residents began organizing to keep them out. In 1928, owners within a 24-block area came together to establish a covenant prohibiting the rental or sale of property to "colored families." The Woodlawn Property Owners' Association filed this restrictive covenant with the county recorder. African-Americans were distraught by this effort. A *Chicago Defender* article entitled "Property War Looms: South Siders Get New Jim Crow Laws" expressed the black community's fury that the "fundamental right of American citizens to buy and occupy property was again challenged by a white group in Chicago."

Within a few years, the financial strains of the Great Depression prompted many white landlords to ignore the expansive Woodlawn covenant. They subdivided apartments and rented to black Chicagoans so desperate to find housing that they would pay much more than whites for the substandard units. Despite this trend, racial covenants remained in place throughout much of Woodlawn during this period. In 1937, Carl Hansberry, a successful African-American real estate broker, purchased a three-flat at 6140 S. Rhodes Avenue to live in with his wife Nannie, a school teacher, and their four children. Neighboring property owners in Woodlawn's Washington Park Subdivision soon filed an injunction to uphold the covenant restricting African-Americans from the neighborhood despite the fact that Hansberry held legal title to the property.

With assistance from the NAACP, the Hansberry family fought a long and difficult battle in the courts to overturn the legality of racially-restrictive covenants. They were subjected to vicious protests and physical violence. The case was finally settled by a landmark 1940 US Supreme Court decision that determined the specific covenant against the Hansberry family was illegal. Lorraine Hansberry, Carl and Nannie's youngest daughter, went on to write the award-winning play, *A Raisin in the Sun*, incorporating many of the painful themes of racial discrimination she and her family had experienced. Although restrictive covenants were not fully overturned by the Hansberry case, it provided an important precedent, and in a 1948 ruling the US Supreme Court determined that throughout America racially-restrictive housing covenants could not be legally enforced.

2.2.2.4 Mid-Century Growth

Between the late 1940s and the 1960s, African-Americans were finally able to move into Woodlawn, but most soon learned that life in the community would be filled with challenges. During this second wave of the Great Migration, Chicago's black population had grown from 278,000 in 1940 to 813,000 twenty years later. Many white middle-class residents abandoned the community as droves of African-

Americans moved in. The community's population reached the all-time high of 81,000 in 1960. At that time, African-Americans made up 89% of Woodlawn's population. White-owned businesses moved out, and absentee landlords and deferred building maintenance put an intense strain on the aging housing stock. Woodlawn had rapidly transformed into an overcrowded, racially-segregated community with substandard housing and high rates of poverty and crime. Red-lining, inadequate services, and other discriminatory responses from banks, government agencies, and civic organizations contributed to this cycle of community disinvestment.

During the early 1960s, The Woodlawn Organization (TWO), a "militant Negro organization with intelligent leadership," began taking action against the social and economic wrongs to which Chicago's African-American community had long been subjected. Led by Reverend Dr. Arthur M. Brazier (1921-2010), TWO staged well-publicized protests against slum landlords and the overcrowding at Chicago Public Schools.

Along with other South Side civic organizations, leaders of TWO became concerned when they learned that the University of Chicago had developed plans for a massive urban renewal project that would clear large stretches of land in Woodlawn and displace vast numbers of existing residents. TWO sought out the help of Saul D. Alinsky (1909-1972), a pioneering community organizer who had helped found the Back of the Yards Neighborhood Council. By 1969, the City, University of Chicago, and TWO reached an agreement that additional buildings would not be demolished to expand the South Campus until new housing opportunities were developed for Woodlawn residents.

2.2.2.5 New Housing Opportunities in Woodlawn

By the late 1960s, the need for fair housing had been in the national spotlight for several years as the housing crisis in Woodlawn reached epic proportions. Under President Lyndon Johnson, the US Congress passed a new Housing Act in 1968 that provided an innovative approach to developing affordable rental units in such areas of need. Under the Act, the Federal Housing Administration (FHA) provided developers of apartment buildings 1% mortgage financing, making it possible to create new units with below-market rents. This new source of low-cost financing had the desired effect, generating an immediate leap in affordable housing starts throughout the nation: from just 91,000 in 1967 to 197,000 in 1969 and 431,000 in 1970. In Woodlawn, a new high-rise called the Island Terrace at 6430 S. Stony Island Avenue (W 02) was a harbinger of this boom.

A 1969 *Chicago Defender* article explains that the shortage of Woodlawn apartments "suitable for families" had "driven rentals up unrealistically," and that the new federal program offered a "'major step forward in the problem of urban renewal'." The FHA provided a $3,656,700 loan for the Island Terrace Apartments project. By this time, several recent luxury high-rise apartment buildings with modern amenities and great views of the lakefront had been erected nearby in the Hyde Park and South Shore communities. The 21-story Island Terrace would have a similar International style exterior design and some of the same modern amenities, but with affordable rental costs for 200 moderate- and low-income families.

The architectural firm of Dubin, Dubin, Black & Moutoussamy designed the Island Terrace Apartments. Founded in 1914 by brothers Henry and George Dubin, by now the firm had four partners, Henry's son Arthur (1923-2011), his younger brother David (1927-2013), John Black (1917-2003), a talented architect from Hyde Park, and John Moutoussamy (1922-1995), one of the city's few up-and-coming African-American architects of the time.

A graduate of the Illinois Institute of Technology, Moutoussamy was a respected protégé of Mies van der Rohe, but because of his race, he could not get hired by Skidmore, Owings and Merrill like other classmates did after they graduated. After working for PACE Associates for several years, he left to design Lawless Gardens (3550 S. Rhodes Avenue), a large South Side urban-renewal project commissioned by a group of African-American professionals and subsidized in part through the National Housing Act. Although the investors had asked him to participate financially, because he was African-American, banks refused to lend him money. He needed to find a white firm with which he could team up. Dubin, Dubin & Black asked Moutoussamy to become an associate but soon recognized that he was extremely talented and that he would be able to bring in new business. Moutoussamy became a full partner early in 1966 and Lawless Gardens would go on to win numerous awards.

During the early 1970s, another important affordable housing development was underway in Woodlawn, this time with sponsorship from TWO. After years of protests against broad-brush urban renewal initiatives, TWO began creating its own plans for a more community-based project that would integrate new housing with other needed facilities such as a community health and legal services. TWO developed its plans as part of President Johnson's National Model Cities Program.

Under the leadership of TWO's then executive director Leon D. Finney (b. 1938) and E. Duke McNeil (1936-2010), president and chairman of a subgroup called the Woodlawn Community Development Corporation (WCDC), the organization had recently completed its first affordable housing development, the 504-unit Woodlawn Gardens near E. 63rd Street and S. Cottage Grove Avenue. In 1971, TWO-WCDC entered into negotiations with the City's Department of Urban Renewal, University of Chicago, and Illinois Housing Development Authority (IHDA) regarding redevelopment plans for the cleared property along S. Stony Island Avenue between E. 60th and 61st streets. As result of these efforts, TWO-WCDC soon leased the land from the university and received a 40-year, $8.08 million low-interest mortgage under Section 236 of the National Housing Act. In January 1974, with financing secured, TWO-WCDC announced plans for Jackson Park Terrace, promoting the organization's goal of building "a viable community both economically and socially" on a prime location between E. 60th and E. 61st streets, S. Stony Island Avenue and the ICRR viaduct, adjacent to Jackson Park (W 04).

To design the complex, TWO-WCDC hired Whitley-Whitley Architects and Planners, a nationally renowned African-American family-owned firm based in Shaker Heights, Ohio. Founded in 1962 by twin brothers James and William Whitley (b. 1934), the firm included their sister Joyce Whitley (1930-1993), who served as head planner. By 1971, the firm had an integrated staff of ten, and projected year-end earnings of half a million dollars. That same year, the Whitleys were profiled in the influential *Ebony* magazine as part of a burgeoning fraternity of black design professionals across the nation. In addition to working closely with TWO-WCDC on several Chicago projects, the firm also contributed designs for

other low-income housing developments, such as the Randles Estates in Cleveland, and worked on Model Cities planning projects in Ohio, Michigan, Indiana, Pennsylvania, and New Jersey.

With a 19-story modernist apartment tower, and 24 low-rise structures, the development offered various-sized units, all with central air conditioning. The complex included a day care center for children and an extensive security system. Jackson Park Terrace was considered a major success, both in the immediate neighborhood and beyond. A July 1974 article in the *Chicago Defender*, published just after the complex opened for residency, reflected: “It was 14 years ago that T.W.O. began the fight which almost every prophet in the country said it was bound to lose....Jackson Park Terrace speaks to how wrong they were. This is an important development for a number of reasons, not the least of which it was designed by Whitley and Whitley, a black architectural firm… Jackson Park Terrace is a living symbol of what people with self-determination and dedication can do."

2.2.3 South Shore

South Shore lies just south and southwest of Jackson Park, extending between E. 67th and E. 79th streets and from Lake Michigan to an irregular border a few blocks west of S. Stony Island Avenue. Largely developed in the 20th century, much of the community was spurred by Chicago real estate speculators who sought to create fine, middle-class neighborhoods. These developers hired a range of architects to produce well-designed buildings spanning many decades and reflecting a broad range of styles. As a result, the community has an exceptionally fine collection of residential architecture. Within the APE, NRHP-listed properties in South Shore include the South Shore Cultural Center, the Shoreline Hotel (SS 01), and the Stony Island Trust and Savings Bank (SS 02).

2.2.3.1 Early History of South Shore

The South Shore Community was a sparsely-settled area composed of marshland and prairie in the 1850s. Ferdinand Rohn, one of area's first residents, took advantage of the fertile soil and good growing conditions and established a small farm near E. 71st Street and Lake Michigan. According to a *Chicago Daily Tribune* article entitled "South Shore Rises from Prairie," Rohn's son Gustav "later was fond of telling of arduous" 16-hour journeys from the farm "to Chicago by oxcart." The article also explains that during this period, a single cow owned by the Hunding family at E. 69th Street and S. Cornell Avenue supplied milk to all of the neighbors. The family soon established the Hunding Dairy Company at E. 71st Street, near S. Dorchester Avenue.

Hyde Park Township was officially established in 1861, with South Shore along its southern boundary. The Village of Hyde Park had been founded several years earlier, and at that time, the ICRR built its first station at E. 51st Street and S. Lake Park Avenue. In 1881, the ICRR expanded into South Shore, establishing what was known as the South Kenwood station at E. 71st Street and S. Jeffery Avenue. The ICRR soon added several other stops in the area: the Parkside Station at E. 71st Street and S. Stony Island Avenue, the South Shore Station at E. 71st Street and S. Yates Boulevard, and the Windsor Station at E. 75th Street and S. Exchange Avenue. Several other truck farmers and flower growers established homes and their businesses in what was still considered the distant countryside.

In 1889, Hyde Park Township was annexed to Chicago along with many other suburban areas including Lake, Jefferson, and Lakeview Townships. The following year, Congress awarded Chicago the honor of hosting the World's Columbian Exposition. As happened in Hyde Park and Woodlawn, the World's Fair had an immediate impact on South Shore's property values. According to "South Shore Rises from the Prairie," land estimated at "$1.25 an acre in 1833 went for $2,500 an acre in 1873, $10,000 an acre in 1890." Although Paul Cornell, an early South Side real estate speculator who had substantial holdings in the area, and a few other developers built some frame hotels to accommodate visitors to nearby Jackson Park for the World's Fair, South Shore remained largely undeveloped at the time. In fact, by the turn of the 20th century the neighborhood still had wooden sidewalks and open ditches for drainage. A civic organization known as the Stony Island Improvement Club rallied for the construction of sewers, and the City finally installed the earliest sewerage pipes in 1904.

2.2.3.2 Jackson Park Highlands

By 1905, recent post-World's Fair improvements to Jackson Park such as a lovely 18-hole public golf course that stretched along E. 67th Street made the land south of the park prime for development. Alderman Frank I. Bennett (1858–1925) and several other prominent South Siders formed a real estate syndicate to purchase a 40-acre area and transform it into what they named the Jackson Park Highlands. The district of single family residences was laid out in 1905 with such then-innovative features as large front yard setbacks, 50-foot lot widths, underground utilities, and no alleys. Architectural styles represented in the district include American Four Square, Classical Revival, Queen Anne, Dutch Colonial, Colonial Revival, Tudor, and Prairie School.

The prestige of the neighborhood rose as the nearby South Shore Country Club thrived. Founded the year after the Jackson Park Highlands was established, the country club became so quickly successful that an addition to its original Mediterranean style clubhouse was built in 1909.

2.2.3.3 Early Apartment Buildings and 1920s Building Boom

In the mid-1910s, South Shore's earliest flat buildings had begun to appear. Despite early stigmas associated with multi-family living for middle- and upper-class Americans during the late 19th century, apartments had become popular in nearby Hyde Park in the 1890s. By the early 20th century, multiple-unit buildings also provided an attractive option for middle-class residents of South Shore who realized that such properties would provide better amenities and more desirable locations than they could otherwise afford.

The stretch of E. 67th Street across from Jackson Park was considered a premier location for apartment development between the mid-1910s and 1920s. In April of 1915, the *Chicago Daily Tribune* published a rendering of a three-story building described as "New Flat for South Side," with leafy trees edging Jackson Park in the foreground. Designed by architect Edwin F. Gillette (1863–1943), an active member of the Chicago Architectural Club, this building at 2201-2211 E. 67th Street (SS 09) had 18 five-room units with rear sleeping porches.

During the early 1920s, real estate developers began erecting larger apartment buildings, often with units of various sizes and costs to take advantage of a growing market of middle-class renters. Although few of these tenants had the means to join the South Shore Country Club, its handsome grounds, prominent new clubhouse, and exclusive reputation had a positive impact on perceptions of the community. Access to such excellent public recreational facilities as Jackson Park's golf course and the new 63rd Street Beach and Bathing Pavilion also attracted new residents to the area. Many developers of these more expansive apartment structures were immigrant tradesmen-turned-contractors who had built smaller South Side flats in the previous decades. Success with those projects allowed them to move on to larger projects that would potentially generate much higher profits.

Among these developers was John Sidney Smith (1887–1966), a London-born bricklayer who settled on the South Side in 1909 and established himself as a masonry contractor. A few years later, in addition to contracting for other owners, he erected a few two-flat apartments in the relatively modest Park Manor and Chatham neighborhoods, near the rental apartment where he lived with his family. After

completing and selling such buildings, Smith was able to build a home for his family in South Shore while also developing apartment buildings in the community. His projects included a pair of sister courtyard buildings on the southeast and southwest corners of E. 67th Street and S. Merrill Avenue (SS 14, SS 15). Designed by Swedish immigrant and prolific South Side architect Anders G. Lund (1857-1934), the 50-unit structures each had three-room apartments with kitchenettes, four-room units, and more spacious five-room apartments with sun parlors.

Another group of immigrant tradesmen who became successful South Shore developers were Gideon W. Turnquist (1875-1943) and his brothers Louis S. (1866-1929) and John W. (1872-1935), who had formed the Turnquist Brothers masonry contracting firm in the 1910s. The Turnquist brothers – both individually and as a firm – often developed projects in addition to building them. These include a number of courtyard buildings along E. 67th Street (SS 28, SS 33). One of their most noteworthy projects was a handsome Tudor Revival style double courtyard building called the Tower Court (SS 07). Designed by architect Z. Erol Smith (1892-1964), the stately building is located on E. 67th Street between S. Constance and S. Cregier avenues. Even before its 1924 completion, newspaper advertisements hailed its "strictly high class 2, 3, and 4 room apartments," its "beautiful lobbies" with electric fireplaces, and its "sun parlors overlooking Jackson Park."

South Shore's population more than doubled from just under 32,000 people in 1920 to 78,755 in 1930. In response to the community's rapid growth, hundreds of new apartment structures went up in the mid-to-late-1920s. These included flats of varying sizes that sprang up along north-south streets throughout the community and tall luxury apartments and cooperatives on prominent streets such as E. 67th Street and S. South Shore Drive. Regardless of scale, these projects generally had substantial construction budgets because, by now, South Shore was prime real estate.

By the late 1920s, South Shore's prestige was firmly in place. Along with the community's allure, the market forces during this prosperous time, and provisions in Chicago's 1923 zoning ordinance that allowed for taller buildings along the lakefront prompted developers to erect high-rise luxury apartments in the community. Two noteworthy examples are the Shoreline Apartments (SS 01) and the 6700 S. Crandon Building (SS 08), which sit side-by-side on E. 67th Street. These cooperative apartment structures, both erected in 1928, targeted upper- and upper-middle-class Chicagoans who would appreciate their sterling location, luxury finishes, beautiful public rooms, and other amenities. Prominent local architect Henry K. Holsman (1866-1963) designed the Shoreline Apartments (SS 01). The building, currently under restoration, has recently been listed on the NRHP. Architects Quinn & Christiansen not only produced plans for the adjacent 6700 S. Crandon Avenue (SS 08), but also served as officers and directors of the building corporation, through which they shared in its profits.

2.2.3.4 Depression Era in South Shore

During the early 1930s, residential growth came to a near standstill in South Shore because of the economic crisis of the Great Depression. Rents plunged during this period and many building owners could no longer hold on to their properties. But despite these difficulties, South Shore remained a desirable community. The surge of apartment construction over the previous decade-and-a-half had attracted a broad array of new residents including Irish, German, Swedish, and Russian-Jewish immigrants.

At the end of the Depression and just before America entered WWII, few Chicagoans had the financial means to build new residences in South Shore. Morris N. Fox (1887-1989) was an exception. In 1941, he built a Modernistic three-flat on the edge of Jackson Park Highlands at 6700 S. Bennett Avenue (SS 05) as his family home. A Russian-Jewish immigrant, Fox became a successful pharmacist, founding the F & F Laboratory Company in Omaha, and then moving the whole operation to Chicago in 1936. Fox hired architect John V. McPherson (1908-1969) to design this impressive three-flat characterized by brick and rough limestone, geometric planes, expansive windows, glass block, deep eaves, and streamlined projections. Fox's adult children also lived in the three-flat. Prominent members of South Shore's Jewish community, the Fox family remained active in F & F, which later acquired the Smith Brothers cough drop brand.

2.2.3.5 Post-WWII Growth

As in other Chicago neighborhoods, development in South Shore entirely halted during WWII. The Post-War period ushered in a burst of development. Many new single-family homes went up in the Jackson Park Highlands, and apartment structures were built in various locations throughout the community. Some houses of the era embodied bold and complete expressions of Modernism, such as 6700 S. Euclid Avenue (SS 03), built in 1952 and designed by architects Spitz & Spitz. Others combined traditional and modern forms, such as 6701 S. Bennett Avenue, designed by architects Fox & Fox and erected in 1952 (SS 04), and 6701 S. Constance Avenue built around 1960 (architect unknown) (SS 06).

Apartment structures of the era were simple brick buildings with clean lines and few architectural details. The light tan brick, three-story apartment building at 6700 S. Paxton Avenue (SS 13) characterizes many of the South Shore's multi-family buildings of that time. Although its facades lack ornamentation, expansive three-part corner windows, a horizontal band of red brick at the structure's base, and limited use of red brick between some second story windows give it a streamlined modern appearance.

During the late 1950s, as in Hyde Park and Woodlawn, African-Americans began settling in South Shore. But unlike many residents of those neighborhoods, South Shore community members sought to achieve harmonious integration. A civic group known as the South Shore Commission began efforts in the early 1960s to promote racial balance, maintain stability in the community, and prevent a decline of housing values. Parkside, along the west side of South Shore, was one of the community's first areas to become racially mixed. The South Shore Commission organized a Parkside Neighborhood Block Club and both black and white community members participated in training through the Commission's Institute for Community Leaders.

Other civic groups worked with the South Shore Commission on its efforts to achieve "managed integration." In 1966, the Chicago Dwellings Association purchased the then-overcrowded 50-unit historic courtyard building at 6700 S. Merrill Avenue, which was cited for having many building code violations. The following year, the Association used a loan from the Federal Housing Authority to fully rehabilitate the building and convert it into condominiums (SS 15). (The building had reverted back to rentals by the late 1970s.)

2.2.3.6 High Rise Developments

During the late 1950s and early 1960s, a spate of high-rise apartments went up along the lakefront on the North Side of Chicago and nearby in Hyde Park. Apartments in these buildings were often considered the most luxurious and modern in the city. South Shore's reputation as a premier residential community and its potential for units with fabulous views of Jackson Park, South Shore Country Club, and Lake Michigan spurred a high-rise apartment boom here as well. In 1962, as ground was being broken for the 24-story Oglesby Towers and a 20-story apartment building at 7345 S. South Shore Drive, Richard Jaffe, executive director of the South Shore Commission proclaimed, "We may soon rank with the north lake shore area as a prime development location."

Additional high-rises soon sprang up along E. 67th Street, taking advantage of the site's spectacular views and proximity to park amenities. Simpson-Peck Inc. architects, a partnership headquartered out of South Shore, designed Oglesby Towers (SS 11) at E. 67th Street and S. Oglesby Avenue. The building was completed in 1963, the same year as a Schmidt, Garden & Erickson-designed glassy co-operative tower at 6730 South Shore Drive. The following year, the Crandon House (SS 12), a 21-story apartment building designed by Paul Rogers and George A. Kennedy, was erected just west of the Oglesby Towers. In 1968, Quadrangle House (SS 10), a 28-story apartment high-rise, was erected on the highly desirable corner of South Shore Drive and E. 67th Street. The last tower in a cluster of four, the building was designed by Dubin, Dubin, Black & Moutoussamy. It was touted for its architecturally distinctive reinforced concrete "rib-cage construction" and glass curtain walls affording views on three sides.

2.2.3.7 A Changing Community

South Shore's African-American population grew significantly in the 1960s and 1970s. African-Americans had made up 69% of the community in 1960, and that figure rose to 95% twenty years later. As the area's large concentration of older buildings fell into disrepair, community organizations, business owners, and individuals could not obtain mortgages or business loans due to red-lining. Civic leaders were especially alarmed in the early 1970s when the South Shore Bank announced plans to relocate downtown. The South Shore Commission and other civic groups rallied together to prevent the bank from leaving the neighborhood. In 1973, their efforts met with success when a group of investors that included local churches and civic groups took over management of the bank, which became known as Shorebank Corporation. The newly-organized bank quickly became involved in community housing and revitalization projects.

One of the 1970s projects most important and symbolic to the community was the transformation of the South Shore Country Clubhouse into the South Shore Cultural Center. Throughout its history the private club had excluded Jews and African-Americans. As the surrounding community became racially

integrated in the 1960s, membership waned, and the South Shore Country Club went out of business in the early 1970s. Community members were thrilled when the Chicago Park District acquired the 65-acre site in 1974. In fact, many community members who could never previously even set foot on the grounds began using the facility. When the Park District announced plans to demolish the historic clubhouse and replace it with a much smaller modern field house, more than a dozen community groups rallied to save this historic building. Their group, known as the Coalition to Save the South Shore Country Club, waged a successful community campaign. The Chicago Park District restored the historic building in the early 1980s, and since that time the facility has become a vibrant cultural arts center, community meeting space, and special events venue.

2.3 Architects' Biographies

2.3.1 Thomas R. Bishop

Prolific architect Thomas R. Bishop (1869-1956), the son of Chicago builder William Bishop and his wife Sara grew up in Chicago and Maywood, Illinois. He began his career in 1884, as an apprentice to architect John T. Long, designer of the Yale Apartments and other prominent South Side buildings. In 1889, Bishop partnered with architect George A. Small. By 1896, he was practicing with A. Edward Colcord. Two years later, he formed a partnership with his father, known as Bishop & Co. Though his father died in 1901, the firm name lived on.

Throughout his long and busy career, Thomas Bishop produced designs for a wide variety of building types. He was best known, however, for his residential structures -- everything from single-family homes and small flat buildings to large-scale apartment dwellings and apartment hotels. Bishop maintained offices in the Loop for more than 50 years and produced buildings all over Chicago and the surrounding suburbs.

A long-time South Side resident, Bishop was among the most favored architects in the communities near Jackson Park. A number of his fine single-family residences stand along the leafy streets of Hyde Park and Kenwood. In South Shore, Bishop produced a three-flat at 6806 S. Cornell Avenue (SS 41) in 1916 for M.K. Davidson and a trio of six-flats on S. Clyde Avenue (SS 20, SS 21, SS 22) in 1923 for Olaf Larson.

Bishop also designed a substantial number of large rental properties in South Shore, many built between 1915 and 1919. He designed, for example, a pair of similar 12-flats at the northwest and south west corners of S. Cornell Avenue and E. 68th Street (SS 39, SS 40) for P.J. McShane. Albert Chalstrom hired Bishop to create an apartment building with storefronts at 6900-6908 S. Stony Island Avenue/ 1523 E. 69th Street (SS 55). Along E. 67th Street, across from Jackson Park, he produced a 51-unit courtyard building at 1627-1641 E. 67th Street (SS 34) for Edward Bloom. Just to the west, the architect designed three large, contiguous apartment buildings occupying the entire block of E. 67th Street between S. East End and S. Ridgeland avenues (SS 30, SS 31, SS 32). (On all of the E. 67th Street properties, Bishop worked with the Turnquist Brothers construction company, a South Side firm with whom he often collaborated.)

Bishop's architectural work continued unabated through the 1920s. His work of that decade included at least two buildings within the Hyde Park-Kenwood NRHP Historic District, a 1921 courtyard building at 5841-5851 S. Blackstone Avenue and the Gaylord at 5316 S. Dorchester Avenue. Also during this era, he designed a residential structure at428-436 West Surf Street, now part of Chicago's Surf-Pine Grove Historic District and the Carolan at 5480 S. Cornell Avenue in Hyde Park.

Not surprisingly, Bishop's output slowed after 1930, by which time the economy had faltered and he had turned 60. His work of the 1930s includes four single-family residences near S. Greenwood Avenue and E. 48th Street in the Kenwood neighborhood and a seven-store retail building at S. Rhodes Avenue and E. 79th Street in Greater Grand Crossing. Bishop apparently continued to practice architecture well into old age. He died at 87.

2.3.2 Dubin, Dubin, Black & Moutoussamy

Dubin, Dubin, Black & Moutoussamy has its roots in a firm established in the early years of the 20th century by brothers George (1890-1958) and Henry (1892-1963) Dubin. Sons of Russian-Jewish immigrant parents, the Dubin brothers were raised in Chicago and graduated from Crane Technical High School. After receiving an architecture degree from the University of Illinois, George Dubin went into practice with Chicago architect Abraham Eisenberg. Henry Dubin followed his brother to the University of Illinois. After graduation, Henry served as a draftsman for the prestigious Chicago firm of Holabird & Roche in 1916-1917 and worked for a time on buildings along the Panama Canal.

In 1919, Henry joined his brother at Dubin and Eisenberg. Their practice was a busy one throughout the 1920s. Among Dubin and Eisenberg's important works were an orphanage for the Daughters of Zion (1401 N. California Avenue) and a synagogue for Congregation Agudath Achim (5029 N. Kenmore Avenue). In 1931, Henry received an honorable mention from *House Beautiful* for a Modernist home he designed for himself in Highland Park. (This structure, known as the "Battledeck House," is listed on the NRHP.)

Renamed Dubin & Dubin after Eisenberg's departure in 1932, the firm survived the lean years of the Depression and WWII, designing, for example, several small Moderne style retail buildings on S. Halsted Street in Englewood. In 1949, Henry's son Arthur (1923-2011) joined his father and uncle after serving time in the Army during World War II and returning to finish his architecture degree at the University of Michigan. Arthur's younger brother Martin David (1927-2013), who studied at the University of Illinois, joined the firm the following year.

During the 1950s, Dubin & Dubin worked on large-scale industrial projects, as well as residential developments like the sprawling, 516-unit Modernist apartment tower at 4950-4980 N. Marine Drive along Chicago's north lakefront. This complex, completed in 1950, relied on funding through the Federal Housing Authority (FHA). Another FHA-funded Dubin & Dubin project was the 12-story Lake Terrace apartment tower at 7339 S. Shore Drive (just outside the APE), completed in 1959.

By 1963, George and Henry Dubin had died, and Arthur and David were in charge. Several years before, in 1958, David had returned from a two-year stint at Skidmore, Owings & Merrill determined to expand the firm's business in new directions and to become less reliant on their largely Jewish connections. In 1965, the brothers hired John T. Black (1917-2003), a talented architect who had been a partner at PACE Associates, and staff architect for Michael Reese Hospital. An architecture graduate of Harvard and a Hyde Park resident, Black had an entirely different set of business and social connections from the Dubins.

About the same time, new firm of Dubin, Dubin, & Black began working with John W. Moutoussamy (1922-1995), then one of the Chicago's few African-American architects. A graduate of the Chicago Public Schools, Moutoussamy served in the U.S. Army during WWII. Upon his return, he used the GI Bill to enter Illinois Institute of Technology (IIT), where he studied with Mies van der Rohe. After graduating in 1948, he went to work as a draftsman for the firm of Schmidt, Garden, & Martin. In 1956, he joined the new Chicago firm of PACE Associates, which was then participating in the early planning of the new IIT campus. In 1965, Moutoussamy left PACE to work on Lawless Gardens, a large urban-renewal project

at 3550 S. Rhodes Avenue in the Douglas (Bronzeville) community. A mix of high-rise and low-rise buildings aimed at moderate-income tenants, the project was commissioned by a group of African-American professionals and was to be partially subsidized through the National Housing Act. The investors asked him to participate financially, but because he was African-American banks refused to lend him money. He needed a white firm to partner with. Moutoussamy had worked with John Black at PACE Associates, and this connection and the strong recommendation of real estate developers Draper & Kramer led Dubin, Dubin & Black to invite Moutoussamy to join the firm as an associate. Initially, Moutoussamy was in a separate office, but the partners soon recognized his talents and saw that he would be able to bring in new business. Moutoussamy became a full partner early in 1966 – a first for an African-American architect at a large Chicago firm – and Lawless Gardens would go on to win numerous awards.

Dubin, Dubin, Black & Moutoussamy was an extraordinarily successful firm throughout the following decade, designing numerous structures under the new federal subsidy program. The quality of their work was notable, standing, as Carl Condit has written, "not far below the average of unsubsidized work such as Marina City." Among their federally-subsidized apartment towers were the 28-story Quadrangle House at 6700 S. Shore Drive (SS 10), noted for its concrete "ribcage" construction, and the 21-story Island Terrace Apartments at 6430 S. Stony Island Avenue (W 02), both completed in the late 1960s.

At the same time, the firm expanded its lucrative market-rate apartment and condominium building practice to include transit stations and educational institutions such as Chicago's City Colleges. Moutoussamy and his firm were responsible for the Brutalist office tower at 820 S. Michigan Avenue. Designed for John H. Johnson, the African-American owner of Johnson Publishing, and erected between 1969 and 1971.

The firm continued to thrive even after John Black left the firm in 1978. Among their buildings of this period was Moutoussamy's 1983 National Headquarters of the Alpha Kappa Alpha Sorority (5656 S. Stony Island Avenue, HP 18), an organization by whom the architect had been honored a decade before. Dubin, Dubin & Moutoussamy would continue to practice successfully until Moutoussamy's death in 1995.

2.3.3 Jacques J. Kocher

Born in Alsace-Lorraine, Germany, Jacques J. Kocher (1878 – 1970) immigrated to the U.S. in 1904. He began his career in Chicago as a draftsman and contractor, and became licensed to practice architecture in 1911. Kocher quickly developed a busy and varied practice on Chicago's South Side. He became a member of the Illinois Society of Architects by late 1914. *The Western Architect* featured one of his completed buildings – "Suburban Church, Chicago" – in its November 1915 issue.

That same year, Kocher also was producing residential structures in the then-developing Parkside neighborhood of South Shore. In October and November of that year, the city issued permits for three Kocher-designed six-flats on the 6700 and 6800 blocks of S. Cornell Avenue, two for Hjalmer T. Nystedt and one for Axel Carlsen (SS 37, SS48, SS 50). (Kocher also designed Nystedt's three-flat at 6843 S. Cornell Avenue.) In December of 1915, *The American Contractor* and *The Construction News* announced that Kocher had joined forces with architect Edward McClellan. The new partnership, Kocher &

McClellan, headquartered at S. 79th and Halsted streets, would apparently be short-lived. A 1921 building permit for a single-story commercial structure at 6920 S. Stony Island (SS 54) bears only Kocher's name.

In the early 1920s, Kocher continued to work in South Shore (sometimes partnering with architect Benjamin Larson), designing several houses in the Jackson Park Highlands. A bit further south, Kocher also produced a series of bungalows – a number of them for Nystedt – in what is now the South Shore Bungalow NRHP District.

The firm of Kocher & Larson designed structures across South Side communities such as Chicago Lawn and Beverly. Perhaps most notably, Kocher and Larson designed a collection of handsome two- to four-story commercial buildings on or near S. Cottage Grove Avenue, between E. 75th and W. 81st streets, in the late 1920s. Ornately-detailed in the Classical Revival and Renaissance Revival styles, these structures are part of Chicago's Chatham-Greater Grand Crossing Commercial Landmark District.

Only a few days before the precipitous market crash of 1929, Kocher became a founding member of the Board of Directors of the Chicago Associated Architects, a trade group of leading South Side architects. When the Depression took hold, Kocher went to work for the Chicago Board of Education. Kocher served at the Joliet Naval Yard during World War II, and formed a new architectural partnership upon his return to civilian life. A longtime resident of the south suburban Flossmoor, he and his new firm, Kocher, Buss, and DeKreek, designed the community's village hall in 1950. Kocher "semi-retired" in 1955, and died in 1970.

2.3.4 Anders G. Lund

Anders Gustaf Lund (1857-1934) lived an immigrant success story. Born on a farm in the Vermland province of Sweden in 1857, Lund showed an early gift for drawing, a talent nurtured by his uncle, the engineer for the city of Abo. Lund began his formal studies in architecture at the Technical Institute of Stockholm, from which he graduated with honors.

Lund immigrated to Chicago in April of 1882. He served a three-year apprenticeship as a construction carpenter with P.A. Westberg of Englewood. He then worked in a number of architectural offices, eventually becoming the foreman of the drafting department of Jules De Horvath's firm. In 1890, he married Ida Charlotta Lundgren, with whom he had three children.

Lund opened his own practice in 1892. He apparently became successful quite quickly, designing, for example, a three-story store-and-flat building on Halsted, between 59th and 60th streets, in 1893, and a three-story apartment building on 6356-6358 S. Peoria Street in 1897, both near his Englewood home and office. By the end of the following decade, he had become extraordinarily prolific, and his work of the period can be found all over Chicago's South Side. According to the *Svenska Hyheter* newspaper, Lund's success was such that he was able to buy a "beautiful villa" in Palos Park, where his family spent their summers.

In 1910, *The National Builder* featured one of Lund's designs, the "Washington Apartment House, No. 1," on the cover of its October issue. This limestone-trimmed brick residence was a detached, two-story

flat building. The magazine's editors spoke admiringly of the dwelling's "pleasant chambers," as well as its attractive exterior:

The front is of bricks of rough texture and dull browns of varied shades set with black mortar, the joints being round tooled. The pattern work is simple but effective. The trimmings are of Bedford stone which forms a good contrast with the dark brick work.

Not long thereafter, Lund brought his architectural talents to the residential building boom then taking shape in South Shore. He designed a number of handsome 6-flats along S. Cornell Avenue for developer Anna Baird and others (SS 36, SS 43, SS 44, SS 45, SS 49), all completed in 1914 and 1915. A Lund-designed 12-flat built in 1916 stands at 6854-6856 S. Cornell Avenue/1614-1616 E. 69th Street (SS 51). In the 1920s, he produced three much larger apartment dwellings along E. 67th Street. Two stand facing one another across S. Merrill Avenue (SS14 and SS 15). Each is a sprawling, 3-1/2-story Arts and Crafts-influenced courtyard building with a clay tile roof built for prominent South Side investor and builder John S. Smith. The third is a more monolithic apartment structure of similar scale at 6700-6712 S. Chappel Avenue/2015-2017 E. 67th Street (SS 24). Lund also designed a number of single-family homes in South Shore's nearby Jackson Park Highlands development, a Chicago Historic District, and in an area a bit further south, now designated the South Shore Bungalow NRHP Historic District.

As Lund neared his 70s in the late 1920s, he continued to work, even winning a prize for bungalow design in the community of Niles. In 1930, he was named to the board of directors of the Chicago Associated Architects, a successful trade group that had formed on the South Side the year before. He would die only a few years later, in 1934.

2.3.5 Paul F. Olsen

Born in Chicago to Danish immigrant parents, Paul Frederick Olsen (1889-1946) was working as a "designer" by the time he was 20. After briefly affiliating with builder C.H. Thompson, Olsen apparently began selling real estate on the North Shore for Ballard, Rowe, & Whitman in 1911. He became a licensed architect in late 1913, and a member of the Illinois Society of Architects the following year.

Olsen must have honed his skills quickly, as the *Chicago Daily Tribune* reported that he had been hired to design a substantial 84-flat building near S. Michigan Avenue and E. 42nd Street only three years later, in 1916. Throughout the 1910s, Olsen produced many low-rise residential structures in Chicago, including a three-story Lakeview apartment building at 539-553 W. Surf Street/ 2838-2844 N. Cambridge Avenue. Several of Olsen's low-rise buildings sprang up in 1919 along the then-developing stretch of E. 67th Street across from Jackson Park in South Shore. Stylistically similar, the courtyard apartments at 1643-1657 E. 67th Street (SS 33) and 1733-1745 E. 67th Street (SS 29), feature geometric brickwork and limestone details.

In the 1920s, Olsen continued to design buildings across Chicago and beyond, focusing particularly on communities along the lakefront. He employed a variety of Revival styles, as well as the Art Deco. Though he continued to design handsome low-rise apartment structures such as 1534 E. 59th Street (HP 06) and 5736-5752 S. Stony Island Avenue (HP 08) (both within the Hyde Park-Kenwood NRHP Historic District), he frequently turned his skills to taller multi-family dwellings. Three of his mid-rise

courtyard buildings from 1928-1929 comprise half of the Jeffery-Cyril NRHP Historic District in South Shore: the eight-story Gothic Revival Bedford Villa Apartments (7128-7138 S. Cyril Avenue), the five-story Spanish Colonial Revival East 71st Street Building (1966-1974 E. 71st Place), and the six-story Art Deco Jeffery Terrace Apartments (7130 S. Jeffery Avenue).

Taller still are two impressive Gothic Revival style apartment towers near Jackson Park. The first, the 17-story Vista Homes at 5844 S. Stony Island Avenue (HP 07), overlooks the park and the Midway Plaisance. (Olsen also designed the cooperatively-owned garage behind it, labeled by the *Chicago Daily Tribune* as the first of its kind.) Closer to Lake Michigan, Olsen's 11-story 6901 Oglesby Cooperative (6901 S. Oglesby Avenue, just outside the APE) was built for Harold C. Costello in 1928.

Olsen designed at least two other Revival style co-operative apartment buildings in South Shore -- the eight-story apartment dwellings at 6738 S. Oglesby Avenue and 6922 S. Jeffery Avenue, the latter for Harold Costello. Indeed, by the late 1920s, Olsen had become something of an expert on co-operative apartment buildings. He had even purchased property at 705 W. Junior Terrace in the Lakeview neighborhood and built his own 12-story cooperative building, with six full-story rental units and four owners' units. Olsen lived in the penthouse apartment. In 1930, he penned an article on the subject of co-operative apartments in *The Annals of Real Estate Practice* in 1930.

As the building boom slowed dramatically with the onset of the Great Depression, so too did Olsen's practice. In 1930, he produced the Art Deco Monterey Hotel in Janesville, Wisconsin for the Frank Perry firm of Chicago. By the late 1930s, he was designing a number of homes in Chicago's North Park neighborhood and in the Kenilworth Gardens development on the North Shore. He helped the Village of Mt. Prospect to write its building code. As economy improved during the WWII years, Olsen's practice turned to redesigning existing buildings by subdividing large apartments into smaller rental units. Olsen died in 1946 at the age of 56.

3.0 Historic Resource Survey Methodologies

3.1 APE Sub-area I (East of Viaduct)

This Section 106 Historic Properties Identification for APE Sub-Area I is being undertaken in accordance to guidelines and methodologies set forth by the Department of the Interior, National Park Service, in Bulletin #24, *Guidelines for Local Surveys: A Basis for Preservation Planning;* Bulletin #15, *How to Apply the National Register Criteria for Evaluation*; Bulletin # 18, *How to Evaluate and Nominate Designed Historic Landscapes;* and *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes*.

As part of the historic resources identification process, intensive fieldwork, literature review, and archival research were conducted to document and analyze Jackson Park and the Midway Plaisance as well as the adjacent buildings and structures in the APE Sub-Area I.

3.1.1 Jackson Park and the Midway Plaisance

Jackson Park and the Midway Plaisance are listed as a historic district on the National Register of Historic Places. The nomination undertaken in 1972 (only six years after the Historic Preservation Act was adopted by the US Congress) did not require or involve a detailed level of analysis. As part of this Historic Properties Identification Report, a more intensive level of analysis has been undertaken. Over the past thirty years, detailed guidelines have been developed for documenting and nominating historic landscapes.[85] This analysis was undertaken following these guidelines.

The following methodology was undertaken to identify the historic properties within Jackson Park and the Midway Plaisance:

A. A detailed literature review was undertaken to glean information about the histories of Jackson Park and the Midway Plaisance. This literature review relied on numerous secondary sources. These include *The Historic Resources of the Chicago Park District*, Multiple Property Nomination on the NRHP; *Encyclopedia of Chicago*; *The City in a Garden: A History of Chicago's Parks* (second edition); *Olmsted in Chicago*; *Midwestern Landscape Architecture.*

[85] Examples of such documentation include: J. Timothy Keller and Genevieve P. Keller, *National Register Bulletin 18: How to Evaluate and Nominate Designed Historic Landscapes*, (Washington D.C.: U.S. Department of the Interior, 1987); Robert R. Page (revised by Jeffrey Killion and Gretchen Hilyard), *National Park Service Cultural Landscape Inventory Professional Practices Guide* (Washington, DC: US Department of the Interior, Park Historic Structures and Landscapes Program, January 2009); Robert R. Page, Cathy A. Gilbert, and Susan A. Dolan, *A Guide to Cultural Landscape Reports: Contents, Process, and Techniques* (Washington, DC: U.S. Department of the Interior, National Park Service, 1998); and, Charles A. Birnbaum and Christine Capella Peters, *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes* (Washington DC: U.S. Department of the Interior, National Park Service, 1996).

B. Properties within Jackson Park and the Midway Plaisance were reviewed to determine whether they have already been identified in surveys or designated at the local level or on the National Register of Historic Places. This process involved reviewing the HARGIS database, as well as the *Chicago Historic Resources Survey: An Inventory of Architecturally and Historically Significant Structures, City of Chicago*.

C. Research on Jackson Park and the Midway Plaisance relied on extensive primary sources. These include historic architectural, engineering and landscape plans and drawings within the Chicago Park District Records: Drawings Collection of the Chicago Public Library Special Collections; historic photographs (including aerial photography) within the Chicago Park District Records: Photographs Collection of the Chicago Public Library Special Collections; University of Chicago Photographic Archives; Chicago History Museum Prints and Photographs; Frederick Law Olmsted Papers, Library of Congress; South Park Commission and Chicago Park District annual reports and board meeting minutes housed at the Chicago Park District; and historical newspaper articles from the *Chicago Tribune, Chicago Defender, and Hyde Park Herald* as well as publications such as *Construction News* and *The Economist*.

D. The research was interpreted and the Historic Context Statement prepared (see Section 2.1.1). Based on National Register Criteria A and C, this historic context statement provides a summary of the significant themes in the development of Jackson Park and the Midway Plaisance.

E. As noted in Section 2.1.2, the National Register nomination for Jackson Park and the Midway Plaisance did not identify a period of significance. Based on the historic context of Jackson Park and the Midway Plaisance, the recommended period of significance is 1875 to 1968.

F. A detailed analysis of landscape integrity, **Appendix F**, was developed through the documentary research noted above and on-site field reconnaissance in Jackson Park and the Midway Plaisance.

G. Based on the Historic Context themes and an analysis of historic integrity, the contributing and character defining features of Jackson Park and the Midway Plaisance were identified and verified. (Generally, contributing resources must be built during the period of significance**,** and must reflect the property's significant historic context themes. Character-defining features are the distinctive components of the landscape which contribute to its physical character and may include: spatial organization, land use, and views; circulation; topography; water features; vegetation; and structures, buildings, and small-scale elements.)

3.1.2 Neighborhood Buildings and Structures

For this Historic Properties Identification Report, fieldwork was conducted that included photographing every building (or other potential historic resource) in APE Sub-area I (outside of Jackson Park). For National Register eligibility, properties must generally be 50 years old or older. However, historic surveys generally provide a somewhat shorter cut-off because the undertaking of construction projects may take many years. For the purpose of this survey, a 40-year cut-off date was adopted. Therefore, it was determined which properties were built in 1978 or earlier. To determine the age of properties that appear to be 40-years old or newer, research was conducted through sources such as digital newspapers, historic aerial photographs and websites such as the Global Tall Building Database. A spreadsheet listing every resource surveyed and its age can be found in **Appendix C**.

Analysis and documentation for properties that were built in 1978 or earlier, followed the methodology explained below:

I. Review of Literature and Previous Surveys

A. Detailed literature reviews were undertaken to glean information about the histories of the three neighborhoods within the APE (and specific buildings where possible). This literature review relied on numerous secondary sources. These include the *Encyclopedia of Chicago; Chicago Community Fact Book; AIA Guide to Chicago Architecture* (third edition); *A Field Guide to American Houses*, (second edition); *Chicago's Historic Hyde Park*; *Hyde Park Houses; Chicago Apartments: A Century of Lakefront Luxury*; and *The History of the Development of Building Construction in Chicago.*

B. Properties were evaluated to determine whether they have already been identified in previous surveys or designated at the local level or on the National Register of Historic Places. This process involved reviewing the HARGIS database, as well as the *Chicago Historic Resources Survey: An Inventory of Architecturally and Historically Significant Structures, City of Chicago*.

II. Primary Source Research

Research on buildings and structures within APE Sub-Area I (outside of Jackson Park) also relied on extensive primary sources. Building permit research was undertaken at the University of Illinois Chicago, University Library Microforms Collection. Additional sources included Sanborn Fire Insurance Maps; historic aerial photographs; United States Federal Census records and other related materials available through Ancestry.com, and historical newspaper articles from the *Chicago Tribune, Chicago Defender, and Hyde Park Herald,* as well as from publications such as *Construction News* and *The Economist*. The following digital collections were also utilized to identify relevant primary sources: the Explore Chicago Collections website, Chicago History Museum digital research collections, Art Institute of Chicago Ryerson and Burnham Libraries digital collections.

III. Recommendations for Determinations of Eligibility to the National Register of Historic Places

A. Based on the field evaluation and historic research and documentation, properties that are 40 years old or older were evaluated to determine potential eligibility for listing on the National Register of Historic Places (NHRP). Following methodologies set forth in the National Park Service's Bulletin #15, and #18, determinations were made as to whether properties possess sufficient significance to meet with Criteria A, B, C, which are as follows:

a) Criterion A - That are associated with events that have made a significant contribution to the broad patterns of our history; or
b) Criterion B - That are associated with the lives of significant persons in our past; or
c) Criterion C - That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.

B. Analyses were undertaken to determine whether properties retain sufficient integrity to be eligible for the NRHP. The National Park Service Bulletin #15 sets forth guidelines for evaluating integrity based on seven aspects of integrity. Properties that retain historic integrity will possess several, though not necessarily all, of the aspects. The seven aspects of integrity are location, design, setting, materials, workmanship, feeling, and association. Using these aspects, the current appearance of the property was compared with its historic appearance. An understanding of integrity is grounded in an understanding of a property's physical features and how they relate to its significance.

C. Properties were evaluated to determine whether they may be potentially eligible individually or as part of possible NRHP historic districts. Historic districts contain groupings of resources that possess significance in accordance with related historic contexts. This analysis follows the guidelines set forth by Bulletin #15.

III. Historic Context Statements and Summary Table

A. The NRHP requires properties to be evaluated within relevant historic contexts. Historic Context Statements were prepared for the Hyde Park, Woodlawn, and South Shore neighborhoods, as were biographies of architects who designed three or more buildings within the APE.

B. In addition to the historic context statements, a table was prepared that includes a photo and date of all properties within the APE. This includes properties built after 1978, as well as properties that have already been listed on the NRHP or lie within the boundaries of a designated NRHP historic district, and those previously determined

NRHP eligible by the State Historic Preservation Office (SHPO) or the Keeper of the NRHP. The table also indicates whether properties were included in state historic surveys (HARGIS) and the Chicago Historic Resources Survey.

Appendix C contains the summary table of evaluated properties within the APE Sub-area I boundary.

IV. Survey Forms

For each property that is 40 years old or older and has not previously listed on the NRHP or within an existing NRHP historic district, a survey form was prepared. Survey forms include the name of the property, address, photograph, date, and architect or designer, along with the following short essays:

A. Description
B. History/ Development
C. National Register Evaluation
D. Sources

Appendix D contains all survey forms for the applicable properties within the APE Sub-area I boundary.

3.2 APE Sub-area II (West of Viaduct)

APE Sub-area II lies west of the Illinois Central RR viaduct. This viaduct consists of a raised embankment of land and bridge structures over streets that together create a physical and visual barrier between Jackson Park and neighborhoods to its east and the Midway Plaisance and neighborhoods to its west.

I. The Historic Resource Survey for APE Sub-area II followed processes similar to APE Sub-area I, though the review for APE Sub-area II was less intensive because this area has a lower potential for effects due to the barrier created by the viaduct.

II. For properties in APE Sub-area II the following steps were taken:

A. National Register nominations were assembled for resources that are already listed in the National Register of Historic Places (NRHP).

B. Resources that had been previously determined eligible for listing in the NRHP were identified.

C. A Survey Data Summary Table was created identifying:

a) Buildings identified as in the State of Illinois Historic and Architectural Resources Geographic Information System (HARGIS), "green" buildings surveyed by the State of Illinois without a determination.

b) Buildings identified in the City of Chicago's *Chicago Historic Resources Survey* (1996).

c) Buildings identified in the City of Chicago's Recent Past Survey (2010).

D. The area north of E. 60th Street, including the Midway Plaisance, is well registered and surveyed. The information contained in items a. through d. above will suffice for the Historic Property Inventory (HPI) for properties north of 60th Street. This area is identified as APE Sub-Area II-A (North of E. 60th Street) in the Survey Data Summary Table.

E. The area south of 60th Street has not been well documented in previous surveys. This area was subject to a reconnaissance level survey primarily using Google Earth to identify buildings which may potentially be eligible for the National Register. This area is identified as APE Sub-Area II-B (South of E. 60th Street) in the Survey Data Summary Table. The reconnaissance level survey will include the following data points:
   a) if building exists at the parcel
   b) if it appears to be at least 40 years old
   c) building type

d) building photo

F. For all properties APE Sub-area II, the Data Summary Table indicates if they are already on the National Register, contributing to a National Register district or are potentially eligible for listing as either part of a district or individually.

4.0 NRHP Summary and Recommendations

4.1 Parks - Summary of Listings and Status

4.1.1 Jackson Park and the Midway Plaisance

The Jackson Park Historic Landscape District and Midway Plaisance nomination was listed on the NRHP in 1972. The nomination form indicated that the properties possess national and state significance. At the time, the NPS had not yet developed the four significance criteria. Rather, nomination forms of that time provided boxes to indicate the specific areas of significance for a property was being nominated. The following area of significance boxes were checked off for the Jackson Park/ Midway Plaisance nomination form: architecture, landscape architecture, science, sculpture, and urban planning (which clearly relate to the current Criteria C). The potential to add Criteria A to an updated National Register nomination is updated should be evaluated.

Below are descriptions of both evaluation criteria for reference:

A. That are associated with events that have made a significant contribution to the broad patterns of our history; and
C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values.

If a revised NRHP nomination for Jackson Park/ Midway Plaisance is pursued, the following areas of significance should be considered for inclusion: African-American history, entertainment/recreation, and social history. These themes would likely be related to significance at the local level.

The 1972 NRHP nomination form required no written explanation of periods of significance. The form specified only that boxes be checked off to indicate a period of significance. The 19th-century box was the only one checked on the Jackson Park Historic Landscape District and Midway Plaisance form. In response to the research and analysis undertaken for this HPI report, the recommended period of significance for Jackson Park and the Midway Plaisance is 1875 to 1968. The timeframe encompasses design and initial construction in the 1870s, the 1893 World's Fair, subsequent redevelopment as a park based on the 1895-1897 plans of Olmsted, Olmsted & Elliot, and additions associated with the Works Progress Administration (WPA) and the Chicago Park District (CPD) through 1968, the current fifty-year cut-off for listing on the NRHP.

Today, Jackson Park and the Midway Plaisance generally retain a high level of historic integrity and the analysis of specific areas impacted by the proposed project is summarized in Section 2.1.2 and fully analyzed in Appendix F. Despite some changes such as roadway alterations and the filling of the southern part of the lagoon system, the properties well-convey their historic character. The landscapes

(and related buildings, structures, and objects) generally retain contributing features that possess all seven aspects of integrity: location, setting, design, materials, workmanship, feeling, and association.

The Jackson Park Historic Landscape District and Midway Plaisance nomination form can be found on the project website at https://tinyurl.com/JPImprovements.

4.1.2 South Shore Cultural Center

The South Shore Country Club nomination was listed on the NRHP in 1975. This was another early nomination, using the same version of the NRHP form. The 20th century period of significance box was checked on the South Shore Country Club form. As all of the historic structures within the complex date to the 20th century, this period of significance seems accurate despite its lack of specificity. The form indicates that the property possesses significance at the state level, and meets with the following areas of significance: architecture, social history, and cultural history.

Despite the loss of some original structures, South Shore Cultural Center retains very high integrity. Its historic structures and grounds retain character-defining features that possess all seven aspects of integrity: location, setting, design, materials, workmanship, feeling and association.

The South Shore Country Club nomination form can be found on the project website at https://tinyurl.com/JPImprovements.

4.1.3 Promontory Point

The Promontory Point NRHP nomination was prepared in 2017 and officially listed by the Keeper of the National Register of Historic Places in January of 2018.

The period of significance for Promontory Point spans from 1922, when the earliest construction commenced, to 1967, the 50-year cut-off date when the nomination form was prepared. The areas of significance include entertainment/recreation, social history, landscape architecture, and architecture.

The property retains excellent integrity.

The Promontory Point nomination form can be found on the project website at https://tinyurl.com/JPImprovements.

4.2 APE Sub-area I Summary of Properties Recommended as Eligible for NRHP Listing

Properties that are eligible for inclusion in the NRHP may be classified as buildings, sites, districts, structures, or objects. As explained by National Register Bulletin #15, "How to Apply the National Register Criteria for Evaluation," a historic district "derives its importance from being a unified entity, even though it is often composed of a wide variety of resources. The identity of a district results from the interrelationship of its resources, which can convey a visual sense of the overall historic environment or be an arrangement of historically or functionally related properties." NRHP historic districts contain groupings of resources that possess significance in accordance with related historic contexts. Eligible historic districts may include some buildings, structures, or other historic resources that do not contribute to the significance of the district. However, as long as a geographic grouping of properties that contribute to the significant historic contexts exists, the historic district will retain enough integrity to achieve eligibility. In general, properties must possess a higher level of significance and integrity to be eligible for individual listing.

Based on the methodologies explained in Section 3.0 above, the survey and research personnel have determined that some properties within the APE may be eligible for listing on the NRHP only as part of a historic district, while others may be eligible for listing either as part of a historic district or individually.

The recommendations included within this report are currently under the review of the State Historic Preservation Officer (SHPO) as well as the Consulting Parties and the public for a 30-day review period. The NPS and FHWA, in consultation with SHPO, will make the final determinations of eligibility of resources for inclusion in the National Register of Historic Places (NRHP).

The Survey Data Summary Table for APE Sub-Area I includes NRHP Recommendations for each of the evaluated properties and can be found in **Appendix C**.

4.2.1 Historic Properties Identification - Hyde Park Community

Hyde Park possesses an enormous and impressive collection of historic properties, representing a broad range of type, style, date, and work of noteworthy architects. Hundreds of Hyde Park buildings have already been listed on the NRHP either individually, as part of a Hyde Park Apartment Hotel Multiple Property Listing, or as part of the large Hyde Park-Kenwood Historic District. There are several contributing properties located in APE I on S. Stony Island Avenue within Hyde Park-Kenwood Historic District (HP 06, 07, 08, 09, 10).

Other Hyde Park properties located within APE Sub-Area I are 40 years old or older but haven't previously been listed on the NRHP were surveyed. Each of them is either contiguous to a designated district or in close proximity with designated properties.

Hyde Park had its beginnings in the mid-1850s, when Paul Cornell purchased land and convinced the ICRR to lay tracks and build a depot in his new suburban community. The community's development surged after Chicago movers and shakers opened the University of Chicago just north of the Midway Plaisance and brought the 1893 World's Columbian Exposition to Jackson Park. In anticipation of the

hordes of visitors who would come to the Fair, the Illinois Central elevated its tracks and built bridges over the Midway Plaisance and nearby east-west streets. This viaduct (HP 15) was further elevated and improved in 1919, and it continues to be a central feature of the community. This structure possesses significance in association with the historic context for Hyde Park, and though railings have changed over time, the viaduct retains good integrity, and should be considered for listing on the NRHP. Though it seems difficult to define boundaries for a structure like this one, the viaduct could be deemed as a contributing feature to amended nominations for the Jackson Park and Midway Plaisance Historic District and the Hyde Park-Kenwood Historic District. Additional research could be conducted to determine whether a larger stretch of the structure is eligible for listing.

4.2.1.1 Proposed Hyde Park East Historic District

Research for this project has indicated that there is a geographic grouping of historic resources in APE Sub-Area I that meet with Criteria A, B, and C and retain sufficient integrity for listing as an East Hyde Park Historic District.

From the post World's Fair period through the 1920s, Hyde Park became known for its high-quality apartment buildings. With fine views of Lake Michigan and the expansion of parkland along the south lakefront, East Hyde Park became an especially desirable location for multi-family dwellings. This area was largely unimproved in 1912, when a string of Henry L. Newhouse-designed low-rise apartments was constructed along East View Park and the lakefront. A second, V-shaped group of brick apartments was added a decade later (HP 14).

By this time, luxury high-rise buildings had become a stylish option for apartment dwellers. The first, the 1916 Jackson Shore Apartments, a Rapp & Rapp 10-story Classical Revival building was erected at 5490 S. South Shore Drive (HP 03). A second Rapp & Rapp building in this area is the 1924 Windermere East at 1644 E. 56th Street (HP 01), an apartment hotel that offered rentals on a daily, weekly, or monthly basis. Both of these elegant apartment buildings have NRHP status. Other nearby apartment towers previously listed on the NRHP are the 1925-1926 Shoreland at 5454 E. 56th Street (HP 05) and the Flamingo on the Lake at 5500 S. South Shore Drive (HP 04). Standing nearby at 5555 S. Everett Avenue is the Jackson Towers (HP 12). Designed by nationally-acclaimed architect Walter W. Ahlschlager (1867–1965) the elegant 72-unit Spanish Renaissance Revival style building was completed in 1926. It has not yet been listed on the NRHP, but clearly has such exceptional significance and integrity that it could be nominated individually, or as part of an East Hyde Park Historic District.

As the neighborhood grew in the late 1920s, a new elementary school became necessary. Board of Education Architect Paul Gerhardt (1863-1951), a former Cook County Architect, designed an elegant, Revival style school at 1556 E. 56th Street (HP 11). Bret Harte School sits just outside of the boundary of the Hyde Park-Kenwood Historic District and could be eligible for listing individually or as part of an existing or new historic district.

During the Post WWII period, Hyde Park became one of Chicago's first neighborhoods to showcase nationally-significant examples of Modern architecture. Among the most iconic was Mies van der Rohe's

1949 Promontory Apartments, an extremely influential International style high-rise. Located at 5530 S. South Shore Drive (HP 02), the structure is individually listed on the NRHP.

Architects Loewenberg & Loewenberg designed a Modern high-rise at 1700 E. 56th (HP 13). A long-time Chicago firm known for such fine luxury residential buildings as the 1926 Mayfair Apartments at 5496 S. Hyde Park Boulevard, Loewenberg & Loewenberg struggled during the Depression, but reinvented themselves as specialists in Modern apartment buildings after WWII. Their contributions to East Hyde Park include this sleek, 38-story apartment tower, currently the tallest building on Chicago's South Side. Completed in 1968, 1700 E. 56th Street is a strong candidate for NRHP listing. Located near several NRHP-listed properties and adjacent to the Jackson Towers, the Modern tower relates to the context of apartment development in East Hyde Park and could be considered for listing as part of a historic district.

The boundaries for the proposed East Hyde Park Historic District could be:

- North: One building parcel in on the north side of E. 56th Street from the ICRR viaduct to S. South Shore Drive; and roughly to E. 54th Street along S. South Shore Drive.
- South: The north curb-line of E. 56th Street
- East: The west curb-line of S. South Shore Drive
- West: ICRR track and one parcel in west of S. South Shore Dr. from E. 56th Street to approximately E. 54th Place, and one parcel west of S. East View Park from approximately E. 54th Place to E. 54th St.

Contributing resources to the East Hyde Park Historic District are detailed in Table 3.

Table 3: Contributing Resources to Proposed East Hyde Park Historic District

Survey ID	Address	Name	Year Built	NRHP Status	NRHP Recommendation (I - Individual Resource, HD - Historic District Contributor)
HP01	1642-60 E. 56th St.	Windermere East Hotel/Apts.	1924	Listed (I)	N/A
HP02	5530-32 S. Shore Dr.	Promontory Apartments	1949	Listed (I)	N/A
HP03	5490 S. Shore Dr.	Jackson Shore Apartments	1916	Listed (I)	N/A
HP04	5500 S. Shore Dr.	The Flamingo on the Lake	1927/ 1928	Listed (MPL) Hyde Park Apts.	N/A
HP05	5454 S. Shore Dr.	Shoreland Hotel	1925-1926	Listed (MPL) Hyde Park Apts.	N/A
HP11	1556 E. 56th St.	Bret Harte Elementary School	1930	N/A	Eligible (I, HD)
HP12	5555 S. Everett Ave.	Jackson Towers	1924-26	N/A	Eligible (I, HD)
HP13	1700 E. 56th St.	N/A	1968-69	N/A	Eligible (HD)
HP14	1717-1719 E. 54th St.; 5400-5450, 5401, 5423-53 S. East View Park	N/A	1911/ ca. 1925	N/A	Eligible (HD)

The only non-contributing resources that would be part of the East Hyde Park Historic District would be newer buildings at 1610 56th Street (HP 19) and 5550 S. South Shore Drive (HP 20.)

4.2.2 Historic Properties Identification - Woodlawn Historic Properties

Research for this project has indicated that several historic resources within Woodlawn in APE Sub-Area I meet with Criteria A and/or B and/or C and retain sufficient integrity for listing on the NRHP. The only potential historic district in Woodlawn is the Jackson Park Terrace (W 04), a planned community composed of many structures. Woodlawn has a large number of vacant lots and some new construction, and thus there is not enough continuity for a larger NRHP district. The summary below indicates how these potentially eligible properties fit within the historic context for the area.

Originally established as part of Hyde Park Township, Woodlawn was a small, sparsely-populated village when the ICRR opened a passenger station at 63rd Street near Stony Island Avenue in 1862. Development occurred slowly until plans were underway for the World's Columbian Exposition of 1893 in Jackson Park, which is largely situated within Woodlawn. After the fair, several amusement parks and other attractions opened in the community, and these popular destinations helped spur further development.

Between the 1910s and 1930s, Woodlawn's many apartment buildings had clear appeal to middle-class Chicagoans who wanted access to the community. Even some wealthier South Siders were moving into large, luxurious multi-family structures. For instance, William Dexter (1860-1914), a successful butter manufacturer, hired architect Nelson Max Dunning (1873-1945) to design a handsome Craftsman style three-flat at 1549 E. 65th Place (W 01). Completed in 1912, the building's apartments provided the same square footage as a good-sized house. Today, Dexter's building is a rare surviving example of an early 20th-century upscale three-flat in Woodlawn. It is also noteworthy as one of a small collection of extant designs by Dunning who made important national contributions to the field of architecture. Despite replacement windows, the property retains good integrity and could be considered as an individual nomination to the NRHP.

As the populations of Woodlawn and the nearby Hyde Park and Kenwood communities surged during this period, the Chicago Board of Education erected a new Hyde Park High School on S. Stony Island Avenue, between E. 62nd and E. 63rd streets (W 03). Arthur F. Hussander (1865–1943), then the Chicago Public Schools' acting-head architect, designed an impressive 50-classroom structure for 2,000 students. This monumental Beaux Arts style building opened in 1913. Serving a broad range of South Side neighborhoods, Hyde Park High School had a racially integrated student body from an early period. With an excellent academic reputation, the high school has a long tradition of noteworthy alumni, both black and white: Illinois Poet Laureate Gwendolyn Brooks (1917 – 2000), early aviator Amelia Earhart (1897- ?), and Nobel prize-winning economist Paul Samuelson (1915 – 2009), to name a few. The building, which possesses strong significance and retains excellent integrity, is an outstanding candidate for individual listing on the NRHP.

The Woodlawn community also possesses some noteworthy mid-20th century structures. In the mid-1960s, a strong need for affordable housing spurred the development of a Modernistic high-rise overlooking Jackson Park along S. Stony Island Avenue. For this project, developers took advantage of Federal programs created by the Fair Housing Act of 1968. Architects Dubin, Dubin, Black & Moutoussamy designed the 21-story Island Terrace at 6430 S. Stony Island Avenue (W 02). The

International style tower emulated the appearance and even offered some of the same modern amenities as nearby luxury high-rises, but with affordable rentals for 200 moderate- and low-income families. Today, the building's designers -- a firm with one of Chicago's earliest noteworthy African-American architects, John Moutoussamy -- is beginning to receive popular and critical attention. At 50 years old, this structure could be considered for individual listing on the NRHP.

During the early 1970s, another important affordable housing development was underway in Woodlawn, this time with sponsorship from The Woodlawn Organization (TWO). After developing a proposal for a new planned community to serve the needs of Woodlawn residents, TWO announced plans for Jackson Park Terrace in January of 1974. Serving as developers, TWO acquired a prime location between E. 60th and E. 61st streets, S. Stony Island Avenue and the Illinois Central viaduct, adjacent to Jackson Park (W 04). To design the complex, TWO hired Whitley-Whitley Architects and Planners, a nationally renowned African-American family-owned firm. With a 19-story modernist apartment tower, and 24 low-rise structures, the development offered various-sized rental units, as well as a day care center for children and an extensive security system. Innovative at the time, Jackson Park Terrace was considered a major success. Today, the complex possesses significance and integrity, and may be considered a candidate for listing on the NRHP, but this will likely have to wait until 2024, when the buildings become 50 years old.

4.2.3 Historic Properties Identification - South Shore Community

Research for this project has indicated that there are a number of historic resources along the edge of the Jackson Park Highlands that meet with Criteria A and/or B and/or C and retain sufficient integrity to be considered individual nominations to the NRHP. The summary below indicates how these properties fit within the historic contexts for the area.

In 1905, a real estate syndicate of prominent South Siders established the Jackson Park Highlands as an enclave of fine single family residences. Featuring large front yard setbacks, and underground utilities, the 50-foot wide lots were soon filled with large high quality houses representing various styles.

This area bordered E. 67th Street and Jackson Park on its north side. By the 1920s, South Shore had become a very desirable neighborhood. Many middle-class Chicagoans who couldn't afford single-family homes began renting apartments on E. 67th Street several blocks east and west of the stretch that edged the Jackson Park Highlands. In 1924, Gideon Turnquist, a contractor and real estate investor developed the Tower Court Apartments on E. 67th Street between S. Constance and S. Cregier avenues. Architect Z. Erol Smith (1892-1964) rendered the stately double courtyard building in the Tudor Revival style with many elegant details (SS 07). This building possesses a high level of significance and integrity and is a strong candidate for listing on the NRHP as an individual nomination.

During the Depression era, few Chicagoans had the financial means to build their own architect-designed home. An exception was Morris N. Fox who had sufficient wealth to build a Modernistic three-flat at 6700 S. Bennett Avenue for his wife and adult children (SS 05). A Russian Jewish immigrant who had founded the F & F Laboratory Company, Fox made a fortune manufacturing cough drops. Fox hired architect John V. McPherson (1908-1969) to design a stunning Modern three-flat of brick and rough limestone, with glass block, deep eaves, and streamlined projections. The Fox family's contributions and

the structure's noteworthy design and extremely high integrity make this property a very strong candidate for listing on the NRHP as an individual nomination.

During the post WWII period, remaining vacant lots along the E. 67th Street border of the Jackson Park Highlands allowed for the last wave of single-family home development in the area. Three noteworthy examples are found at 6700 S. Euclid Avenue (SS 03), 6701 S. Bennett Avenue (SS 04), and 6701 S. Constance Avenue (SS 06). Some Chicagoans fully embraced Modernism during this period, and wanted the design of their home to be entirely forward-looking. Leonard L. Graff and his family were among them. They hired architects Spitz & Spitz to design their bold 1952 single-family house at 6700 S. Euclid (SS 03).

Other prospective home owners preferred a Modern design that incorporated historical references. Architects Fox & Fox produced such a house for Dr. Paul Schutz at 6701 S. Bennett Avenue (SS 04). With its hipped roofs and compact massing, the house makes a nod to the Chicago bungalow. But its clean lines, long ranch-like E. 67th Street facade, wide chimney, and contrasting lannon stone and brick surfaces, all firmly tie the building to its 1952 construction date. This property likely possesses sufficient significance and integrity to warrant nomination to the NRHP. Another example of a house that reflects a Modern take on a traditional form is located at 6701 S. Constance Avenue (SS 06). The absolute simplicity of this house's overall design and contemporary conveniences such as an attached garage represent tenets of Modernism. And yet, its red brick, Cape Cod form, slate roof, and dignified appearance hark back to earlier traditional styles. As such, this house reflects the values of its surrounding neighborhood as a stylistic expression that simultaneously combines references to the past and future. Although the architect of this property is currently unknown, its noteworthy design, high quality materials, and excellent integrity make it a good candidate for individual listing on the NRHP.

4.2.3.1 Possible South Shore Historic District

Research for this project has indicated that there is a geographic grouping of historic resources that meet with Criteria A and/or C and retain sufficient integrity for listing as a South Shore E. 67th Street Apartments Historic District on the NRHP. These buildings are contiguous apartments along E. 67th Street that took advantage of the lovely views and close proximity to Jackson Park. The summary below indicates how these properties fit within the historic context for the area.

Established as part of Hyde Park Township in 1861, South Shore remained a sparsely-populated area until the early 20th century, when post-Fair improvements were undertaken in Jackson Park and prominent South Siders founded South Shore Country Club nearby. The stretch along E. 67th Street south of Jackson Park was especially appealing to developers. Despite early stigmas associated with multi-family living for the middle- and upper-middle-class, apartments had become popular in nearby Hyde Park during the 1890s. By the 1910s, developers believed that there was a market for such buildings in South Shore. In April of 1915, a *Chicago Daily Tribune* rendering showed one of the area's earliest -- a three-story building depicted with leafy trees edging Jackson Park in the foreground. Located at 2201-2211 E. 67th Street (SS 09), this 18-unit multi-family dwelling is one of the few extant Chicago structures designed by accomplished architect Edwin F. Gillette (1863–1943). The construction of

Gillette's handsome low-rise marked the first of what would become a linear grouping of apartment buildings facing Jackson Park along E. 67th Street.

Within only a few short years, a pair of larger courtyard buildings had gone up along E. 67th Street at 6701-6711 S. Merrill Avenue (SS 14) and 6700-6716 S. Merrill Avenue (SS 15). These sister buildings, designed by Swedish immigrant architect Anders G. Lund (1857-1934) and completed in 1922, had apartments ranging in size to accommodate tenants of various means.

By the prosperous late 1920s, South Shore's prestige was firmly in place and developers began to erect tall luxury apartments in the community. Two noteworthy examples are Henry K. Holsman's Shoreline Apartments (SS 01) (recently listed on the NRHP) and the 6700 S. Crandon Building (SS 08), which sit side-by-side on E. 67th Street. Architects Quinn & Christiansen not only produced plans for the 1928 6700 S. Crandon Avenue, but also served as officers and directors of the building corporation, through which they shared in its profits.

During the Post WII era, many apartment structures were simple brick buildings with clean lines and few architectural details. The light tan brick, three-story apartment building at 6700 S. Paxton Avenue (SS 13) characterized the aspirations of South Shore residents who wanted to rent completely modern apartment along the edge of Jackson Park. Although its facades lack ornamentation, expansive three-part corner windows, a horizontal band of red brick at the structure's base, and limited use of red brick between some second story windows give it a streamlined modern appearance.

Between the late 1950s and early 1960s, the neighborhood became more diverse as African-Americans began settling here. But unlike many residents of Hyde Park, South Shore community members sought to achieve harmonious integration. A civic group known as the South Shore Commission began initiatives in the early 1960s to promote racial balance, maintain stability in the community, and prevent a decline of housing values. As these efforts continued through the decade, South Shore underwent additional development, particularly near the lake, and as new luxury high rises apartments went up, they often attracted tenants of both races.

Three International style towers were built along E. 67th Street during the 1960s: 6701 S. Crandon Avenue (SS 12), 6700 S. Oglesby Avenue (SS 11), and the Quadrangle House at 6700 S. South Shore Drive (SS 10). Simpson-Peck Inc. designed Oglesby Tower at 6700 S. Oglesby which was constructed between 1962 and 1964 (SS 11). George A. Kennedy & Associates and Paul Rogers & Associates produced the 1964 Crandon House Apartments at 6701 S. Crandon Avenue (SS 12). The last was a Modern luxury high-rise that took advantage of the prime corner lot at the corner of E. 67th Street and S. South Shore Drive (SS 10). This building, the 1968 Quadrangle House, was designed by the noteworthy firm of Dubin, Dubin, Black & Moutoussamy. With its bold concrete grid, the ultra-modern Quadrangle House stood out along border of Jackson Park and Lake Michigan.

The boundaries for a possible South Shore E. 67th Street Apartments Historic District could be:

- North: South curb-line of E. 67th Street
- South: One parcel in south of E. 67th Street
- East: West curb-line of S. Shore Drive
- West: One parcel in west of E. Merrill Avenue

Contributing resources to the possible South Shore Apartment Historic District are detailed in Table 4.

Table 4: Contributing Resources to Possible South Shore Apartment Historic District

Survey ID	Address	Name	Year Built	NRHP Status	NRHP Recommendation (I - Individual Resource, HD - Historic District Contributor)
SS01	2231 E. 67th St.	Shoreline Apartments	1926	Listed (I)	N/A
SS08	6700 S. Crandon Ave.	N/A	1927/1928	N/A	Eligible (I, HD)
SS09	2201-11 E. 67th St.	N/A	1915	N/A	Eligible (I, HD)
SS10	6700 S. South Shore Dr.	Quadrangle House Apts./ Condos	1968	N/A	Eligible (HD)
SS11	6700 S. Oglesby Ave.	Oglesby Towers	1962-1964	N/A	Eligible (HD)
SS12	6701 S. Crandon Ave.	Crandon House/ Parkland Condominiums	1964	N/A	Eligible (HD)
SS13	6700 S. Paxton Ave.	N/A	1956	N/A	Eligible (HD)
SS14	6701-11 S. Merrill Ave./ 2139-41 E. 67th St.	N/A	1922	N/A	Eligible (HD)
SS15	6700-16 S. Merrill Ave./2125-27 E. 67th St.	N/A	1922	N/A	Eligible (HD)

The only non-contributing resources that would be part of the South Shore E. 67th Street Apartments Historic District would be a newer building at 2355 E. 67th Street (SS 16), the Senior Suites of South Shore.

4.3 APE Sub-area II Summary of Properties Recommended as Eligible for NRHP Listing

APE Sub-area II lies west of the Illinois Central RR viaduct. This viaduct consists of a raised embankment of land and bridge structures of approximately 15' above grade that together create a physical and visual barrier between Jackson Park and neighborhoods to the east of the viaduct and the Midway Plaisance and neighborhoods to the viaduct's west. This barrier reduces the potential visual and auditory effects in APE Sub-area II and the architectural survey for APE Sub-area II is therefore less intensive than APE Sub-area I. APE Sub-area II roughly covers the area bound by the Illinois Central RR viaduct to the east, Woodlawn Avenue to the west, E. 56th Street to the north and E. 64th Street to the south. APE Sub-area II further includes the entire Midway Plaisance bound by Illinois Central RR viaduct to the east, Cottage Grove Avenue to the west, E. 59th Street to the north and E. 60th St. to the south.

APE Sub-area II is divided into two sub-areas: APE Sub-area II-A North of E. 60th Street and APE Sub-area II-B South of E. 60th Street. This division recognizes that the northern sub-area of APE Sub-area II is already listed on the National Register. Every building in each sub-area was subject to a reconnaissance level survey primarily viewing Google Earth photos. Data Summary tables for each sub-area are located in **Appendix E**.

APE Sub-area II-A North of E. 60th Street
The area north of E. 59th Street in APE Sub-area II-A is known as the Hyde Park community area. It is included in the Hyde Park-Kenwood Historic District which was listed in the National Register in 1977. Additionally, the area between E. 59th and E. 60th Streets was listed in the National Register in 1972 as part of the Jackson Park Historic Landscape Historic District & Midway Plaisance. There are no historic buildings in the Midway Plaisance, however there are historic monuments referenced in the Data Summary table.

While the architectural survey for the sub-area North of E. 60th Street looked at every building, the focus was to evaluate those buildings which are currently deemed non-contributing in the Hyde Park-Kenwood nomination. Because the nomination is nearly 40 years old, there are buildings in the district that with the passage of time now may be considered eligible for the National Register.

APE Sub-area II-B South of E. 60th Street
This area in APE Sub-area II-B is part of the Woodlawn community area. Currently, there are no buildings in this sub-area listed in, or deemed eligible for, the National Register. The architectural survey for the APE Sub-area II-B South of E. 60th Street looked at every building and evaluated each for potential eligibility for National Register listing either individually or as part of a historic district.

4.3.1 Historic Properties Identification – APE Sub-Area II-A (North of E. 60th Street)

As noted above, APE Sub-area II-A North of E. 60th Street is within the Hyde Park-Kenwood Historic District which was listed in the National Register in 1977. Historic districts which are listed on the National Register typically include contributing and non-contributing buildings. Contributing buildings add to the historic architectural qualities of the district and are built during the district's period of significance. The nomination for Hyde Park-Kenwood does not specifically identify a period of significance nor does it provide a complete building catalog of contributing and non-contributing buildings.

Fortunately, the nomination contains enough information from which this information can be deduced. The development history of the district presented in the nomination begins with Paul Cornell's establishment of Hyde Park as a railroad suburb in the 1850s and ends with the conclusion of World War I in 1918 when the nominations states "both Kenwood and Hyde Park had reached residential maturity. At almost the same moment, however, a slow, almost imperceptible decline set in." While the nomination lacks a complete building catalog, it does offer a list of 221 "Selected Sites and Structures of Special Significance" which were built between 1860 and 1937. From this information, we can infer that the period of significance for the Hyde Park-Kenwood District is 1860-1937, and that any buildings built after 1937 were deemed non-contributing in the 1977 nomination.

The nomination for Hyde Park-Kenwood is unusually forward-looking in that it discusses two development trends that affected the architectural character of the district after 1937: urban renewal and new construction by the University of Chicago. It described the former as "recent re-development aimed at combating blight, most of it carried out, though, with unusual sensitivity for the historic character of the two neighborhoods," however none of these urban renewal buildings are identified in the nomination. With regards to the second trend, the nomination identifies 28 "serious architectural statements" associated with the University of Chicago built between 1949 and 1970.

Because the nomination was written in 1977, neither the urban renewal buildings nor the university buildings could have been considered historic because the National Register generally requires that properties must be at least 50 years old. National Register guidelines state: "Fifty years is a general estimate of the time needed to develop historical perspective and to evaluate significance. This consideration guards against the listing of properties of passing contemporary interest and ensures that the National Register is a list of truly historic places."

With the passage of nearly four decades since the nomination was written, it appears that several post-1937 buildings in the district have achieved a level of historic significance. As noted above, the National Register generally requires that properties be at least 50 years old to be considered eligible. However, for the purposes of this survey, a shorter 40-year cut-off date has been adopted because the undertaking of construction projects may take many years. Therefore, properties built during or before 1978 were evaluated for National Register eligibility. All of these modern-era buildings are residential, and most are row houses built as a result of a comprehensive urban renewal program. In addition, there

are four single dwellings, faculty housing and a dormitory associated with the University of Chicago, and one apartment tower. These structures appear to be eligible for the National Register under Criterion C as high quality modernist residences, many designed by nationally-recognized architects. They are described briefly below.

4.3.1.1 Urban Renewal Row Houses

APE Sub-area II-A contains a significant number of row houses designed by modernist architects Harry Weese and I.M. Pei and completed between 1956 and 1963 as part of the Hyde Park A & B Urban Renewal project. Urban renewal was one of the great hopes of American cities after World War II, as it promised to revitalize older neighborhoods and stem the outward flow of middle-income residents to the suburbs.

In Hyde Park, urban renewal was supported by a coalition of the University of Chicago and community organizations. The new buildings associated with this project in APE Sub-area II are row houses, however this was one of the largest urban renewal projects in the nation and the full scope of the project plan included elevator apartments, town houses, a shopping center and open space, all designed by nationally-recognized architects Harry Weese and I. M. Pei, working with civil and landscape consultant Barton Aschman. Compared to other urban renewal projects, the program in Hyde Park is highly regarded as it avoided *tabula rasa* demolition and the design of the new infill buildings were compatible with the materials and scale of the surrounding historic neighborhood.

The buildings resulting from this program in APE Sub-area II-A consist of 57 row houses arranged in four groups: 1441-1449 E. 56th Street (APE II North 209), 1501-1515 E. 56th Street (APE II North 210), 5625-5631 S. Blackstone Avenue (APE II North 213), and the Harper Square Townhouses (APE II North 221, a-f). Though both I.M. Pei and Harry Weese were involved in the Hyde Park urban renewal buildings, these row houses are attributed to Weese. The two-story row houses are set back on their lots to follow the historic streetscape. The spare exteriors are clad in buff-colored brick, clerestory windows and limestone lattice.

The *AIA Guide to Chicago* credits these row houses with inspiring similar row house designs throughout Chicago. Such examples can be found in APE Sub-area II-A at 5604-5612 S. Dorchester Avenue (APE II North 216), 5628-5632 S. Dorchester Avenue (APE II North 217), 5606-5608 S. Harper Avenue (APE II North 220). Additional research is needed to identify the architect(s) for these row houses, though they are excellent examples of modern infill architecture in a historic neighborhood.

4.3.1.2 Single Dwellings

There are four modern-era single dwellings in APE Sub-area II-A in the Hyde Park-Kenwood Historic District that appear eligible for the National Register. The Helstein House at 5804-5806 S. Blackstone Avenue (APE II North 214) was designed by modern master Bertrand Goldberg in 1951 with an exposed concrete frame and recessed curtain wall. The Johnson House at 5617 S. Kenwood Avenue (APE II North

222) was designed by Harry Weese in 1957. The Johnson House served as a prototype for the row houses designed by Weese and I. M. Pei for the Hyde Park urban renewal program.

The other two houses, 5617 S. Blackstone Avenue (APE II North 212) and 5812 S. Blackstone Avenue (APE II North 215), are good examples of modern-era infill designs that respect their historic contexts. Additional research is required to identify the architects for these buildings.

4.3.1.3 Faculty Housing and a Dormitory Associated with the University of Chicago

APE Sub-area II-A includes two housing developments from the 1960s associated with the University of Chicago appear eligible for listing on the National Register. In 1963, the Chicago Theological Seminary commissioned modern architect Edward Dart of Loebl, Schlossman, Bennet & Dart to design housing for its faculty at 5744-5758 S. Dorchester Avenue (APE II North 218). The group of eight brick townhouses is arranged in a U-shape facing inward to allow for privacy. The building's sloping rooflines, asymmetrical fenestration and varied heights create visual interest within the complex.

In 1967, the University of Chicago hired Keck and Keck to design a dormitory for women at 1400 E. 57th Street (APE II North 211) a modern-era design which respects the historic context by incorporating projecting three-sided bay windows and red-brick cladding.

4.3.1.4 Apartment Tower

Completed in 1968, the Stein Building at 5825 S. Dorchester Avenue (APE II North 219) is a Brutalist design by Bruce Graham and Robert Diamant of Skidmore, Owings & Merrill. The 15-story apartment tower is cantilevered over its base by tapered piers. It was received an Honor Award by the American Institute of Architects' Chicago Chapter and the Chicago Association of Commerce and Industry. The building appears to be eligible for listing under Criterion C for architecture with the distinction of being the work of a master architect.

4.3.2 Historic Properties Identification – APE Sub-Area II-B (South of E. 60th Street)

As noted above, the Sub-Area South of E. 60th Street currently has no properties listed in the National Register. The architectural survey for the Sub-Area South of E. 60th Street looked at every building and evaluated each for potential eligibility for National Register listing either individually or as part of a historic district. Based on the reconnaissance level survey of the area, there are six properties that appear to be eligible for listing on the National Register as individual properties.

The potential for a historic district, or multiple districts, was also evaluated though none were found. The Sub-Area South of E. 60th Street is primarily residential and the historic residential buildings include single dwellings, 2- and 3-flats and courtyard apartment buildings built in the late-19th and early-20th century. However, these historic buildings are extensively interspersed with new construction that is not 40 years old and vacant lots. These intrusions break down the architectural cohesiveness of the streetscape such that they no longer convey their historic development as a historic district.

Based on reconnaissance level survey, the following properties appear to be individually eligible for listing on the Register.

4.3.2.1 Graduate Student Housing (now Keller Center)

The distinctive limestone-clad structure at 1301-11 E 60th Street (APE II South 1) was designed by noted modern architect Edward Durrell Stone. It was commissioned by the University of Chicago as a Center for Continuing Education in 1962. Later changed to a dormitory called the New Graduate Residence, the building is currently being modified into the Keller Center, a new home for the Harris School of Public Policy.

Though he was a modern-era architect, Edward Durrell Stone broke with convention by employing contextual regionalism, historic reference and decorative detail, all of which are boldly visible at 1301-11 E 60th Street. Stone ushered in an era of New Formalism in the modern movement, which was a precursor to Post-Modernism. The building appears to be eligible for listing under Criterion C for architecture with the distinction of being the work of a master architect.

4.3.2.2 Chapin Hall

The three-story, limestone building is best known as the Chapin Hall Center for Children. It is located at 1313 E. 60th Street (APE II South 2). Constructed in 1938, the building was designed to serve as the headquarters for a number of national government organizations. The building was named for University of Chicago professor Charles Merriam, an activist who twice-ran for Mayor of the City of Chicago. Merriam believed that providing a space for multiple organizations near the university would be mutually beneficial for his political science department and the organizations.

Designed by architects Zantzinger and Borie, a Philadelphia-based firm, best known for their large-scale civic projects in that city, including the Philadelphia Museum of Art. The building is constructed in an Art

Deco version of the Gothic Revival style, an intentional design that was intended to reflect the Gothic Revival/Collegiate Gothic styles found across the University of Chicago campus. The building is also proposed for inclusion in the Chicago Park Boulevards National Register District, which has not yet been approved by the National Park Service. The building appears to be eligible for listing under Criterion C for architecture.

4.3.2.3 St. Paul's Universalist Church/ Shankman Orthogenics School

Located at 1375 E. 60th Street (APE II South 3), this complex of buildings includes the Colonial Revival style St. Paul's Universalist Church, a Georgian Revival Style Parish House designed by Coolidge and Hogdon in 1927. In 1930, a classroom and dining room addition was constructed to provide space for the church's school, until the church closed sometime in the 1930s.

In the 1940s the University of Chicago's Orthogenics School, took occupancy of the church and its parish house. As the school grew, a dormitory addition was completed in a matching Colonial Revival style in 1952 by architects Shaw, Metz, and Dolio. In 1965, the Adolescent Unit was constructed on 60th Street, connecting the original church to the parish house and making all of the additions interconnected. This addition was designed by architect I.W. Colburn, in a modern, New Formalist interpretation of the Tuscan style.

The property is comprised of the two original buildings (church and parish house) with five additions completed between 1918 and 1967. The Chicago Historic Resources Survey rated the Colonial Revival portions of the building as Orange. The New Formalist portion in the middle was rated as Blue, meaning it was not age-eligible at the time of the CHRS. The property is also proposed for inclusion in the Chicago Park Boulevards National Register District, which has not yet been approved by the National Park Service. The complex appears to be eligible for listing under Criterion C for architecture with the distinction of being the work of master architects Coolidge and Hodgdon, and I.W. Colburn.

The Orthogenic School moved from the complex in 2014 and property is now owned by the University of Chicago which has announced plans to redevelop the site.

4.3.2.4 62nd Place Firehouse

Located at 1405-07 E. 62nd Place (APE II South 5), this small firehouse is the only surviving building on the street between Dorchester Avenue and the railway viaduct. Its Beaux Arts styling indicates it was built in the late 1890s or early 1900s. The two-story, red-brick building features a central garage door capped by a decorative limestone entablature that reads City of Chicago Fire Department with a small centered cartouche. At the parapet level, a larger cartouche caps the building. The complex appears to be eligible for listing under Criterion C for architecture with its distinctive characteristics of the firehouse as a building type.

4.3.2.5 University of Chicago Power Station

This imposing power generating station at 6053 S. Blackstone Avenue (APE II South 4) was commissioned by the University of Chicago and designed by architect Philip Maher in 1929. The plant provided district steam heating to the university campus. Philip Maher was the son and former partner of Prairie School architect George W. Maher, who died in 1926. The younger Maher's work was influenced by his European experiences and adaptations of the era's popular revival styles. Maher is known for his designs across Chicago including the Women's Athletic Club, the Illinois Automobile Club, and many buildings along North Michigan Avenue.

In response to the University's growth during the 1910s and '20s, additional power facilities were required. The construction of large, new educational buildings such as Noyes Hall, Harper Hall, and Rosenwald Hall, stretched the existing 1904 heating plant beyond its capacity. The new power plant would serve both present and future needs. Maher designed the building in an Art Deco interpretation of the Gothic Revival style, offering a modern interpretation of the University's predominate Collegiate Gothic style. The building appears to be eligible for listing under Criterion C for architecture with the distinction of being the work of a master architect.

4.3.2.6 Greystone at 6243 S. Woodlawn Avenue

Designed in 1897 by the notable architecture firm of Pridmore & Stanhope, this outstanding Renaissance Revival Chicago Greystone is located at 6243 S. Woodlawn Avenue (APE II South 6). It features classical ornament and a high level of design and detail not commonly found in Greystones found throughout the City of Chicago. Built of Indiana limestone, the building is three stories tall. Details include four rectangular piers that appear as oversized crenellations on the roof, emphasizing the vertical nature of the building, four small lions' heads spaced below each of the rectangular piers across the cornice of the building, multiple decorative brackets in varying sizes, both above and below windows, small and large dentil molding, a large, highly decorative shell carved over the window on the second floor, swags, shields, a wreath, a small Juliet balcony, over-sized keystones and a front porch supported by Ionic columns. With the exception of replacement windows, the building does not appear to have been materially altered. The building is rated Orange on the Chicago Historic Resources Survey. Architects J.E.O. Pridmore and Leon Stanhope designed a number of residential and apartment buildings in the Austin, Edgewater, Logan Square and Woodlawn neighborhoods.

The building appears to be eligible for listing under Criterion C for architecture, embodying distinctive characteristics of a type, the Chicago Greystone.

5.0 Survey and Research Personnel

Julia S. Bachrach is a historian, author, and preservationist, and urban planning consultant. She previously served as the Chicago Park District's historian and preservationist for 28 years. Julia has written extensively on Chicago's historic landscapes. Her books include *The City in a Garden: A History of Chicago's Parks* and *Inspired by Nature: The Garfield Park Conservatory and Chicago's West Side.* She also contributed to many other books such as *Midwestern Landscape Architecture*, the *Oxford Companion to the Garden,* and the *AIA Guide to Chicago Architecture*. She has prepared many historic resources surveys and has nominated dozens of properties to the National Register of Historic Places. In the early 1990s, she served on a committee that advised the National Park Service on the development of the *Secretary of the Interior's Standard for the Treatment of Historic Properties with Guidelines on the Treatment of Cultural Landscapes*. From 2010 to 2016 she served on the Board of Trustees for the Illinois Historic Preservation Agency. She has a Master's Degree in Cultural Resource Preservation from the Landscape Architecture Department at the University of Wisconsin-Madison, and a Bachelor's Degree in Historic Preservation and American Culture Studies from Roger Williams University. Her website is: www.JBachrach.com. She is a historic preservation planner with CNECT, Inc. and the lead historian for this project.

Elizabeth A. Patterson has researched and written about a wide range of historical and architectural topics as an independent researcher and historic preservation consultant. She has contributed to nominations to the National Register of Historic Places and submittals to the Historic American Building Survey and Historic American Engineering Record. Her clients have included non-profit organizations, government agencies, preservation-related businesses, and private individuals. Liz is the co-author of *Accessible Faith: A Technical Guide for Accessibility in Houses of Worship.* She also contributed to *The Encyclopedia of Chicago.* She holds a Master's Degree in Historic Preservation from the School of the Art Institute of Chicago and a Bachelor's Degree in History from St. Olaf College. She is a historic preservation planner with CNECT, Inc.

Jean A. Follett has a doctorate in American Studies from Boston University and has been working in the field of historic preservation for over 40 years. An experienced writer of National Register nominations, Jean was part of the team that wrote the nomination for the Chicago Parks and Boulevards. She recently completed the Illinois entries for *Archipedia*, a national online encyclopedia of historic sites. Much of her work now involves guest lecturing, writing and working with communities to help them understand the value of their local historic resources. She has helped craft strategic plans for numerous not-for-profits. She has been responsible for organizations ranging in size from a neighborhood historical society to Landmarks Illinois and has worked on almost every type of preservation project. She was a founding member and Chair of the Hinsdale Historic Preservation Commission and served as a Village Trustee in Hinsdale for four years. She is currently a member of the Landmarks Illinois Board. She is a historic preservation planner with CNECT, Inc.

Adam G. Rubin is an architectural historian and has worked as a researcher and preservation educator for ten years. He has developed and managed public education initiatives focused on the historic built environment in local communities throughout greater Los Angeles and New York City. He currently serves as a board member of Docomomo/Chicago-Midwest, a non-profit organization dedicated to the documentation and conservation of buildings, sites and neighborhoods of the Modern Movement. Adam holds a Master's Degree in American Studies-Historic Preservation from the George Washington University in Washington, D.C. He is a historic preservation planner with CNECT, Inc.

Christine Whims is a preservation architect and consultant in Chicago. She has previously worked in historic preservation in New York, and abroad in India. Christine successfully listed Berger Park on the National Register of Historic Places. She received first place as a Peterson Prize recipient for the successful documentation of On Leong Merchants Association in China Town for the Historic American Building Survey. She has a Master's Degree in Historic Preservation from the School of the Art Institute of Chicago. She is a historic preservation planner with CNECT, Inc.

Matt Crawford holds a Master's Degree in Historic Preservation from the School of the Art Institute of Chicago, a Master's Degree in History from the University College Dublin and a Bachelor's Degree in History from John Carroll University. He oversees the landmark designation and survey programs for the Planning, Design and Historic Preservation Division which is part of the City of Chicago's Department of Planning and Development. In that capacity he has authored dozens of landmark designation reports for historic buildings and districts throughout the city. Prior to his current position he worked with a preservation-related non-profit organization and architectural firm where he specialized in historic structure reports.

Brenda Williams, ASLA, is a preservation landscape architect with over 25 years of professional experience. Her career has focused on the conservation and interpretation of cultural landscapes, particularly those in the public arena, and on collaborative approaches for addressing urban and rural environments. Brenda's projects include planning and design for a wide range of sites, including small-scale interpretive landscapes and master plans for properties over one-thousand acres, in Chicago and throughout the United States. She is active in the Alliance for Historic Landscape Preservation and holds a Master of Arts in Landscape Architecture from the University of Wisconsin and a Bachelor of Arts in Landscape Architecture from the University of Kentucky. Brenda is a principal and director of preservation planning at Quinn Evans Architects.

Gregory W. De Vries, ASLA, is a preservation landscape architect who has worked on public, historic landscapes for 15 years. Gregory's body of work in heritage places and communities includes 16 Frederick Law Olmsted firm landscapes and over 20 national historic landmarks. Past work in Chicago includes cultural landscape documentation, planning, and implementation projects in Jackson Park, Washington Park, and the Pullman National Monument. He earned a Master of Landscape Architecture from the University of Michigan School of Natural Resources and Environment and a Master of Arts in Cultural Anthropology from the University of Florida. Greg is a senior landscape architect at Quinn Evans Architects.

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