

Brick Paved Streets and Alleys

Throughout Chicago



Wilmette, Illinois

OVERVIEW:

Joni Mitchell sang “you don’t know what you’ve got, ‘til it’s gone”, and Chicago’s brick-paved streets and alleys are almost gone. In the era before asphalt and concrete, Chicago had hundreds of miles of brick paved streets and alleys. Most of Chicago’s brick paved streets and alleys have been destroyed and hauled off to landfills, but some remain buried beneath the asphalt, and a few remain in use today.

The precise number of brick paved streets and alleys is unknown as, to our knowledge, there has never been an accurate survey of this endangered resource. An important first step toward preservation would be a city-wide survey, followed by a moratorium on further damage or removal, and a requirement that repair to brick paved streets and alleys be made with like materials.

The brick streets and alleys located within Designated Chicago Landmark Districts are theoretically protected as a significant and contributing feature of the Landmark District’s historic identity. However, construction from utility repairs (gas, electric, sewers) and homeowner projects (new garages and driveways) takes a heavy toll. Contractors are not required to restore the brick paving they disturb, so brick paved historic alleys are often covered with a patchwork of asphalt and concrete repairs. Eventually, the condition becomes so degraded that the brick paved streets or alleys are paved with asphalt, rather than repairing and resetting the brick pavers.

Chicago has a few remaining wood block streets and alleys, most of which have been asphalted over. A few historic sandstone sidewalks remain, which are frequently removed and discarded as part of sidewalk replacement programs. These also require attention and protection.

Brick Paved Streets and Alleys

Address:

Throughout Chicago

Date:

Primarily between 1880s and 1910s

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Chicago 7: Brick Paved Streets and Alleys



Many municipalities, Oak Park for instance, have protected their sand stone sidewalks because of their beauty, rarity and durability; qualities which are seen to enhance property values.

HISTORY:

Originally, Chicago streets were packed dirt, which turned to thick mud when wet and were a constant source of frustration for early Chicagoans. Dirt roads were initially paved with inexpensive wooden planks and later with wooden blocks; however, this practice was largely phased out after the Chicago Fire of 1871. Between the 1880s and the 1910s, brick pavers were widely used throughout Chicago's highly traveled streets, as they were much stronger, highly durable, fire-proof, and remained functional when wet or snow-covered. These new brick paved streets proved up to the challenge of the wear and tear from steel rimmed wagon wheels of pre-automobile street traffic.

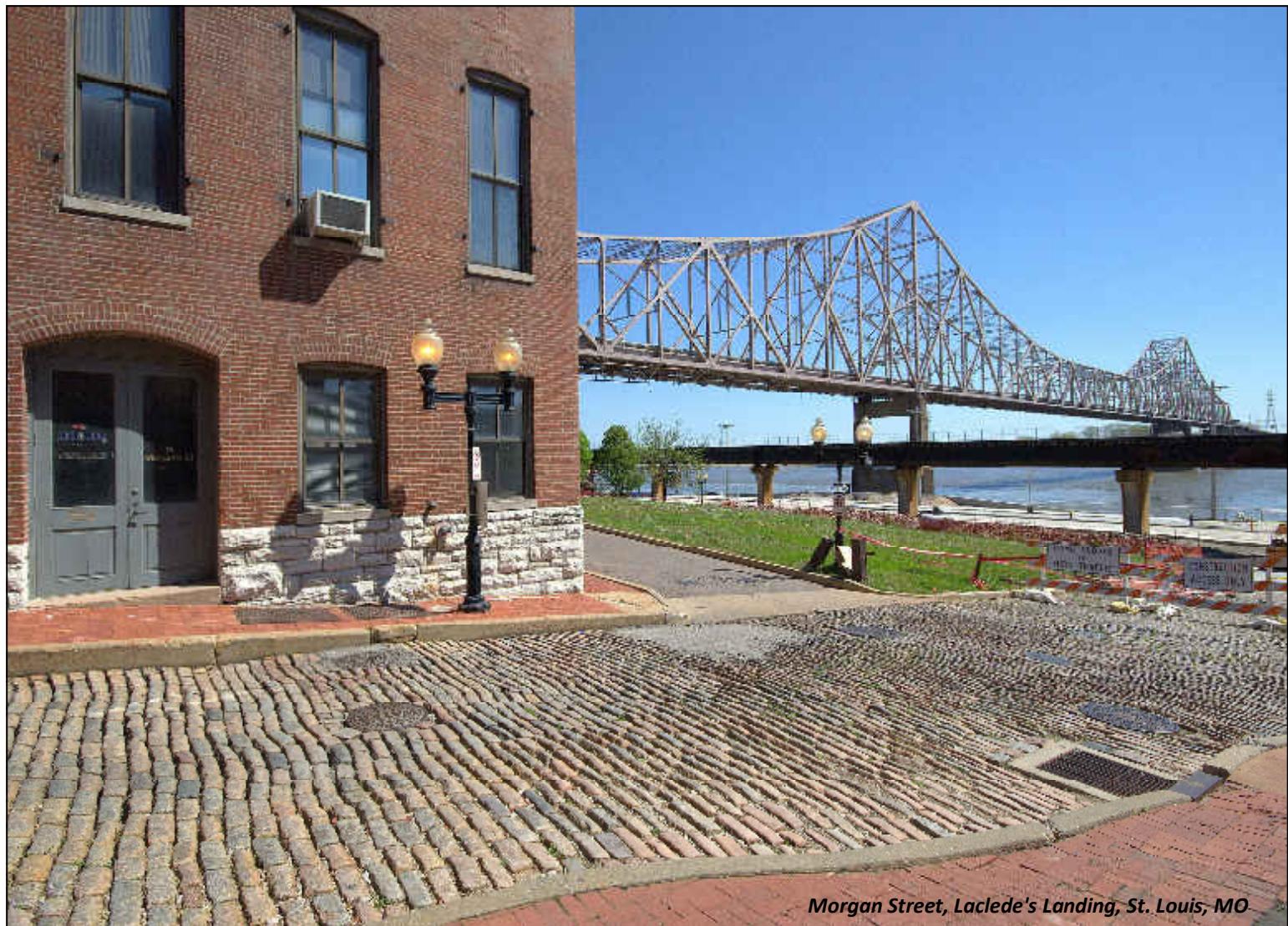
Chicago's street pavers were typically fired-clay bricks made from the tough clay abundant under the prairie grass. Heavier solid granite pavers were also used, especially in commercial and industrial districts where the streets were built to withstand incredibly heavy loads. In some instances where the granite pavers have been removed and hauled off to landfills, the contractors left the granite pavers in place under the medians to serve as the foundations for new concrete curbs due to their incredible strength and durability.

BENEFITS:

Brick Paved streets present immediate and long-term benefits to Chicago including: reduced long-term maintenance and replacement costs, reduced potholes and emergency pothole repair costs, reduced street patches, reduced traffic speeds, significantly increased pedestrian and cyclist safety, ADA accessibility, environmental benefits, and visual benefits.

Economic Benefits: The approximate lifespan of asphalt is 10 to 15 years and concrete is 20 to 30 years. The approximate lifespan of brick roads is over 150 years. In fact, the over 2,000 year old cobblestones laid down for Rome's Appian Way are still in use today.

Chicago 7: Brick Paved Streets and Alleys



Morgan Street, Laclede's Landing, St. Louis, MO

While the per square foot cost is higher for brick pavers than asphalt or concrete, the lifespan of brick pavers can be 6 or 10 times as long, which makes a powerful argument for the long-term economic advantage of brick pavers.

Reduced Potholes: Unlike asphalt and concrete roads, brick paved roads are not prone to potholes, as gaps between brick paver's allow snow, ice and moisture to drain underground. An increase of brick paved roads would directly reduce the high cost associated with emergency pothole repair, lessen a significant burden on the City of Chicago, and reduce the frustration of Chicagoans with flat tires caused from potholes.

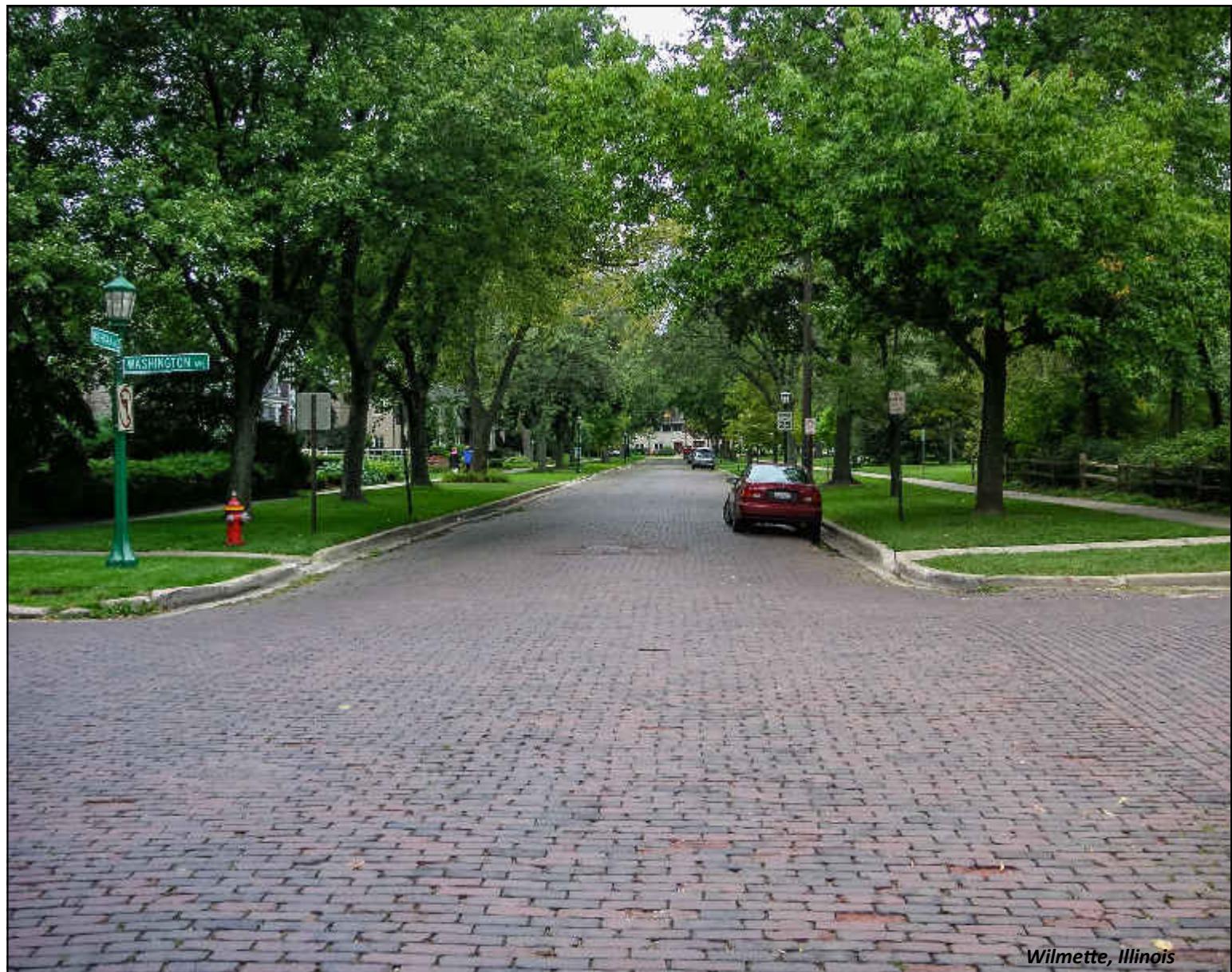
Perhaps even more destructive than Chicago winters, the high frequency of underground utility work (gas, electric, water, and sewer) leaves recently paved asphalt streets with unsightly and pothole-prone patches. When concrete and asphalt fail, removal, hauling off, and full replacement of the road surface is required.

Eliminate Street Patches: Brick paved streets are highly durable and easily repairable. When the construction crews complete their underground work, the gravel bedding layer can be re-compacted and the original pavers reset. It is often impossible to see where the pavers were disturbed. When brick pavers crack, that individual paver can simply be replaced.

Safety: Another benefit of brick paved roads is increased safety by significantly reducing traffic speeds. According to one study, the average speed dropped from 41 mph to 29 mph following a brick installation project. This represents 30% decrease in speed, but more significantly, the risk of death when a pedestrian is hit by a vehicle is approximately 4 times higher at 40 mph versus at 30 mph.

In 2017, 46 pedestrians and six cyclists were tragically killed after being struck by cars and trucks. The increased safety offered by brick paved streets to Chicago's children, pedestrians, and bicyclists would be significant.

Chicago 7: Brick Paved Streets and Alleys



Wilmette, Illinois

ADA Compatibility: Brick pavers are highly compatible with Americans with Disabilities Act (ADA) guidelines. There are hundreds of examples across the nation where brick paved streets, curb ramps, and adjacent sidewalks fully comply with ADA requirements. Furthermore, crosswalks across brick pavers streets do not need to be brick pavers, though, there are many examples where brick pavers are intentionally used for crosswalks to visually distinguish the crosswalk for reasons of aesthetics and safety.

Environmental Benefits: Rain water seeps down between the pavers into the ground below, which serves to slow and filter the water, thus reducing polluted runoff that builds up on our streets and sewers, and which ultimately ends up in Lake Michigan and Chicago's drinking water. Additionally, by reusing brick pavers, the tonnage of petroleum-saturated failed asphalt and concrete hauled off to our landfills would be significantly reduced.

Visual Benefits: Brick and granite paving reflects a certain quality of construction and refinement within a neighborhood. They relate seamlessly to Chicago's historic architecture and are perhaps more authentic in reflecting the time period in which many of these historic buildings were constructed.

RECOMMENDATIONS:

Nationally, internationally, and in the immediate Chicago-region, brick paver roads have consistently proven to be highly durable and remarkably resilient. Large cities such as New York, Boston, Philadelphia and St. Louis maintain brick paved streets. There are a number of examples where Chicago suburbs have found high levels of success. Wilmette restored seven blocks of roadway to brick pavers formerly covered by asphalt. Other communities such as Forest Park and Downers Grove have taken measures to restore their existing brick streets.

Chicago 7: Brick Paved Streets and Alleys



Preservation Chicago applauds the City of Chicago and the Chicago Department of Transportation (CDOT) for their preservation and restoration of granite paved streets in the Fulton Randolph Market District along Fulton Street.

Preservation Chicago recommends that the City of Chicago and CDOT recognize the value of brick paved streets and alleys for reasons of improved economics, safety, aesthetics, and sustainability. Necessary next steps should include:

1. An accurate survey of brick and granite paved streets and alleys.
2. A City Council moratorium preventing further damage or removal of existing brick paved streets and alleys.
3. A requirement that repairs to brick and granite paved streets and alleys be made with in-kind material.
4. Enforcement to ensure that utility repair crews and private contractors repair the brick paving they disturb.
5. Brick paved streets should be considered for installation in all Designated Chicago Landmark Districts.

Preservation Chicago Unveils the 2018 Chicago 7 Most Endangered...

Woodruff Arcade Building

6361 N. Broadway Street



OVERVIEW:

Completed in 1923, the Woodruff Arcade, at the north edge of the Edgewater neighborhood, is the one of the last arcade buildings remaining in Chicago. Development pressure from its proximity to Loyola University's Rogers Park campus has resulted in the current demolition threat to Woodruff Arcade and its proposed replacement with a new residential building. The Edgewater Historical Society, Preservation Chicago, and other local neighborhood groups are advocating for its preservation and protection through Chicago Landmark status. The online petition to save the historic Woodruff Arcade has collected approximately 800 signatures to date.

HISTORY:

Shopping arcades are a rare building type, both in Chicago and across the country. The predecessors to the modern shopping mall, these enclosed structures featured retail spaces arranged around a central court. Popularized first in Europe, many were built in American cities, beginning in the 19th century. One of the nation's earliest and most significant arcades is the Westminster Arcade in Providence, Rhode Island, which opened in 1828. After a considerable effort by the Providence preservation community, it was successfully and sensitively reused, and now includes a mix of retail, restaurants and affordable housing. Other notable arcades exist in cities such as Cleveland, Nashville, Ann Arbor, and Watertown in upstate New York.

Woodruff Arcade Building

Address: 6361 N. Broadway

Architect: Herbert H. Green

Date: 1923

Neighborhood: Edgewater

Style: Chicago School / Chicago Commercial Style

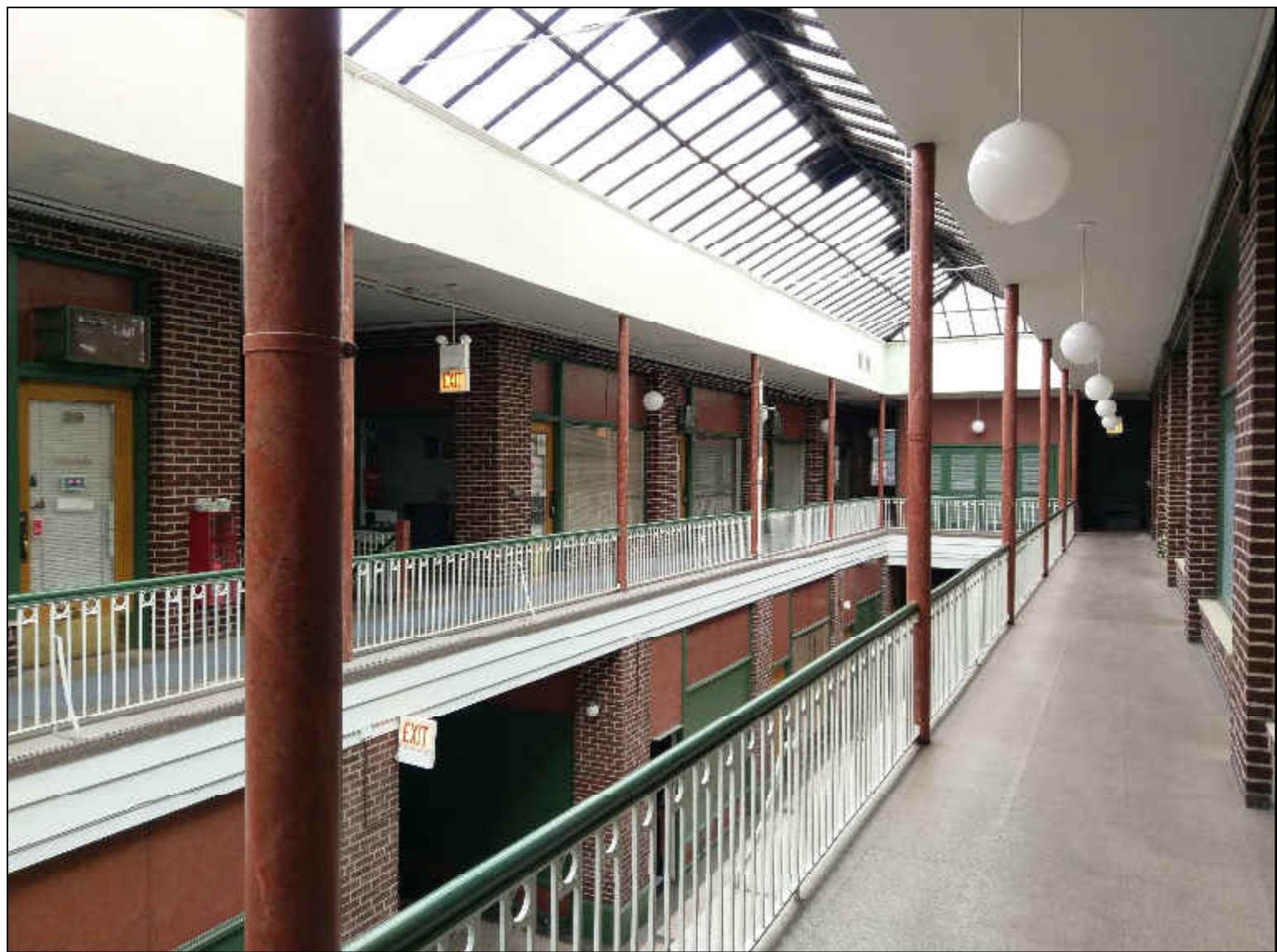
Photo Credits: All Photos © Ward Miller

Chicago 7: Woodruff Arcade Building



The Woodruff Arcade was completed in January 1923 for W.J. Woodruff and designed by architect Herbert H. Green. While it appears as a 1920s business block on the outside, the unsuspecting visitor who ventures inside discovers a delightful interior space with a beautiful sky-lit, two-story central court with face brick piers and terrazzo floors. The Arcade originally housed a bank, grocery stores, and other retail establishments. Prior to the displacement of Woodruff's tenants late last year, it primarily contained small retailers, professional offices, and medical and dental offices.

Chicago 7: Woodruff Arcade Building



One of the most notable Chicago examples of the arcade building type was the Pullman Arcade, designed by Solon S. Beman in 1882 and demolished in 1926. Much of the Pullman community is now a National Monument but this architecturally significant arcade has been lost. Nearly all of Chicago's arcades have been demolished, except for the Woodruff Arcade.

THREAT:

The Woodruff Arcade building faces an imminent threat of demolition. It stands near Loyola University's Rogers Park campus and development pressures related to the university have continued over time. This development pressure has caused the demolition of other significant buildings at this historic gateway over time, including the much beloved Granada Theater, one of Chicago's grandest movie palaces before its tragic demolition.

Already sold to a developer, a seven story building is currently proposed for the site. Ironically, this proposed development is being marketed as "The Arcade." The proposal does not include saving any part of the existing structure, and its fourteen businesses have already been forced to move.

48th Ward Alderman Harry Osterman does not oppose the proposal and suggests that the development is too far along for the City to consider a Chicago Landmark Designation for the building. As the developer is planning to work within the existing zoning limits (as-of-right), there is no requirement for public meetings or Aldermanic approval. Like so many historic buildings under threat, the discrepancy between the existing historic structure and the site's more permissive zoning results in an economic incentive to destroy historic resources.

Preservation Chicago and preservation partners have reached out to Alderman Osterman to encourage the developer to save the facade and the arcade, and to encourage development above or behind these existing features. To date, the only concession from the developer has been the offer of a commemorative plaque.

Chicago 7: Woodruff Arcade Building



RECOMMENDATIONS:

Preservation Chicago strongly advocates for the preservation of the Woodruff Arcade. The rarity of this building type in Chicago makes this structure a strong candidate for protection, and perhaps Chicago Landmark Designation. Preservation Chicago believes that this is an important gateway building to Rogers Park to the north, Edgewater to the south, and the Devon Street commercial corridor to the west.

The Woodruff Arcade is an important community feature and it could be an asset for the Rogers Park and Edgewater communities for years to come. It should be preserved, restored, and reused.



Preservation Chicago Unveils the 2018 **Chicago 7** Most Endangered...

Hotel Guyon

4000 W. Washington Boulevard



OVERVIEW:

Conceived in the 1920s as a magnificent hotel on a grand scale, the Hotel Guyon was part of a robust commercial, business and entertainment district, centered near Madison Street and Pulaski Road (originally known as Crawford Avenue), on Chicago's West Side. The Hotel Guyon was a famous destination for many residents of and visitors to the West Garfield Park neighborhood and adjacent shopping district. The hotel is also located a short distance from one of the City's largest West Side attractions, Garfield Park with the Garfield Park Conservatory, one of the largest plant conservatories in the United States, and located along Chicago's famous tree-lined boulevard system.

Decades of disinvestment in the West Garfield Park Community has made more challenging the rehabilitation of this magnificent hotel and rare example of Moorish-Revival architecture in Chicago. Constructed of red and cream brick with deep red terra cotta detailing, the Hotel Guyon is a visual landmark in the community—towering over the nearby streets and neighborhood. It was also a radio broadcasting center in its early years and the site of the founding of the WFMT Radio station, which continues its classical music format and public broadcast programs to this day. The hotel structure has experienced multiple owners over time and was converted from a residential hotel to single-room-occupancy (SRO) apartments in the late 1980s.

Hotel Guyon

Address:

4000 W. Washington Boulevard

Neighborhood:

West Garfield Park

Architect: Jens J. Jensen

Date: 1927

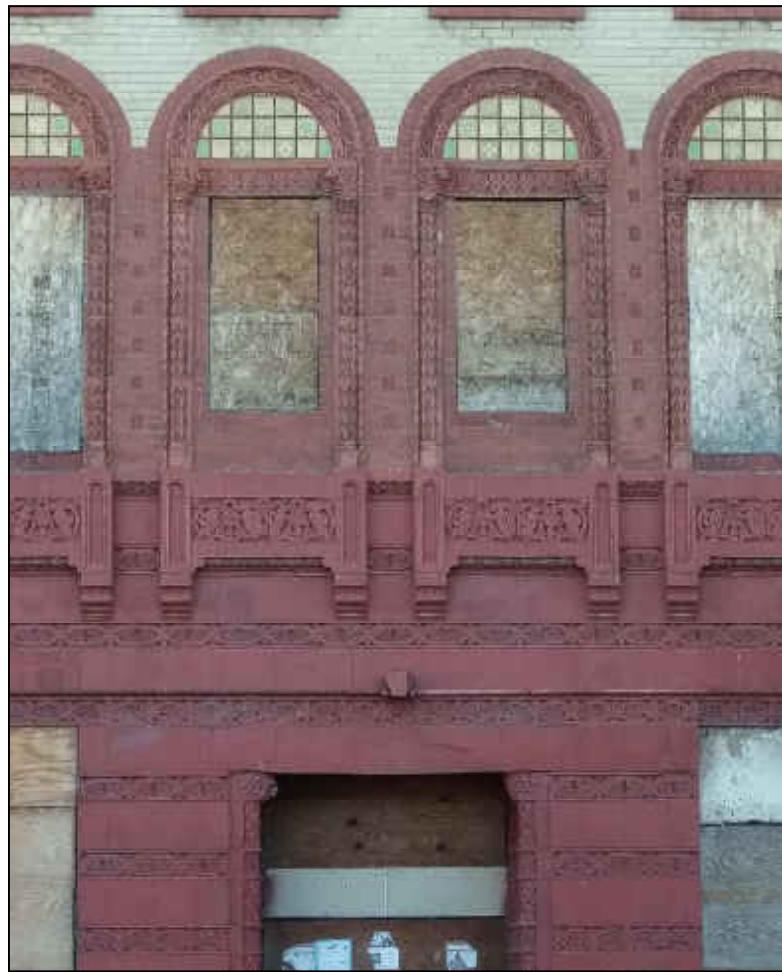
Style: Moorish-Revival

Photo Credits: All © Gabriel X. Michael

Photo Credit: Ornament Detail © Ward Miller

Postcard Credit: © Newberry Library Collection

Chicago 7: Hotel Guyon



HOTEL GUYON—"THE HOME OF HOMES"—4000 WASHINGTON BLVD., CHICAGO, ILL.

Hotel Guyon was included in 2012 on Landmarks Illinois' Endangered List, and included in 2013, 2014, and again in 2018 on Preservation Chicago's 7 Most Endangered List. Hotel Guyon is the only building that has been included three times on the Chicago 7 Most Endangered List. The hotel's reuse has been part of many ongoing discussions over the past number of years, however, the Guyon's sheer magnitude makes it a formidable building to renovate and reuse.

HISTORY:

The Hotel Guyon was designed by architect Jens J. Jensen (no relation to the famed landscape architect, Jens Jensen) in 1927, and was commissioned by J. Louis Guyon, the local businessman and ballroom dancing impresario. Guyon was a dance instructor, a club owner, and the proprietor of the adjoining Guyon's Paradise Ballroom and Dance Hall, located to the north of the hotel. It's been said that, "his dream was to create and control the West Side's largest single concentration of entertainment venues." However, Louis Guyon found little success in the hotel business and was not able to complete construction of his various projects, beyond the ballroom and the hotel, which was sold to others in time.

Louis Guyon was one of the original investors and promoters of the lavish 3,500-seat Paradise Theater, a grand movie palace constructed down the street from the Hotel Guyon, at 231 N. Pulaski (Crawford) Road. The Paradise Theater, designed by architect John Eberson and operated by the Balaban & Katz chain, opened in 1928 and was billed as "the world's most beautiful theater" and "the most elaborately decorated theater ever built in Chicago."

The Paradise was designed to compete with the nearby Marbro Theater, which opened a year earlier in 1927. With almost 4,000 seats, the Marbro Theater was one of the largest theaters in the City at that time and was operated by the Marks Brothers from their offices at 4110 West Madison Street. The Paradise was demolished in 1956 and the Marbro was lost in 1964.

The centerpiece of this entertainment district, the Hotel Guyon was built for \$1.65 million dollars (\$22 million in today's dollars) and remained under the ownership of Guyon until 1934, at which time it was sold. The hotel transferred ownership again in 1964. Throughout the second half of the 20th century, Chicago's West Side suffered from disinvestment and increased commercial vacancy which negatively impacted the viability of a large structure like the Hotel Guyon.

Chicago 7: Hotel Guyon



Over the past 30 years, the Hotel Guyon endured multiple attempts at upkeep and rehabilitation efforts. It was rehabilitated in the early 1980s by a non-profit affordable housing developer, but the failure of various systems, including the elevators, HVAC and others contributed to the building's abandonment. Its most famous resident was likely former President Jimmy Carter, who stayed here for a week while working with Habitat for Humanity in Chicago. Today, the Hotel Guyon stands vacant, deteriorating, and in need of a redevelopment plan.

THREAT:

In recent years, the City of Chicago has attempted to allocate funds to demolish the building. Despite being landmark-quality, a court order is in place to demolish this once proud gateway building to the West Garfield Park community. Preservation Chicago continues to advocate for more time. We continue to encourage reuse in conversations with multiple developers, along with our sister preservation organization, Landmarks Illinois. Meanwhile, the Hotel Guyon remains vacant and in need of restoration, redevelopment, and investment. Though the building is listed on the National Register of Historic Places, it is not a Designated Chicago Landmark, and therefore has no legal protections against demolition.

RECOMMENDATIONS:

The award-winning recent renovation and restoration of the Rosenwald Apartments on Chicago's South Side, also known as the Michigan Boulevard Garden Apartments, is a successful model for affordable housing development in long-vacant historic buildings. Designated as a Chicago Landmark in 2017, the Rosenwald renovation was championed by 3rd Ward Alderman Pat Dowell. While discussions continue with numerous City agencies and developers regarding a plan to save and reuse the Hotel Guyon, there appears to be a \$10 million-dollar funding gap preventing this project from moving forward.

Preservation Chicago encourages the City of Chicago and the Chicago Housing Authority, as well as elected officials to come together and find a way to encourage a reuse of the Hotel Guyon for affordable housing, perhaps for seniors and/or veterans. The Rosenwald was an expensive development, but well worth the effort and funding to make that development an outstanding success, and which has had a profound and positive impact on the Bronzeville community. The same level of support and funding, along with the support of elected representatives and 28th Ward Alderman Jason Irwin, would encourage a restoration of the exterior facades and a renovation of the interior of the Hotel Guyon for Chicago's West Side. The Hotel Guyon is currently listed for sale.

Preservation Chicago Unveils the 2018 **Chicago 7** Most Endangered...

Chicago Union Station

210-225 S. Canal Street



OVERVIEW:

Union Station is Chicago's finest and last connection to an era and an industry that played a major role in Chicago's growth and history. Celebrated Chicago architect Daniel Burnham envisioned a conceptual design for Union Station in his 1909 Plan of Chicago. After the Great Chicago Fire of 1871, Chicago experienced a building boom and Burnham proposed the consolidation of train stations to increase operating efficiencies and free up acres of land for new development. In 1913, five railroads formed the Chicago Union Station Company (CUSCo) to build a new central rail terminal called Union Station.

Photo Credits:

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*Union Station Aerial View, Union Station Historic Tower Rendering, Union Station Concourse Interior, Photo Credits © Ryerson & Burnham Archives Image Collection
Union Station Fred Harvey Restaurant Photo Credit © Amtrak
Proposed Union Station Redevelopment Rendering Credit © Riverside Investment & Development
Union Station Train Shed Historic Postcard © Chuckman Collection*

Chicago Union Station

Address: 210-225 S. Canal Street

Architects:

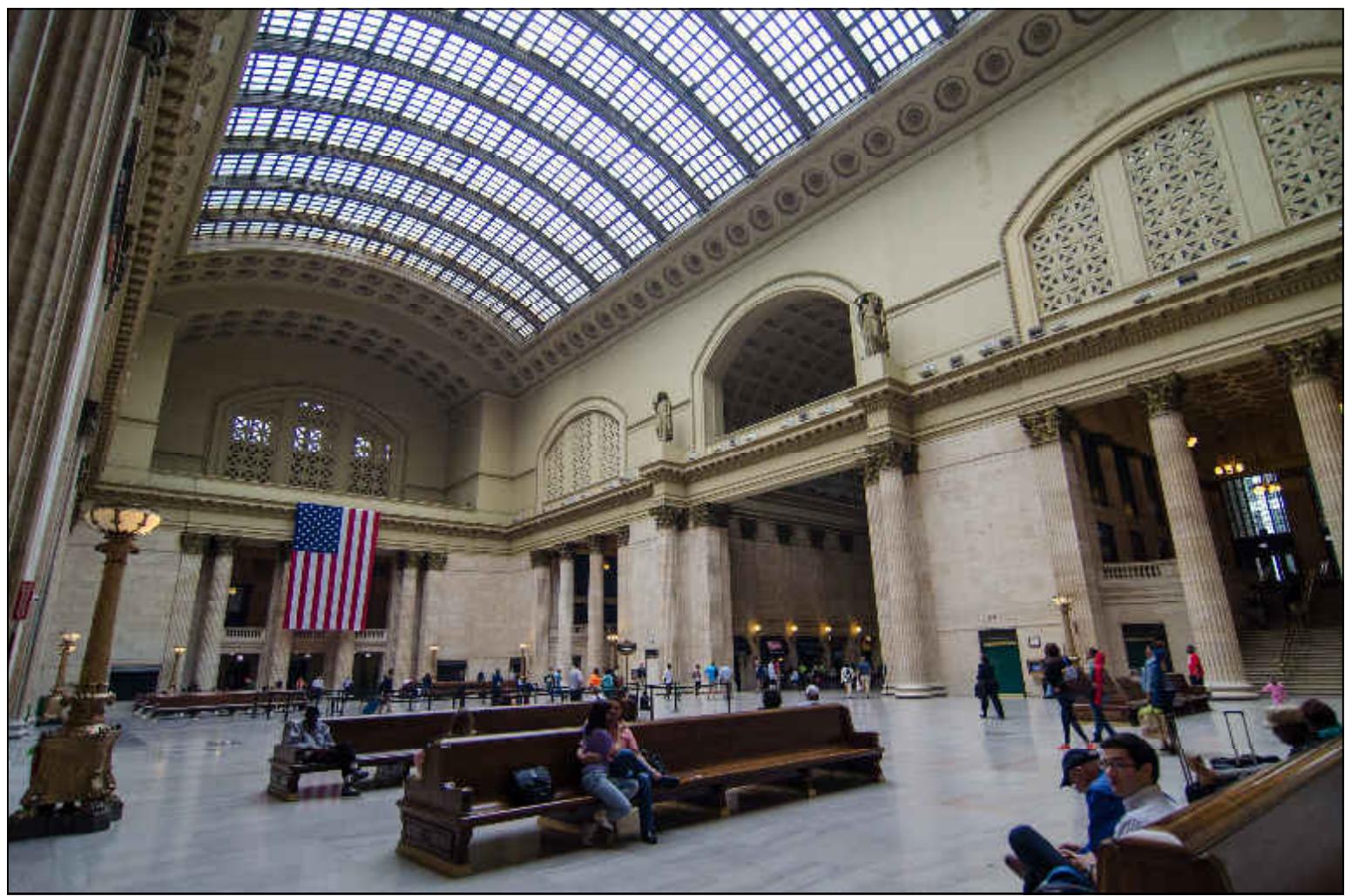
Graham, Anderson, Probst, and White
Graham, Burnham and Company
D.H. Burnham & Co.
Daniel Burnham

Date: 1909 - 1925

Neighborhood: West Loop

Style: Classical Revival (Exterior)
Beaux Arts (Interior)

Chicago 7: Chicago Union Station



Unfortunately, Burnham died before construction began on the station and Burnham's successor firm, Graham, Burnham & Company, later known as Graham, Anderson, Probst, and White, took over the design. After twelve years of planning and construction, the Beaux-Arts style Chicago Union Station was widely celebrated when it opened in May of 1925, with its magnificent Great Hall/Waiting Room and massive Corinthian-order travertine columns. The dramatic train station of magnificent proportions proved a source of civic pride. It has been featured in many prominent architecture books and scholarly periodicals. In addition, its design became an ideal setting for large functions and the grand staircase featured prominently in the 1987 film *The Untouchables* and other movies.

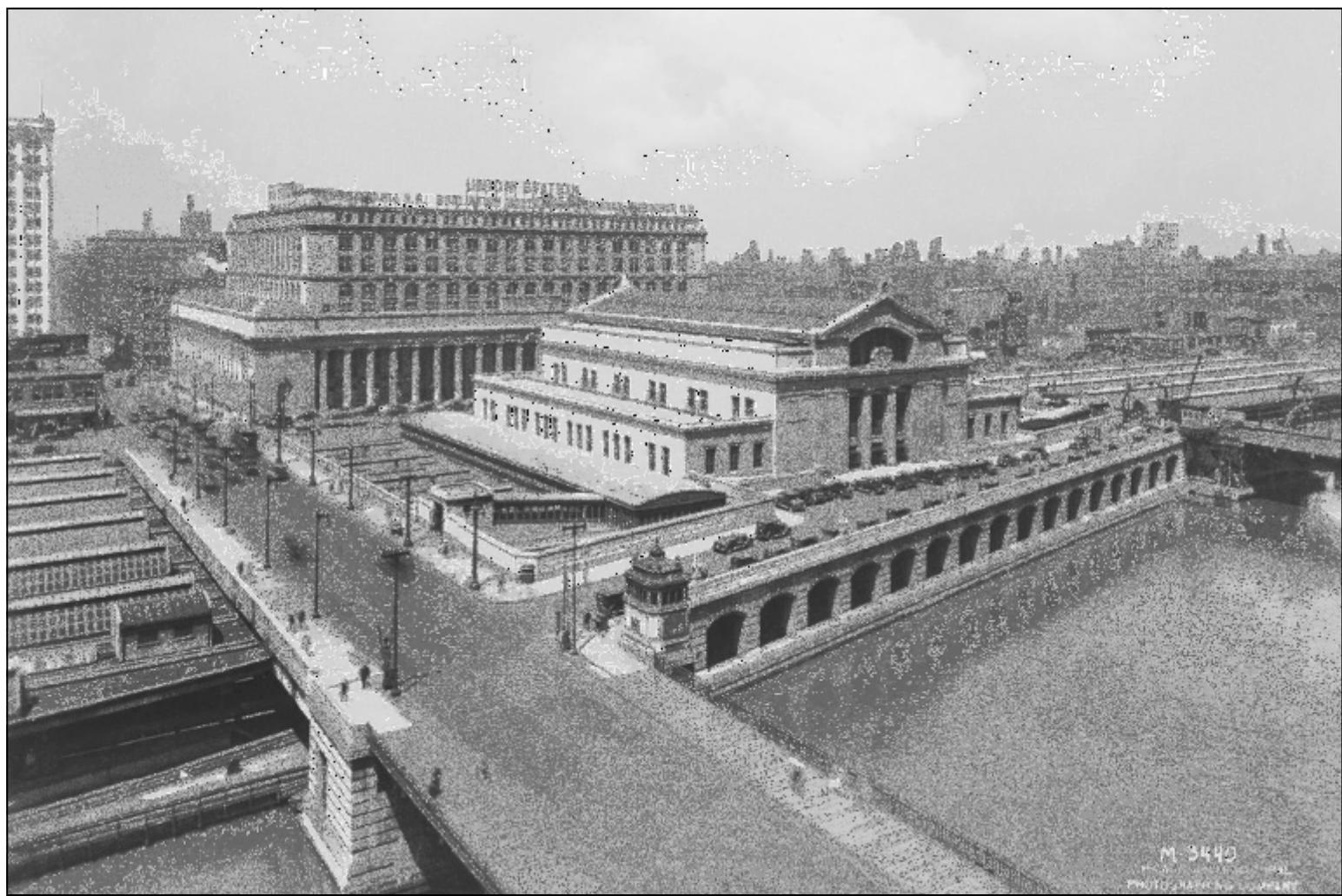
"Union Station is considered to be one of the most historically significant passenger railroad stations in the nation for its planning and grand architectural design", according to the Commission on Chicago Landmarks in the 2000 Landmark Designation Report.

HISTORY AND IMPACT:

Chicago grew from a small town to a major city in the second half of the 19th century and railroads played an integral role in this rapid growth. In 1890 Chicago's population was around 500,000. Two decades later, Chicago's population exploded to over two million in 1910. Chicago became a major transportation hub and the crossroads of the nation. In 1874, five of Chicago's railroads agreed to build a "Union Depot" at Adams and Canal Street, immediately north of present-day Union Station. Construction was completed in 1881 and supported increasing levels of ridership. Following the opening of Union Station, the Union Depot was later demolished. Carl Condit, renowned Chicago historian of urban and architectural history, stated that every day 1,300 trains carrying 175,000 passengers were passing through Chicago's grand terminals in 1910. The ridership peaked at 270,000 a decade later.

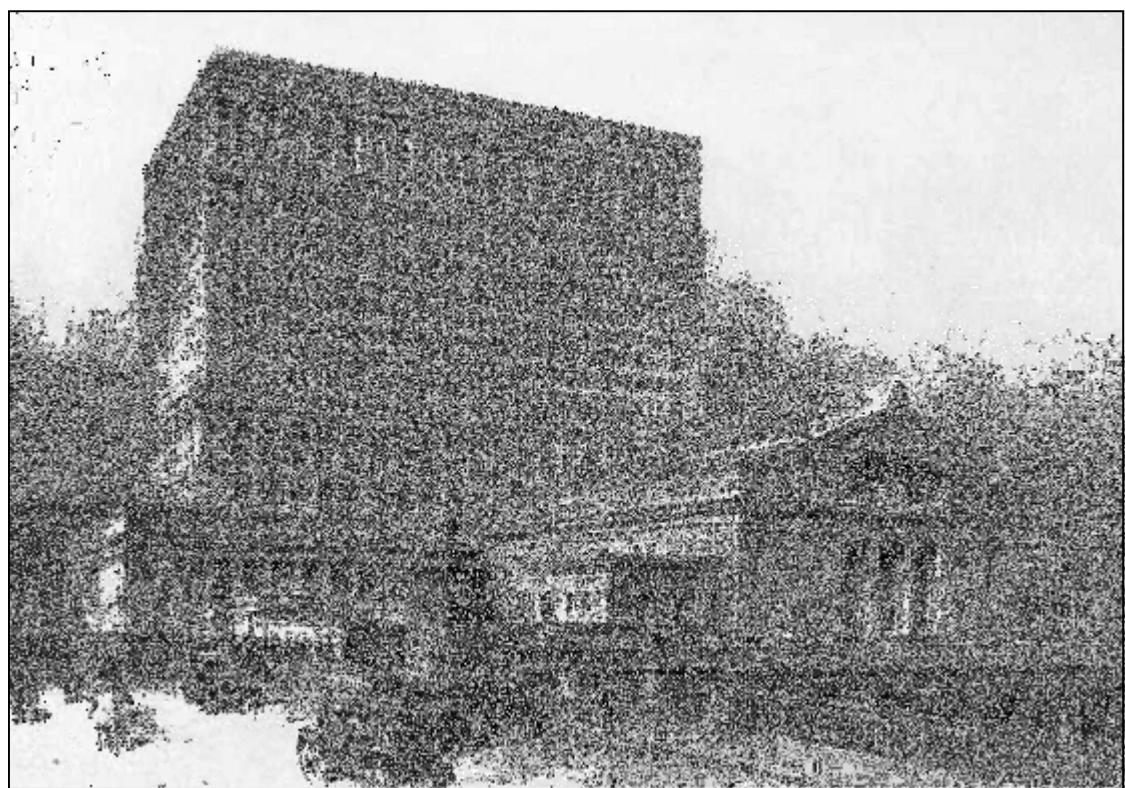
The National Railroad Passenger Corporation was formed by Congress in 1970 and began operations under the name Amtrak. Congress gave Amtrak the responsibility to reroute all passenger trains starting from and terminating at Chicago's six grand stations, LaSalle, Dearborn/Polk, Grand Central, Chicago & North Western, and Illinois Central into Chicago Union Station. While Amtrak was rerouting all trains into Chicago Union Station, it began cutting its passenger rail network in half. This significant decrease left the remaining Chicago stations with limited train traffic. In May 1984, Amtrak purchased the remaining ownership shares of CUSCo, ending any Chicago ownership stake.

Chicago 7: Chicago Union Station

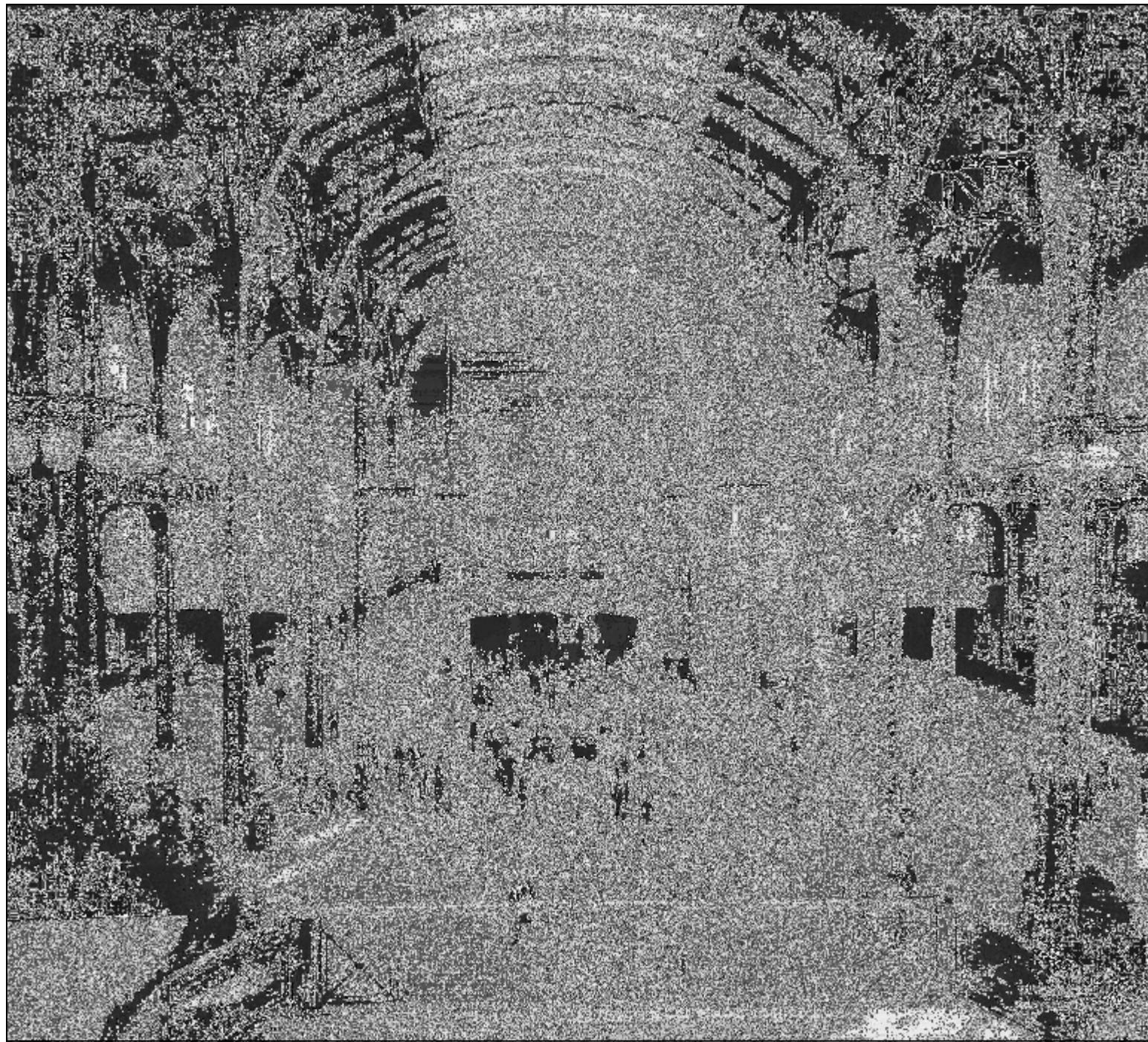


The original Chicago Union Station terminal complex spanned a total of nine city blocks which consisted of a Headhouse building, occupying an entire city block between Canal and Clinton Streets; the Concourse building, located to the east of the Headhouse; and numerous glass, concrete, and steel train sheds. Between the 1920s and 1960s, Union Station was truly a city within a city.

In 1929, CUSCo sold the air rights over the tracks and platforms for the construction of the Chicago Daily News building, a few blocks to the north of the Concourse building. This was one of the earliest examples of a development which took advantage of air rights, a new type of legal vehicle. Then in 1932, air rights were sold over the southern tracks for the new Chicago Main Post Office. Both of these buildings were located close to the tracks to accommodate easy access to freight trains.



Chicago 7: Chicago Union Station



All that remains today is the Headhouse building and one block of the historic train sheds. All of the other buildings and structures have been demolished and redeveloped over time, including the spectacular Concourse building, "Chicago's Penn Station" which was the initial gateway to Chicago for millions of visitors with its soaring arched trusses and expansive glass skylights.

In 1968, CUSCo demolished the limestone-clad, steel-and-glass, Classical Revival Union Station Concourse building with its lofty grand spaces, arched steel members, and sky lit atrium modeled after New York City's Penn Station's Concourse. Air rights above the site were sold and two new office building structures were built. The loss of the Concourse building deprived train travelers of a grand entrance into Union Station and forced them into a subterranean maze of column-filled, utilitarian tunnels.

Union Station's interior spaces and commuter experience have never recovered from the demolition of the soaring Union Station Concourse building.

Chicago 7: Chicago Union Station



In the early 1980s, the Fred Harvey restaurant in Union Station was damaged by a fire, and this dramatic two-story space has never reopened.

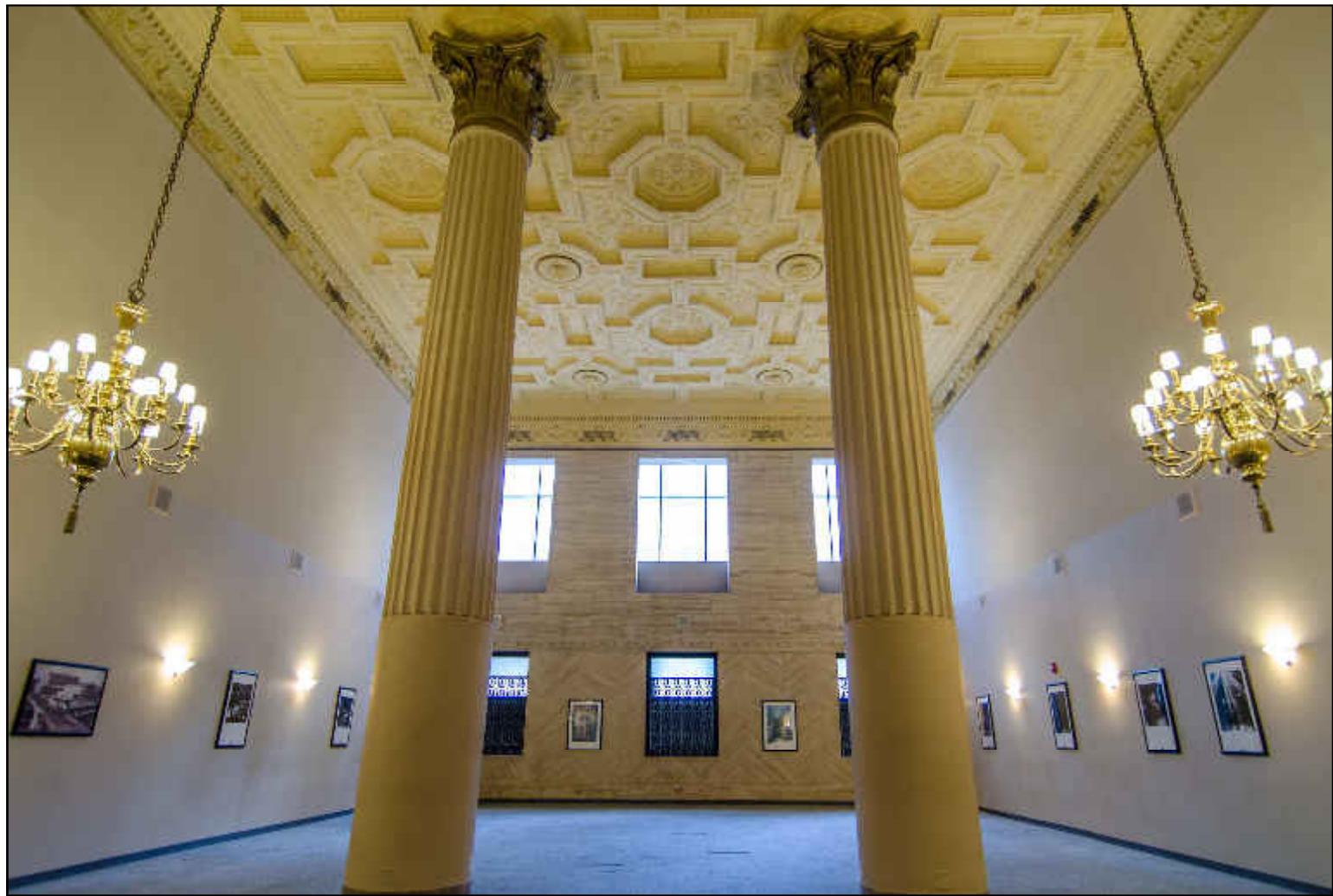
In 1991, the pedestrian flow of train passengers was diverted, thus denying commuters the opportunity to pass through the grand and majestic Great Hall/Waiting Room on their walk to and from work. Ironically, at a time when more passenger train passengers were being routed through Union Station, the opportunity to experience the heroic grandeur of the historic station had been significantly diminished.

LEGAL PRECEDENT:

"Penn Central, the owner of the Grand Central Terminal, leased the building to a company that planned to construct a 50-story office tower on top of it. However, the New York City Landmarks Preservation Commission had designated the terminal as a historic landmark, and the commission refused to allow the building's exterior to be altered by the planned tower. Penn Central sued the city, and the case went to the U.S. Supreme Court." (New York Times, 6/27/1978)

In 1978, the United States Supreme Court ruled in a landmark decision that New York City could block the construction of a 53-story office building above Grand Central Terminal as the tower would significantly alter the terminal's status as a historic landmark. New York City successfully argued that any additions to a landmark should "protect, enhance and perpetuate the original design, rather than overwhelm it."

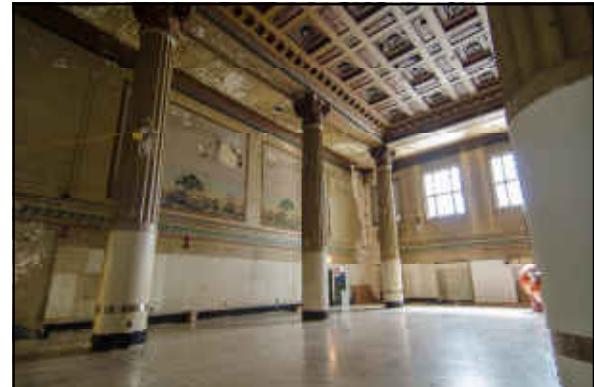
Chicago 7: Chicago Union Station



Six years later in 1985, a plan for two towers above Chicago Union Station was proposed but never materialized. This proposal followed the original Graham, Anderson, Probst, and White concept and continued the building's materials, ornament, window size, window spacing, and cornice treatment. One of the original Graham, Anderson, Probst and White design renderings contemplated a single, limestone-clad, 12-story tower over the Headhouse building. Though the tower was never built, the original building structure was said to be designed to accommodate future tower construction. Unfortunately, the Chicago Landmark Designation of Union Station included a possible provision for the addition of a tower on top of the Headhouse. However, if constructed we fear that the proposed towers will adversely effect the historic building.

PROGRESS:

After decades of demolition and deferred maintenance, significant recent preservation-sensitive restoration work at Union Station has reversed this trend. Several important interior spaces and features have returned to public use, such as the Women's Lounge, now known as the Burlington Room, and the Men's Lounge and Barber Shop, which now form a series of passenger lounges. The restoration of the Great Hall/Waiting Room is underway, along with a comprehensive restoration of the Great Hall Skylight. Preservation Chicago has played an active role as a consulting partner in this process with Amtrak, the City of Chicago, and design teams, and we both recognize the challenges and applaud these amazing accomplishments.



Chicago 7: Chicago Union Station



THREATS:

A massive one billion dollar redevelopment proposal was presented by Amtrak for Chicago Union Station in May 2017. Mayor Emanuel and Amtrak CEO Wick Moorman unveiled the Chicago Union Station Master Plan which includes five new high-rises proposed to be built over existing railroad tracks and the Headhouse building. The proposed plans will consist of three phases and are expected to take six years to complete.

Chicago-based Goettsch Partners leads the project design team. The Chicago-based Riverside Investment and Development was selected to lead the project with joint venture from Convexity Properties. Riverside Investment recently finished the 150 N. Riverside Plaza office tower and Convexity Properties recently completed the Robey Hotel in Wicker Park's historic Northwest Tower. Goettsch Partners was also the design team behind the recently restored Burlington Room and the ongoing renovation of the Great Hall skylight under the direction of its historic preservation design team led by Len Koroski.

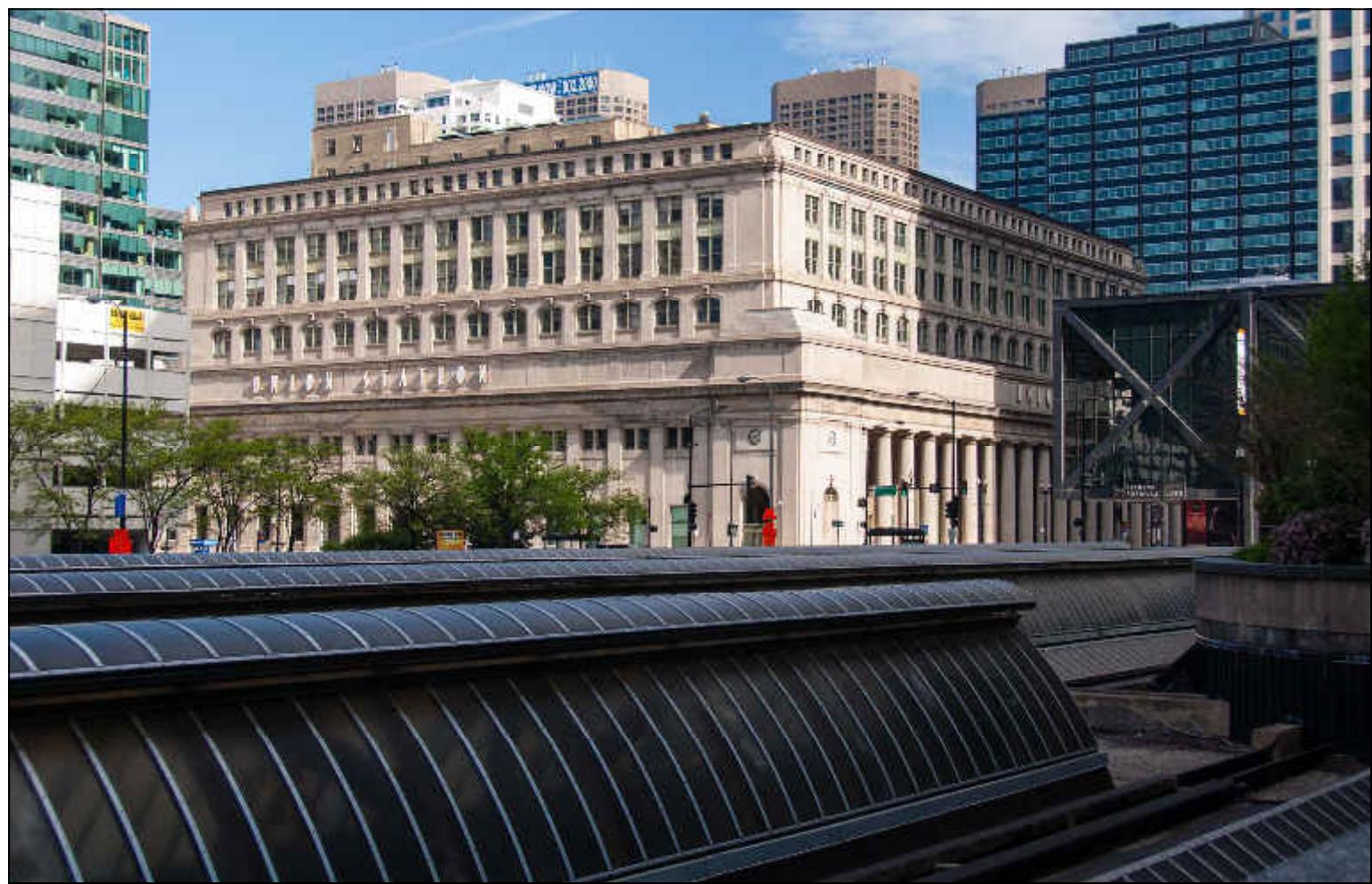
Of paramount concern to Preservation Chicago is the proposed addition of a pair of non-conforming contemporary residential towers atop the Chicago Landmark Union Station Headhouse building designed by Daniel Burnham and Graham, Anderson, Probst and White. The new construction will certainly have a profound visual impact on this historic building.

There is serious concern regarding the use of a nearly 100-year old building structure to construct two new high-rise towers.

Another outstanding, yet overlooked feature of Union Station is its train shed design. The train sheds were designed with a "heart-shaped" truss over each column and an approximately 50 foot horizontal span. This innovative design helped to provide structural integrity with lighter gauge girders to support the roof load. The train shed's height of 28 feet above the platform provided more effective natural lighting and better ventilation, and was a remarkable engineering and design feat for its time.

The Chicago Union Station Master Plan also includes proposals to demolish the last of the remaining historic train sheds and build new wider platforms to accommodate increased traffic during peak hours. Stairs, escalators, and ADA-compliant elevators would add new access to the platforms.

Chicago 7: Chicago Union Station



Mayor Rahm Emanuel issued a Request for Qualifications (RFQ) for high-speed rail service between the Loop and O'Hare Airport. In the RFQ, Union Station is included as a possible terminus. This is still in the conceptual stage, but if this option were to be chosen, an extensive construction program would follow, and could further threaten the remaining historic train sheds.

RECOMMENDATIONS:

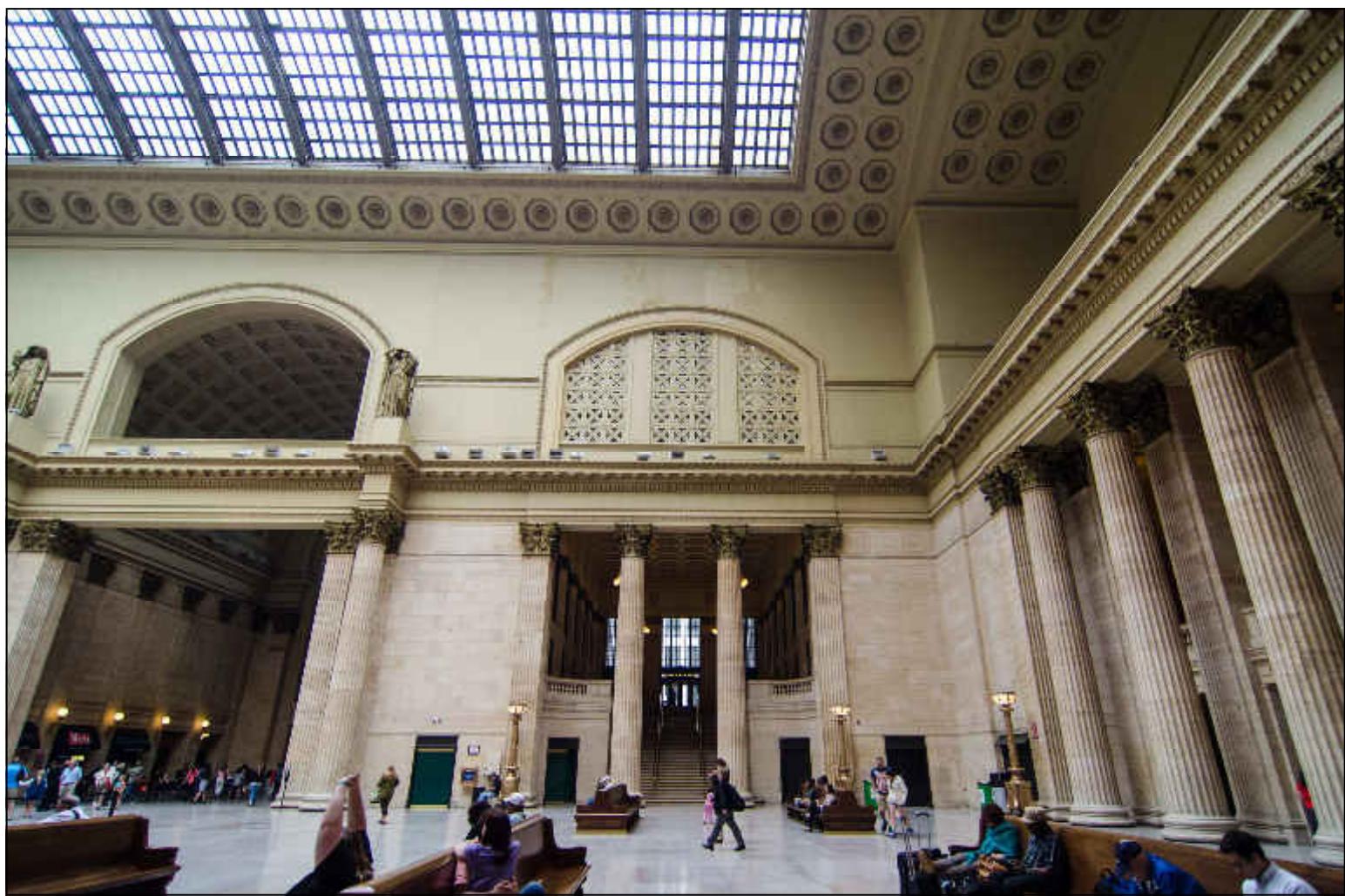
Preservation Chicago is concerned that the proposed two contemporary towers will be an inappropriate addition to a highly significant Chicago Landmark building. If the developer proceeds with the building tower proposal and the City of Chicago permits an addition atop a Designated Chicago Landmark, the design should be highly compatible in form, massing, material, and scale, and follow the original Daniel Burnham and Graham, Anderson, Probst and White conceptual design as precisely and accurately as possible and seamlessly continue the historic building's materials, ornament, window size, window spacing, and cornice treatment.

Chicago bears the unique shame of having an important designated historic building stripped of its National Register status in the case of the Holabird & Roche-designed Soldier's Field. This public embarrassment must be prevented from happening again.

The impact of construction of two new towers above the Great Hall/Waiting Room is unclear. The risks to the nearly 100-year old Union Station building are significant and could jeopardize the structural integrity of the historic structure which would cause a profoundly negative and adverse effect.

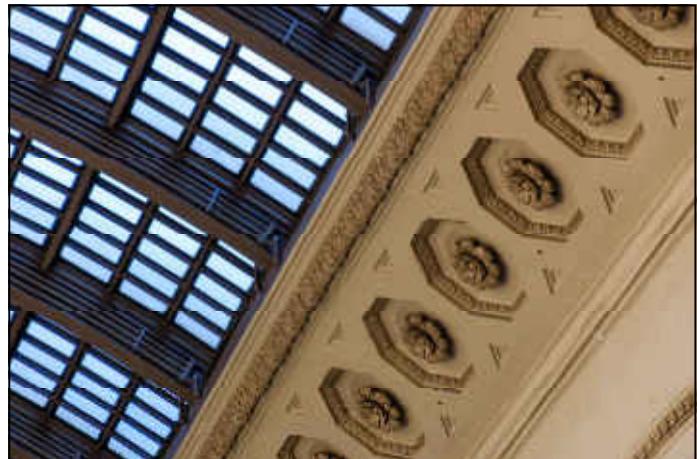
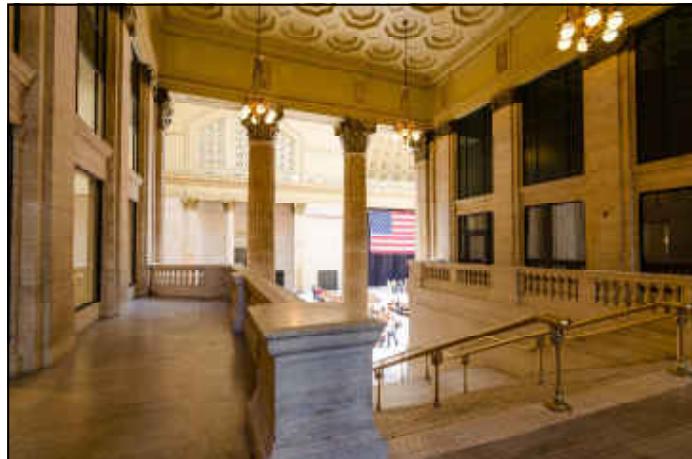


Chicago 7: Chicago Union Station

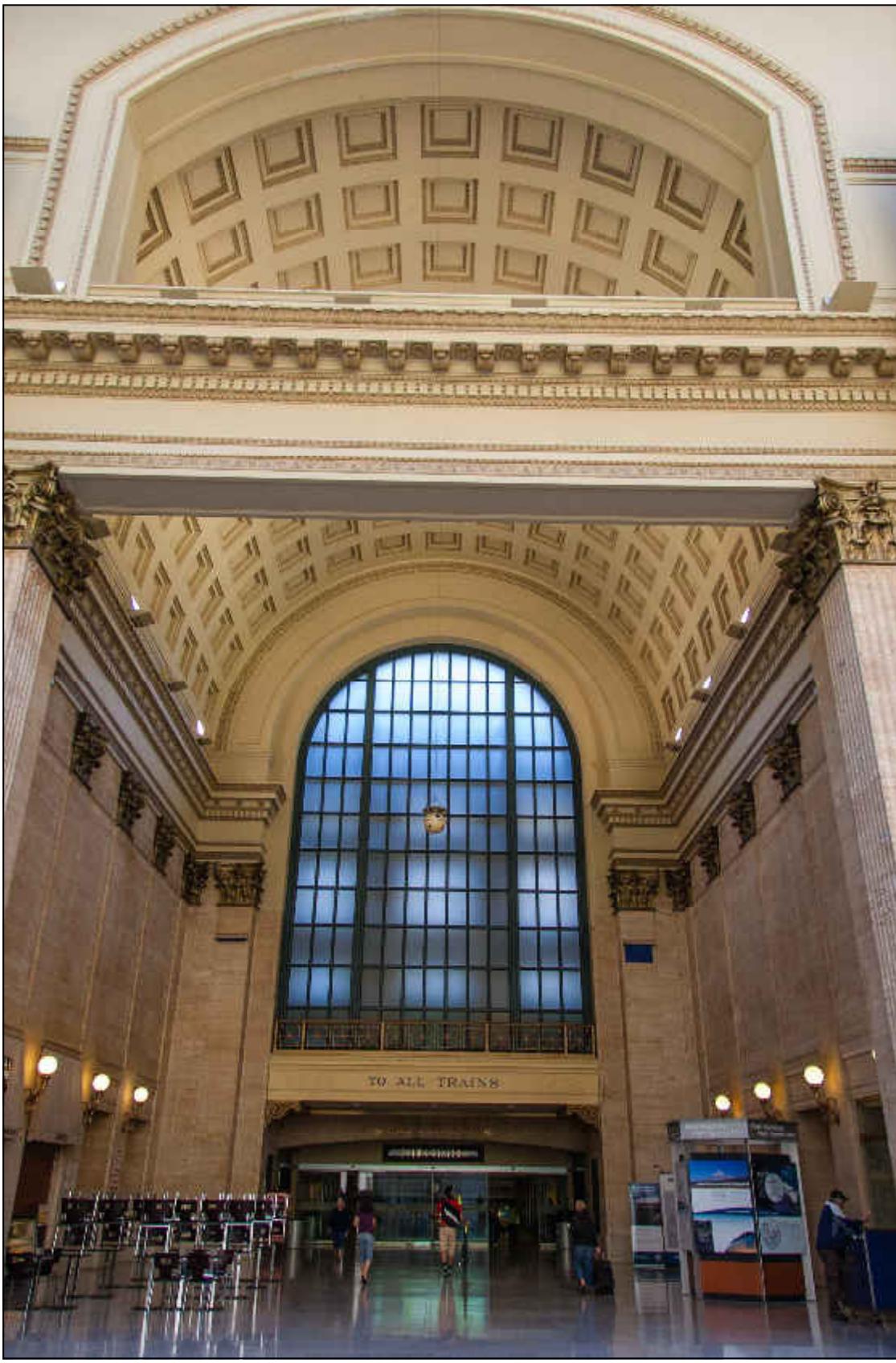


Preservation Chicago supports the criteria for designation by the Commission on Chicago Landmarks and the historical and architectural features identified in the Chicago Union Station Landmark Designation Report which include “all the exterior elevations and rooflines of the building, including the Jackson Street and Adams Street porticos and the internal vehicular drive/drop-offs, and all interior features of the Great Hall main waiting room, including but not limited to the vaulted skylight and ceilings, columns and walls, floors, and the allegorical statues of ‘Day’ and ‘Night’ and the principal public spaces connecting to and opening onto the Great Hall, including the Canal, Jackson and Adams Street entrances, stairs, lobbies and balconies.”

Preservation Chicago advocates for restoring the former Fred Harvey restaurant space, a first-class dining room and restaurant, located adjacent to the Great Hall/Waiting Room. Recently other former Fred Harvey restaurant spaces have been fully restored in Kansas City and Los Angeles train stations. The restoration of this area of the station with a high quality restaurant would further reinvigorate and reactivate Union Station.



Chicago 7: Chicago Union Station



Preservation Chicago advocates for the preservation of the natural light-filled platforms and historic train sheds, an engineering marvel of its day. Any plans to widen platforms to accommodate for increased passenger traffic could include creative solutions that could protect and reuse the existing metal, glass and concrete structures.

Preservation Chicago has advocated for the restoration of Union Station's grand interior spaces and continues to advocate for the restoration of all remaining historic features. Any significant modifications to what remains of Chicago's last standing grand train station and a Designated Chicago Landmark must be handled with the utmost sensitivity and caution.

Chicago 7: Chicago Union Station

Chicago's Grand Terminals



A. Dearborn/Polk Street Station
(1885 - Present, partially altered/demolished)



B. Grand Central Station
(1890 - 1971)



C. Illinois Central Station
(1893 - 1974)



D. La Salle Street Station
(1903 - 1981)



E. Penn RR Freight Terminal
(1915 - 1979)



F. Chicago & North Western Depot
(1881 - 1910)



G. Chicago and North Western Passenger Terminal
(1911 - 1984)



H. Union Depot / Old Union Station
(1881 - 1925)

Chicago 7: Chicago Union Station



I. Chicago Union Station — Headhouse and Waiting Room (1925 - present)



J. Chicago Union Station — Concourse Building (1925 - 1969)



K. Chicago Union Station — Train Sheds (1925 - present, partially demolished)

Chicago 7: Chicago Union Station



Image Credits:

A. Dearborn/Polk Street Station

Exterior: *Chicagology, Terry Gregory*

Sheds: *Preservation Chicago Archival Image Collection*

B. Grand Central Station

Exterior: *Library of Congress, Prints & Photographs Division, ILL-1016-1*

Interior: *Ryerson & Burnham Archives — Archival Image Collection*

C. Illinois Central Station

Exterior: <http://drloihjournal.blogspot.com/2017/03/central-station-chicago-terminal-also.html>

Interior: *Ryerson & Burnham Archives — Archival Image Collection*

D. La Salle Street Station

Exterior: *Postcard, Hammon Publishing Co.*

Interior: *Special Collections, Bradley University Library*

E. Penn RR Freight Terminal

Ryerson & Burnham Archives — Archival Image Collection

F. Chicago & North Western Depot

Ryerson & Burnham Archives — Archival Image Collection

G. Chicago and Northwestern Passenger Terminal

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H. Union Depot / Old Union Station

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I. Chicago Union Station — Headhouse and Waiting Room

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Interior: *Ryerson & Burnham Archives — Archival Image Collection*

J. Chicago Union Station — Concourse Building

Exterior: *Ryerson & Burnham Archives — Archival Image Collection*

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K. Chicago Union Station — Train Sheds

Left: [Chuckmanchicagonostalgia.wordpress.com](http://chuckmanchicagonostalgia.wordpress.com)

Right: *Photography by Anthony L. Mourkas*

L. Chicago Union Station Concourse Building, view from Adams Street Bridge, Jack Gruber Collection

The 2018 Chicago 7 Most Endangered...

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

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



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