National Park Service
U.S. Department of the Interior

Pullman National Historical Park
Chicago, Illinois



Cultural Landscape Report Part 1

Pullman National Historical Park

Site history, Existing Condition, and Analysis

August 2026

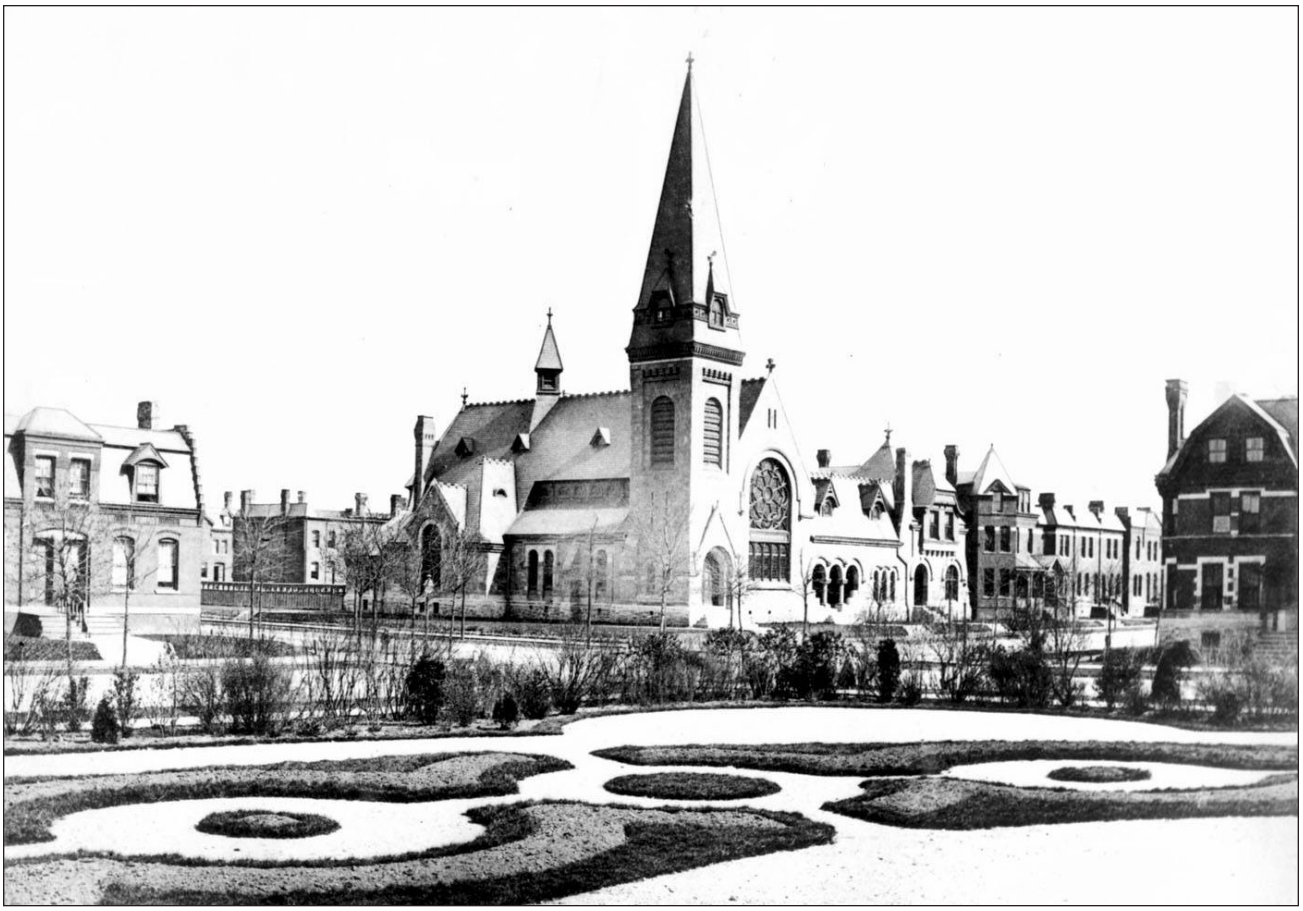
Resource Stewardship and Science
Division of Cultural Resources, Midwest Region

Cultural Landscape Report

Pullman National Historical Park

Site History, Existing Condition, and Analysis

Chicago, Illinois



August 2026

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U.S. Department of the Interior • National Park Service • Midwest Region • Cultural Resource Division • Omaha, NE

2026

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Cover Photo: Offices/Administration Building and Lake Vista, before 1903, Illinois Digital Archive

Title Page: Greenstone Church and Arcade Park, 1880, Illinois Digital Archive

Pullman National Historical Park

Cultural Landscape Report Part 1

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Executive Summary

This Cultural Landscape Report (CLR) Part 1 for the Pullman National Historical Park (NHP) was prepared in tandem with an update to the National Historic Landmark (NHL) nomination for the property. Coordination between the two documents allowed iterative development of content, integrating research findings, documentation of current conditions, evaluation of significance, and analysis of integrity. The content and format of the NHL nomination meets stipulated requirements for establishing national significance. The CLR is designed as a hands-on tool to guide site managers and interpreters, addressing national, regional, and local significance, and fully documenting landscape analysis.

The CLR builds upon previous studies, investigations, and documentation to present a summarized chronology of site history drawn from the more expansive narrative that is in the NHL nomination, documentation of existing conditions recorded in October 2024, evaluation of landscape evolution and historical significance, and analysis and identification of contributing landscape characteristics. The analysis provides a framework for future management and interpretation emphasizing the original design intent of the company town landscape and including changes made throughout the periods of significance. The CLR Part 1 establishes comprehensive and integrated baseline documentation addresing the mission of the National Park Service (NPS) and supporting long-term stewardship of the NHP.

The geographic context of the future site of Pullman offered significant advantages for Indigenous settlement and lifeways. Located adjacent to Lake Calumet and connected to the transportation corridors of the Chicago River, Lake Michigan, and the Mississippi River, the area provided extensive access to travel, trade, and regional exchange networks. The surrounding landscape of marshes, prairies, and lakes supported abundant natural resources, including wild foods, soils suitable for cultivation, and plant materials necessary for shelter, tools, and other daily needs. These same geographic advantages attracted European explorers and settlers and ultimately contributed to the emergence of Chicago as a major industrial and transportation hub.

On Chicago's South Side, the Pullman neighborhood was envisioned and developed as one of the most ambitious planned industrial communities in the United States. Beginning in the 1880s, industrialist George M. Pullman, together

with architect Solon S. Beman, landscape architect Nathan F. Barrette, and engineer Benezette Williams, created a paternalistic model industrial town on the city's southern outskirts. The community integrated industrial, residential, commercial, and civic functions with parks and landscaped streets into a unified town plan intended to promote order, efficiency, and healthy living.

The Town of Pullman became distinguished by its coordinated red-brick architecture, tree-lined boulevards, public open spaces, and carefully planned infrastructure. Over time, the neighborhood evolved through waves of immigration, homeownership, and cultural adpatations while retaining much of its original street plan and historic character. Despite periods of industrial decline and redevelopment pressure, residents and preservation advocates successfully protected the community's architectural and historical significance. Their efforts ultimately lead to landmark designations, the creation of the Pullman National Historical Park, and ongoing investment in restoration, interpretation, and public stewardship.

Pullman National Historical Park is nationally significant for its influence on transportation, labor history, industrial community planning, and corporate paternalism. The Town of Pullman emerged as a major center of luxury railcar manufacturing and became a defining site in the history of labor relations, particularly during the 1894 Pullman Strike and national boycott, events that shaped national debates surrounding workers' rights, industrial capitalism, and corporate authority.

The site's National Historic Landmark period of signficance extends from 1880 to 1907, ending with the Pullman Company's divestment from ownership and management of the town. The proposed National Register period of significance continues through 1959 to recognize Pullman's transition from an active factory town into a residential community valued for its architectural, social, and historical legacy.

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Introduction

Chapter 1

Chapter title page: Arcade Park (Quinn Evans, October 2024).

Chapter 1: Introduction

This document presents the Part 1 Cultural Landscape Report (CLR) for Pullman National Historical Park (NHP). The NHP, which includes property under the National Park Service (NPS), state, and private ownership, was originally designed in 1880 as a planned town supporting operations at the Pullman Palace Car Company and later became the site of profound labor conflict, culminating in the 1894 Pullman Strike and National Boycott.[1] The Pullman neighborhood was designated the Pullman National Monument by President Obama on February 19, 2015, and designated a National Historical Park by Congress and President Biden on December 29, 2022.

The CLR presents detailed documentation of Pullman National Historical Park's historical development, evaluation of existing conditions, analysis of landscape characteristics, and determination of contributing features. The intent of the CLR is to provide comprehensive and integrated baseline documentation that reflects the mission of NPS and will support future long-term stewardship of the National Historical Park. It builds upon numerous studies, investigations, and documents that exist for the park, principally the 2019 *Historic Resource Study of Pullman National Monument, Illinois*.[2] The CLR was prepared concurrently with an update to the site's National Historic Landmark (NHL) nomination, under the same contract.

1 National Park Service, *Pullman National Monument Foundation Document* (US Department of Interior, National Park Service, 2017), 3.

2 Laura Walikainen Rouleau, Sarah Fayen Scarlett, Steven A. Walton, and Timothy J. Scarlett, *Historic Resource Study of Pullman National Monument, Illinois* (US Department of the Interior, National Park Service, 2019).

PROJECT SCOPE OF WORK AND METHODOLOGY

SCOPE OF WORK

The CLR Part 1 contains documentation of the historical development of the study area landscape, evaluation of existing landscape condition, and analysis of integrity with identification of contributing features.

- **Introduction:** The introduction provides the administrative context for the project. It includes a concise summary of relevant management information and historical data and describes the project scope of work and methodology, study boundaries, ethnographic and cultural resource data, and summary of significance.
- **Site History:** The site history provides a narrative description, chronology, and graphic illustration of the cultural landscape's changes over time. Four historic period plans illustrate the historic condition using consistent scales and graphic styles to allow for easy comparison of landscape conditions from one period to the next. The chapter also identifies the proposed NHL and National Register significance of the property and describes the period(s) of significance associated with the landscape.
- **Existing Condition and Analysis**: This chapter documents the existing condition of all applicable landscape characteristics and features. The chapter provides an overview of landscape conditions throughout the study area by landscape characteristic, followed by a detailed description of each of the three landscape character areas. Documentation is combined with a comparison of historic and existing conditions to evaluate the integrity of the cultural landscape.

METHODOLOGY

A cultural landscape report is the primary document used by the NPS to inform long-term management and treatment decisions for its historically significant landscapes. This CLR follows a cultural landscape approach adhering to federal standards and guidelines, including:

- *Guide to Cultural Landscape Reports: Contents, Processes and Techniques*[3]
- *The Secretary of the Interior's Standards for the Treatment of Historic Properties and Guidelines for the Treatment of Cultural Landscapes*[4]
- National Historic Preservation Act, 1966
- NPS Director's Order 28: Cultural Resources Management
- Archeological Resource Protection Act (ARPA), 1979
- *Protecting Cultural Landscapes: Planning, Treatment, and Management of*

3 Robert R. Page, Cathy A. Gilbert, and Susan Dolan, *A Guide to Cultural Landscape Reports: contents, Processes, and Techniques* (US Department of the Interior, National Park Service, Cultural Resource Stewardship and Partnerships, Park Historic Structures and Cultural Landscapes Program, 1998).

4 Charles 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* (US Department of the Interior, National Park Service, 1996).

Historic Landscapes

- Architectural Barriers Act Accessibility Standards (ABAAS)
- Architectural Barriers Act Accessibility Guidelines (ABAAG)
- Americans with Disabilities Act Accessibility Guidelines (ADAAG)

The goals of the CLR are to:

1. Summarize the precontact and historic influences on the land which Pullman National Historical Park exists.
2. Conduct an analysis and evaluation on the significance and integrity of cultural landscape characteristics and features.
3. Document existing conditions to identify landscape management issues and considerations.
4. Gather existing spatial data including collecting any remaining features as points and boundary polygons to create a cultural landscape and NHL layer of the park for the NPS Cultural Resource GIS (CRGIS) dataset.

Project team

Prime

STRATA Architecture Inc. (STRATA), Kansas City, Missouri, managed the contract for this project and provided editorial guidance on the document.

Historical Landscape Architect

Quinn Evans (QE), Ann Arbor, Michigan, provided historic landscape architectural services for this study, including development of the site history, existing condition documentation, and analysis related to the cultural landscape.

Project Kickoff

A remote project kickoff meeting was held on August 21, 2024, to introduce the project team, confirm the study area boundary, review the project scope of work and schedule, and establish a strategy for project startup and field investigations. Project team members met with representatives of the park and regional office to discuss research, field investigations, and issues and considerations associated with the cultural landscape on October 22, 2024.

Background Research and Data Collection

Research and development of the site history and significance were built upon the 2019 *Historic Resource Study of Pullman National Monument, Illinois*. Historian Ruth Mills conducted archival research on December 2–6, 2024, at several Chicago-area repositories. The Chicago Public Library's photographic archives and topographic surveys provided specific details on the town's original land-use patterns, sewage systems, and early occupants. Materials reviewed at the Newberry Library included the Pullman Company Records, including original correspondence, minute books, and photographic plates. While the

Newberry also has microfilm of the Pullman Scrapbooks, these are also available in digital format at the Internet Archive. A features library exhibit on Chicago's pre-industrial landscape titled "Indigenous Chicago" also served as a resource. Andrew Bullen at the Pullman Foundation provided access to the Foundation's uncatalogued manuscript and photograph collections. Finally, the Ryerson and Burnham Libraries at the Art Institute of Chicago has limited materials related to the Pullman neighborhood, most of which have been scanned. High-resolution images are available if needed.

Field Investigations

Quinn Evans team members Stephanie Redding, Brenda Williams, Rebekah Lawrence, and Matt Sickle conducted field investigations to support understanding of the Pullman National Historical Park landscape from October 21 to October 25, 2024. Midwest Regional Historic Landscape Architect and Project COR Leah Edwards accompanied the team for portions of field investigations on Tuesday and Wednesday, October 22 and 23. Visible features were documented using GPS, photographs, and field notes addressing three levels of detail:

1. The project team divided the study area into individual blocks to understand general character and typical conditions of residential, commercial, and industrial properties.
2. The following areas were documented at a higher level of detail, including GPS location and/or measurement of individual features within the landscape and detailed notes and photographs:
    - Offices/Administration Building and northern Front Erecting Shop to the North Pullman Fire Station—the team verified the condition of recently constructed features at the park headquarters and investigated the landscape between the Offices/Administration Building and northern Front Erecting Shop and North Pullman Fire Station to confirm any significant landscape features.
    - Hotel Florence and Arcade Park (including the Historic Pullman Foundation Exhibit Hall)
    - Market Hall
    - Stables
3. QE team members documented transportation systems throughout the study area (roads, railroads, and alleys) using GPS and photographs.

Stephanie Redding met with Mike Shymanski, Historic Pullman Foundation President, on the afternoon of Thursday, October 24, to review historic photographs and documents related to the Pullman-Packard Auto Body Plant (Pulman Wheelworks) site and investigate an area of archeological potential to the east of the existing housing development. Stephanie and Mike were

accompanied by a Chicago Police Department (CPD) officer.[5] Access to ruins of historic structures in this area is limited by dense successional forest growth. Documentation consisted of notes, photographs, and GPS points identifying any visible features.

Quinn Evans team members Megan Zidar and Lauren Strauss conducted field investigations in the Pullman neighborhood from October 21 to October 25, 2024. The team documented the existing conditions of buildings and structures within the existing NHL boundary through photographs. Additional buildings outside of the existing NHL boundary, including the Pullman Tech Workshop, the former Schlitz bar, the Pullman Car Works Steel Car Plant at the north side of E 103rd Street, and an industrial building at the corner of E 113th Street and S Ellis Avenue, were photographed to be evaluated for potential inclusion within the NHL boundary. Documentation also included field notes entered into GIS based on differences seen in the field from conditions observed prior to field investigation on Google Street view.

National Historic Landmark Nomination Update

This CLR is being prepared concurrently with an update to the Pullman Historic District's NHL nomination also prepared by the Quinn Evans team. The Pullman Historic District was listed in the National Register of Historic Places in 1969 and designated as an NHL in 1970. A 1997 NHL nomination update, though drafted, was never approved. The 2026 update will assess nationally significant resources, define the NHL boundary, revise the Statement of National Significance, and include a comparative analysis of the Pullman neighborhood's role in labor, industry, African American history, and civil rights. Content produced as part of this project will support both the NHL and CLR drawings and narrative.

STUDY AREA LOCATION AND DESCRIPTION

The study area for the cultural landscape report encompasses all features associated with the approximately 300-acre legislated boundary of Pullman National Historical Park, focusing on areas within the revised 282.5-acre NHL boundary (Figure 1-1).[6] The study area is roughly bounded by East 103rd Street to the north, South Cottage Grove Avenue to the west, East 115th Street to the south, and the Norfolk and Western rail line to the east. Two blocks within this area—the

5 NPS coordinated for the team to be accompanied by an officer as this portion of the survey was on private property in an area that is not typically accessed and has low visibility from the street. It is not considered an unsafe environment, but the park considered it prudent to be prepared for any unknowns.

6 Survey documentation for this project included all areas encompassed by the previous NHL boundary.

northeast corner between E 103rd St, E 104th Street, S Corliss Ave, and the train tracks and the southeast corner between E 115th Street, the alley immediately to the north, S Forrestville Avenue, and the train tracks—are proposed to be excluded from the revised NHL boundary. These areas have experienced extensive change since both the end of the proposed NHL period of significance (1907) and the date of the original NHL nomination (1969–70) and lack integrity related to the site's NHL significance. The excluded blocks are documented at a lower level of detail within the narrative and drawings, with a focus on remaining historic features and spatial relationships to the revised NHL boundary.

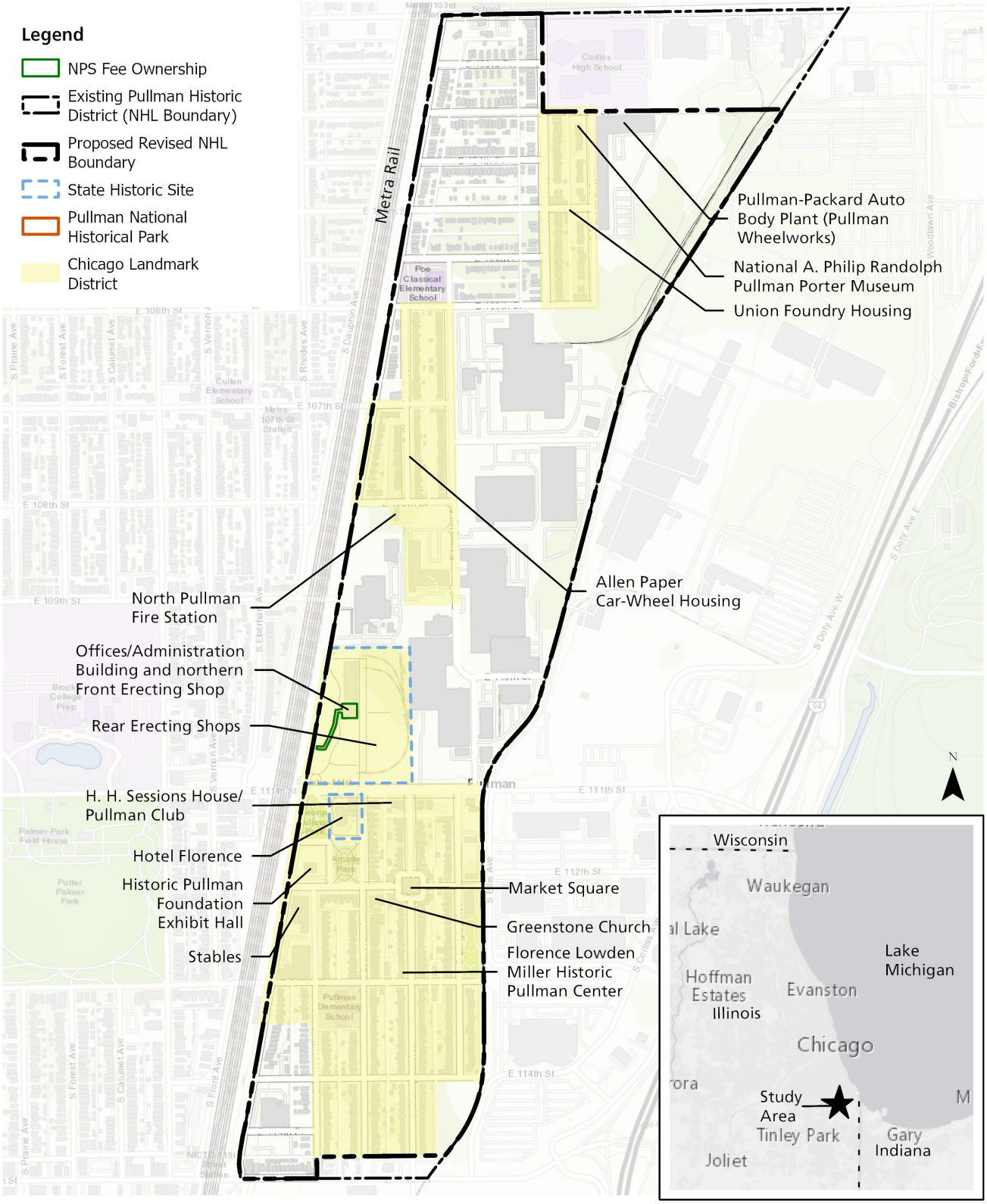
Within the Pullman Historic District, there are separate, but overlapping designations for the Pullman National Historical Park, Pullman State Historic Site, and City of Chicago Landmark Districts. The National Historical Park is managed by the National Park Service, while the Pullman State Historic Site and the grounds surrounding the NPS Visitor Center are cooperatively managed between the National Park Service, the Illinois Department of Natural Resources (IDNR), and the City of Chicago. Additionally, the National Park Service works collaboratively with the Commission on Chicago Landmarks for the City of Chicago Landmark Districts within the district.

Regulating authorities for each area are as follows:

- The Offices/Administration Building is owned and managed by the National Park Service.[7]
- Pullman State Historic Site is managed by the IDNR. The State Historic Site includes the parcel at the northwest corner of East 111th Street and South Cottage Grove Avenue, containing the remnants of the Rear Erecting Shops, northern Front Erecting Shop, grounds surrounding the Offices/Administration Building, as well as the parcel on the south side of East 111th Street containing Hotel Florence.
- Chicago Landmark Districts are managed and overseen by the City of Chicago. There are three discontiguous landmark districts within the boundary: two in the northern portion of the National Historical Park associated with the historic Allen Paper Car-Wheel Company Housing and Union Foundry Housing locations, as well as a large district encompassing the State Historic Site and Southern Residential area.

Three landscape character areas are used to organize the existing conditions and analysis descriptions of the site. According to National Park Service guidance, a landscape character area is "(a)n area defined by the physical qualities of a

7 Also known as the Administration Clocktower building in National Park Service records.



Sources
1. World imagery from ESRI, 2024.
2. City of Chicago Geospatial Data Portal.
3. Cook County Maps and Geospatial Data.

Notes
1. Projection: NAD 1983 UTM Zone 16N

Figure 1-1. Site Plan with Local City Location.

cultural landscape and the type and concentration of cultural resources."[8] Further description of the landscape character areas is provided in Chapter 3.

EXISTING CULTURAL RESOURCE DATA & DOCUMENTATION

The following documents informed development of the CLR Part 1.

Pullman NHP Foundation Document

The 2017 *Foundation Document* outlines the purpose, significance, and primary resources of Pullman NHP. It provides a strategic framework for managing and protecting the park's cultural, historical, and architectural legacy. The document emphasizes the importance of the Pullman neighborhood as a historic cultural landscape and recommends the production of this cultural landscape report (CLR) to document, analyze, and manage the site's cultural landscape resources.[9]

Joint General Management Plan for Pullman National Historical Park and Pullman State Historic Site

The 2023 *Joint General Management Plan* (JGMP) establishes a unified strategy for the NPS and IDNR at Pullman National Historical Park, guiding preservation, interpretation, and visitor engagement. The JGMP provides a framework for documentation and analysis of the cultural landscape within the CLR, articulating desired conditions for key historic resources such as the Administration Building, Hotel Florence, and Pullman company-built residential areas. It also promotes collaborative preservation, environmental compliance, and integration of cultural landscape values into planning, encouraging development of features like a cultural trail and continued support for regionally connected interpretive initiatives.[10]

Historic Resource Study of Pullman National Monument

This CLR builds upon the detailed research completed for the 2019 *Historic Resource Study of Pullman National Monument, Illinois* (HRS) as the basis of the site history and expanded significance for the cultural landscape. The HRS is a Baseline Research Report for Pullman National Historical Park, providing context for the site's significant themes including:

8 Robert R. Page, Cathy A. Gilbert, Susan A. Dolan, *A Guide to Cultural Landscape Reports: Contents, Process, and Techniques* (Washington, DC: US Department of the Interior, National Park Service, 1998), 127.

9 National Park Service, *Foundation Document: Pullman National Monument (*US Department of the Interior, National Park Service, 2017).

10 *Joint General Management Plan for Pullman National Historical Park and Pullman State Historic Site* (National Park Service and Illinois Department of Natural Resources, 2023).

- Major significant events related to Pullman neighborhood, including a history of George M. Pullman, the Pullman Palace Car Company, and the community and Town of Pullman in Chicago, Illinois
- The national context of the Pullman neighborhood, including the role of Chicago as a geographic and transportation hub and industrial urban center, as well as Chicago's role in the evolution of labor relations in the United States
- The Pullman Palace Car company's production, operation systems, and technological innovations over time
- The Town of Pullman, Illinois, as a planned community and paternalistic company town, including a detailed discussion of the town's design and construction
- The trend of mobility within the Pullman neighborhood, examining historical patterns of race, gender, and class as they were lived in the Pullman community

In addition, the document collates collections of primary documents and historical resources that provide information on these themes and recommends topics for additional study (such as the historic condition of the cultural landscape).[11]

SUMMARY OF SIGNIFICANCE

NATIONAL HISTORIC LANDMARK

The Pullman Historic District in Chicago, Illinois, is a site of outstanding national importance under NHL Criterion 1 and 5 for its transformative impact on transportation and labor history and under Criterion 4 and 5 for its influential role in community planning and the practice of corporate paternalism in the United States.[12] Pullman's unique narrative encapsulates the interwoven histories of transportation innovation, labor relations, and community planning. As a crucible where the evolution of luxurious rail travel intersected with the struggle for workers' rights and as a model town that experimented with the ideals—and excesses—of corporate control, Pullman remains a critical reference point for understanding the challenges and transformations of America's industrial era.

The NHL period of significance for the Pullman Historic District is 1880–1907. In 1880 George M. Pullman established the site as a model company town for the Pullman Palace Car Company, representing innovative urban planning and the practice of corporate paternalism as applied to an entire town. Over this period,

11 Rouleau et al., *Historic Resource Study*.

12 Briefly, corporate paternalism is a management style where the company both provides for and controls aspects of its employees' lives, on and off the job, often in exchange for loyalty and compliance with company policies. Ostensibly meant to provide for the welfare of workers, in practice it was used by management to reduce labor conflict in order to improve productivity and increase profits.

the town of Pullman evolved into a meticulously planned community that not only redefined luxury rail travel but also became the site of profound labor conflict, culminating in the 1894 Pullman Strike and National Boycott. While the strike and boycott were confined to 1894, the reshaping of labor relations and perspectives on workers' rights and corporate control continued into the early 1900s and resulted in the breakup of the Pullman company's control of the town. The final divestment of the Pullman company from ownership of the town's nonindustrial real estate and control of its operations in 1907 marks the end of the period of significance under NHL criteria 1, 4, and 5.

NATIONAL REGISTER OF HISTORIC PLACES

The Pullman Historic District is eligible for listing in the National Register of Historic Places under Criteria A and C at the national level. The district stands as a pioneering model of American industrial community planning and a coherent ensemble of late nineteenth- and early twentieth-century architecture. Established in 1880 by industrialist George M. Pullman, the town was conceived to address the social and material needs of workers employed by the Pullman Palace Car Company, while maintaining efficient access to rail transportation. The district includes the company's manufacturing complex, worker housing, and associated civic structures, reflecting both the ideals and tensions of a paternalistic industrial village.

The Pullman Historic District's proposed period of significance under National Register Criteria A and C commences in 1880 with the beginning of construction of the Town of Pullman's factory and residential infrastructure. The period ends in 1959, reflecting the final transition of the Pullman neighborhood from a factory town to the commencement of efforts to preserve its design and social legacy.

For further discussion of National Historic Landmark and National Register of Historic Places significance, see Chapter 2.

HISTORICAL OVERVIEW[13]

After a period of deglaciation following the last ice age, Lake Calumet receded to near-modern levels. When European-American settlers arrived in the 1830s–50s, they encountered a broad, nearly level expanse of gray silty clay—often called "Calumet clay"—intersected by remnant beach ridges and low dunes. The region around the Pullman neighborhood has been for millennia the home of Anishinaabeg (including Potawatomi, Odawa, and Ojibwe) people and their

13 This section is a summary of Chapter 2. See that chapter for full text and citations.

ancestors. Ancestral people who archeologists name Paleoindians traveled the shores in small family groups, following the seasonal rounds of spring fish runs and migratory waterfowl. The nearby Chicago River connected Lake Michigan to the Mississippi River, linking the Indigenous people of the region to trade networks stretching from the Atlantic Ocean to the Gulf Coast and beyond. In the immediate pre-contact era, people hunted and fished in the region's wetlands and tended sunflowers, squash, and maize. By the sixteenth century, the Illiniwek Confederacy—comprising Kaskaskia, Peoria, Cahokia, and other tribes—held sway over the region.

When the first European explorers arrived in the region, Indigenous guides provided advice and access to trade networks. However, within decades of their arrival, disease and warfare fractured the Illiniwek. Through a series of treaties, Indigenous peoples were coerced into ceding their homelands. While many were forced to move west, others remained in their ancestral territories to the present day. The area around Lake Calumet remained chiefly prairie and marshland into the late nineteenth century. In the 1850s, the Illinois Central Railroad built a line bisecting the marshland on ancient ridges and connecting the emerging city of Chicago—and its markets—to the growing nationwide rail network.

Industrialist George M. Pullman soon set his sights on the area that comprises the present-day Pullman neighborhood. He began his career leading his father's business of raising and moving buildings, but by the late 1850s, Pullman turned his attention to rail travel, identifying an unmet demand for greater comfort on long-distance journeys. In 1864, he commissioned the manufacture of his first "palace" sleeping car. The Pullman company's success in manufacturing and operations soon outgrew its original Detroit manufacturing facility and George Pullman sought a new location with more land for expansion, eventually planning a purpose-built, centralized factory town on Chicago's southern outskirts to house both the company's growing operations and its workers.

Between 1879 and 1882, the Pullman company acquired 4,000 acres on the southern outskirts of Chicago, along the Illinois Central Railroad and adjacent to Lake Calumet's marshy lowlands. This location gave the Pullman company access to rail transportation and a degree of distance from Chicago's urban problems. To design the site, George Pullman engaged architect Solon S. Beman and landscape architect Nathan F. Barrett to collaborate on the town's master plan, marking one of the earliest instances in the United States of architects and landscape architects working in tandem on an entire community. Beman's design reflected Victorian-era aesthetic principles, employing red brick façades, ornamental trim, and Queen Anne–inspired massing to unify industrial, residential, and civic structures.

Barrett's landscape plan integrated broad, paved streets shaded by rows of trees, parks, and open spaces, reinforcing the town's pastoral character and promoting healthful living.

In the town's spatial organization, the factory sat at the center, flanked by the Offices/Administration Building and Front Erecting Shops and Hotel Florence; residential blocks radiated outward in a grid punctuated by civic buildings, retail stores located in the Arcade Building and Market Hall, schools, and a church; and open spaces provided communal gathering places. The town's physical boundaries served both to contain the community and to segregate it from surrounding Chicago neighborhoods. Societal norms, along with race and class discrimination, impacted who was hired, their salary, and the type of housing they could afford. This resulted in de facto housing segregation which impacted African American workers in particular

Surveyors began laying out the factory and town site in April 1880. Beman and engineer Benezette Williams collaborated to impose a rectilinear grid on roughly 1,400 acres of marshy meadowland adjacent to the Illinois Central Railroad tracks and Lake Calumet. The first residential block to be built south of the factory core featured two-story brick cottages with mansard roofs and decorative shingling that provided model housing for foremen. Their generous setbacks, shaded by young maples and elms, signaled George Pullman's intent to separate domestic life from industrial labor. By the end of 1881, over 1,700 residents were living in Pullman. Company foremen maintained strict control over building finishes, ensuring a uniform architectural vocabulary.

In early 1882, demand for housing outstripped the capacity of the original plan, and survey teams extended the grid north of the factory. Foremen's cottages featured more elaborate Queen Anne gables, while the laborers' rows were set closer to the street, offering larger rear yards at the expense of front lawns. By the late 1880s, the Pullman community's aesthetic cohesion extended to its landscape architecture. Barrett, Beman, and Williams collaborated on a plan for tree-lined boulevards and small parks, planting oaks and elms in triangular greens at block intersections. Seasonal flowerbeds were installed by company gardeners. The Pullman company's factory spanned over eighty acres by 1893.

Despite George Pullman's aim to reduce labor conflict through his model town experiment, a national recession recast the town's built environment as a stage for industrial strife. Following the Panic of 1893, wage cuts and inflexible rents triggered a worker strike against the company in the spring of 1894, centered primarily in and around the Pullman community. The American Railway Union

(ARU), led by Eugene V. Debs, initiated a boycott against trains running Pullman cars. To get trains running again, the US government sent federal troops to Pullman to break the strike and boycott in July, leading to conflict and violence resulting as many as thirty deaths nationwide with many more injured. After the strike collapsed, Debs was sent to prison and the ARU was so significantly weakened that it dissolved only a few years later in 1897. George M. Pullman's reputation as a visionary and enlightened benefactor suffered and his efforts to integrate manufacturing and running the company town ultimately failed.

In 1898, the Illinois Supreme Court ruled that the company had to divest itself of all non-industrial property, including the residential areas. By the end of 1907, the Pullman company had completed the divestment of its non-industrial property. As homes transitioned to individual ownership, many residents undertook personalized modifications. Despite these alterations, the fundamental street grid, the network of water and sewer mains, and the vestiges of the original landscaping remained intact. Between 1908 and 1959, changes to the Pullman neighborhood's landscape reflected broader shifts in ownership, industrial expansion and decline, and demographic change. Once private individuals began acquiring homes after 1907, the uniformity the company had maintained quickly gave way to small-scale interventions driven by personal taste, economic necessity, and cultural tradition.

New residential construction began to fill in the previously vacant lots in the Pullman neighborhood's northern residential area in the twentieth century's first decades. Unlike the original, company-planned district to the south, the northern residential area saw more piecemeal and diverse development beginning around 1908. The Pullman neighborhood's northern residential landscape reflected its more organic development. Yards were often fenced, planted with personal gardens, and used for recreation or subsistence.

Demographic shifts defined the years immediately following the divestment. Factories, still operating at high capacity, attracted waves of immigrants seeking employment in Chicago's expanding industrial economy. Unlike the original residents, many of these newcomers had strong traditions of home-based production and commerce and adapted their newly owned homes accordingly. By 1915, houses originally designed as single-family cottages now routinely sheltered two or more families, leading to overcrowding that strained the limited sanitary infrastructure. These interventions further altered the Pullman neighborhood's uniform streetscape.

The Great Migration brought increasing numbers of African American families to Chicago's South Side. The number of Black residents in Pullman was relatively low until the 1930s and 1940s, when Black families began moving into northern Pullman neighborhood blocks, drawn by proximity to rail lines and affordable housing stock. By the 1950s, restrictive covenants and neighborhood associations—such as the Greater Pullman Property Restrictive Association—attempted to reinforce racial boundaries, even as demographic pressures eroded them. As a result, Black families were systematically redirected to neighborhoods west and north of the Pullman neighborhood, while the original town maintained an appearance of homogeneous occupancy.

The mid-twentieth century saw a gradual contraction of the Pullman company's manufacturing base. By the 1950s, the main car works centered around the Offices/Administration Building were largely shuttered, although the 103rd street shops, in the Chicago neighborhood of Hegewisch, and Michigan City, Indiana shops were still in production. Vacant industrial buildings and underutilized rail sidings began to deteriorate, and some parcels were repurposed for light industry or left fallow. Deferred maintenance was compounded by the absence of coordinated municipal investment. By the close of the 1950s, the Pullman neighborhood's northern residential area remained marked by overcrowding and underinvestment, while the southern residential area maintained a comparatively cohesive appearance, thanks to more stable homeownership and modest civic improvements.

In 1960, the City of Chicago formally designated the Pullman neighborhood as a blighted neighborhood and proposed its wholesale clearance for an industrial park. In response, a coalition of residents galvanized to defend the town's distinctive built environment. By 1971, the National Park Service had recognized some 310 acres of the Pullman neighborhood as a NHL District, and the following year, the City of Chicago enacted local landmark status for the southern Pullman neighborhood between 111th and 115th Streets, the Hotel Florence, and the Administration-Factory complex. Yet the preservation triumphs of the 1970s did not immediately extend to the northern residential blocks. These areas had long borne the stigma of lower economic and social status and were omitted from the initial City Landmark District boundaries.

Loss of industrial jobs at at the Pullman factory and the migration of White residents away from Chicago's South Side in the 1960s and early 1970s resulted in a pronounced residential turnover that intensified pressures on the built environment, particularly underinvestment in Pullman neighborhood's northern blocks. In 1993, after persistent advocacy by African American community

leaders and allied preservationists, the City of Chicago expanded the landmark boundaries to include the Pullman neighborhood's northern residential area, acknowledging that the entire 1880s town plan merited protection. The State of Illinois took ownership of Hotel Florence and the Car Works buildings at 111th and South Cottage Grove Avenue forming Pullman State Historic Site.

In February 2015, President Barack Obama designated 203 acres of the Pullman neighborhood as Pullman National Monument. The state of Illinois donated the Offices/Administration Building to the National Park Service to create a park unit. Federal stewardship brought fresh resources and planning mandates for the "proper care" of the Pullman neighborhood's historic designed landscape. The park unit name changed from "National Monument" to "National Historical Park" on December 29, 2022. In March 2024, the National Park Service finalized the Joint General Management Plan and Environmental Assessment for Pullman National Historical Park that brought a series of recommendations for re-establishing historic and features and providing opportunities for interpretation.

CULTURAL LANDSCAPE ISSUES AND CONSIDERATIONS

Cultural landscape issues and considerations for Pullman National Historical Park are drawn from site observations and discussion with NPS regional and park staff. Although this CLR Part I does not include treatment recommendations, these observations are intended to support future management and stewardship efforts at the park.

Future Treatment Recommendations

A CLR Part 2 is recommended to identify overall design guidelines for the entire landscape and specific projects for publicly owned sites. Keweenaw Historical National Park Calumet and Quincy Cultural Landscape Reports and Environmental Assessments may serve as references to understand different tools that have been successful in other urban and industrial historical parks with diverse ownership structures. For example, a CLR Part 2 may provide high-level design guidelines and specific projects for smaller publicly owned sites.

- Future treatment must be created through a collaborative process similar to the process used for development of the Joint General Management Plan.
- Appropriate treatment guidance documents for private properties may include a preservation maintenance guide, homeowners guide, infill development guide, or similar.

Circulation

Future treatment planning should consider strategies to address:

- Orientation for vehicles coming off of the interstate
- Orientation to Metra stations along South Cottage Grove Avenue. NPS has initiated discussions with Metra about adding messaging at the 103rd and 111th Street stations. The stations are designed to be "Pullman-esque" by incorporating arches and other decorative elements that reflect the era.
- Incorporating signage reflecting the park's recent name change (currently on hold for an upcoming street improvement project on East 111th Street and South Cottage Grove Avenue).
- Proposed safety improvements across East 111th Street.
- Balancing neighborhood use of roads and sidewalks with bus parking at key interpretive locations.
- Connections to neighborhoods and attractions outside of the National Historical Park.
- Commercial traffic routes through the National Historical Park.

Development and Access

Future treatment planning should consider strategies to address:

- Physical and visual connections between the Offices/Administration Building landscape and neighborhoods to the north. NPS staff note a perception (dating to at least the 1970s) of lack of equity from residents in the northern residential neighborhoods. There is a sense that the north side receives less attention and has fewer resources. Better knowledge of the history and individuals who lived north of the Pullman factory is needed to understand their relationship to the Front and Rear Erecting Shops, movement within the landscape, etc.
- Future investment in the community must integrate the needs of long-term community residents and community connections.
- Views west from the Offices/Administration Building (and along the entire study area) are protected by the existing Metra berm and lack of high-rise buildings to the west. Many of these features and locations are outside of NPS management, and will need to be protected through coordination with partners.

RECOMMENDATIONS FOR FUTURE RESEARCH

Future research recommendations related to George M. Pullman, the Town of Pullman, and the significance of the Pullman National Historical Park comprise of:

- Who commissioned the North Pullman Fire Station construction
- Pullman related properties outside of the Pullman Historic District and

the Pullman National Historical Park including but not limited to:

- Pullman Free School of Manual Training
- The Elon/Reformation Church
- Holy Rosary Church/Greater Tabernacle Cathedral
- Palmer Park
- Former Pullman Bank
- The Schlitz buildings
- Roseland community
- Areas reflecting George Pullman's vision of parkland east of the tracks, west and north of the current park unit, and south of East 115th Street

- Potential for a Multiple Property Documentation Form nomination for Pullman-associated properties separated from or not contiguous with the current district
- Expanded Pullman historic context beyond the Pullman National Historical Park and NHL boundaries

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SITE HISTORY

CHAPTER 2

Chapter title page: Offices/Administration Building and Front Erecting Shops and Lake Vista, 1890 (Illinois Digital Archive).

Chapter 2: Site History

The Pullman Historic District occupies a singular place in the history of American industrialization and urban planning. From its conception and initial construction in the 1880s, the model community was envisioned as a harmonious union of manufacturing prowess and residential amenity. Over the course of its existence, Pullman's physical landscape has undergone significant transformation—shaped by the needs of industrial production, the effects of corporate divestment, decades of demographic change, and the evolving practice of historic preservation and community revitalization. This narrative chronology examines the development of the Pullman Historic District's landscape in four periods: before 1880, discussing the geologic and environmental forces that created the physical landscape, and its first inhabitants; 1880–1907, during the town's founding and company ownership; 1908–59, encompassing the post-divestment era and industrial decline; and 1960 to the present, marked by community activism, landmark designation, and adaptive reuse.

NARRATIVE CHRONOLOGY OF SITE DEVELOPMENT

PERIOD 1: REGIONAL HISTORY BEFORE 1880

Known study area landscape condition before 1880 is illustrated on drawing HPP-1 (see page 2-9).

Geologic Context[1]

The Pullman Historic District's landscape history begins with the geology of the Lake Calumet area. Toward the end of the last ice age (ca. 26,500–19,000 years before present [BP]), the southern margin of the Laurentide Ice Sheet moved southward across what is now northeastern Illinois. As the global climate began to warm around 19,000 BP, the ice margin retreated, and ponding meltwater against its front created Glacial Lake Chicago. As the ice margin retreated, thick layers of lacustrine[2] clayey silt accumulated. These grayish-brown silts settled slowly into a gently seaward-sloping blanket that today underlies the low-lying marshes around Lake Calumet. Intervals of lower lake levels exposed emergent shorelines, where wind and waves reworked sand and gravel into

1 The Geologic Context section is adapted from Timothy J. Scarlett and Steven A. Walton, *Archaeological Overview and Assessment: Pullman National Historical Monument* (Department of Societal Sciences, Michigan Technological University, for Midwest Archeological Center, National Park Service, December 2017), 23–30.

2 Lacustrine means relating to or associated with lakes.

spits, dunes, and relict beach ridges. These gravelly features—narrow, linear concentrations of coarser sediment—would later influence the routing of rail lines and the siting of industrial yards.

The final deglaciation of the region was completed by about 10,000 BP (early Holocene era). Between roughly 9,000 and 7,000 BP, slightly warmer and wetter conditions may have promoted wetland development along the Calumet plain's margins. By ca. 5,500 BP, a minor lake rise briefly re-submerged parts of the former Tolleston shoreline, leaving relict beach ridges that mark the highest Holocene water line (Michigan Avenue, approximately half a mile from the Pullman neighborhood, is built along a Tolleston-era ridge).

During the Middle to Late Holocene (ca. 5,000 BP to European contact in the early 1600s CE), the lake receded to near-modern levels, and organic-rich peats and marsh deposits accumulated in the low-lying areas. When European-American settlers arrived in the 1830s–50s, they encountered a broad, nearly level expanse of gray silty clay, often called "Calumet clay," intersected by remnant beach ridges and low dunes. These features directly influenced nineteenth-century land use: gravelly ridges provided ballast for the Illinois Central Railroad (chartered 1851), while the ubiquitous clay deposits were later dredged and repurposed both for brickmaking and as fill for the Pullman factory complex (Figure 2-1).

Indigenous Landscape[3]

The region around the Pullman neighborhood has been for millennia the home of Anishinaabeg (including Potawatomi, Odawa, and Ojibwe) people and their ancestors. As the Laurentide Ice Sheet withdrew after roughly 12,000 BP, the wetlands of the Calumet plain emerged. Ancestral people whom archeologists name Paleoindians traveled the shores in small family groups, following the seasonal rounds of spring fish runs and migratory waterfowl. Their fluted spear points crafted from locally quarried chert attest to both technical skill and a deep knowledge of the land's raw materials.

During what archeologists term the Archaic period (ca. 10,000 BP to 2000 BP), groups developed broad seasonal rounds, building semi-permanent encampments on elevated ridges—places later bisected by railroads. Archeological middens elsewhere in northeastern Illinois show shellfish and amphibian remains. During

3 This section is adapted from Scarlett and Walton, *Archaeological Overview and Assessment*, 24–32; and from the Newberry Library's "Indigenous Chicago" exhibit, held in the Trienens Galleries from September 2024–January 2025. The project is also represented on the Indigenous Chicago website, available at https://indigenous-chicago.org/.

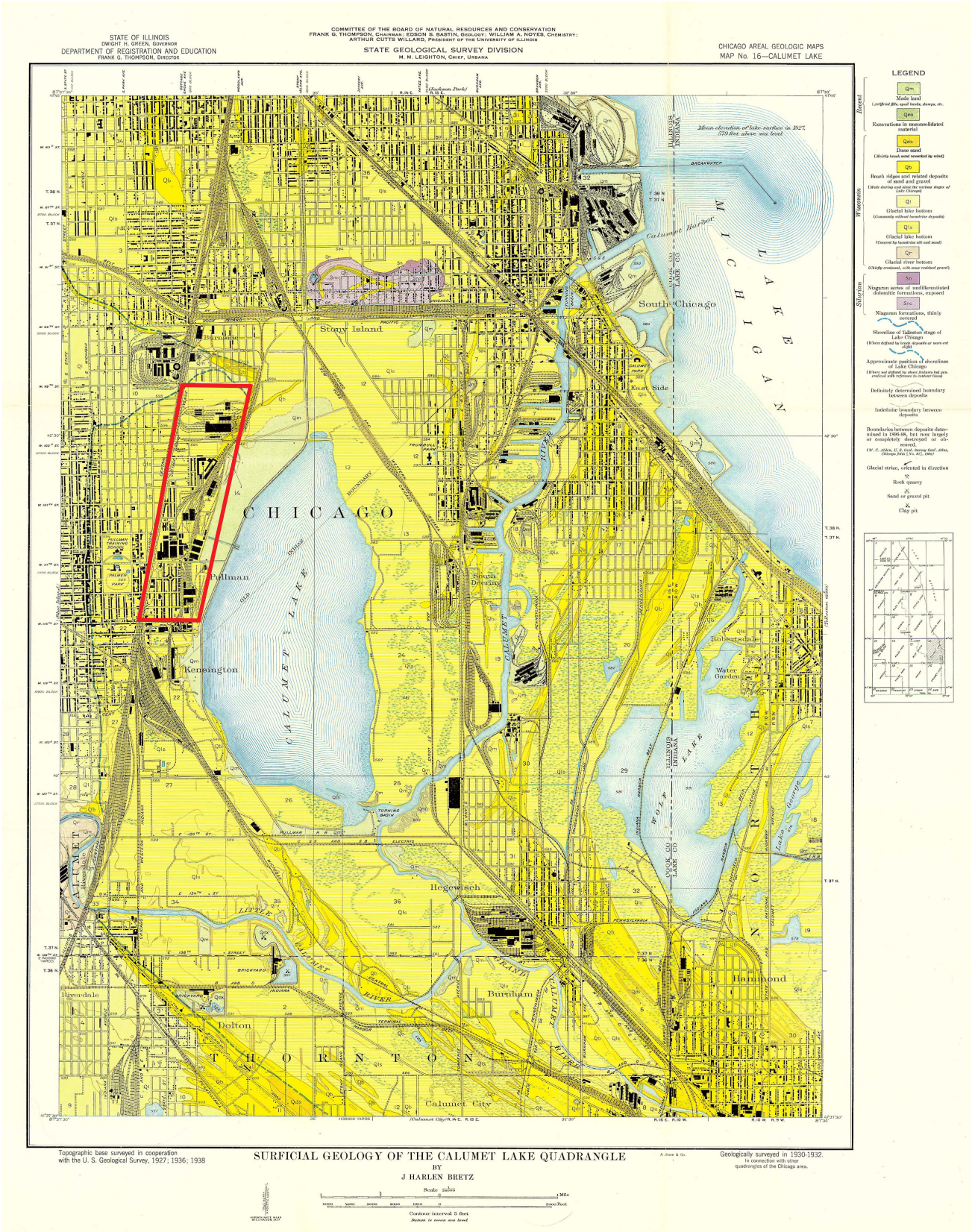


Figure 2-1. Surficial Geology of the Lake Calumet Region, 1939 (USGS) (Approximate area of Pullman highlighted in red).

the pre-contact period, Indigenous peoples managed widespread exchange networks. The nearby Chicago River connected Lake Michigan to the Mississippi River, linking the Indigenous people of the region to trade networks stretching from the Atlantic Ocean to the Gulf Coast and beyond.

In the immediate pre-contact era, people hunted and fished in the region's wetlands and tended sunflowers, squash, and eventually maize in small clearings along beach ridges. By the sixteenth century the Illiniwek Confederacy, comprising Kaskaskia, Peoria, Cahokia, and other tribes, held sway over the region. While their principal villages lay along the Illinois River, the Lake Calumet wetlands were recognized as a resource garden where families harvested rice, fished for sturgeon, and hunted waterfowl.

When the first European explorers arrived in the region, Indigenous guides provided advice and access to trade networks. However, within decades of their arrival disease and warfare exacerbated by Iroquois incursions and European trade dynamics fractured the Illiniwek Confederacy. Through a series of treaties (St. Louis (1816), Chicago (1821), and Chicago again (1833)), Indigenous peoples were coerced into ceding their homelands. While many were forced to move west, others remained in their ancestral territories to the present day.

A map created in 1900 by Albert F. Scharf depicts the "Indian Trails and Villages of Chicago" circa 1804 (Figure 2-2). Scharf's map records a major village just to the north of the current site of Pullman neighborhood and Lake Calumet, as well as

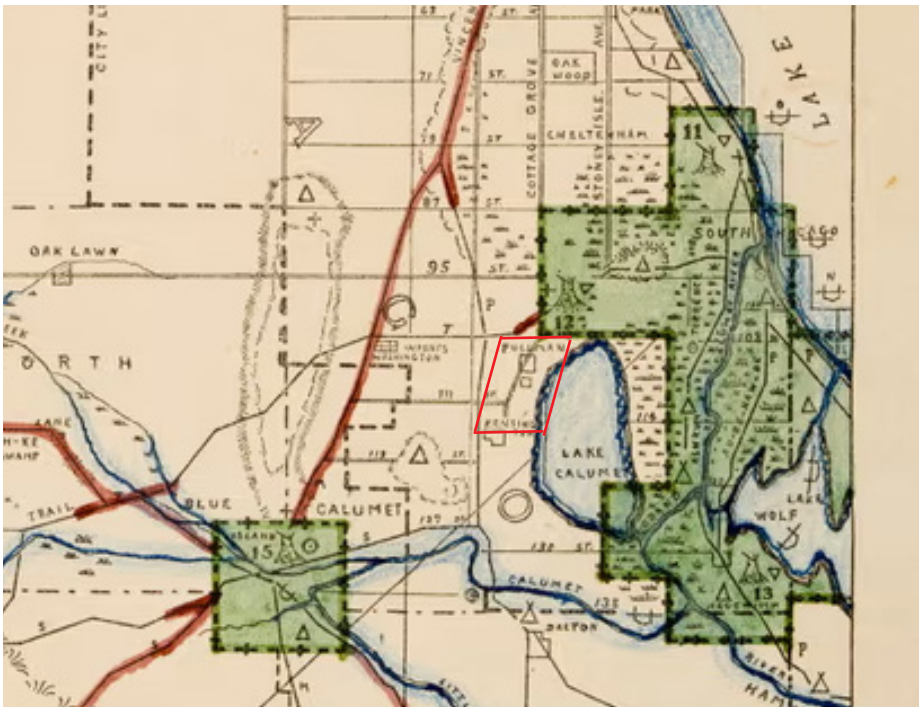


Figure 2-2. Detail from Scharf's Map of Indian Trails and Villages in the Chicago Region, ca. 1804 (dated 1900). (Approximate area of Pullman highlighted in red).

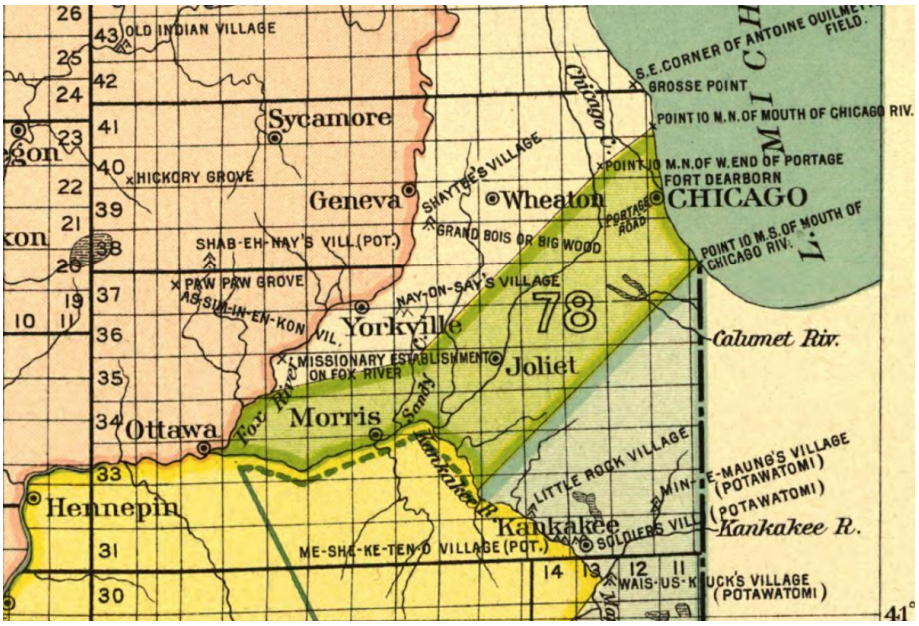


Figure 2-3. Detail from Indian Land Cessions in the Unites States map showing the land (labeled "78") taken by the 1816 Treaty of St. Louis (Library of Congress).

other villages, camps, and trails between Lake Calumet and Lake Michigan. This and other maps also depict a feature called the "Indian Boundary Line" running northeast/southwest through Lake Calumet, just south of the future Pullman neighborhood. This line identified the southern boundary of a 20 by 70-mile strip of land from Lake Michigan to the Illinois River taken by the federal government from members of the Ojibwe, Odawa, and Potawatomi tribes as part of the 1816 Treaty of St. Louis. The government used this land to build the Illinois and Michigan Canal, completed in 1848 (Figure 2-3).[4]

Early EuroAmerican Settlement

The area around Lake Calumet remained chiefly prairie and marshland into the late nineteenth century (Figure 2-4). The lacustrine silty clays deposited by glacial Lake Chicago had created seasonally waterlogged soils that hindered dense settlement and agriculture. By the 1840s, scattered farmsteads of Dutch settlers were appearing on the landscape, and the future Pullman neighborhood was part of several larger farms, although it is unclear how much agriculture was possible due to the marshy land. These nearby farms provided food and supplies to Pullman as it was built and developed. The nearest major settlements were Roseland (originally High Prairie), approximately a mile west of Lake Calumet, and Hyde Park, about eight miles to the north. The Illinois Central Railroad was built on a line bisecting the marshland on ancient ridges and connecting the nascent city of Chicago and its markets to the growing nationwide rail network. By 1852, the Michigan Central Railroad had built a passenger stop at its junction with

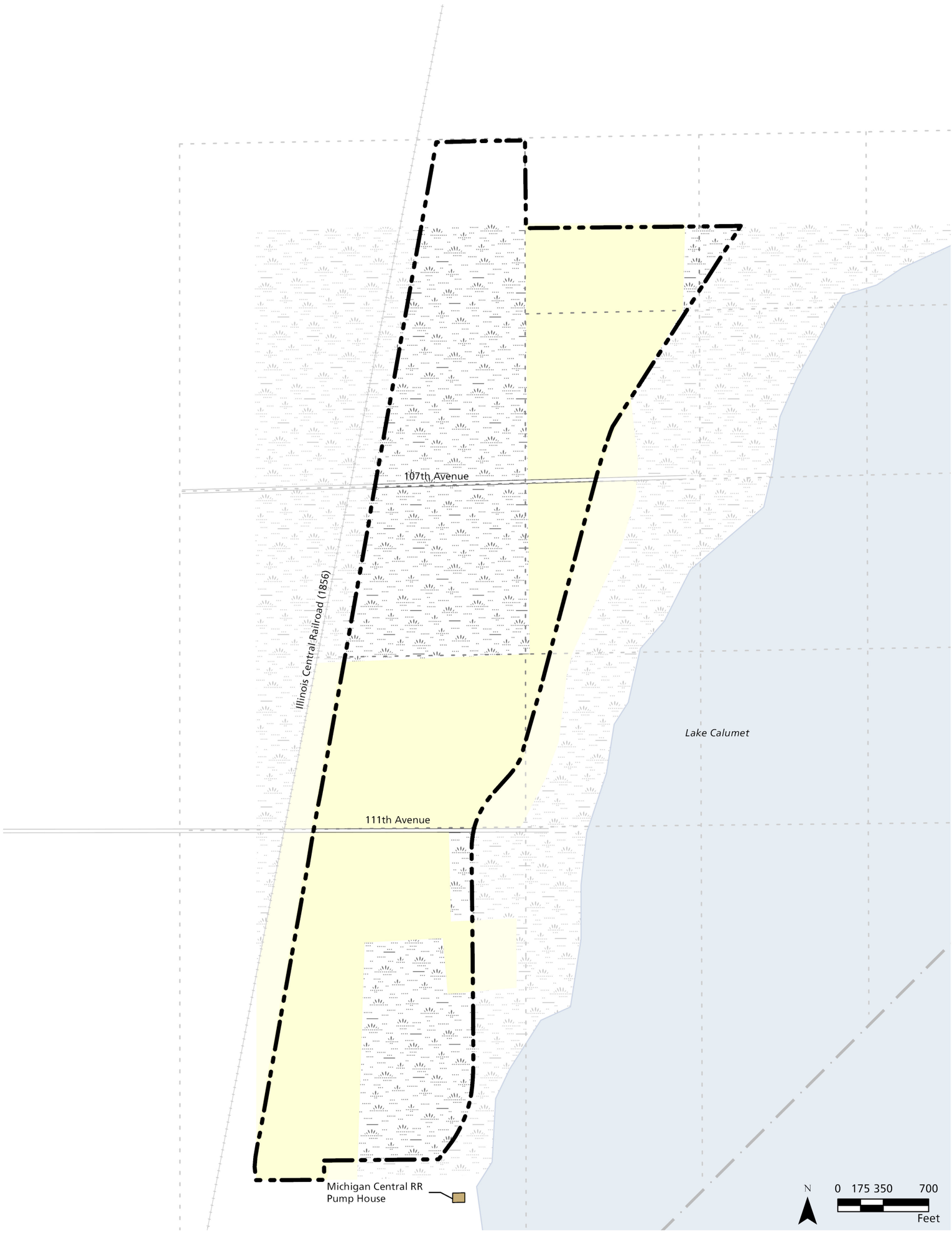
4 A portion of the southern boundary line ran through early Pullman company brickyards south of present-day 115th Street, which are not included in the current study area.

the Illinois Central that developed into a small enclave known as Kensington. This stop would also serve as the main depot for construction supplies and workers as the Town of Pullman was built.[5]



Figure 2-4. Detail from 1861 Map of Cook County, Illinois, showing the area around Lake Calumet. Most of the future Pullman area is depicted as marshland (Library of Congress).

5 Scarlett and Walton, *Archaeological Overview and Assessment*, 33–36. When Pullman was founded in 1880, it was outside the municipal boundaries of the city of Chicago and was therefore its own municipality as the "Town of Pullman." Pullman was annexed into Chicago in 1889 and thereafter lost its independent town status. "Town of Pullman" is still used informally in some sources to indicate the original area established by the Pullman company.



Legend

- Proposed Revised NHL Boundary
- Buildings
- Indian boundary line, 1804
- Road
- Rail line
- Survey line, 1878
- <all other values>
- Agriculture
- Slough
- Waterbody

Sources

1. 1804 Scharf Indian Trails and Villages
2. 1878 Survey Map Illinois Plats
3. 1879 Land Use Map

Notes

1. Projection: NAD 1983 UTM Zone 16N

Pullman National Historical Park
Chicago, Illinois
Cultural Landscape Report Part 1

Study Area Landscape Condition Before 1880

August 2026

NPS No. PULL 590 80001

Drawing HPP-1

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PERIOD 2: PULLMAN FROM CONSTRUCTION TO DIVESTMENT: 1880–1907

Study area landscape changes from 1880–1907 are illustrated on drawing HPP-2 (see page 2-23). To document the high degree of change within the factory landscape during this period, additional landscape modifications between East 107th Street and East 111th Street from 1898–1907 are illustrated on Figure 2-14.

George M. Pullman and the Development of the Pullman Palace Car Company

Born in upstate New York, George M. Pullman (Figure 2-5) apprenticed as a cabinetmaker and worked in retail before assuming control of his father's business, which raised and moved buildings during the construction of the Erie Canal. In partnership with his brother, he extended these operations into Chicago, cultivating a reputation for executing large-scale relocations without interrupting occupants' activities. These ventures introduced Pullman to the financing and social milieu of Chicago's banks and hotels, likely shaping his understanding of affluent consumers' expectations for luxury and comfort in built environments.

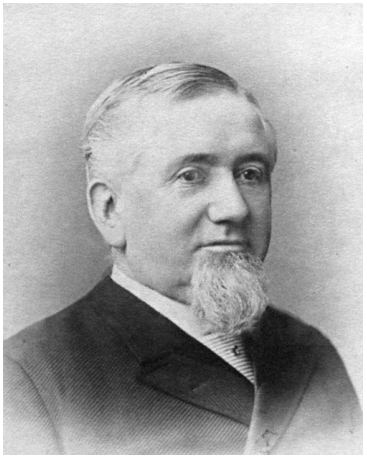


Figure 2-5. George M. Pullman (Public Domain).

By the late 1850s, Pullman turned his attention to rail travel, identifying an unmet demand for greater comfort on long-distance journeys. Although other firms were already experimenting with sleeper car designs, George Pullman's initial prototypes achieved notable success. However, lacking sufficient capital and industry influence to commercialize these designs, he temporarily redirected his efforts during the Civil War to establish mining, shipping, and mercantile ventures in Colorado. This period bolstered his financial standing and investor connections in New York, enabling him in 1864 to commission the manufacture of the Pioneer, his first "palace" sleeping car.

In 1867, George Pullman incorporated three luxury car companies—most notably the Pullman Palace Car Company—under Illinois law. This corporate structure enabled him to both manufacture sleeping cars and retain ownership while contracting with various rail lines to manage their operation directly, thus ensuring service quality and capturing profits. Over the subsequent decade, Pullman secured his position as the preeminent provider of first-class rail accommodations, establishing routes across the United States and expanding into Canada, Europe, and Mexico.

The Pullman Palace Car Company designed its early luxury cars as "rolling parlors" that mirrored the architectural and functional qualities of high-end urban hotels, supported by technological innovations that allowed staff and passengers to move between cars while underway. From 1867 through the mid-1870s, the

company diversified its offerings to include dedicated hotel cars (1867), dining cars (1868), parlor cars (1875), and specialized smoking and drawing-room cars. Central to the Pullman company business model was the employment of porters and maids to provide middle-class passengers with an upper-class experience. George Pullman chose to almost exclusively employ African American men as porters. The Pullman company eventually become one of the largest employers of African Americans in the country.[6]

Production of Pullman cars was initially located in Detroit, Michigan, later augmented by a facility in Elmira, New York. By 1880, the company's success in manufacturing and operations led to planning for a centralized factory town on Chicago's southern outskirts to house both the company's growing operations and its workers.[7]

Conception and Initial Construction

George Pullman formed the Pullman Land Association to acquire approximately 4,000 acres on the southern outskirts of Chicago, along the Illinois Central Railroad and adjacent to Lake Calumet's marshy lowlands. This location gave the company access to rail transportation and a degree of distance from Chicago's urban challenges. The future factory site occupied an elevated gravel spit overlooking the silty clay plain. To create level building pads and navigable waterways, the brickworks dredged the underlying clay and redeposited it as landfill, raising portions of the site by several feet. The excavated clay itself, locally termed "Calumet clay," provided brickmaking material. Meanwhile, railroads laid tracks along the more stable gravel ridges, their ballast sourced directly from these glacially derived deposits.

To design the site, George Pullman engaged architect Solon S. Beman and landscape architect Nathan F. Barrett to collaborate on the town's master plan, marking one of the earliest instances in the United States of architects and landscape architects working in tandem on an entire community. Beman's design reflected Victorian-era aesthetic principles, employing red brick façades, decorative trim, and Queen Anne–inspired massing to unify industrial, residential, and civic structures. Barrett's landscape plan integrated broad, paved streets

6 Although the history of the Pullman Porters is inextricably related to the Pullman name, it is not included in any depth in this CLR because the events and ideas associated with it are not strongly connected to the physical location of the Town of Pullman. By the nature of their service, Pullman porters worked in the cars and on the rails across the country and typically lived close to the rail yards and train stations rather than within the Pullman community.

7 This section adapted from Laura Walikainen Rouleau, Sarah Fayen Scarlett, Steven A. Walton, and Timothy J. Scarlett, *Historic Resource Study of Pullman National Monument, Illinois*, US Department of the Interior, 2019.

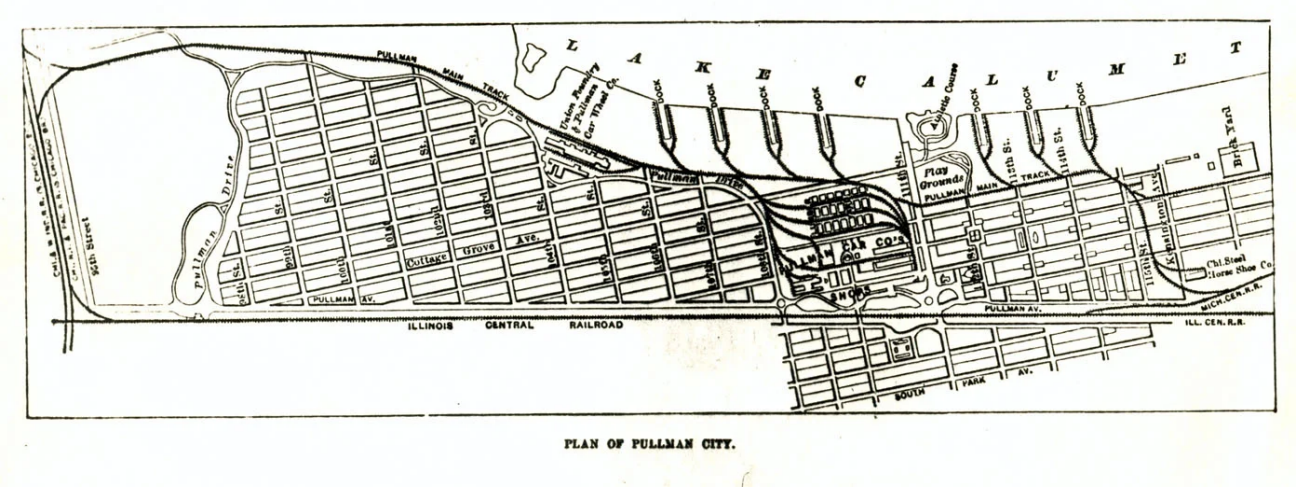


Figure 2-6. Original plan of the Town of Pullman, 1880 (Pullman Museum).

shaded by rows of trees, parks, and open spaces, reinforcing the town's pastoral character and promoting healthful living. *The Town of Pullman*, published in 1893, effused that the town was "the only city in the world built artistically in every part…the parks, public buildings and homes of the place form many paintings and poems in brick, stone, landscapes, and foliage."[8]

In the town's spatial organization, the factory complex sat at the center, flanked by the Offices/Administration Building and Hotel Florence; residential blocks radiated outward in a grid punctuated by civic buildings, retail establishments, schools, and a church; while open spaces provided communal gathering places (Figure 2-6). Initially, the town's distance from the city and the company's ownership of much of the surrounding land served both to contain the community and to segregate it from surrounding Chicago neighborhoods.

In April 1880, surveyors began laying out the factory and town site. Beman and engineer Benezette Williams collaborated to impose a rectilinear grid on roughly 600 acres of marshy meadowland adjacent to the Illinois Central Railroad tracks and Lake Calumet. The main north–south axis followed the existing rail line between 108th and 111th Streets, while the east–west axes were established to accommodate both the factory's fan-shaped track sidings and the residential blocks to the south.

Beneath this grid was a sophisticated water and sewer system designed by Williams to supply clean water throughout the town and carry away sewage. Potable water was purchased from Hyde Park Township,[9] and every house in the town had its own water supply and flush toilet. Non-potable water was pumped from Lake Calumet for industrial use, and a massive 195' water tower housed

8 Margarita Doty, *The Town of Pullman* (Pullman, IL: T. P. Struhsacker, 1893), 19.
9 Water was purchased from the city of Chicago after annexation in 1889.



Figure 2-7. Factory site and Lake Vista looking north from the Arcade Building, ca. 1883 (Illinois Digital Archive).

a 300,000-gallon water tank for use in case of fire. Storm water from roofs and streets discharged into Lake Calumet, but the town's sewage was collected in a cistern beneath the water tower and then pumped to a sewage farm three miles away, where it was used as fertilizer.[10] An artificial pond, called Lake Vista, was created in front of the Offices/Administration Building. Its practical purpose was to serve as a cooling reservoir for the Corliss steam engine[11], but Barrett designed a beautiful setting for the lake, which mirrored the Offices/Administration Building (Figure 2-7).

By late 1880, the Allen Paper Car-Wheel factory[12] and the erecting shops were largely complete and ready to install the heavy Corliss engines and steam-driven machinery in advance of the spring 1881 production deadline. Temporary carpentry shanties and a mess hall housed the thousands of laborers recruited from across the Midwest, many arriving each week by "Pullman Specials" trains at discounted rates. Bricklayers and masons had also completed the walls of the Offices/Administration Building tower, which served not only as the company's headquarters but also as an on-site coordination hub for the architecture and engineering team. Vast lumber yards were located east and northeast of the factory core to store the wood needed for various parts of the production process.

10 Norman J. Pointer II, "Pullman: A New Town Takes Shape on the Illinois Prairie," *Historic Preservation*, 22:2 (April-June 1970), 27.

11 The Corliss was a massive condensing engine that stood forty feet tall and had the largest gear wheel in the world. The engine at Pullman had been exhibited at the Philadelphia Exposition of 1876 before it was purchased by George Pullman and transported to the new engine house at the Pullman factory in 1880. https://www.pullman-museum.org/theCompany/corlissEngine.html

12 Paper car wheels were composite train wheels constructed of iron or steel rims and hubs with laminated paper between. They provided a quieter and smoother ride for luxury car passengers. They were invented by Richard N. Allen, who relocated the main production facility to Pullman's Chicago facility in 1880. Paper wheels were phased out of production after 1915. "Paper Wheels," A Car-builder's Dictionary, https://www.midcontinent.org/rollingstock/dictionary/paperwheels.htm. Accessed April 2025.

In the residential sections, spatial organization was based on rectilinear blocks. Sections were eight blocks by sixteen blocks, and each block was 660' long by 330' wide, approximately five acres in area. Between blocks, the streets were 66' wide, while 16' alleys ran through the middle of each block to provide access to utilities and outbuildings. Houses were typically set back 16 to 25' from the street.[13] A description of the residential landscape in 1893 noted that

> The grounds are all properly graded and a space from 20 to 30 feet in width in front of the houses is terraced and sodded. The backyards are all enclosed by high fences and every brick house has a wood and coal shed. A 16 foot alley runs through the center of each block, and is well surfaced with macadam… No barns have yet been built, so there is nothing offensive in the alleys. Those who keep horses have them cared for at the large Pullman barns. All garbage and ashes are removed at frequent intervals…At intervals of 30 feet shade trees are planted along both sides of the streets, and on the main streets flowers are grown around the trees. Open spaces planted with shrubbery and flowers really constitute a large park, in the midst of which the homes of the people stand. The monumental buildings and vast shops in the long stretches of meadow, and the walks, lined with trees and shrubbery, emphasize the park features of the Town of Pullman.[14]

The first residential block to rise south of the factory core was Block 15, on Champlain Avenue, where eight two-story brick cottages with mansard roofs and decorative shingling provided model housing for foremen. Their generous setbacks, shaded by young maples and elms, signaled George Pullman's intent to separate domestic life from industrial labor. Carpentry crews framed workers' cottages in Blocks 16 and 17, rows of modest single-family homes with uniform facades and small front lawns. By January 1881, the first family moved into a manager's house; by March, the paper wheel factory had begun limited production.

13 Doty, *The Town of Pullman*, 30.
14 Doty, *The Town of Pullman*, 104–05.



Figure 2-8. Arcade Park looking southeast toward the Greenstone Church, ca. 1887 (Illinois Digital Archive).



Figure 2-9. Typical Town of Pullman street view, ca. 1890s (Illinois Digital Archive).

Construction continued rapidly throughout 1881. The Hotel Florence, conceived as both an executive guesthouse and a social center, was completed by late November. Its Queen Anne–inspired turrets and wraparound verandas overlooked the Arcade (a two-story brick commercial block housing the company store, post office, and library) whose ground-floor storefronts would be leased selectively. Just west of the Market Square, the company built the Greenstone Church in 1882 (Figure 2-8). Designed by Solon S. Beman, its name refers to the serpentine limestone exterior.[15] South of the Arcade were stables for the horses and carriages owned by people of the town; this building also housed the community's fire department and the telephone station.[16] Behind these civic buildings, the narrow-gauge railway spur extended deep into the residential grid, facilitating the delivery of coal for heating and water pumps, and later the arrival of gas mains supplied by a newly erected central gasometer.

By the end of 1881, over 1,700 residents were living in Pullman. Streets were named for investors, and gas lamps lined the sidewalks (Figure 2-9). Company foremen maintained strict control over building finishes: all window sash, door frames, and decorative trim were milled in the factory's own carpentry shop, ensuring a uniform architectural vocabulary.

15 Designed to accommodate a range of Christian denominations, in practice the building was leased first by a Presbyterian congregation, then by Methodists beginning in 1905; it remains a United Methodist church.

16 Doty, *The Town of Pullman*, 168.



Figure 2-10. Lake Calumet and the recreation island, ca. 1883 (Illinois Digital Archive).

Town Expansion

In early 1882, demand for housing outstripped the capacity of the original plan. Survey teams extended the grid north of the factory, delineating Blocks 20, 21, 22 near the Allen Paper Car-Wheel plant and Blocks 27, 30, 37 adjacent to the Union Foundry. Beman's designs for these northern additions echoed the southern prototypes in material and form, but subtle distinctions in setback and ornament indicated the lower rental rates of housing intended for laborers. The foremen's cottages in Block 37, where present-day Corliss High School is located, featured more elaborate Queen Anne gables, while the laborers' rows in Blocks 20 and 21 were set closer to the street, offering larger rear yards at the expense of front lawns.

Between 1882 and 1885, the physical fabric of Pullman matured with the installation of a permanent brick-paved thoroughfare—102nd Street—linking the factory entrance to the Illinois Central passenger depot at 103rd Street. Electric arc lamps were tested in 1884 along the Arcade, though gas remained the principal lighting fuel until the 1890s. Meanwhile, the factory complex itself expanded eastward: a second, shorter transfer table was installed behind the middle row of Rear Erecting Shops, facilitating simultaneous assembly of freight and passenger cars.

By the late 1880s, the town's aesthetic cohesion extended to its landscape architecture. Beman and Williams collaborated on a plan for tree-lined boulevards and small parks, planting oaks and elms in triangular greens at block intersections. Seasonal flowerbeds were installed by company gardeners. The Arcade's second story was retrofitted with a community hall, where architectural renderings and

photographs of the town's development were displayed as testament to the pride invested in the built environment.

During this period, the Lake Calumet shoreline was much closer to the neighborhood than it presently stands. Extending from the east end of 111th Street, an artificial island was built with recreational facilities including an elliptical track, athletic fields, grandstands, and boathouses (Figure 2-10). South of 111th Street were about eleven acres of playgrounds for baseball and other team sports. During the winter, ice was cut from frozen Lake Calumet and stored in ice houses around the lake's southwest shore.[17]

In 1889, the City of Chicago annexed the entirety of Hyde Park Township, which included the formerly independent Town of Pullman. Although the annexation was the result of a popular vote, the majority of town's residents had voted against annexation. Despite the annexation, the Pullman Land Association continued to own, manage, and maintain the former town's property. Several years later, in April 1892, the original Market Hall building burned down, but its replacement, including a new Market Hall and square, was completed in just over a year.[18]

In 1893, amid the national spotlight of the World's Columbian Exposition in Chicago, the Pullman company's factory reached its zenith in scale. Covering 80 acres between 108th and 111th Streets, it consumed over 50 million board feet of lumber and 85,000 tons of iron annually.[19] Fan-shaped track sidings were extended to accommodate hundred-car consists[20], and a new brick powerhouse, housed the massive Corliss engine which drove the network of overhead line shafts. The adjacent foundry enlarged its cupola furnaces, while the carpentry and upholstery workshops expanded to outfit the burgeoning production of sleeping, parlor, and dining cars.

The physical landscape of the residential town likewise responded to industrial demands. In Blocks 14 and 15, brick tenements were erected on the periphery of the factory to house skilled artisans and itinerant craftsmen engaged in upholstery and tapestry work. These three-story structures, designed by Irving Pond under Beman's supervision, had minimal ornament but provided greater density. Water mains and sewers were extended northward, and a new steam-powered pumping

17 Doty, *The Town of Pullman*, 109–10, 151.
18 Doty, *The Town of Pullman*, 177.
19 Rouleau, et. al, *Historic Resource Study*, 202.
20 A train "consists" of multiple railcars, which when connected are referred to as that train's consist. A single consist is made up of any number of cars, depending on demand, location, and the type of goods being shipped.



Figure 2-11. Cavalry troops camped on the lawn of the Hotel Florence during the Pullman Strike, 1894 (Newberry Library, CARLI Digital Collection).

station ensured adequate pressure for fire hydrants installed throughout the town after a minor conflagration in the upholstery shop in 1892.

The Pullman Strike and National Boycott of 1894 and Death of George M. Pullman

The economic downturn following the Panic of 1893 tested the resilience of the Pullman company's infrastructure. With orders for new cars plummeting, the factory mothballed one erecting shop and reduced shifts. Yet the town's streets remained paved, and utilities were maintained; the company's decision to defer maintenance would not come until years later.

Despite George Pullman's aim to reduce labor conflict through his model town experiment, a national recession recast the town's built environment as a stage for industrial strife. Following the Panic of 1893, wage cuts and inflexible rents triggered a worker strike against the company in the spring of 1894, centered primarily in and around the Pullman community (Figure 2-11). The labor action expanded nationwide in June when the American Railway Union (ARU), led by Eugene V. Debs, initiated a boycott against trains running Pullman cars. To get trains running again, the US government sent federal troops to Pullman to break the strike and boycott in July, leading to conflict and violence resulting as many as thirty deaths nationwide with many more injured. After the strike collapsed, Debs was sent to prison and the ARU was so significantly weakened that it dissolved only a few years later in 1897.

Although the strike did not physically alter the neighborhood's architecture, George Pullman's reputation as a visionary and enlightened benefactor suffered and his efforts to integrate manufacturing and running the company town

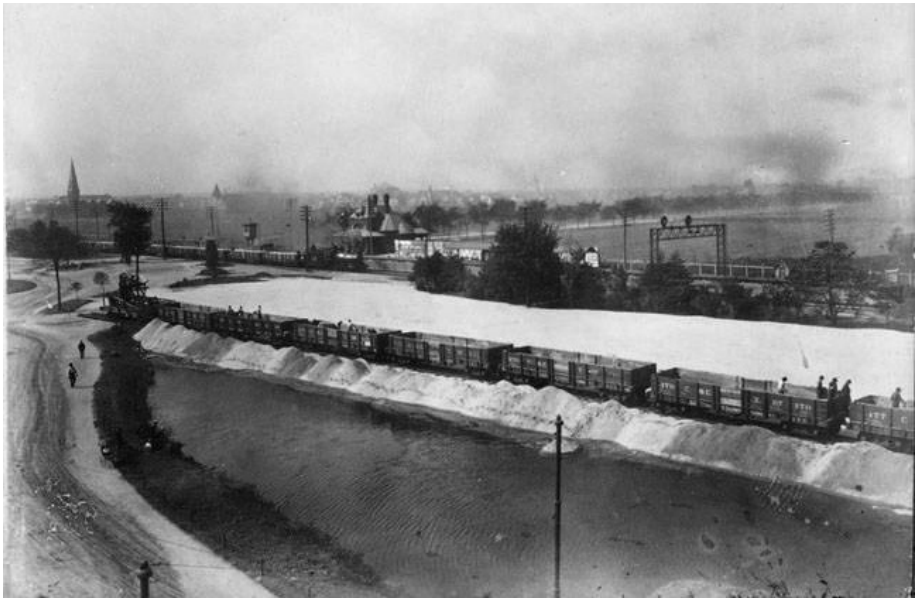


Figure 2-12. Infill of Lake Vista, ca. 1903 (Illinois Digital Archive).

ultimately failed. George M. Pullman died in 1897, and Robert Todd Lincoln (son of President Abraham Lincoln) assumed leadership of the company.

As work resumed at the Pullman company, the factory added a dedicated machine shop building to the east of the foundry, and the rail yard acquired steam-powered switchers to improve yard movements. In 1898, a small reservoir was excavated west of the carriage shop, capturing rainwater for non-potable uses and reducing strain on the artesian wells.

Consolidation and Divestment

At the turn of the century, the Pullman community's physical landscape entered a period of consolidation. Between 1900 and 1904, company architects oversaw modest alterations: storefronts in the Arcade were enlarged, cast-iron pilasters replaced wooden posts, and the Hotel Florence's verandas were enclosed with sash windows to create additional interior space. Brick sidewalks were replaced by stone pavers in high-traffic areas, and ornamental street lamps gave way to electric fixtures. The original dry kiln for lumber was decommissioned in 1902 as Chicago lumberyards began to supply pre-dried timber, and the wood storage yards east of the foundry were partially repurposed for a new freight car repair facility. The company removed Lake Vista, located in front of the Administration Building and Front Erecting Shops (Figure 2-12), once the engines no longer required its water for cooling. This change facilitated the straightening of South Cottage Grove Avenue and the construction of additional factory buildings (Figure 2-14). As steel construction replaced wood to permit longer cars, the overhaul of assembly facilities further reshaped the industrial landscape.

From its founding, the Pullman company had retained ownership of all land and buildings, operating the town through the Pullman Land Association. Housing remained rental-only, and company-appointed committees regulated retail tenants, utilities, and public amenities. In 1898, the Illinois Supreme Court ruled that the company's charter did not permit it to operate the town, and required it to divest itself of all non-industrial property, including the residential areas.

The company delayed implementation of this order for several years, but by the early 1900s it was forced to commence sales. In 1904, in anticipation of the sale of the residential properties, the Pullman Land Association commissioned a comprehensive atlas survey of all housing blocks.[21] The maps documented lot lines, building footprints, and utility connections, forming the basis for the company's divestment strategy. Street signage was standardized with enamel-coated metal plates, and property markers were embedded in sidewalk curbs to delineate parcels. Internal company memoranda of 1906 emphasize the importance of presenting well-maintained exteriors incorporating fresh paint, intact roof shingles, and neat gardens to maximize sale values.

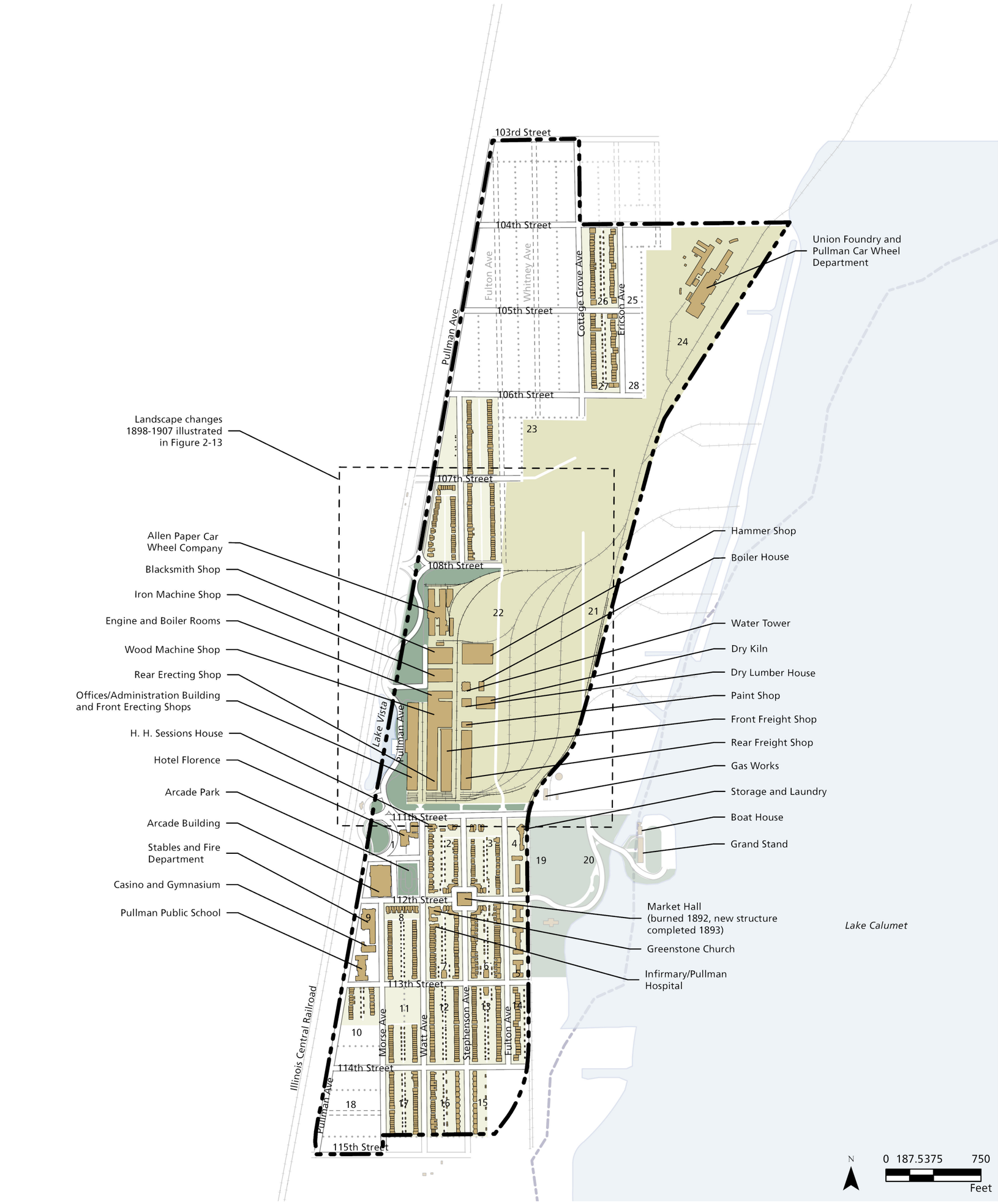
By the end of 1907, the company had completed the divestment of its non-industrial property. As homes transitioned to individual ownership, many

21 The Pullman Company, *Atlas of the Real Estate of the Pullman Company*, December 1st, 1904. Copy held at the Newberry Library, Chicago, IL.

Figure 2-13. Street scene in the Pullman neighborhood, ca. 1917 (Illinois Digital Archive).



residents undertook personalized modifications: front porches were enclosed, rear sheds expanded, and small vegetable gardens supplanted the ornamental lawns. Despite these alterations, the fundamental street grid, the network of water and sewer mains, and the vestiges of the original landscaping incorporating street trees, triangular greens, and stone pavers remained intact.



Legend

- Proposed Revised NHL Boundary
- Buildings
- Paved road
- Gravel road
- Alley
- Sidewalk
- Rail line
- Rail line (conjectural)
- Proposed Alley (unbuilt)
- Proposed Road (unbuilt)
- Industrial
- Residential
- Park
- 1880-1897 Waterbody
- Pre-1880 Waterbody

Sources

1. Pullman Museum Map, 1881.
2. Hyde Park Map of Pullman, North and South, 1882.
3. Original Town of Pullman Plan, 1903.
4. Sanborn Fire Insurance Map from Cook County, Illinois, 1897.

Notes

1. Projection: NAD 1983 UTM Zone 16N
2. Much of the Pullman campus was not surveyed prior to 1897. Buildings and rail lines shown are based on sources available.

Pullman National Historical Park
Chicago, Illinois
Cultural Landscape Report Part 1

Study Area Landscape Condition 1880-1897

August 2026

NPS No. PULL 590 80002

Drawing HPP-2

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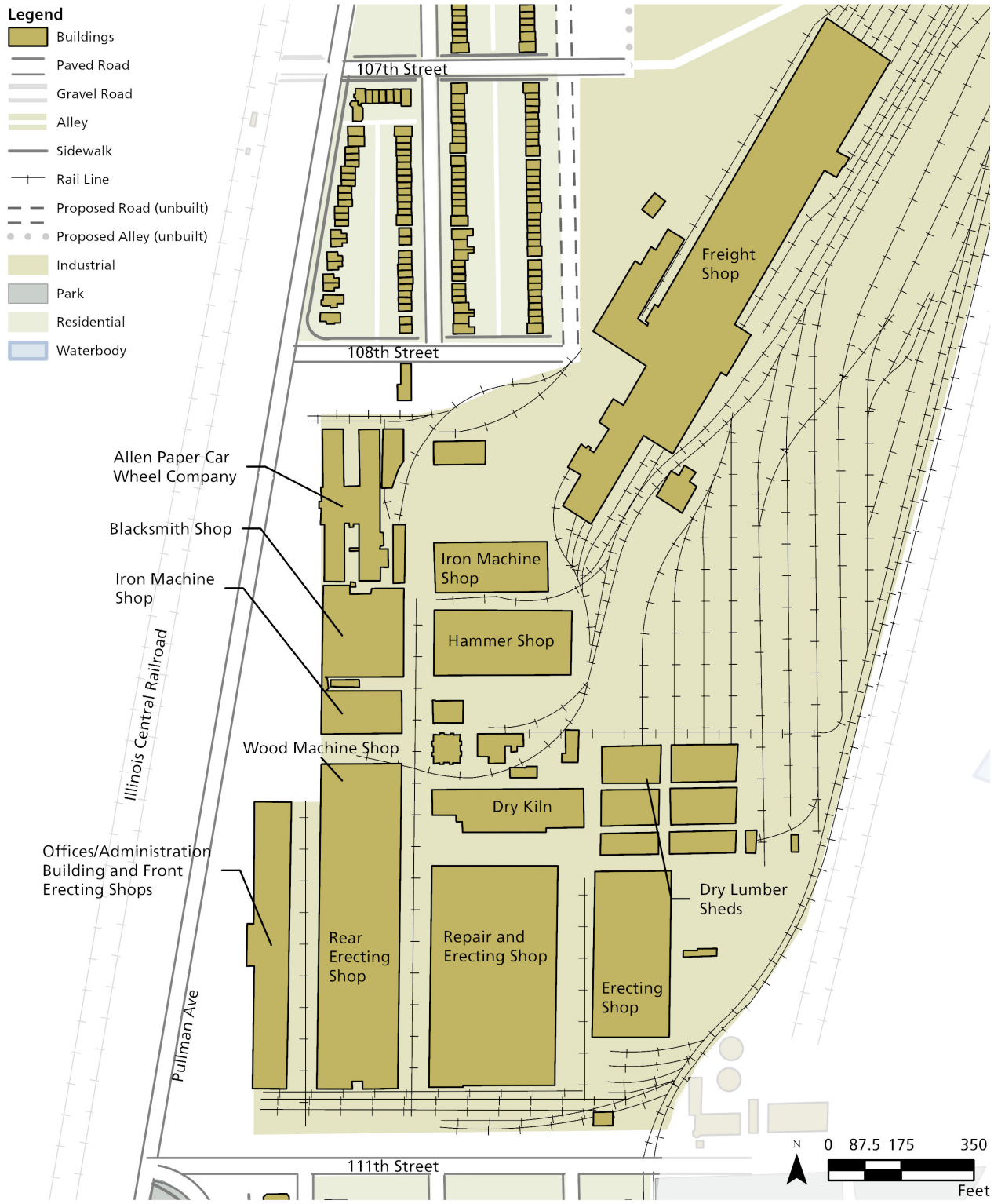

Sources
1. Sanborn Fire Insurance Map from Cook County, Illinois, 1897.
2. Fire Insurance Map, Pullman Ill., 1901.

Notes
1. Projection: NAD 1983 UTM Zone 16N
2. Edgar Allan Poe School constructed in 1905, not shown in detail area extents.

Figure 2-14. Detail of landscape change within the factory core from 1898-1907 (Quinn Evans).

PERIOD 3: PULLMAN AS AN INDEPENDENT COMMUNITY: 1908–59

Study area landscape changes from 1908 to 1959 are illustrated on drawing HPP-3 (see page 2-33). Between 1908 and 1959, changes to the Pullman neighborhood's landscape reflected broader shifts in ownership, industrial expansion and decline, and demographic change. After decades of centralized control under the Pullman company, the Pullman neighborhood's landscape began a period of more organic evolution.

The sale of the last company-owned residential properties in 1907 marked the end of nearly three decades of corporate ownership. Until then, the Pullman company had exercised tight control over every aspect of the town's built environment—from the uniform façades of brick cottages to the paved streets and green setbacks. Once private individuals began acquiring homes, that uniformity quickly gave way to small-scale interventions driven by personal taste, economic necessity, and cultural tradition. Owners removed original ornamentation, added lean-tos and sheds, and in some cases enclosed porches to expand interior space. These alterations were not purely aesthetic: they also reflected evolving needs for storage, workshop space, or rental income, as many new proprietors subdivided houses to accommodate more boarders. The Pullman neighborhood's streetscapes began a gradual transformation from model industrial town to individualized patterns of use and adaptation.

As the original company town model gave way to private ownership and broader urban expansion during the early twentieth century, new residential construction began to fill in the previously vacant lots north of East 108th Street. Unlike the original, company-planned district to the south, property north of East 108th Street saw more piecemeal and diverse development beginning around 1908. Construction here responded to broader urban housing trends and the growing demand for affordable worker housing on Chicago's South Side. The area developed largely between 1908 and the early 1940s, with additional infill occurring after World War II (Figure 2-15). The Pullman neighborhood's northern residential landscape reflected its more organic development, and featured a more conventional street grid with detached homes and individual lots. Yards were often fenced, planted with personal gardens, and used for recreation or subsistence. Infrastructure, including paved roads, sidewalks, and sewer lines, gradually extended into the neighborhood during the 1920s and 1930s, further integrating it into the fabric of Chicago.

Early homes in the Pullman neighborhood's northern residential area included American Foursquares, built primarily between 1910 and 1925. These homes

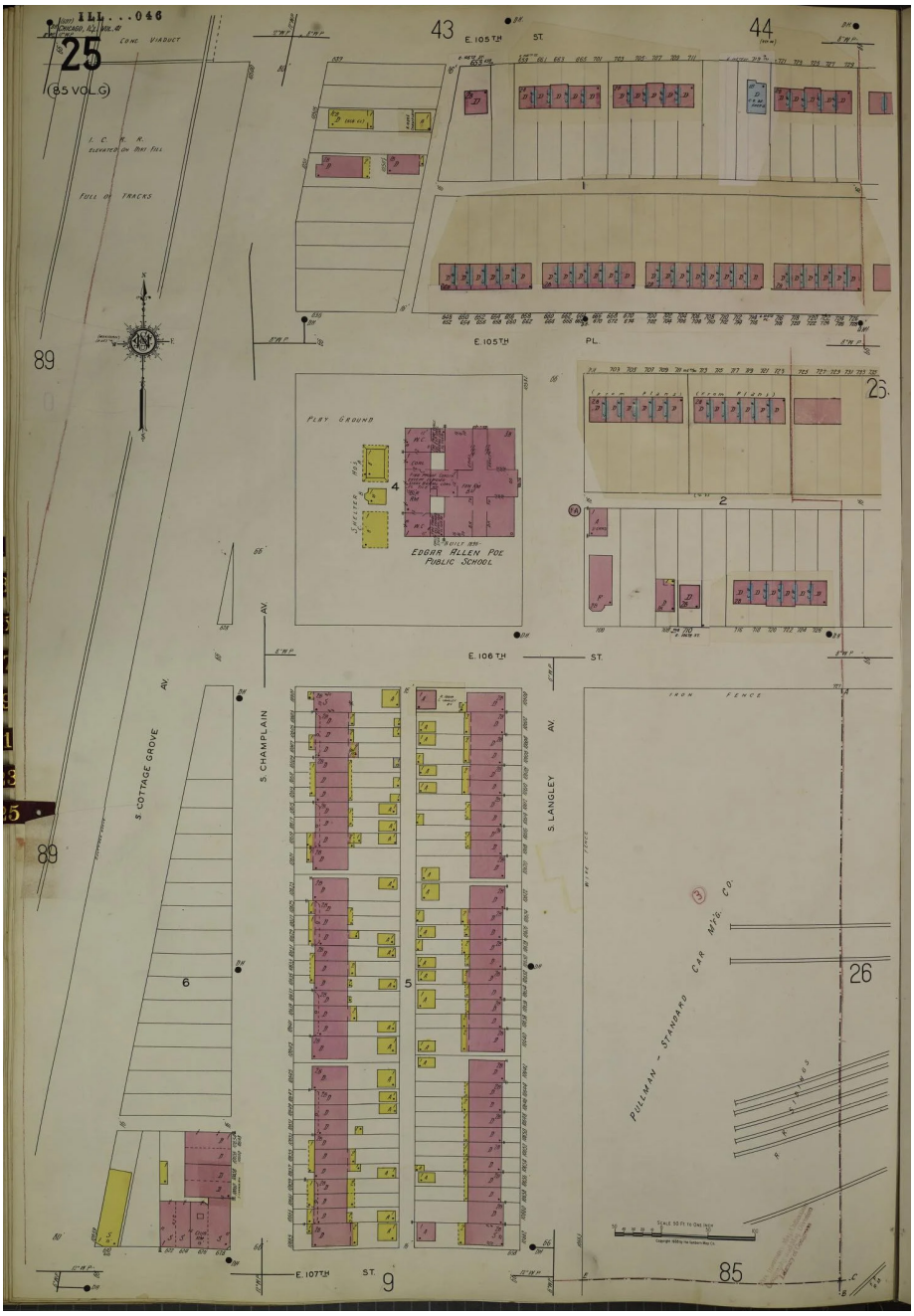

Figure 2-15. Sanborn Fire Insurance Map of part of the northern Pullman neighborhood, 1938, showing building infill (Library of Congress).

featured two-and-a-half stories, hipped roofs, and wide front porches, offering a practical layout for working-class families. By the 1920s, the Chicago bungalow became the dominant infill housing type north of East 106th Street. These one-and-a-half-story brick houses featured low-pitched roofs, generous front windows, and full basements. They were built in rows along newly platted streets like Ellis and Langley Avenues, reflecting city-wide housing patterns aimed at modest-income homeowners. Two-flats, also common in this era, provided flexibility for extended families or rental income, and were typically built of brick with front porches and simple classical detailing.

The years immediately following the divestment were characterized by demographic shifts. Factories, still operating at high capacity, attracted waves of immigrants—particularly Italians, Poles, and other Eastern and Southern Europeans—seeking employment in Chicago's expanding industrial economy.[22] Freed from the restrictive rental rules of the Pullman Land Association, both long-term and new residents adapted their newly owned homes to support strong traditions of home-based production and commerce. Outbuildings became informal workshops or storage for produce; front yards were partially paved to accommodate carts or small gatherings; and vegetable gardens edged sidewalks where manicured lawns once prevailed.

In 1908, the Pullman Homeowners' Association formed, organized largely by women seeking to preserve elements of the town's original character and to advocate for practical improvements. They petitioned for enhanced commuter rail schedules, safer street crossings near the factories, and repairs to sidewalks cracked by tree roots. Although the group dissolved after a few years, its activities left a tangible imprint: a small number of streets were resurfaced with cast-iron streetlamps installed, while others gained stone curbstones that bore inscriptions acknowledging the Association's efforts.[23]

By 1915, the physical consequences of demographic shifts were unmistakable in the northern residential area. Houses originally designed as single-family cottages now routinely sheltered two or more families, leading to overcrowding that strained the limited sanitary infrastructure. A contemporary report noted that units intended to rent for $8 per month were split into multiple residences charging $6.50 each, resulting in back-to-back toilet usage and contested access to water taps.[24] Homeowners installed partition walls in parlors and dining rooms, and sheds in back yards were converted into rudimentary kitchens or washrooms. These interventions, driven by both economic opportunity and housing scarcity, further altered the Pullman neighborhood's uniform streetscape. The uneven socioeconomic status of residents was reflected in the physical landscape as it became a patchwork of maintained and deteriorated properties.

The Great Migration (c. 1910-1970) brought increasing numbers of African American families to Chicago's South Side. Although the number of Black people moving to Pullman was relatively low in the first two decades of the migration, their appearance deepened the neighborhood's racial divisions. In 1928, the

22 Rouleau, et. al. *Historic Resource Study*, 259.
23 Rouleau, et. al. *Historic Resource Study*, 260-61.
24 Taylor, *Satellite Cities: A Study of Industrial Suburbs*, December 1, 1904, cited in Rouleau, et. al., *Historic Resource Study,* 260.

Greater Pullman Property Restrictive Association was founded by a coalition of White residents who pledged not to sell or rent to African Americans through at least 1950. The Association's restrictive covenants were recorded in property deeds and enforced by a committee that oversaw transfers and leases. As a result, Black families were systematically redirected to neighborhoods west and north of the Pullman neighborhood, while the original town maintained an appearance of homogeneous occupancy.[25]

In the 1930s and 1940s, Black families began moving in greater numbers into the northern Pullman neighborhood blocks, drawn by proximity to rail lines and affordable housing stock. Demographic pressures and the United States Supreme Court's decision in *Shelley v. Kraemer* (1948) outlawing the enforcement of racially restrictive covenants further eroded racial boundaries in the 1950s.

The mid-twentieth century saw a gradual contraction of the Pullman company's manufacturing base. Streetcar production ceased in the 1920s, and by the 1950s the original shops had shuttered and production moved to nearby facilities on 103rd Street, in the Chicago neighborhood of Hegewisch, and Michigan City, Indiana. Vacant industrial buildings and underutilized rail sidings began to deteriorate, and some parcels were repurposed for light industry or left vacant. Many of the original Pullman factory buildings were demolished in the late 1950s as part of a program to "streamline and modernize the local plant."[26]

Meanwhile, the town's road, sewer, and public building infrastructure fell under the jurisdiction of the City of Chicago, which grappled with limited resources for upkeep. A significant change to the visual character of the Pullman neighborhood came in the late 1910s, when the grade of the Illinois Central Railroad was raised from 79th Street to Kensington.[27] The elevated tracks physically and visually divided the Pullman neighborhood from the businesses and neighborhoods adjoining it to the west. At around the same time, Arcade Park became a grass field rather than a landscaped public park.[28] In 1927, the Arcade Building, the former social center of the Pullman community and the largest non-factory building in the town, was demolished after it fell into disrepair (Figure 2-16).

25 Rouleau, et. al. *Historic Resource Study*, 261-62.
26 "Wrecks Old Car Works Building," unidentified newspaper article, March 18, 1959, held in the Historic Pullman Collection, Box 1, Chicago Public Library Special Collections.
27 WSP, "Metra Electric District," National Register of Historic Places Determination of Eligibility, December 2021, 60.
28 Historic Pullman Foundation Walking Tour Brochure, ca. 2000. Illinois Digital Archive.



2 VICINITY NEWS, THURSDAY, FEBRUAR

Old Arcade Is Wrecked

Time worn landmark of Pullman, the Arcade building now being wrecked recalls to many who have grown old with the ancient structure, the early days of Pullman and the dreams of its founder, George M. Pullman.

The Arcade was built with the first of the founder's model city, Pullman in the early 1880's. In it was housed the city's stores and shops, a theatre, bank and post office. It was the veritable center of the thriving city's life in entertainment and civic affairs. Throughout the years up until a short time ago it was the home of the Pullman bank.

How the mighty have fallen! The glory and grandeur of another day is wiped out by the modern.

Figure 2-16. October 1927 article on the destruction of the Arcade Building (Illinois Digital Archive).

Through the 1930s and into the 1940s, the Pullman neighborhood's northern residential housing stock, which had already become marginalized by long corporate ownership and then by overcrowding, began to visibly decline. Rows of smaller houses near the foundry exhibited peeling paint, sagging porches, and boarded-up windows. Deferred maintenance was compounded by the absence of coordinated municipal investment; storm drains clogged with debris, and sections of paved alleys became impassable. With absentee landlords more focused on rent collection than repairs, the architectural integrity of these blocks further deteriorated. Meanwhile, in the Pullman neighborhood's southern residential area, where more houses had been sold outright in 1907, property owners were, on average, better able to maintain façades and yards, creating a subtle but growing division where two distinct landscapes existed in the same grid.

By the late 1930s, aerial and cartographic evidence such as the Rascher Map of 1939 reveals that some Pullman neighborhood residents had converted ground-floor rooms into small corner stores or classrooms. In several blocks, garages and lean-tos were erected at the rear, serving as both storage and informal workspaces for home-based tailors or carpenters (Figure 2-17). These structures, often built of salvaged materials, created a denser, more intricate network of built forms behind the original brick façades.

The post World War II years brought both new technologies and shifting domestic patterns. Women employed in clerical positions and as seamstresses in the factory during the war transitioned to home-based work in the 1940s, altering household economies and prompting further home modifications. Closed-in

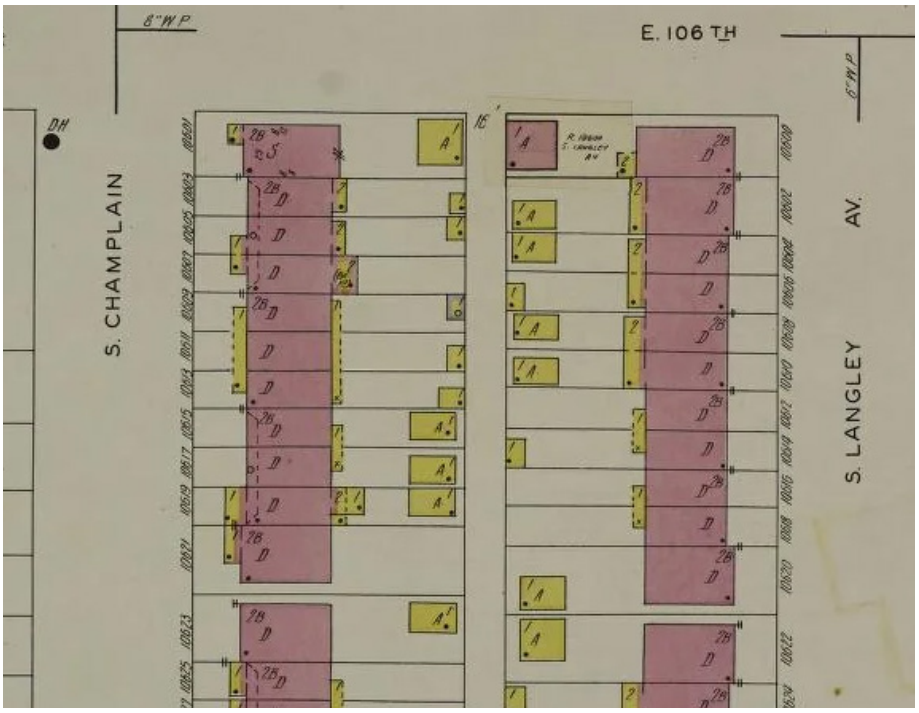

Figure 2-17. Detail from Sanborn Fire Insurance Map of part of the northern Pullman neighborhood, 1938, showing housing converted to corner store and alley construction (Library of Congress).

porches became informal workrooms. outbuildings expanded to accommodate sewing machines, and larger windows were installed to improve natural light. At the same time, the rise of automobile ownership transformed front lawns and alleys: driveways cut through grass and, in some cases, garages replaced original sheds. Curb cuts and widened street entrances were built to accommodate cars and trucks.

By the close of the 1950s, the Pullman neighborhood's landscape bore the cumulative marks of half a century of contested ownership, demographic dynamics, fluid class distinctions, and evolving mobility. Rows of brick cottages that were once emblematic of a single industrial vision now stood interspersed with additions, alterations, and makeshift structures. The Pullman neighborhood's northern residential area remained marked by overcrowding and underinvestment, while the southern residential area maintained a comparatively cohesive appearance, thanks to more stable homeownership and modest civic improvements.

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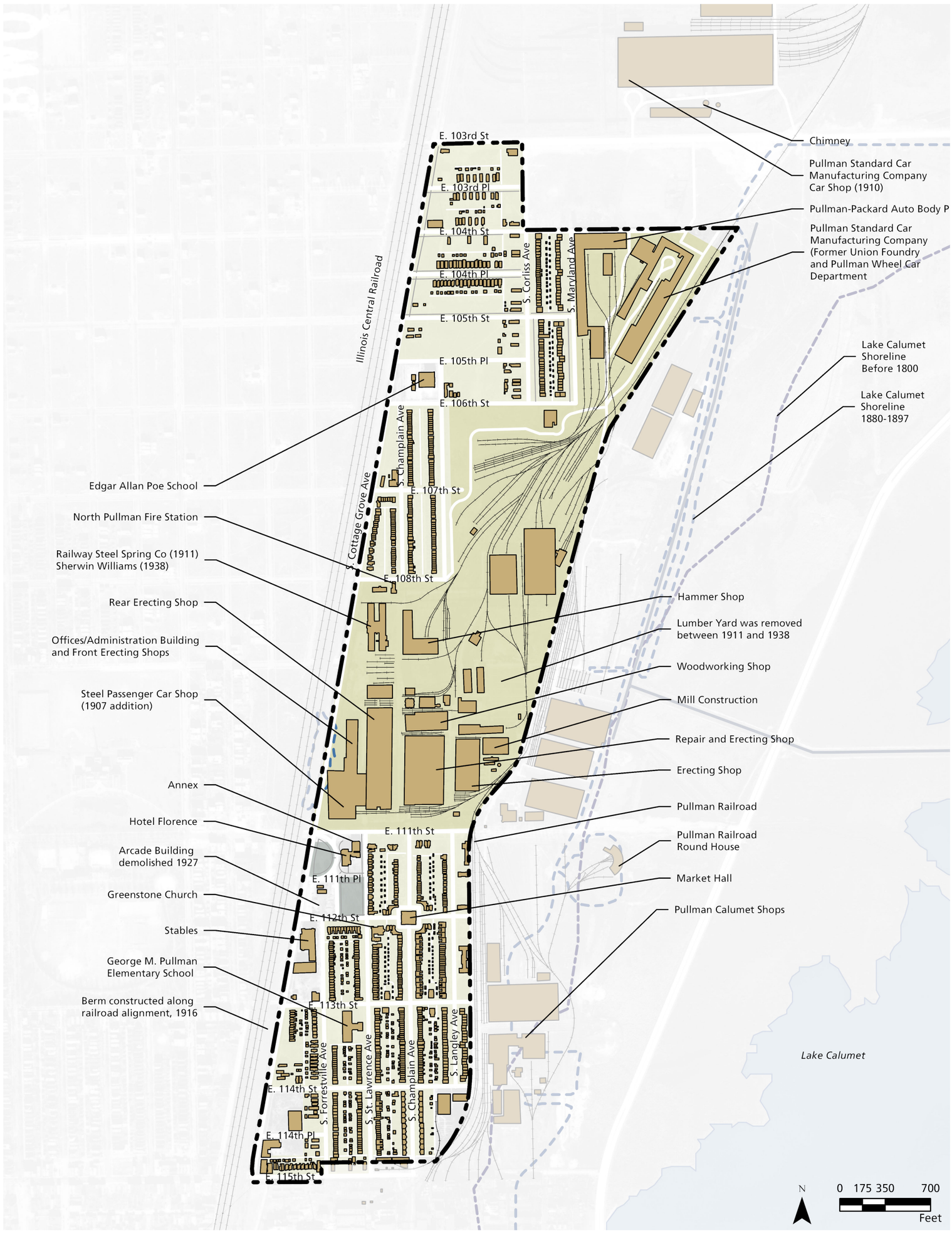

Legend

- Proposed Revised NHL Boundary
- Buildings
- Paved Road
- Gravel Road
- Alley
- Sidewalk
- Rail Line
- Canal
- Pre-1880 Waterbody
- 1880-1897 Waterbody
- Industrial
- Residential
- Park
- Waterbody

Sources

1. USDA Aerial Photograph, Cook County, Illinois, 11/20/1938.
2. Sanborn Fire Insurance Map from Cook County, Illinois, 1938.

Notes

1. Projection: NAD 1983 UTM Zone 16N

Pullman National Historical Park
Chicago, Illinois
Cultural Landscape Report Part 1

Study Area Landscape Condition 1908-1959

August 2026

NPS No. PULL 590 80003

Drawing HPP-3

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PERIOD 4: THE PRESERVATION OF PULLMAN: 1960 TO PRESENT

Study area landscape changes from 1960 to present are illustrated on drawing HPP-4 (see page 2-41). Note that this drawing emphasizes landscape condition ca. 1970 to clearly document conditions present when Pullman was designated a National Historic Landmark in 1970.

In 1960, the Chicago Planning Commission formally designated the Pullman neighborhood as blighted and proposed its wholesale clearance for an industrial park. A coalition of residents galvanized to defend the town's distinctive built environment. Drawing on the heritage narratives that had long celebrated the Pullman neighborhood as a model industrial town, these residents reorganized the existing Civil Defense Committee into the Pullman Civic Organization (PCO). The PCO orchestrated a campaign of architectural surveys, community newsletters, and lobbying of municipal officials, arguing that the town's brick cottages, tree-lined streets, and integrated park spaces were not liabilities but invaluable cultural assets deserving protection (Figure 2-18).[29]

In 1970 the National Park Service recognized some 310 acres of the Pullman neighborhood as a National Historic Landmark (NHL) District, a designation that acknowledged not only the architectural integrity of the factory and residential buildings but also the spatial relationships and landscape elements that defined the town's historic paternalistic character: wide concrete sidewalks bordered by perennial lawns, rows of mature elms shading Market Street, and Pullman Park

Figure 2-18. Aerial view of the southern Pullman neighborhood and industrial area looking north, 1969 (Newberry Library).



29 Rouleau, et. al. *Historic Resource Study*, 266.

itself, with its original wrought-iron benches and bandstand base. The following year, the City of Chicago enacted local landmark status for the South Pullman residential district, the Hotel Florence, and the Offices/Administration Building–Factory complex, blocking demolition nd ensuring municipal review of any proposed alterations.

At the same time, private and nonprofit actors stepped forward to stabilize the Pullman neighborhood's historic fabric. In the early 1970s, the Historic Pullman Foundation (HPF) was born out of neighborhood advocacy, securing grants and soliciting donations to undertake façade restorations on foremen's row houses. HPF's program provided homeowners with technical assistance to repair their homes, while it set out to restore some of the town's iconic buildings and landscapes. The Foundation purchased and began rehabilitating the Hotel Florence in 1975, intending it for use as a museum and restaurant, and made plans to restore the Market Hall, which had burned in 1973. A former boarding house at 614 E. 113th Street was adapted into a community center with a restored façade (Figure 2-19). In 1977, the HPF redesigned Arcade Park to reflect its original appearance.[30]

The preservation triumphs of the 1970s did not immediately extend to the northern residential blocks. These areas, comprising smaller operatives' cottages and flats built after 1882, had long borne the stigma of lower economic and social status and were omitted from the initial City Landmark District boundaries. Many of these houses had boarded-up windows, sagging porches, and eroded foundations. In response, a separate group known as the North Pullman Civic Association (NPCA) formed in the late 1960s to advocate for their inclusion, but collaboration between NPCA and PCO remained limited by social and racial divisions. As press reports of the time noted, the two groups "share a goal of preservation," yet "there is very little communication between them," reflecting the broader dynamics of class and race that continued to shape both community organization and the physical landscape.[31]

During this period, the Pullman neighborhood's demographic profile was also shifting rapidly. In the 1960s and early 1970s approximately 3,000 White residents departed the Pullman neighborhood, and some 5,000 African American families moved in. This turnover intensified pressures on the built environment:

30 Historic Pullman Foundation Walking Tour Brochure, ca. 2000. Illinois Digital Archive.

31 Patricia Stemper, "The 'City of Brick' Recalled to Life," Chicago Tribune, Apr. 16 1970.



Figure 2-19. Aerial southeast view of part of the southern Pullman area (Market Square in center and Hotel Florence in the foreground), ca. 1970s (Illinois Digital Archive).



Figure 2-20. Pullman Stables, ca. 1992 (Illinois Digital Archive).

underinvestment in the northern blocks led to further decay of sidewalks, front yard plantings, and shared green spaces.

In 1993, after persistent advocacy by African American community leaders and allied preservationists, the City of Chicago expanded the landmark boundaries to include the Pullman neighborhood's northern residential area. This extension formally recognized the architectural coherence of Beman's later designs incorporating variable setback rows of operatives' cottages, two-story flats with mansard roofs, and modest Queen Anne detailing, and acknowledged that the entire 1880s town plan, not just its more affluent quarter, merited protection. Although some houses remained in poor condition, the promise of municipal review and access to HPF's technical assistance programs spurred a new wave of façade repairs, porch reconstructions, and front yard renewals across the northern portion of the Pullman neighborhood.

The mid-1990s witnessed further consolidation of the Pullman neighborhood's heritage narrative through the establishment of the A. Philip Randolph Pullman Porter Museum in 1995. Housed in one of Beman's 1882 foundry cottages, the museum linked the Pullman neighborhood's national significance as a planned industrial town with its lesser-told legacy as a crucible for African American labor activism.

In parallel with local efforts, the State of Illinois took ownership of key Pullman neighborhood landmarks in 1991, acquiring the Hotel Florence and the Offices/Administration Building–Factory complex for inclusion in its State Historic Site program. This move underscored the industrial landscape's importance: the fan-shaped track sidings behind the erecting shops and the Corliss engine house were no longer mere artifacts but protected components of a larger designed system. However, tragedy struck in 1998 when an arson fire gutted the Offices/Administration Building's central tower, leaving only masonry walls amid collapsed timber floors, in addition to damaging the 1910 expansion of the south Front Erecting Shop and the connection to the Rear Erecting Shops (Figure 2-21). The subsequent stabilization and partial reconstruction of this iconic element, which involved rebuilding its south wall to original specifications and replicating the clock face aperture, reaffirmed the interdependence of architectural form and urban landscape in the Pullman neighborhood's preservation narrative.

By the early 2000s, stewardship of Pullman neighborhood's historic designed landscape became increasingly collaborative. Volunteer "stewardship days" initiated by HPF and local block clubs mobilized hundreds of residents to clear weeds from Arcade Park's transverse walkway, prune street trees to their

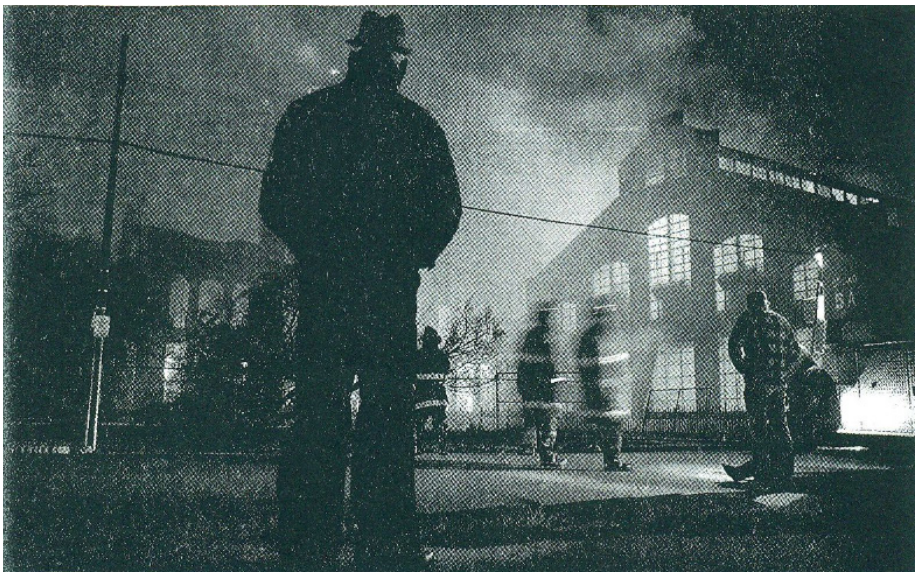


Figure 2-21. Associated Press image of 1998 Pullman Offices/Administration Building fire (Pullman History Site).

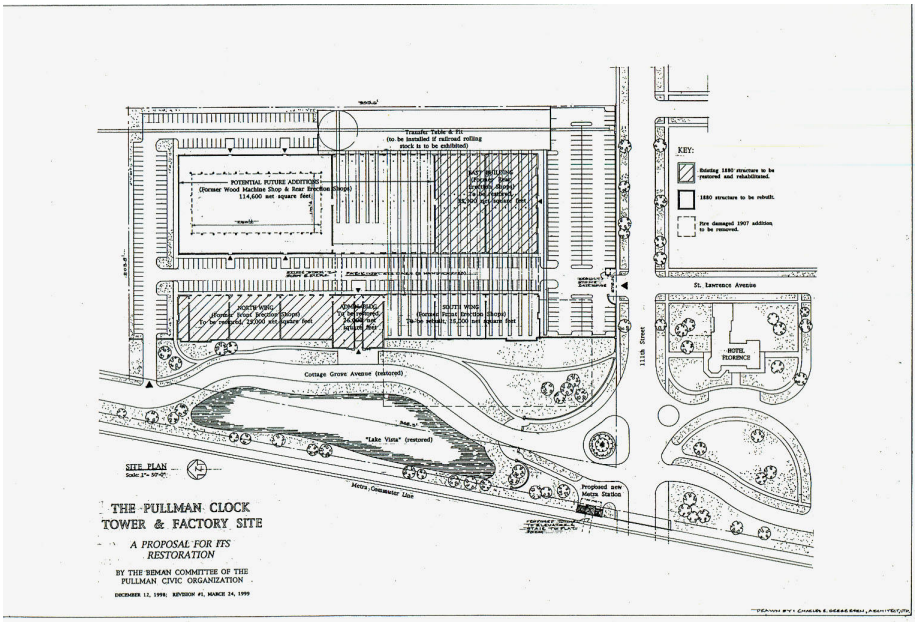


Figure 2-22. Unrealized restoration proposal by the Pullman Civic Organization, 1998 (Illinois Digital Archive).

historic canopy lines, and repair iron fencing along East 111th Street. Meanwhile, engineers from the Illinois Historic Preservation Agency coordinated sewer and water main upgrades under the brick sidewalks, installing new conduits without disturbing the underlying granite curbstones.

In February 2015, these local and state efforts converged into a new chapter when President Barack Obama designated 203 acres of the Pullman neighborhood as Pullman National Monument, the first National Park Service unit within Chicago's city limits. Federal stewardship brought fresh resources and planning mandates to care for the Pullman neighborhood's historic designed landscape. Monument boundaries included the core residential rows, much of the original Pullman neighborhood housing stock, the Offices/Administration Building and

northern Front Erecting Shop, the Hotel Florence, and segments of the original rail sidings. The National Parks Conservation Association, in partnership with the Chicago chapter of the American Institute of Architects, key stakeholders, and community partners, published "Positioning Pullman," that synthesized opportunities for restoration and interpretation of the monument, including trails and wayfinding, streetscape and landscape enhancement to reflect Pullman's original public space design, adaptive reuse of historic buildings, and interpretation of demolished buildings.[32]

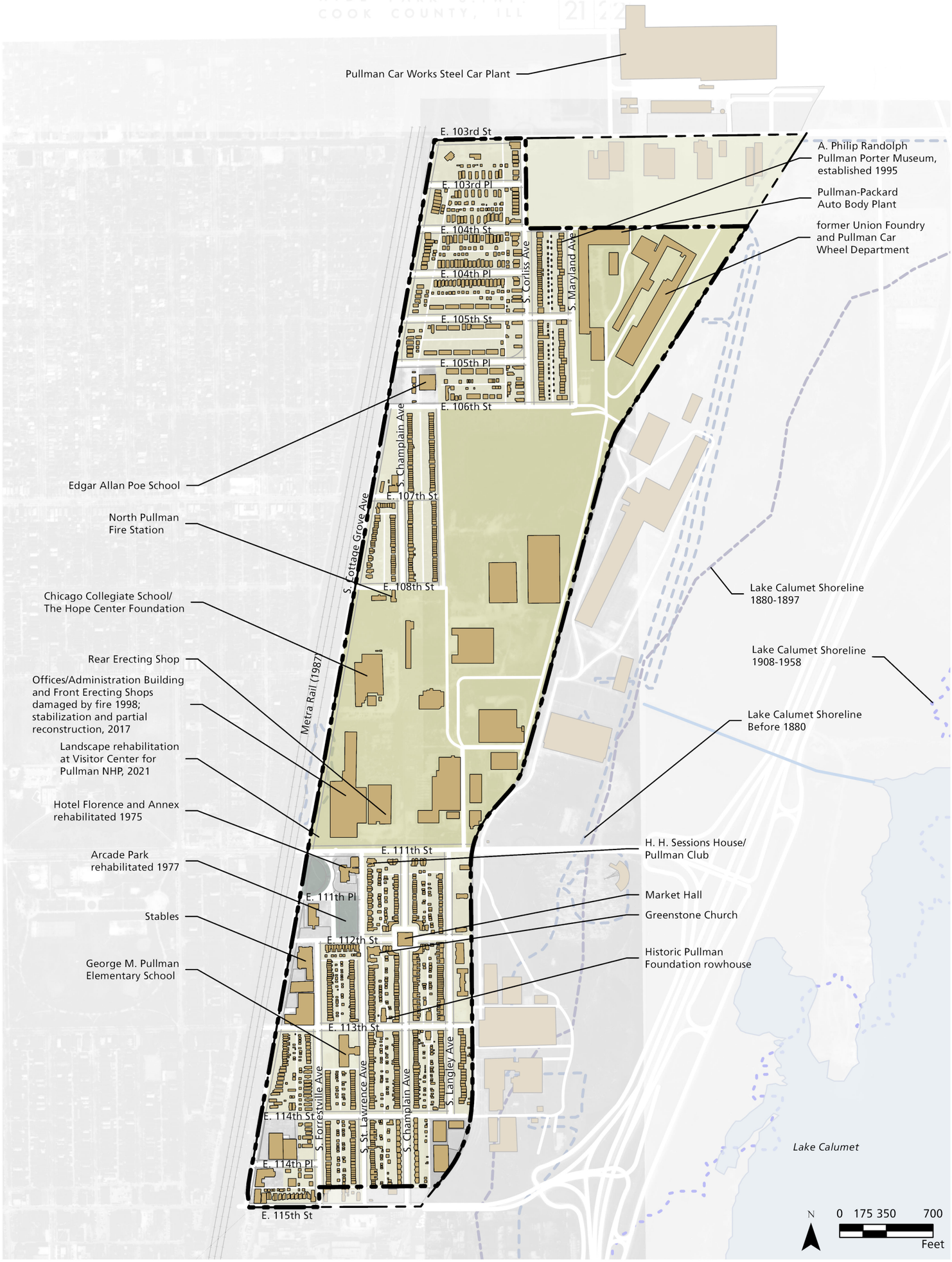
The NPS continued close collaboration with local and state agencies and community organizations to encourage preservation and interpretation of the new national monument. The city's Commission on Chicago Landmarks and the State of Illinois Division of Historic Preservation worked with NPS to ensure compliance with preservation standards within the park. Community and interest groups including the Pullman Civic Organization, Beman Committee, Historic Pullman Foundation, and the Pullman National Monument Preservation Society organized interpretive walks and house tours, and the profits from some of those tours helped fund facade grants for homeowners.

On Labor Day 2021, the fully reconstructed Offices/Administration Building reopened as the Visitor Center and offices for what was Pullman National Monument until the name was changed to Pullman National Historical Park on December 29, 2022. The ceremony highlighted not only the restored limestone portals and matched-mortar brick walls but also the relaid sidewalks, newly planted linden trees aligned to nineteenth-century spacing charts, and refurbished granite curbs. The visitor center's grounds, owned by IDNR, were improved with sidewalks and design elements that evoked the original transfer table location and size, and featured perennial beds planted with species documented in period photographs—yellowwood trees, Columbine, and native grasses.

In March 2024, the National Park Service and IDNR finalized the Joint General Management Plan and Environmental Assessment for Pullman National Historical Park and Pullman State Historic Site. The plan's recommendations include reestablishing sight lines from the Offices/Administration Building tower to the factory range, restoring additional residential blocks south of East 111th Street, and extending low-impact interpretive pathways through remnant green panels. It also codifies protocols for ongoing soil testing beneath tree pits and prescribes standards for matching historic color schemes on lamp poles and curb paint.[33]

32 "Positioning Pullman," National Parks Conservation Association and AIA Chicago, 2015.

33 Joint General Management Plan and Environmental Assessment, Pullman



Legend

- Revised NHL Boundary
- Pullman Historic District (1970 NHL Boundary)
- Buildings
- Paved Road
- Gravel Road
- Alley
- Sidewalk
- Rail Line
- Canal
- Parking
- Residential
- Industrial
- Park
- Waterbody
- Pre-1880 Waterbody
- 1880-1907 Waterbody
- 1908-1959 Waterbody

Sources

1. Northeastern Illinois Planning Commission Aerial Photograph, T37N R14E, Hyde Park S Twp, Cook County Illinois, 4/9/1970.
2. City of Chicago Geospatial Data Portal.
3. Cook County Maps and Geospatial Data.

Notes

1. Projection: NAD 1983 UTM Zone 16N
2. 1970 condition emphasized to indicate conditions at initial NHL nomination.

Pullman National Historical Park
Chicago, Illinois
Cultural Landscape Report Part 1

Study Area Landscape Condition 1960-Present

August 2026

NPS No. PULL 590 80004

Drawing HPP-4

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STATEMENT OF SIGNIFICANCE

NATIONAL HISTORIC LANDMARK DOCUMENTATION

The Pullman Historic District was designated a National Historic Landmark (NHL) on December 30, 1970. The designation was based on the National Register of Historic Places (NRHP) listing approved on October 8, 1969 (NRIS# 69000054). Discussion of the National Register nomination and status is covered further in this section.

An updated NHL designation was prepared concurrently with this Cultural Landscape Report Part I to reflect more recent scholarship on themes related to Pullman Historic District's significance and to provide a comprehensive description and count of resources. The summary statement of significance below is copied from the final draft National Historic Landmark nomination, submitted on May 13, 2026.

NATIONAL HISTORIC LANDMARK SUMMARY OF SIGNIFICANCE

The Pullman Historic District holds enduring national significance by encapsulating the interwoven histories of transportation innovation, labor relations, and community planning. As a crucible where the evolution of luxurious rail travel intersected with the struggle for workers' rights, and as a model town that experimented with the ideals—and excesses—of corporate control, Pullman remains a critical reference point for understanding the challenges and transformations of American industrial and labor history. In particular, the 1894 Pullman Strike and National Boycott represented a major turning point in American labor history. Pullman's legacy remains relevant to contemporary debates on urban planning, labor policy, and the appropriate scope of corporate influence in community life. With a period of significance from 1880 to 1907, the historic district is significant under National Historic Landmark Criterion 1 for its transformative impact on transportation and labor history, under Criterion 4 for its influential role in community planning in the United States, and under National Historic Landmark Criterion 5 as an assemblage of historic resources including buildings, structures, and landscapes collectively associated with the development of Pullman as a model company town and its importance in American labor history. Pullman's unique narrative illustrates critical developments in the industrialization of America, where innovations in rail transportation converged with evolving labor dynamics, and where an ambitious experiment in urban design sought to embody both corporate benevolence and control.

National Historical Park and Pullman State Historic Site, Illinois Department of Natural Resources and National Park Service, 2024.

The Pullman Historic District is nationally significant under Criterion 1, NHL Theme V: Developing the American Economy. The district is exceptionally important in transportation history for its association with the Pullman Palace Car Company, which revolutionized passenger rail travel in the United States. In the late nineteenth century, the development of the luxurious and technologically advanced Pullman cars represented a paradigmatic shift in the way Americans experienced rail travel. These cars, noted for their comfort and elegance, not only redefined transportation standards but also symbolized the nation's aspirations for progress and modernity. The success of the Pullman Palace Car Company contributed to the expansion of national transportation networks, facilitating long-distance travel and commerce at a time when the American economy was rapidly industrializing. By setting new benchmarks for travel comfort and service quality, Pullman played a vital role in the transformation of rail travel into an experience that was both efficient and dignified.

Under Criterion 1, the district is equally remarkable for its role in labor history. Under the direction of founder George M. Pullman, the Pullman Palace Car Company built its company town in what was then the outskirts of Chicago to consolidate and expand the company's industrial plant while also providing ample land to house workers and their families. However, the very measures that were intended to secure a loyal and stable workforce eventually ignited one of the most significant labor conflicts in US history—the 1894 Pullman Strike and National Boycott. When economic downturns prompted the company to reduce wages without proportionately lowering the costs of housing and other essentials, workers found themselves in an untenable position. Under the leadership of Eugene V. Debs and the American Railway Union (ARU), the strike quickly escalated into a national boycott, paralyzing national rail transport and drawing intense scrutiny of the conditions imposed by company-controlled towns. The ensuing conflict not only highlighted the growing discontent among industrial laborers but also underscored the tensions between centralized corporate authority and the emerging labor rights movement. The event served as a catalyst for significant reforms in labor law and practice, influencing national policy debates on worker compensation, safety, and the right to organize.

The Pullman Historic District is nationally significant under Criteria 4 and 5, NHL Theme I: Peopling Places. The district embodies the practice of corporate paternalism through community planning. Designed as a "model town," Pullman was an experiment in urban planning and social engineering. George M. Pullman, who founded both the Pullman company and the Town of Pullman, envisioned a community where the employer would provide comprehensive amenities—including housing, educational facilities, healthcare, and recreational spaces—to

create a self-contained environment that would promote both efficiency and social order. The town's layout was meticulously planned, with uniform housing types, well-defined public spaces, and controlled commercial areas. This approach was intended to foster a sense of community and stability, serving as a blueprint for modern urban design in the industrial age.

The model town experiment was not without its complexities. The pervasive management of daily life by the Pullman company exemplified the principles of corporate paternalism—a philosophy that posited that a benevolent employer could, through absolute control and planning, secure the welfare of its workers. However, as economic pressures mounted and the realities of industrial capitalism emerged, the limits of such control became starkly apparent. The same policies that once aimed at enhancing worker loyalty ultimately led to an environment where individual freedoms were curtailed, setting the stage for conflict when the interests of the company diverged from those of its employees. The 1894 Pullman Strike and National Boycott not only exposed these contradictions but also served as a national warning about the dangers inherent in overreaching corporate power in both the public and private spheres.

The district's significance under Criteria 1 and 4 is further reinforced by NHL Criterion 5, which recognizes the importance of cohesive assemblages of historic resources. The Pullman Historic District's buildings, structures, and designed landscapes function as an integrated whole, collectively expressing the planning principles, industrial operations, and social relationships that defined the model company town. Rather than deriving significance from any single feature, the district's national importance in labor and social history and in architecture and urban planning is conveyed through the spatial organization and interrelationship of its contributing elements, which together embody both the aspirations and tensions inherent in this ambitious experiment in corporate community building.

National Historic Landmark Period of Significance

The period of significance established for the 1970 designation was 1880-1894, spanning from town's founding in 1880 to the end of the 1894 Pullman Strike and National Boycott. This updated nomination extends the NHL period of significance from 1880 to 1907. It begins in 1880, when George M. Pullman established the site as a model company town for the Pullman Palace Car Company, representing innovative urban planning and the practice of corporate paternalism as applied to an entire town. Over this period, the town of Pullman evolved into a meticulously planned community that not only redefined luxury rail travel but also became the site of profound labor conflict, culminating in the 1894 Pullman Strike and National Boycott. While the strike and boycott were

confined to 1894, the reshaping of labor relations and perspectives on workers' rights and corporate control continued into the early 1900s and resulted in the breakup of the Pullman company's control of the town. The final divestment of the Pullman company from ownership of the town's nonindustrial real estate and control of its operations in 1907 marks the end of the period of significance under NHL criteria 1, 4, and 5.

NATIONAL REGISTER DOCUMENTATION

The Town of Pullman was listed in the National Register of Historic Places (NRHP) on October 8, 1969 (NRIS#69000054). The approximately 250-acre district was listed at the national level of significance. The 1969 nomination identifieds the areas of significance as Landscape Architecture; Architecture; Social/Humanitarian; and Urban Planning. The current NRHP database cites the district as significant in the areas of Industry, Community Planning and Development; Landscape Architecture; Architecture; and Social History. The Pullman Historic District was designated as the first major planned industrial town in which an array of concerns—industrial, residential, recreational, cultural, and religious— were addressed by design; on the basis of the importance of the Pullman Strike and Boycott of 1894 and its influence on the American labor movement; and for representing the architecture of Solon S. Beman. No period of significance was identified. The boundaries of the district were based on the original town, bounded by South Cottage Grove Avenue on the west side of the district, the Illinois Central Railroad tracks on the east, East 103rd Street on the north, and East 115th Street on the south.

NATIONAL REGISTER SUMMARY OF SIGNIFICANCE

The scope of work for this project does not include updating the National Register of Historic Places nomination. However, to provide a basis for understanding and evaluating the significance of the study area cultural landscape, a discussion of potential National Register eligibility, including a period of significance, is provided here.

The Pullman Historic District is eligible for listing in the National Register of Historic Places under Criteria A and C at the national level. The Pullman Historic District in Chicago, designated as Pullman National Monument in 2015, stands as a pioneering model of American industrial community planning and a coherent ensemble of late nineteenth- and early twentieth-century architecture. Established in 1880 by industrialist George M. Pullman, the town was conceived to address the social and material needs of workers employed by the Pullman Palace Car Company, while maintaining efficient access to rail transportation. Encompassing approximately 350 acres on Chicago's southeast side, the district

includes the company's manufacturing complex, worker housing, and associated civic structures, reflecting both the ideals and tensions of a paternalistic industrial village. The Pullman community's integrated design and building program had profound influence on urban planning and industrial relations in the United States, and its cohesive architectural and landscape character, realized largely under the direction of architect Solon S. Beman and landscape architect Nathan F. Barrett, represents a distinctive aesthetic achievement.

National Register of Historic Places Period of Significance

The district's proposed period of significance under National Register Criteria A and C commences in 1880 with the beginning of construction of the Town of Pullman's industrial and residential infrastructure. The period ends in 1959, reflecting the final transition of the Pullman neighborhood from a factory town and the commencement of efforts to preserve its design and social legacy.

NATIONAL REGISTER CRITERIA FOR EVALUATION

Criterion A: Community Planning and Development, Industry, Social History

Model Industrial Village

The Town of Pullman was among the nation's first large-scale, employer-founded towns constructed expressly to organize social life and housing for industrial workers. In collaboration with architect Solon S. Beman, and landscape architect Nathan F. Barrett, George M. Pullman laid out a plan for a factory complex surrounded by housing for company employees. Residential neighborhoods featured a diversity of housing types, from single-family cottages for skilled workers to row houses and boardinghouses for laborers, arranged along landscaped streets intended to reduce monotony. Civic buildings, including the Hotel Florence, the Arcade, the Market Hall, the Stables, Greenstone Church, the Casino, and schools anchored the community's social and cultural life.

By providing quality housing, gardens, libraries, and parks, George Pullman aimed to foster health, morality, and productivity, reflecting contemporaneous social reform movements. The company retained ownership of all properties and collected rent, integrating residential maintenance within its paternalistic oversight. This approach eventually engendered resentment among workers over high rents and limited worker autonomy, setting the stage for landmark labor actions.

The 1894 Pullman Strike and National Boycott

In May 1894, in response to wage cuts without corresponding reductions in rent in the midst of a national economic recession, workers at the Pullman company

organized a walkout that escalated into a nationwide railway boycott under the American Railway Union. The US government's intervention to break the strike, invoking the Sherman Antitrust Act to secure federal injunctions and deploy troops, marked a seminal moment in federal labor policy and industrial relations. Although the strike concluded unfavorably for workers, its legacy prompted public debate over the limits of corporate paternalism and contributed to future reforms in labor law and municipal governance.

Residential Divestment and Industrial Decline

In 1898, the Illinois Supreme Court ruled against the Pullman company's corporate control of municipal functions, mandating the separation of town governance from company oversight. By 1907, the company had fully divested itself of its residential properties. Nonetheless, the built fabric of Pullman, including over 1,200 residential units and multiple civic structures, continued to house workers and their families, demonstrating the durability of its original planning principles.

Throughout the first half of the twentieth century, the Pullman company and its successors adapted to changing transportation technologies and economic conditions. The plant diversified from luxury sleeping cars to military and freight rolling stock, along with munitions, ships, and tanks during both World Wars. Residential occupancy gradually shifted as original Pullman families moved away, and maintenance of the aging housing stock, now under private ownership, varied considerably. By 1955, manufacturing operations at the original Pullman shops ceased, marking the end of the company's industrial presence in the district.

Criterion C: Architecture, Landscape Architecture

Architectural Cohesion and Innovation

Pullman's architectural identity derives from George Pullman's vision and Solon S. Beman's master plan and executed designs, which drew upon Victorian-era eclecticism, Gothic Revival, Romanesque, Queen Anne, and colonial motifs. Beman's architectural program employed local red brick with pink sandstone trim, unifying diverse building types across residential, industrial, and civic functions. Uniform rooflines, decorative brickwork, and articulated massing endowed the district with a robust yet harmonious character.

The district's housing stock demonstrates an array of form and scale responsive to workers' roles and social hierarchies. The double cottages, each approximately 21' by 55', housed families of skilled mechanics; larger single-family residences accommodated managers and foremen. Row houses, grouped in blocks of eight to twenty units, provided efficient yet dignified living quarters for laborers.

Ornamentation, including corbelled brick brackets, dormers, bargeboards, and stained-glass transoms, elevated even modest dwellings, reflecting George Pullman's commitment to aesthetic refinement.

Following the Pullman company's divestment of its non-industrial properties in 1907, private developers and individual homeowners added new residential construction in the district. These post-1907 dwellings, typically modest frame bungalows, brick cottages, and small apartment flats, often respectfully adopted key elements of the original Town of Pullman aesthetic, such as balanced fenestration, pitched roofs, and front-gable porches. While simpler in ornamentation, they maintained consistent setbacks and rooflines, reinforcing the district's coherent streetscape.

Key landmarks such as the Hotel Florence (1881–82) and the Arcade Building (1880–82) embodied the community's cultural aspirations. The Romanesque-inspired Hotel Florence, named for George Pullman's oldest daughter, provided guest rooms, a dining room, and bar to cater to visitors. The Arcade, a three-story brick arcade capped by a mansard roof, contained retail shops, a library, and entertainment spaces. The Market Hall (1880, rebuilt 1894), with its Richardsonian massing and round arches, hosted trade stalls and a variety of civic activities. Along with other community resources such as stables, a church, and parks, these structures constituted a cohesive civic core that physically and symbolically anchored the town.

Between the residential neighborhoods lay the industrial core which housed the nation's foremost railroad car manufacturing plant of its era. Beman's industrial buildings combined functional clarity with architectural articulation: sawtooth roofs for daylighting, cast-iron columns, and large segmental-arched windows. While industrial in purpose, the buildings maintained the district's material palette and design language, ensuring visual continuity across use zones.

Landscape Architecture

Integral to George Pullman's architectural vision was a carefully coordinated landscape plan shaped by landscape architect Nathan F. Barrett, who in collaboration with Beman organized open spaces and plantings to reinforce social and aesthetic ideals. The entire town was situated to capture passive airflow and cooling breezes from Lake Calumet and Lake Michigan. Green spaces separated industrial facilities from worker housing, while tree-lined streets planted with elm, oak, and ash softened the rigidity of the grid and provided shade and visual relief. Central squares and pocket parks featured formal lawns, flowerbeds, and ornamental fountains, creating communal gathering points. Private front-

yard gardens, mandated by the Pullman neighborhood's restrictive leases and maintained by company employees, limited the ability of the renters to add or make many changes to the front-yard landscaping. However, residents were encouraged to cultivate ornamental plantings and shade trees, fostering individual pride in property and contributing to the district's verdant streetscapes. Renters were afforded more latitude in landscaping within the back yards, away from the street view.

Integrity

Despite evolving uses and periodic modernization, the Pullman neighborhood retains excellent integrity of location, design, materials, workmanship, and feeling. Following the company's divestment of housing properties in 1907, individual homeowners and private landlords introduced modifications ranging from storefront conversions and small-scale infill to subdivided interiors and utility upgrades that reflect layers of community adaptation while largely respecting the original architectural vocabulary. Original street patterns, building footprints, and primary facades remain substantially unaltered. Select adaptive uses including conversion of shops to community centers and artist studios, and stabilization of key landmarks by preservation organizations in the late twentieth century, have prolonged the district's design legacy. Small-scale infill housing and infrastructure upgrades, undertaken after the period of significance, do not compromise the overall character or integrity of the historic district.



Landscape Existing Condition and Analysis

Chapter 3

Chapter title page: Quinn Evans, October 2024.

CHAPTER 3: LANDSCAPE EXISTING CONDITION AND ANALYSIS

This chapter documents the existing condition of the Pullman National Historical Park study area and provides an analysis of integrity for the cultural landscape. The resources within the study area are documented through a process that adheres to *A Guide to Cultural Landscape Reports: Contents, Process, and Techniques*.[1]

The chapter begins with an overview of the existing condition and comparative landscape analysis for the overall study area, organized by landscape characteristics. This is followed by a detailed description of each of the three landscape character areas (LCAs) within the study area.

LANDSCAPE CHARACTERISTICS

This cultural landscape methodology organizes understanding of the landscape by characteristic. Landscape characteristics are the tangible and intangible aspects of a landscape that collectively create historic character and aid in understanding cultural importance. The landscape characteristics used to describe the Pullman Historic District cultural landscape are:

Natural Systems and Features are those natural aspects that have influenced the development and physical form of the study area, including geology, hydrology, soils, water bodies, and climate.

Topography is the three-dimensional configuration of the landscape surface, both natural and human-made.

Spatial Organization is the arrangement of elements that define and create space through the ground, vertical, and overhead planes, including the arrangement of topography, buildings, and vegetation. Within the study area, spatial organization is closely related to *Cluster Arrangement*, the location and pattern of buildings and structures in the landscape and associated outdoor spaces.

Circulation consists of the features and materials that allow for systems of movement throughout the study area, such as railroads, roads, and sidewalks.

Views are groupings of features that create or allow a range of vision. Views can be natural or designed and controlled.

1 Robert R. Page, Cathy A Gilbert, and Susan A Dolan, *A Guide To Cultural Landscape Reports: Contents, Process, and Techniques* (Washington, DC: US Department of the Interior, National Park Service, 1998).

Vegetation is the indigenous or introduced trees, shrubs, vines, ground covers, herbaceous plants, and lawns within the study area.

Buildings and Structures are three-dimensional built features, predominantly the industrial, commercial, and residential buildings within the study area. These features create mass and scale and contribute to character through their style and appearance.

Small-Scale Features are human-scaled landscape elements that provide specific functions within the study area, such as lights, fences, signs, site furnishings, and playground equipment.

Archeological Sites are locations containing surface and subsurface remnants related to historic land use.

LANDSCAPE CHARACTER AREAS

The study area has been divided into "landscape character areas" for the purpose of documentation and evaluation. According to National Park Service guidance, a landscape character area (LCA) is "(a)n area defined by the physical qualities of a cultural landscape and the type and concentration of cultural resources."[2] The landscape character areas and their relationship to each other are illustrated in Figure 3-1.

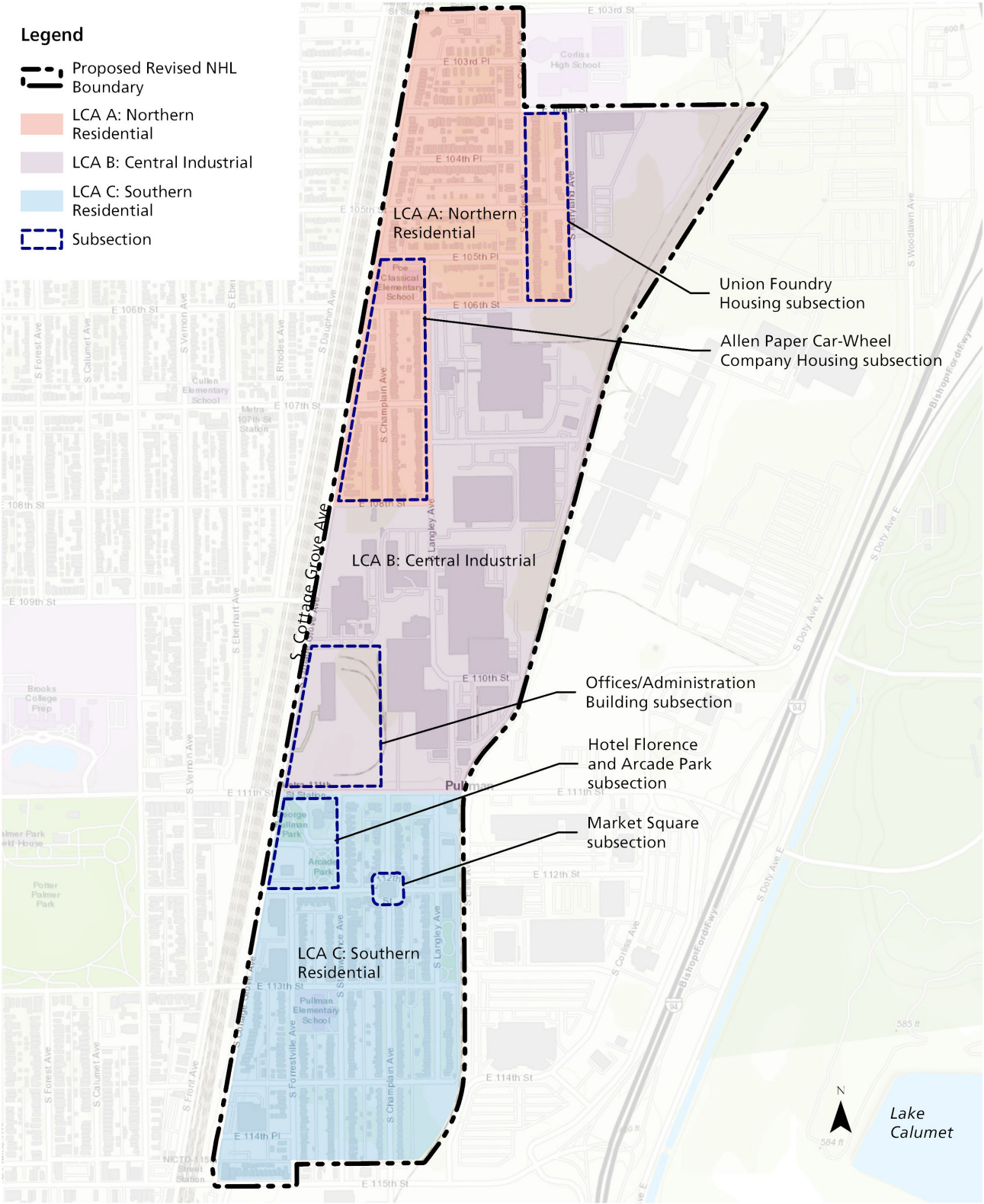
Landscape Character Area A: The **Northern Residential** area includes two separate housing groups historically associated with the Union Foundry and the Allen Paper Car-Wheel Company plants, along with a neighborhood of housing in the northwest corner of the study area dating from circa 1910 to the 1970s.

Landscape Character Area B: The **Central Industrial** area encompasses the historic Pullman company industrial and administrative areas, which are presently a mixed industrial use area. This LCA is roughly located north of East 111th Street and south of the Northern Residential area, between South Cottage Grove Avenue on the west and the Norfolk and Western Railroad on the east.

Landscape Character Area C: The **Southern Residential** area includes the historic Pullman company worker housing community and associated neighborhood buildings like the Geroge M. Pullman Elementary School, Market Square, the Greenstone Church, the Stables, and the Hotel Florence. This area is roughly bounded by East 111th Street to the north, South Cottage Grove Avenue to the west, East 115th Street to the south, and the Norfolk and Western Railroad to the east.

The subsequent narrative provides additional detail about each landscape character area, including descriptions of the past and present physical conditions; identification of contributing and non-contributing resources; definition of the boundaries/extents of each area; and assessment of the general character of

2 Robert R. Page, Cathy A. Gilbert, Susan A. Dolan, *A Guide to Cultural Landscape Reports: Contents, Process, and Techniques* (Washington, DC: US Department of the Interior, National Park Service, 1998), 127.



Sources
1. World imagery from ESRI, 2024.
2. City of Chicago Geospatial Data Portal.
3. Cook County Maps and Geospatial Data.

Notes
1. Projection: NAD 1983 UTM Zone 16N

Figure 3-1. Landscape character areas

the setting and landscape, architectural patterns, and characteristic elements and features. Architectural descriptions are presented in the form of patterns of settlement, building forms, common materials, and unique features. Typical building types and materials are also identified. Groups of similar resources are described collectively, with examples and exceptional features noted. Apart from particularly significant or characteristic examples, which receive additional descriptive detail, individual building/structure descriptions are not provided for every counted resource. Some landscape character areas require a higher level of description because the resources are more individualistic in nature and because there are subtle variations across the area.

Four plans illustrating existing landscape condition are included within this chapter:

- EC-0: Overall Study Area
- EC-1: Northern Residential LCA
- EC-2: Central Industrial LCA
- EC-3: Southern Residential LCA

LANDSCAPE ANALYSIS

The analysis identifies those qualities and features that retain integrity and contribute to the significance of the property. Evaluation of integrity compares the current landscape condition to the condition present during the National Historic Landmark (NHL) and National Register of Historic Places (NR) periods of significance:

- NHL: 1880–1907
- NR: 1880–1959 (preliminary)

See Chapter 2 for a full discussion of the various areas of significance and dates associated within the study area landscape.

CONTRIBUTING AND NON-CONTRIBUTING FEATURES

The analysis identifies contributing and non-contributing features within the Pullman National Historical Park cultural landscape.

> *Contributing features in Pullman* are features or aspects remaining from the period of significance, 1880–1907 (NHL) or 1880–1959 (NR), that relate to the significance of the cultural landscape and embody the historic character for which its significance is established.

Non-contributing features in Pullman are recent additions (constructed or emerging after 1959) that do not embody the historic character of the landscape. Noncontributing features may be considered compatible when they fit within the physical context of the historic period and do not impact the historic integrity of the property. Incompatible features are those that are not harmonious with the quality of the cultural landscape and, by virtue of their existence, can lessen the historic character.

Missing features are aspects that were known to be present during the NHL or National Register period of significance but are no longer evident within the cultural landscape.

SUMMARY OF INTEGRITY

Integrity is the ability of a cultural landscape to convey its significance, or how well the physical features of the landscape relate to its historic significance. To be listed in the National Register of Historic Places, a property must be shown to have significance under at least one of the four criteria and must also retain a degree of its historic integrity. The National Register of Historic Places defines seven aspects or qualities that make up integrity: location, design, setting, materials, workmanship, feeling, and association.[3]

Location is the place where the cultural landscape was constructed or the landscape where the historic event occurred.

Design is the combination of elements that create the form, plan, space, structure, and style of a property.

Association is the direct link between an important historic event or person and a cultural landscape.

Setting is the physical environment of the landscape.

Feeling is a property's expression of the aesthetic or historic sense of a particular period of time. Feeling results from the presence of physical features that, taken together, convey the property's historic character.

Materials are the physical elements that were combined or deposited during a distinct period of time in a particular pattern or configuration to form a historic property.

Workmanship is the physical evidence of the craft of a particular culture or people during any given period in history.

Viewed as a holistic unit, the study area retains integrity of all seven aspects of integrity, particularly within the residential areas north and south of the historic Pullman company factory site. Loss of Pullman company factory buildings and landscape within the industrial core diminishes integrity of the district's design,

3 National Park Service, *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation* (Washington, DC: US Department of the Interior, National Park Service, 1995), 44.

setting, and feeling. A summary of integrity is provided for each landscape character area in this chapter.

OVERALL SITE EXISTING CONDITION AND ANALYSIS

The existing condition of the study area is illustrated on drawing EC-0 (see page 3-9).

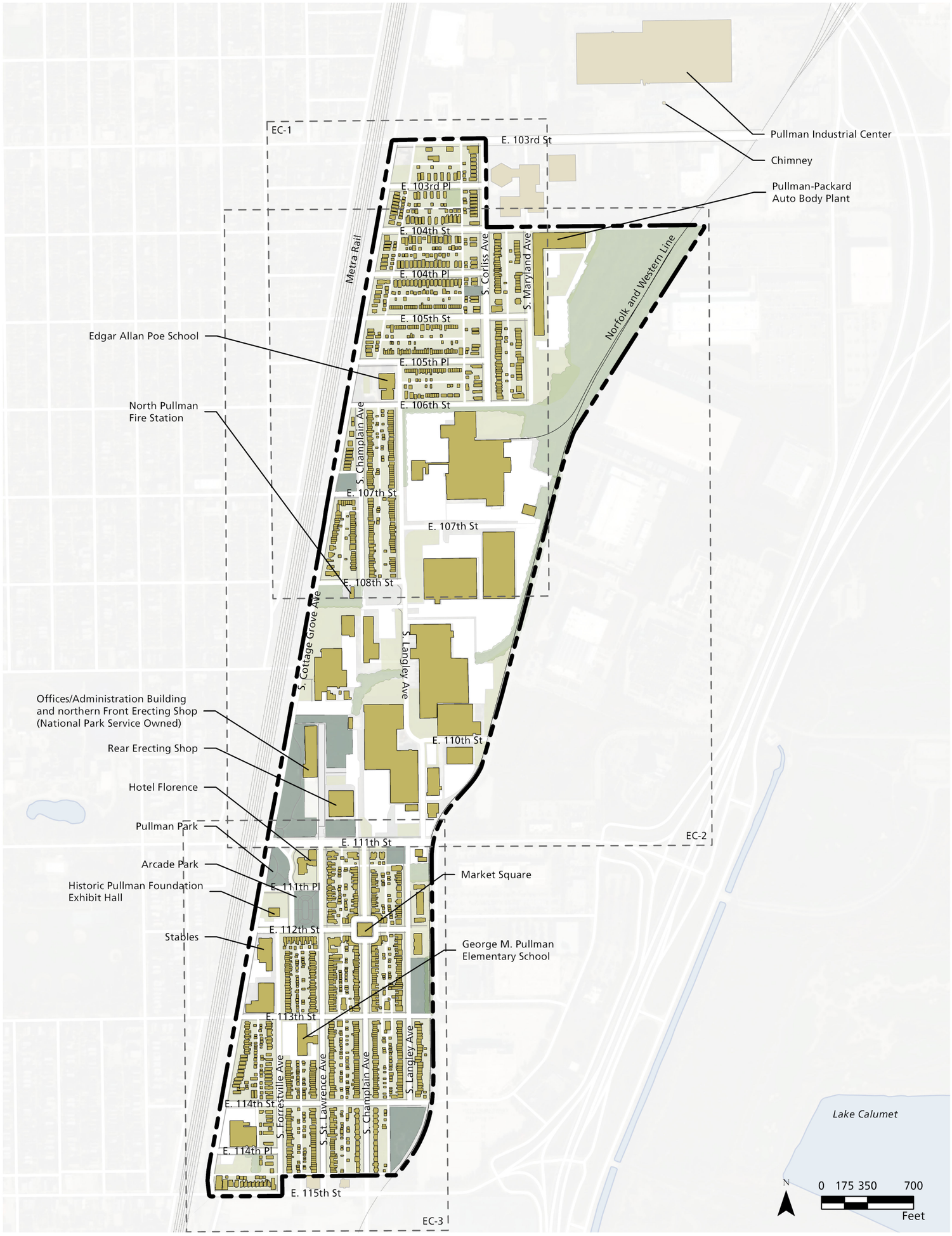
NATURAL SYSTEMS AND FEATURES

Existing Conditions

The study area is situated on the glacially influenced landscape of the Lake Michigan basin. The region's geology is characterized by multiple sedimentary deposits from glacial activity during the Pleistocene epoch (2.5 million to 11,700 years ago) that have shaped the area's flat topography and fertile soils.[4] These glacial deposits consist primarily of clay, silt, sand, and gravel, overlaying older Silurian bedrock formations composed of limestones and dolomites.[5] Lake Calumet, situated 0.5 miles southeast of the study area, is approximately two miles long and half a mile wide and was, at one time, the largest body of water in the City of Chicago. Before being transformed into an industrial harbor in the 20th century, it was a shallow, postglacial lake draining into Lake Michigan. Lake Calumet was central to an extensive wetland system alternatively inundated and drained, hosting seasonal marsh and forested bottomland communities based on water levels over time.[6] In the immediate pre-contact era, people of the Illiniwek Confederacy harvested rice, fished, and hunted waterfowl in the Lake Calumet wetlands.[7] In an 1876 survey, the property was described as "marsh and meadow land with a very heavy growth of vegetation."[8] Modifications since this condition have included the development of the Pullman neighborhood, I-94, a landfill and the international port.

Lake Michigan's thermal mass and lake breezes affect Chicago's climate creating cooler summers and warmer winters with temperatures averaging in the 30s

4 "Pleistocene Epoch," *Encyclopedia Brittanica*, accessed May 15, 2025, https://www.britannica.com/science/Pleistocene-Epoch.
5 Dennis R. Kolata. "Bedrock Geology of Illinois." Illinois State Geological Survey via USGS.gov
6 *Archeological Overview and Assessment* (2017), 23.
7 *Archaeological Overview and Assessment*, 24–32; and Newberry Library's "Indigenous Chicago" exhibit, Trienens Galleries from September 2024–January 2025.
8 Letter from Sam V. Niles to S.S. Burdett, February 3, 1876. Newberry Library, Pullman Collection, Series 7, Box 4 Folder 3, as quoted in Laura Walikinen Rouleau et. al., *Historic Resource Study of Pullman National Monument, Illinois* (Lincoln, NE: National Park Service, 2019), 47.



Legend

- Proposed Revised NHL Boundary
- Buildings
- Roads
- Alley
- Rail Line
- Sidewalk
- Successional Vegetation
- Park Space
- Vehicle Parking
- Paved Pedestrian Space
- Mown Turf and Street Trees
- Transportation

Sources

1. World imagery from ESRI, 2024.
2. City of Chicago Geospatial Data Portal.
3. Cook County Maps and Geospatial Data.

Notes

1. Projection: NAD 1983 UTM Zone 16N

Pullman National Historical Park
Chicago, Illinois
Cultural Landscape Report Part 1

Study Area
Existing Conditions

August 2026

NPS No. PULL 590 80005

Drawing EC-0

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Fahrenheit during the winter and in the 70s Fahrenheit in the summer.[9] Climatic changes since 1900 indicate trends of increased temperature and rainfall across the state, with projected temperatures rising between 4 and 14 degrees Fahrenheit (based on rate of emissions) and precipitation rising 12–15%. The number of days of extreme heat and cold is anticipated to increase dramatically (from 1 to 2 per year in 1900 to 10–90 per year) by 2090.[10]

Analysis

The presence of extensive seasonal wetlands at Lake Calumet had hindered dense settlement and agriculture before George M. Pullman's 1880 purchase, resulting in limited disturbance before the factory town was established and a "blank slate" for construction of the company town away from industrialization and urbanization occurring in nearby Chicago. Initial construction of the Pullman company factory complex was strategically aligned with glacial landforms, specifically exploiting gravel ridges as the site of railroad tracks and for ballast, while utilizing the underlying clay deposits for brickmaking and site fill.[11] However, these formative geological features are no longer visible in the present landscape due to extensive fill of the wetlands and reuse of the gravel deposits. Human engineering has altered the shoreline location and affected the study area's relationship to its historic environmental context, weakening the integrity of the original setting and feeling associated with the Pullman neighborhood's development.

TOPOGRAPHY

Existing Conditions

The study area's terrain is essentially flat due to both its glacial history as an outwash plain and proximity to Lake Calumet. Any topographic variation in today's Pullman neighborhood landscape comes from subtle man-made features rather than natural relief. Elevations within the study area range from approximately 570' to 630' above sea level.[12] Immediately west of the study area is a 15' tall berm associated with the Metra Electric Line. The berm forms a visual and spatial barrier along the west side of South Cottage Grove Avenue, separating the study area from neighborhoods to the west.

9 Dr. Jim Angel, "Climate of Chicago – Description and Normals," State Climatologist Office of Illinois, accessed December 2024, https://www.isws.illinois.edu/statecli/general/chicago-climate-narrative.htm#:~:text=Lake%20Michigan%20influences%20the%20climate,some%20relief%20from%20summer%20heat.

10 "Climate Change in Illinois," Illinois State Climatologist and Prairie Research Institute. https://stateclimatologist.web.illinois.edu/climate-change-in-illinois/

11 Timothy J. Scarlett and Steven A. Walton, *Archaeological Overview and Assessment: Pullman National Historical Monument* (Department of Societal Sciences, Michigan Technological University, for Midwest Archeological Center, National Park Service, December 2017), 23–30

12 1 foot contour elevations, 2022.

Analysis

The existing flat topography within the study area is consistent with its 1880s development by the Pullman Palace Car Company, particularly in residential areas in the Northern and Southern Residential LCAs where site modifications since the end of the period of significance are limited. Within the industrial core, removal or conversion of Pullman company factory buildings to new light industrial or commercial uses has likely disturbed below-grade features associated with the site's initial grading and construction, but has not significantly impacted the overall character of the topography. The railroad berm west of the study area was constructed in 1916. It does not contribute to the NHL significance of the study area but may contribute to the potential NR significance.

Contributing topographic features are listed in the individual LCA sections of this chapter.

SPATIAL ORGANIZATION

Existing Conditions

The 282.5-acre district is centered roughly between East 103rd Street to the north, Norfolk and Western Railroad to the east, East 115th Street to the south, and South Cottage Grove Avenue to the west. The north and south ends of the district are organized in a grid pattern, interrupted by the presence of large industrial blocks between East 106th Street and East 111th Street.

The study area's organization was largely driven by its historic land use and defined by the intentional arrangement of circulation features and buildings within an organized grid. The north and south ends of the study area are organized in a grid pattern largely consistent with the elongated north–south blocks of the street grid and are associated primarily with residential development. Variations to this layout occur along the study area's western edge, where the grid conforms to the angle of South Cottage Grove Avenue, and in the residential subdivision in the northwest corner of the study area between East 103rd Street, South Corliss Avenue, East 106th Street, and South Cottage Grove Avenue, where the residential street grid is oriented east–west. As an urban landscape, the configuration of residential portions of the study area is a series of increasingly private spaces extending away from the street:

- A paved roadway with curbs;
- A mown turf tree lawn (also referred to as a lawn terrace), often planted with street trees or ornamental species and fitted with lighting fixtures;
- A concrete sidewalk parallel to the street;
- A front yard or garden space, sometimes framed by a low fence or

retaining wall;

- Building façades set back at a consistent distance from the street; and
- Rear alleys providing access to garages and service areas. These alleys are narrow and bordered by fences and garages, often with overhead utility lines.

The central portion of the study area encompasses an irregularly shaped zone between East 111th Street, East 106th Street, South Cottage Grove Avenue, and the Norfolk and Western Railroad. This area is dominated by light industrial and institutional use and is organized into large, fenced lots that span the full width of the block. These large industrial or institutional properties typically face onto either South Cottage Grove Avenue or South Langley Avenue, which forms an interior spine within the character area. Industrial blocks are typically arranged as large, fenced lots with irregular building setbacks, variable access points, and an extensive network of internal roads and large parking areas. This industrial spatial character sharply contrasts with the intimate, walkable residential scale found elsewhere in the study area.

Analysis

The overall spatial organization of the Pullman neighborhood historic landscape remains largely as it was planned in the 1880s, with the arrangement of major landscape elements intact. The town's planning and original construction was shaped by a design ethos that merged industrial function with a carefully regulated domestic environment. The layout centered on the factory complex and was oriented to the Illinois Central Railroad on the west side of the study area, with major features such as the Offices/Administration Building and Front Erecting Shops, Hotel Florence, and the Arcade clustered near the rail station at East 111th Street. Gridded blocks of residential housing extended north and south of the factory, with park spaces occupying the shoreline along Lake Calumet. The original plan reflected late nineteenth-century ideals of industrial welfare and environmental determinism, intending to uplift workers morally and socially through a harmonious, aesthetically unified environment. The red brick construction, terra cotta detailing, and Queen Anne-inspired massing fostered a cohesive architectural language, reinforcing both the social hierarchy and corporate identity embedded in the town's design. Status within the residential blocks was reinforced through the size and provision of amenities, with higher-status residences located immediately south of the factory near the Arcade, Hotel Florence, Stables, and park spaces, while lower-status housing was situated to the north of the industrial core.

The study area's spatial organization contributes to its historic character and the overall integrity of the district. Many components of this spatial logic remain

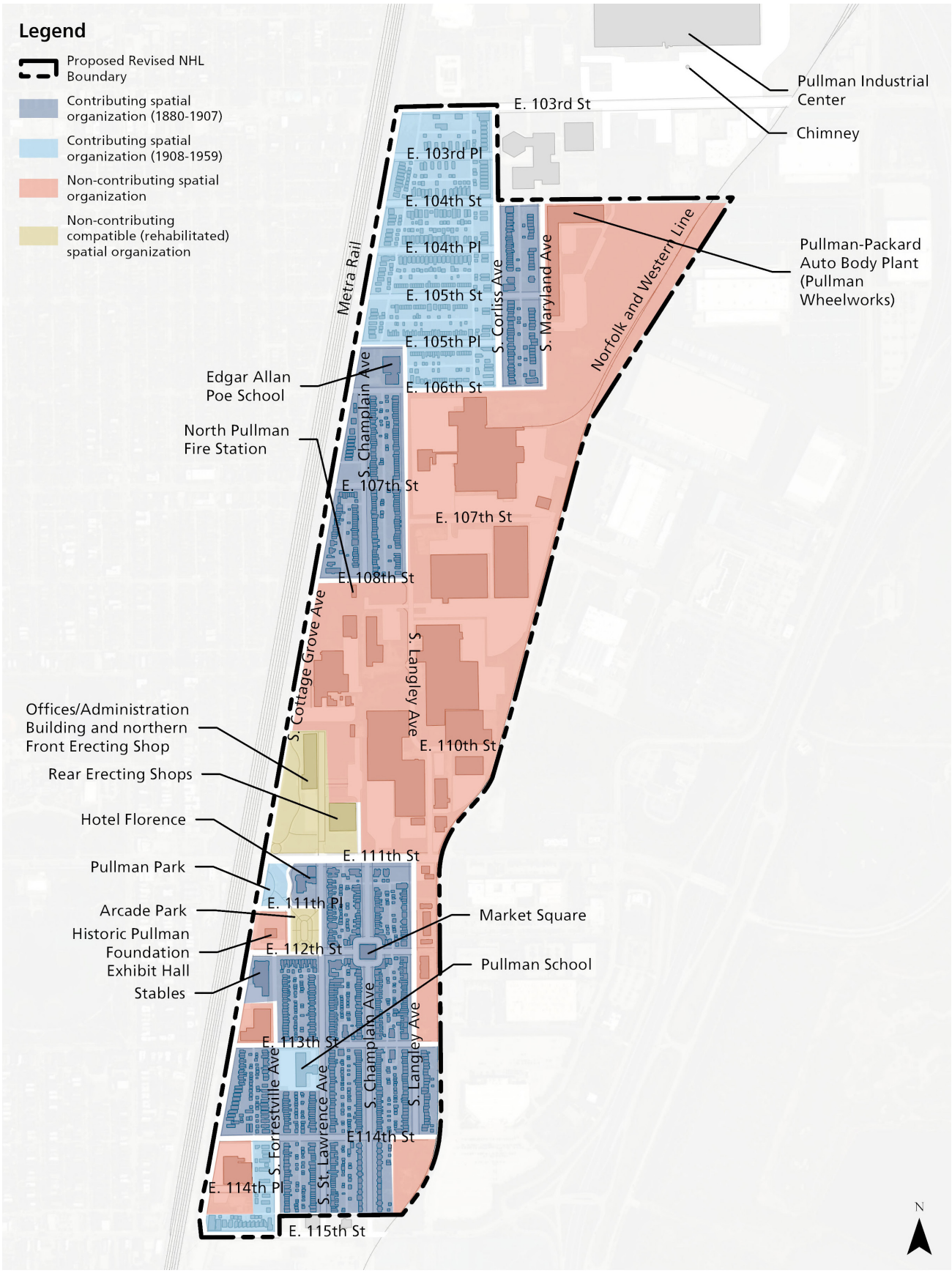


Figure 3-2. Spatial organization analysis

intact and legible in the present-day landscape. The grid layout, alignment with the rail corridor, and the hierarchy of housing types are still evident, as well as the relationship between the complex's industrial core and residential neighborhoods. However, the removal of key industrial buildings and their rail connections has diminished the visual and spatial relationship between the factory and surrounding residential areas. New construction and altered circulation routes within the industrial core further disrupt the legibility of the Pullman neighborhood's original design. The enduring clarity of the town's spatial organization, despite these losses, continues to embody its historic values of order, control, and aesthetic unity. In addition, recent rehabilitation projects at the Pullman National Historical Park Visitor Center (Offices/Administration Building) site have reinforced the site's foundational design principles. Contributing spatial organization is detailed in the individual LCA sections of this chapter.

LAND USE

Existing Conditions

Contemporary land use within the study area is primarily residential, interspersed with small parks, institutions, and scattered commercial nodes. Legacy industrial areas within the center of the district now support light manufacturing, nonprofit uses, and adaptive reuse projects, while landmark structures such as the Offices/Administration Building, and Hotel Florence serve interpretive and institutional functions. Vacant lots and buildings are most common near former industrial edges, reflecting shifting economic patterns and ongoing preservation efforts.

Analysis

The evolution of land use in the Pullman neighborhood reflects both the preservation and transformation of its original paternalistic design. The landscape retains its general historic uses consisting of a central industrial core flanked by residential neighborhoods to the north and south. Existing residential, light industrial, park/open space, and educational/institutional land uses remain intact in their general historic locations and reflect the NHL period of significance.

After the Pullman company divested from the town's housing in the early twentieth century, land use patterns shifted in ways that diverged from the company's original vision and plan for the Town of Pullman. New residential areas expanded into the northwest and southwest corners of the study area and were designed to reflect broad patterns of residential development in Chicago rather than adhering to the company's aesthetic standards and social hierarchy. Commercial areas emerged at key intersections within the residential fabric, marking a departure from the Pullman neighborhood's centralized commercial model focused on the Arcade and Market Hall, of which the Arcade was

demolished by 1927 and the second story of Market Hall was removed due to fire in 1931. These post-divestment (after 1907) changes to land use continue within the existing landscape and contribute to the study area's potential National Register (NR) significance.

Contributing land uses are listed in the individual LCA sections of this chapter.

CIRCULATION

Existing Conditions

Existing circulation within the study area consists of an orthogonal street grid and associated pattern of sidewalks and alleys, as well as internal industrial site roads and parking areas. The study area is framed by two railroad corridors—the Metra Electric Line on the west side of South Cottage Grove Avenue and the Norfolk and Western line on the east boundary of the study area.

Road Network

The study area's road network consists of a portion of the City of Chicago street grid adapted to the constraints of South Cottage Grove Avenue on the west and the Norfolk and Western rail line on the east. The primary north–south avenues include South Cottage Grove Avenue (the western boundary and a major arterial), South St. Lawrence Avenue, South Langley Avenue, South Champlain Avenue, South Maryland Avenue, and South Corliss Avenue. South Cottage Grove Avenue is a busy thoroughfare connecting to neighboring areas of Chicago. The avenue is a two-way street with a bike lane on both sides and a bus lane on the east side (Figure 3-3). Interior north–south streets are narrower residential roads with lower traffic volumes. Most interior streets are two-lane city streets paved in asphalt, with curbside parking permitted. South Langley Avenue functions as a secondary connective route, particularly in the north half of the study area where it provides access through residential neighborhoods to the light industrial corridor on the east side of the study area.

East–west streets within the study area are numbered, beginning with East 103rd Street at its northern boundary and East 115th Street at the south. Major east–west connectors through the study area are East 103rd Street, East 111th Street, and East 115th Street. All three streets access Metra stations on the west side of South Cottage Grove Avenue and provide routes to the nearby Roseland and Rosemoor areas, as well as adjacent light industrial development and I-94. East 111th Street is particularly important to the study area's circulation system as it provides access to major public features within the National Historical Park, including the Offices/Administration Building and northern Front Erecting Shop, Hotel Florence and George Pullman Park, and the H. H. Sessions House/Pullman Club. Within

the study area, East 111th Street is a two-way street providing two lanes in each direction, with an on-grade railroad crossing at the east end of the study area and a traffic signal at its intersection with South Cottage Grove Avenue (Figure 3-4 through Figure 3-6). In 2026, East 111th street was undergoing construction to introduce a bike lane, single lanes for traffic with turn lanes, and traffic calming pedestrian crossings. Smaller east–west streets (including East 108th, 107th, 105th, 104th, etc.) access residential and light industrial development.

The street grid is rotated in the northwest corner of the study area from East 103rd Place to East 105th Place, where residential circulation routes run east–west, with properties facing onto the numbered streets.

The study area is served by several Chicago Transit Authority (CTA) bus routes. Bus routes 4 and 115 stop along South Cottage Grove Avenue, while route 106 accesses East 103rd Street and route 111 stops along East 111th Street, including at the Pullman National Historical Park headquarters. Bike lanes are only provided along South Cottage Grove Avenue.

Alleys and Internal Block Circulation

Alleys provide a secondary circulation system through the study area's residential blocks, providing service access to the backs of homes for utilities, garages, and trash removal. Alleys typically run mid-block in the north–south direction; some include additional segments to avoid intersections with major streets or are rotated to align to an altered grid pattern. The alleys are single-lane routes paved in asphalt or concrete, often incorporating speed bumps (Figure 3-7).

Secondary circulation in industrial, institutional, and commercial blocks is provided via internal service drives and parking areas. These routes are predominantly asphalt paved and vary in layout and condition.

Sidewalks

Sidewalks line both sides of streets throughout the study area, supplemented by 2'- to 3'-wide connector walkways that link sidewalks to residential porches, curbs, or alleys. Sidewalks are typically 5' to 6' wide and constructed of concrete, with an 8' to 15' planted tree lawn separating the road curb and sidewalk (Figure 3-8). Narrow curbside walks appear in limited areas, such as between South Corliss and South Maryland Avenues. In locations of commercial or industrial development and bus stops, sidewalks are frequently widened to extend the full width from the road curb to building façades. Sidewalk condition varies widely throughout the study area. In many areas, walkways exhibit minor issues such as



Figure 3-3. Typical layout and condition of South Cottage Grove Avenue (Quinn Evans, October 2024).



Figure 3-4. East 111th Street (Quinn Evans, October 2024).



Figure 3-5. Intersection of South Cottage Grove Avenue and East 111th Street (Quinn Evans, October 2024).



Figure 3-6. On-grade rail crossing at East 111th Street (Quinn Evans, October 2024).



Figure 3-7. Typical alley condition including single-lane alley, speed bumps, a variety of fence types, garages (frequently featuring personalized art on garage doors), trash receptacles, and overhead utilities. View south of alley between South Forrestville Avenue and South St. Lawrence Avenue (Quinn Evans, October 2024).



Figure 3-8. Typical residential sidewalk and road separated by a tree lawn. View south of South Champlain Avenue near Market Square (Quinn Evans, October 2024).

cracking or settling, especially near mature trees or along South Cottage Grove Avenue. Curb ramps are present at corners to facilitate accessibility.

Railroads

The Metra Electric Line, a modern commuter rail service, operates along the west side of the study area. The rail line parallels South Cottage Grove Avenue, elevated on a berm approximately 15' above the surrounding landscape (Figure 3-9). The 103rd Street (Rosemoor) Station, 107th Street Station, 111th Street-Pullman Station, and the 115th Street-Kensington Station provide access to and from downtown Chicago (Figure 3-10).

Rails associated with the Norfolk and Western Line extend along the east side of the study area (Figure 3-11 and Figure 3-12). In limited locations near this rail line, remnant rails are embedded in pavement or gravel.

Analysis

Overall, the study area retains its historic road, alley, and sidewalk network. The most substantial changes since the end of the NHL period of significance are the addition of public and interior service roads within the industrial core, where circulation was historically dominated by rail lines and pedestrian routes and the altered east–west grid constructed in the northwest and southwest corners of the study area.

North and south of the industrial core, the circulation pattern remains legible and intact, consisting of a rectilinear grid generally aligned to the Chicago street grid and accommodating the angle of South Cottage Grove Avenue along the west side of the study area. North–south streets have been renamed since the end of the NHL period of significance and no longer bear the names of "giants of invention."

The heavily used Metra commuter line west of South Cottage Grove Avenue occupies the historic location of the Illinois Central and Michigan Central rail lines that were central to the Pullman company's operations, and the study area retains an experiential link to the railroad. This visual and audible connection to the rail line also reinforces the town's historic orientation to the rail corridor. However, the majority of the fan-shaped tracks that originally serviced the factory are now missing, as well as tracks associated with coal delivery in residential neighborhoods and trolley line tracks embedded in the streets. Only a single

track now owned by the Norfolk and Western Line follows the alignment of the easternmost rail line present during the NHL and NR periods of significance.

A majority of the railroad system within the Pullman Historic District has been lost and is no longer evident in the landscape. What remains of the railroad system is in its historic location and within an industrial setting. Therefore, the railroad system retains integrity of location, setting, and association but does not retain integrity of design, feeling, materials, or workmanship.



Figure 3-9. Berm, retaining wall, and successional vegetation associated with Metra Electric Line on west side of South Cottage Grove Avenue (Quinn Evans, 2024).



Figure 3-10. Metra Electric Line Pullman Station at 111th Street (Quinn Evans, 2024).



Figure 3-11. Norfolk and Western Rail Line separated by chain link fence and volunteer vegetation from residential development in South Pullman LCA (Quinn Evans, 2024).



Figure 3-12. Norfolk and Western Rail Line adjacent to industrial development north of East 111th Street (Quinn Evans, 2024).

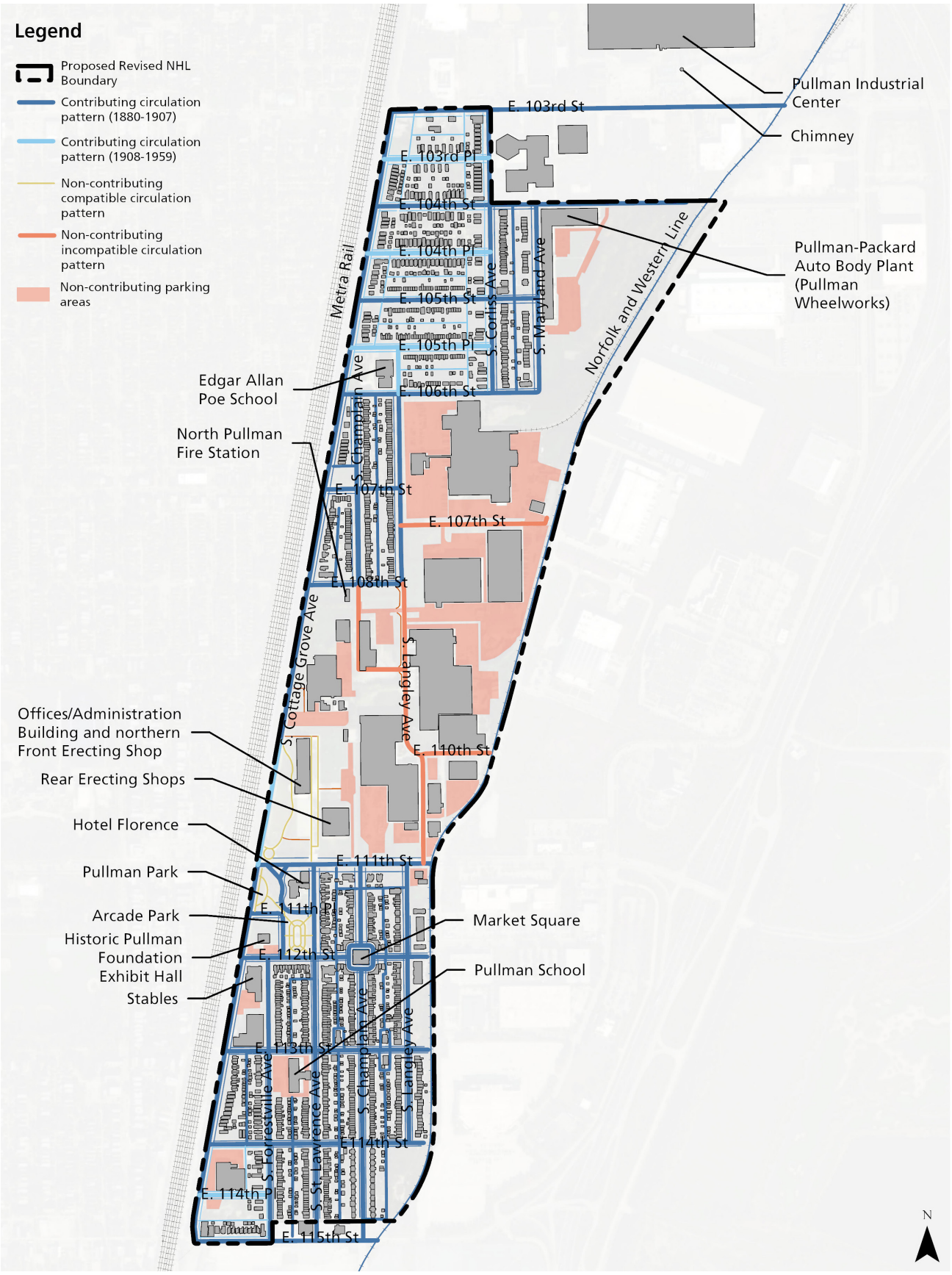


Figure 3-13. Circulation analysis

Contributing circulation features are listed in the individual LCA sections of this chapter.

BUILDINGS AND STRUCTURES

Refer to the Landscape Character Area Existing Condition and Analysis section of this chapter for descriptions and analysis of the buildings and structures within the Pullman National Historical Park and Pullman Historic District.

Buildings and structures within the Pullman National Historical Park and the Pullman Historic District vary in condition, with a majority of the buildings in Central Industrial and the Southern Residential landscape character areas in fair to poor condition, with some missing due to deterioration. Buildings within the Northern Residential landscape character area are mostly in good to fair condition with buildings along South Maryland Avenue ranging from good to poor condition. Buildings or structures that are missing roofs and a portion of their walls, but still have some walls above the foundations (i.e., Market Hall and the Rear Erecting Shops), are considered remnants and are identified as important Historic Associated Features within the landscape character area of which they are a part.

VEGETATION

Existing Conditions

Vegetation within the study area is typical of urban environments. Observed vegetation types include mown turf, street trees, ornamental plantings, and early successional vegetation in locations with limited management or along property edges.

Mown Turf

Mown turf, comprised of a mix of cool season grasses, is the most common vegetation type within the study area, occurring throughout industrial, commercial, institutional, and residential properties. Turf quality, maintenance, and species composition vary throughout the study area.

Street Trees

Street trees are planted at regular intervals within the tree lawn (between the road and sidewalk) along the majority of streets within the study area. Tree species exhibit great diversity. Common species include Norway maple (*Acer platanoides*), silver maple (*Acer saccharinum*), honey locust (Gleditsia triacanthos), Northern catalpa (*Catalpa speciosa*), ash (*Fraxinus* spp.), American elm (*Ulmus americana*), and various oak species (*Quercus* spp.), with Norway maple being the most frequently planted despite its frequently poor condition. Less commonly found species include ginkgo (*Ginkgo biloba*), Kentucky coffee tree (*Gymnocladus dioicus*), baldcypress (*Taxodium distichum*), littleleaf and American linden (*Tilia cordata* and *Tilia americana*), London plane (*Platanus × acerifolia),* hackberry (*Celtis occidentalis*), sweetgum (*Liquidambar styraciflua*), black walnut (*Juglans nigra*), red maple (*Acer rubrum*), chinkapin oak (*Quercus muehlenbergii*), and serviceberry (*Amelanchier* spp.).

Ornamental Plantings

Small-scale ornamental plantings occur throughout residential, institutional, and in limited cases industrial properties within the study area. Frequently used evergreen and shrub species include boxwood (*Buxus* spp.), privet (*Ligustrum* spp.), yew (*Taxus* spp.), arborvitae (*Thuja* spp.), burning bush (*Euonymus alatus*), barberry (*Berberis* spp.), viburnum (*Viburnum* spp.), and forsythia (*Forsythia* spp.). Other observed flowering shrubs and perennials are hydrangea (*Hydrangea* spp.), Rose of Sharon (*Hibiscus syriacus*), spirea (*Spiraea* spp.), peony (*Paeonia* spp.), daylily (*Hemerocallis* spp.), columbine (*Aquilegia* spp.), coral bells (*Heuchera* spp.), meadow sage (*Salvia* spp.), phlox (*Phlox* spp.), anemone (*Anemone* spp.), catmint (*Nepeta* spp.), blue false indigo (*Baptisia* spp.), and geranium (*Geranium* spp.). Groundcovers include Boston ivy (*Parthenocissus tricuspidata*), English ivy (*Hedera helix*), pachysandra (*Pachysandra terminalis*), winter creeper (*Euonymus fortunei*), vinca (*Vinca minor*), and lily of the valley (*Convallaria majalis*).

Early Successional Vegetation

Early successional herbaceous species, shrubs, and trees volunteer in locations lacking regular landscape maintenance within the study area, commonly along property edges, along the railroad, and within vacant lots. Typical species include mulberry (*Morus alba*), tree-of-heaven (*Ailanthus altissima*), and privet.



Figure 3-14. Typical residential mown turf in residential yards (Quinn Evans, 2024).



Figure 3-15. Street trees within tree lawn (Quinn Evans, 2024).



Figure 3-16. Dense ornamental plantings within both residential yards and the tree lawn along South St. Lawrence Street in South Pullman (Quinn Evans, 2024).



Figure 3-17. Successional vegetation in unmaintained areas near the Pullman-Packard Auto Body Plant (Quinn Evans, 2024).

Analysis

The general pattern of street trees and tree lawn between sidewalks and roads, residential lawns, and ornamental plantings in park spaces is consistent with the original design of the Town of Pullman. Solon S. Beman and Nathaniel F. Barrett intended for the Town of Pullman to be "a park in itself," featuring a pleasant, manicured landscape. "All its streets have lawns with shade trees, and in front of the shops and east of the Arcade there are extensive park grounds with walks and drives, and areas adorned with flowers and shrubbery."[13] The intent for the street-facing green space is evident on a drawing of the community in the 1882 *Atlas of Hyde Park,* which illustrates green space along all roads within the platted and partially built community, including blocks immediately north of the factory.[14] Historic documentation also suggests that seasonal ornamental plantings may also have surrounded street trees along main streets, but the plantings are no longer implemented within the study area.[15] Vegetation patterns that contribute to the NHL significance of the study area are detailed in the individual LCA descriptions in this chapter.[16]

Expansion of ornamental and vegetable plantings within residential properties and the pattern of street trees and lawns in industrial and commercial areas may contribute to possible National Register significance of the study area. Initially, the Pullman company maintained these ornamental landscapes. After the Pullman company divested from the Town of Pullman in 1907, maintenance shifted to private land owners. Today some landscapes are maintained by City of Chicago Park District: Pullman (George) Park on South Cottage Grove Avenue, Arcade Park on South St. Lawrence Avenue, Park #573 on East 114th Street, and #588 in the northern portion of the Pullman neighborhood on S. Corliss Avenue. The Chicago Neighborhood Association maintains the community garden project at the African American Passion of Pullman Park at South Cottage Grove Avenue and East 107th Street. Areas developed outside of the Town of Pullman's original footprint also featured more individualized vegetation from their initial construction, as these neighborhoods or industrial and commercial properties were designed based on property owner preferences.

Contributing vegetation patterns are listed in the individual LCA sections of this chapter.

13 *The Town of Pullman* (1893), 105.
14 *Atlas of Hyde Park* (1882), as cited in Rouleau et. al., *Historic Resource Study*, 52.
15 *The Town of Pullman* (1893), 105.
16 Note that the analysis reflects historic patterns of vegetation within the study area. Due to limitations of plant health within urban environments, individual plants have been substantially replaced since the end of the NHL period of significance. Select street trees may date to the period of significance, but were not surveyed individually.

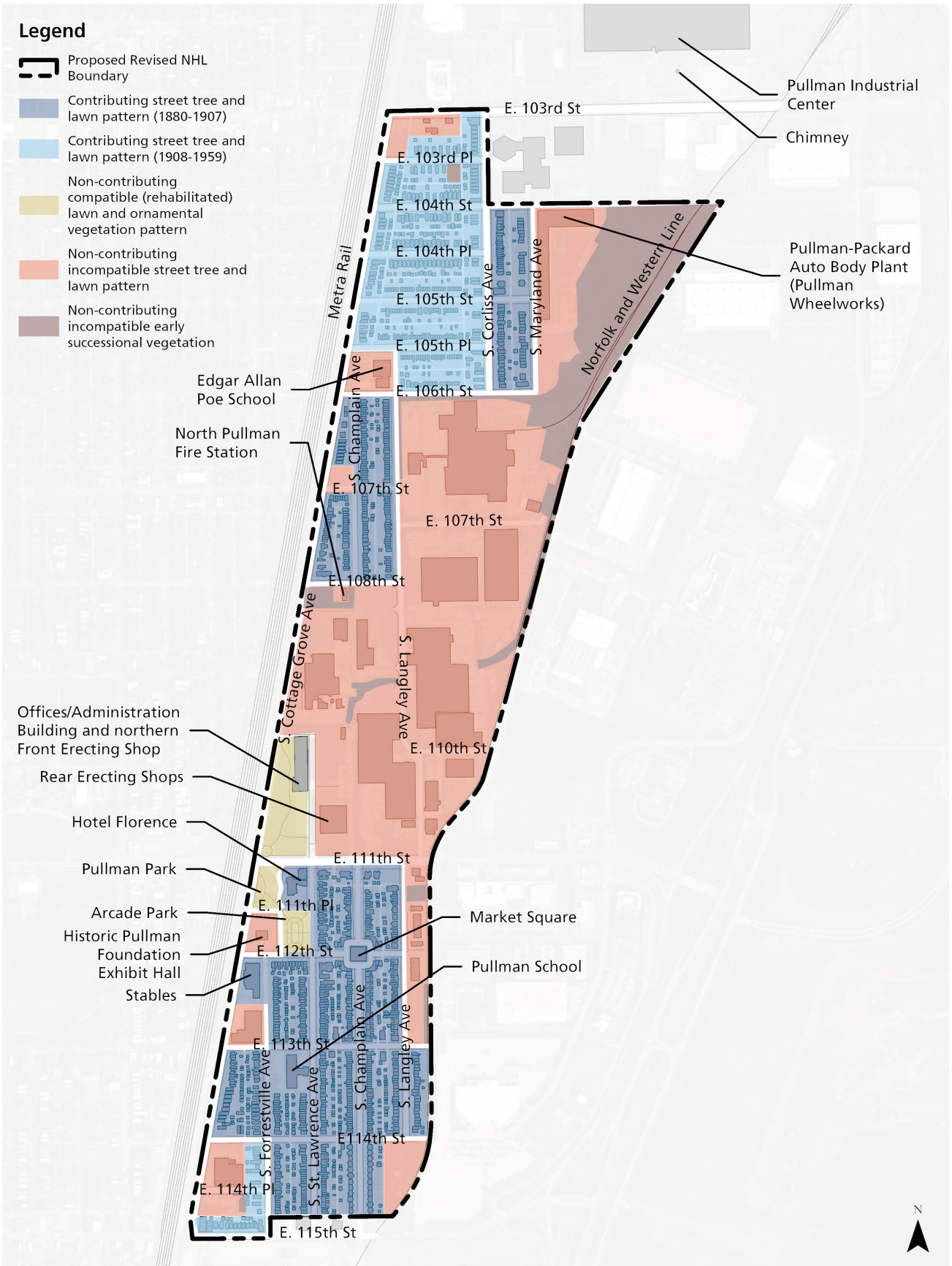


Figure 3-18. Vegetation analysis

VIEWS

Existing Conditions

Views associated with the Town of Pullman are closely tied to the study area's spatial organization. Across the study area, the most consistent views are residential streetscapes characterized by axial sightlines along north–south avenues, typically framed by limbed-up street trees, sidewalks, and uniform setbacks. These views are shortened in areas where residential gardens or ornamental vegetation extend into the tree lawn.

Other important views are also defined by visual connections to key landmarks such as the Greenstone United Methodist Church, Market Hall, the Offices/Administration Building, the North Pullman Fire Station tower, and the Stables (occupied by the non-profit "Share Your Soles"), all of which serve as prominent focal points from multiple directions. These landmarks are often framed by streets or open landscape features such as parkland and appear repeatedly in axial or panoramic views across the study area.

At a broader scale, successional vegetation and industrial development influence many views. Vegetation buffers and berms screen some modern intrusions, particularly along the Metra rail corridor and eastern industrial edges[17]. Conversely, breaks in the urban fabric or diminished tree cover create more open sightlines to contemporary development within and outside of the study area.

Analysis

The Pullman neighborhood's designed landscape incorporated controlled views that reinforced both the aesthetic and social hierarchy of the planned town. The Town of Pullman was designed and oriented to have a front-facing stately facade when viewed from the Illinois Central Railroad line to impress incoming rail travelers. Key views were intentionally designed to frame the industrial core, civic buildings, and housing to convey order, hierarchy, and pride in industrial modernity. The clock tower of the Offices/Administration Building, together with the now-demolished water tower, served as dominant vertical landmarks intended to be visible throughout the surrounding area, providing orientation for workers and visitors and symbolizing the authority and identity of the company. The placement of the Hotel Florence took advantage of these views as well; its design and landscaping allowed elite hotel guests to overlook the ornamental east lawn and the surrounding "best residences," reinforcing class distinctions through the visual experience of the landscape. Similarly, historic photographs document

17 Note that portions of the Metra line embankment vegetation were cut down along South Cottage Grove Avenue near the Offices/Administration Building and northern Front Erecting Shop.

panoramic views across Lake Vista and axial views along primary streets toward civic and industrial landmarks, all designed to produce an idealized townscape experienced at the pedestrian level.

Several historic views and visual markers are retained within the existing landscape and contribute to the district's historic character, including visual connections to remaining high points and linear views along residential streets (Figure 3-19 and Figure 3-20). Overall, views are most intact within the Southern Residential LCA, where much of the historic fabric and spatial organization remain intact. Views within Central Industrial LCA are impacted by the loss of the original structures and circulation patterns and construction of new features. However, rehabilitation of the Offices/Administration Building subsection has reestablished historic views particularly from the south and west, and remaining high points within the landscape continue to visually link the Offices/Administration Building clock tower and the North Pullman Fire Station to surrounding landscape features. The berm along the west side of South Cottage Grove Avenue both protects the historic character of views to the west by screening modern development and truncates historic visual connections to adjacent neighborhoods that were present before 1916.

Detailed descriptions of the study area's views, including select comparisons of historic photographs, is in the individual LCA sections of this chapter.



Figure 3-19. View of streetscape consistent with NHL period of significance (Quinn Evans, October 2024).



Figure 3-20. Visual connection to Offices/Administration Building clock tower from South Langley Avenue (Quinn Evans, October 2024).

SMALL-SCALE FEATURES

Existing Conditions

Existing small-scale features within the study area include fences, lighting fixtures, site furnishings, retaining walls, playground equipment, and signage.

Fences

Fences are present along alleys and select front yards in residential properties. Front yard fences, when present, typically consist of short chain link or decorative metal picket fences, generally 2' to 4' in height. Alleys and rear yards feature more substantial enclosures, including 4' to 6' tall wood, chain link, and metal picket fences, sometimes enhanced with brick or concrete piers.

Industrial and institutional properties are often fully enclosed with chain link or metal picket fencing. Unique styles such as galvanized I-beam pickets, wood-framed chain link, and screened fences also appear, particularly along the railroad and at vacant lots.

Lighting Fixtures

Street lighting varies by location and selection of lighting is influenced by City of Chicago Historic District status. The most prevalent street lighting fixture is the cobra-head LED mounted on painted or stainless steel poles. Pedestrian-scale acorn-style fixtures on decorative posts are found on select streets and use areas, typically adjacent to historic buildings. In residential areas, private lighting includes low path lights and 7' black decorative lamp posts in front yards.

Site Furnishings

Common site furnishings include a variety of benches, waste receptacles, bike racks, small shelters at bus stops, and picnic tables. Materials range from plastic and wood to metal slats and painted steel. These are typically clustered in parks, around public buildings such as the Offices/Administration Building and northern Front Erecting Shop, and along major thoroughfares such as South Cottage Grove Avenue, East 111th Street, and East 115th Street.

Retaining Walls

Retaining walls are frequently used to elevate residential yards 6–18" above adjacent sidewalks, particularly within the Southern Residential LCA. These are often made of sloped concrete curbs, mortared river rock, stacked limestone, or cast concrete. Low concrete block, brick, or timber garden walls are used for decorative edging around planting beds or foundations.

Playground Equipment

Play structures are present in public parks such as Langley Park, George M. Pullman Park, Park No. 588, and the Pullman-Packard Auto Body Plant (Pullman Wheelworks). These playgrounds typically feature modular plastic sets, wood or metal benches, picnic tables, and, in some cases, arbors or integrated planters. Mulch and plastic curb walls often define the play areas.

Decorative Features

Small-scale decorative elements are widespread on private residential lots and public sites. These include planters, birdbaths, ornamental benches, sculptures, trellises, and grills.

Signage

Interpretive signage is concentrated at key public and historic sites such as the Pullman National Historical Park Offices/Administration Building and northern Front Erecting Shop, Hotel Florence, Arcade Park, and the Historic Pullman Foundation Exhibit Hall. These signs typically consist of vertical and horizontal interpretive waysides and wayfinding signs. New signs from the 2021 grand opening of the redeveloped Pullman National Monument and the Pullman State Historic Site need to be updated to reflect the name change to "Pullman National Historical Park on the Illinois Department of Natural Resources (IDNR) Car Works grounds. Waysides near Hotel Florence were created by the old Illinois Historic Preservation Agency, IDNR, or state agencies. City signs (such as traffic and street signs) are provided throughout the study area.

Analysis

The vast majority of small-scale features within the study area are modern additions that post-date both the NHL and NR periods of significance (see Figure 3-21 through Figure 3-29). Historic photographs document a limited palette of small-scale features during the NHL period of significance, including metal post and chain fences , wood picket fences, wood benches at the Offices/ Administration Building, low decorative stone walls, and acorn-style lighting on decorative posts (initially gas and later electric arc lamps).[18] Immediately before the company divested of its town property, street signs were standardized with enamel-coated metal plates, and property markers were embedded in sidewalk curbs. As properties within the town transferred to individual ownership after 1907, a greater variety of fence types, lighting fixtures, and site furnishings appeared within the landscape.

18 Historic photographs, Illinois Digital Archive



Figure 3-21. Front yard fencing in Northern Residential LCA (Quinn Evans, October 2024).



Figure 3-22. Multiple fence types in alley between South St. Lawrence Street and South Champlain Street (Quinn Evans, October 2024).



Figure 3-23. Chain link and metal picket fencing around industrial/ institutional properties along South Langley Avenue (Quinn Evans, October 2024).



Figure 3-24. Cobra-head light fixture at South Langley Avenue and East 107th Street (Quinn Evans, October 2024).



Figure 3-25. Acorn light fixtures near Offices/Administration Building (Quinn Evans. October 2024).



Figure 3-26. Low residential retaining wall along South Forrestville Avenue (Quinn Evans, October 2024).



Figure 3-27. Site furnishings at bus stop on South Cottage Grove Avenue (Quinn Evans, October 2024).



Figure 3-28. Playground equipment and wood site furnishings at Park No. 588 in Northern Residential LCA (Quinn Evans, October 2024).



Figure 3-29. City of Chicago wayfinding sign at Pullman Park (Quinn Evans, October 2024).

Today, only the low stone wall at Hotel Florence is retained from the NHL period of significance (refer to the Southern Residential LCA for detailed discussion). Several types of light fixtures, fences, and low walls extant within the study area are compatible with the historic styles. Contributing small-scale features are listed in the individual LCA sections of this chapter.

UTILITIES

Existing Conditions

Overhead utilities are present along major streets including South Cottage Grove Avenue, East 111th Street, and South Langley Avenue. Within residential neighborhoods, overhead utilities typically run through the alley. Below-grade utilities were not documented as part of October 2024 field investigations; however, archeological investigations have documented networks of subsurface gas lines, water lines, sanitary sewer lines, drainage lines, and line shafts for power transmission within industrial landscape dating to both the NHL and NR periods of significance.

Analysis

Utilities were an important provision within the town's original design. The study area was constructed on large volumes of fill dredged from Lake Calumet, whose high clay contents necessitated extensive drainage throughout the development. This was largely accomplished through below-grade utility features; as described by George M. Pullman, "the houses in Pullman are built of brick, on broad, paved and shaded streets, with a perfect sewerage and drainage system, and are furnished with all modern conveniences and comforts of gas, water and complete sanitary arrangements."[19] The presence of extant below-grade utilities associated with the study area's initial construction, some of which may still function as part of the city's drainage and sewer systems, contributes to the overall character and integrity of the landscape. While limited overhead lines are visible in 1880s photographs, the overall above-grade utility system appears to be a later addition to the study area landscape that does not contribute to NHL significance.

19 "Pullman's Palace Car Company Annual Meeting," *Daily Inter Ocean*, October 16, 1885, as quoted in Rouleau et. al., *Historic Resource Study*, 48.

ARCHEOLOGICAL SITES

Existing Conditions

Multiple institutions including the University of Illinois at Chicago, University of Illinois at Urbana-Champaign, the University of Chicago, DePaul University, the Program in Urban Historical Archaeology at the Pullman State Historic Site, and Midwest Archeological Research Service, Inc., have conducted limited archeological investigations within the study area boundary over the past 25 years. Investigations have included both the industrial core (for example, the former Water Tower site and other factory locations), as well as public and residential locations within the Town of Pullman (Southern Residential LCA). These efforts have unearthed archaeological deposits associated with both factory operations and residential life, including infrastructure, waste disposal, and everyday domestic practices. As of 2025, at least four documented archeological sites are within the study area boundary.[20] There are no known sites within the study area associated with Indigenous use.

Analysis

Although site redevelopment has been more extensive within industrial portions of the study area, both the industrial core and residential neighborhoods have the potential to yield additional information related to the significance of the study area.[21]

20 Timothy J. Scarlett and Steven A. Walton, *Archeological Overview and Assessment, Pullman National Historical Monument* (Department of Societal Sciences, Michigan Technological University, for Midwest Archeological Center, National Park Service, December 2017), 64–67.

21 Scarlett and Walton, *Archeological Overview and Assessment,* 68–69.

LANDSCAPE CHARACTER AREA EXISTING CONDITION AND ANALYSIS

LANDSCAPE CHARACTER AREA A: NORTHERN RESIDENTIAL LCA

The Northern Residential landscape character area is bounded by South Cottage Grove Avenue to the west, East 103th and East 104th Streets to the north, South Corliss, South Maryland, and South Langley Avenues to the east, and East 106th and East 108th Streets to the south (refer to EC-1 on page 3-39). This area is characterized by a concentration of residential dwellings with pockets of commercial and educational development along the northern and southern blocks of the area. Within the Northern Residential area, there are three distinct subsections: Allen Paper Car-Wheel Company Housing, Union Foundry Housing, and the Residential Subdivision. Originally part of the Pullman Palace Car Company "model town" plan, the Northern Residential landscape character area reflects the company town's community planning for the Allen Paper Car Wheel and Union Foundry workers as well as the corporate paternalism through the stratification of employee housing.

The Allen Paper Car-Wheel Company Housing subsection is located north of East 108th Street, roughly bounded by East 106th Street, South Langley Avenue, East 108th Street, South Cottage Grove Avenue, East 107th Street, and South Champlain Avenue. It consists of seven north-south oriented blocks accommodating the angle of South Cottage Grove Avenue, and contains both dense residential development and the "Passion of Pullman" community garden, anchored by the Edgar Allan Poe School at the subsection's north end.

The Union Foundry Housing subsection is located along the eastern edge of Northern Residencial LCA, bounded by East 104th Street, South Maryland Avenue, East 106th Street, and South Corliss Avenue. The Union Foundry Housing subsection consists of four north to south oriented blocks that are densely populated by residential buildings and dotted with areas of vacant land predominantly around the intersection of South Maryland Avenue and East 105th Street and along the northern block of South Maryland Avenue.

The Residential Subdivision subsection is located at the northwestern portion of the Northern Residential LCA, bounded by East 103rd Street to the north, South Corliss Avenue to the east, East 106th Street to the south, and South Cottage Grove Avenue to the west. This area is predominantly characterized by a residential subdivision with an elementary school (Edgar Allan Poe School) at the southwest corner and commercial businesses along its northern boundary.

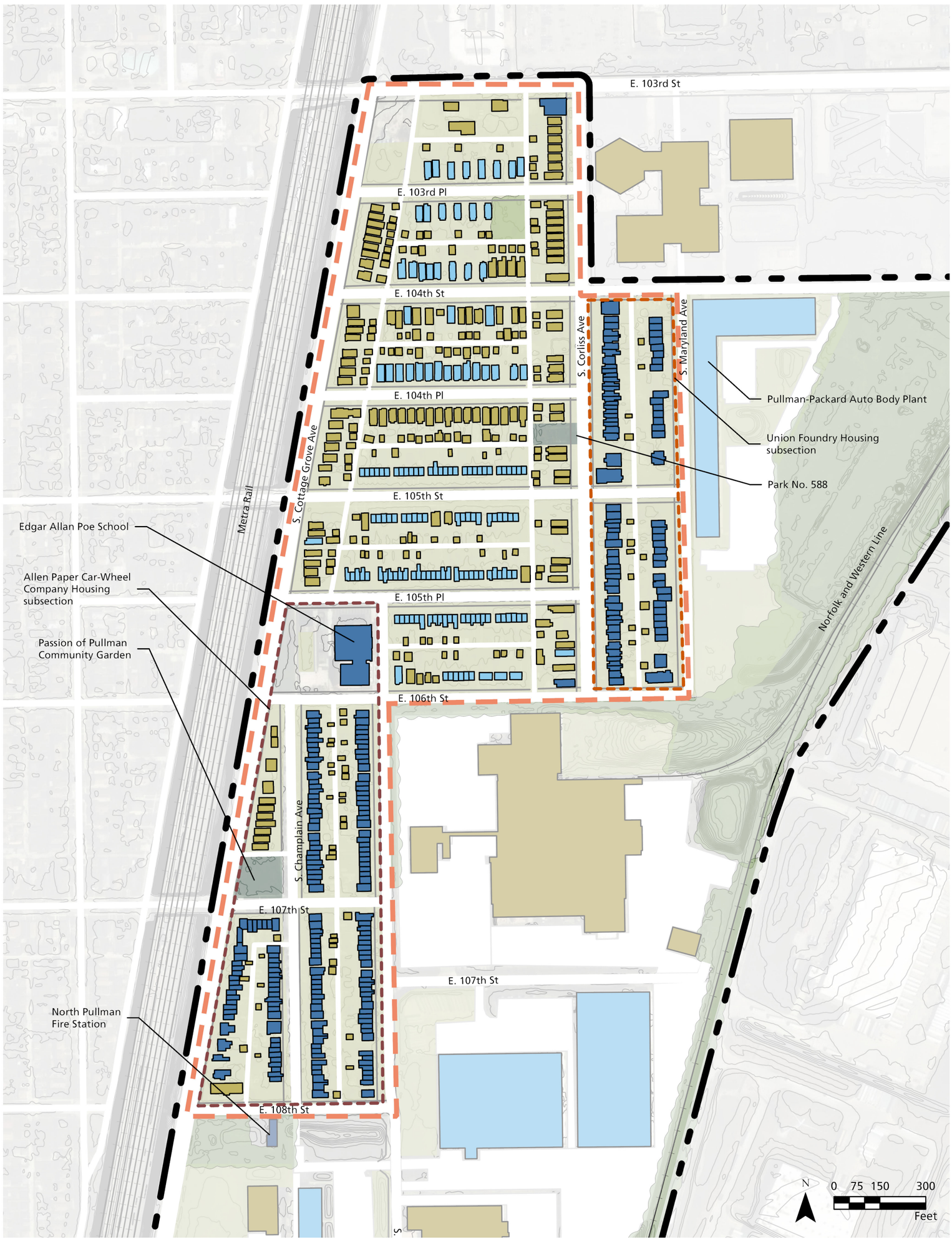
Historically, the area was owned by the Pullman Palace Car Company and residential development in this area was driven by the adjoining industry to the south and east including the Allen Paper Car-Wheel Company, the Union Foundry, and the Pullman Packard Auto Body Plant. The Allen Paper Car-Wheel Company, owned by Richard N. Allen, moved its main paper car-wheel production plant to the Town of Pullman by 1881 due to the quantity of paper car-wheels being used in George M. Pullman's luxury railcars production. George M. Pullman allowed Richard N. Allen to own the land for the Allen Paper Car-Wheel Company, as well as two executive houses, but in 1900 after Allen's death, the Pullman company repurchased the plant. The Union Foundry plant was formed in 1881 and jointly owned by the Pullman Palace Car Company and Union Foundry, to manufacture cast iron freight car wheels. In 1886, the Pullman Palace Car Company purchased Union Foundry's shares of the company stock, bringing the plant under complete Pullman ownership. Residential construction of the Northern Residential LCA began in the 1880s and continued into the 1890s through the Pullman Land Association. Although the residential development in this area of Pullman was intended for the workers of the adjoining industries, the Pullman Palace Car Company and the Allen Paper Car-Wheel Company policies did not dictate that its employees live in the northern residential area of Pullman.

The Northern Residential LCA was operated as part of the company town until 1898 when a court ruling forced the Pullman Land Association to sell its residential properties. Beyond the two residential areas developed for the Allen Paper Car-Wheel Company and the Union Foundry, the remaining land within the Northern Residential LCA between East 103rd Street and East 106th Street remained largely undeveloped until circa 1910 when single-family residential buildings were constructed along East 103rd Place and along East 104th Place in 1926 and 1930. Newly constructed residential property continued to fill in the vacant land through 2005. The character area has a spatial relationship with the Pullman Industrial Center (formerly the Pullman Car Works Steel Car Plant) and associated smokestack, which were constructed, outside the Pullman Historic District, on the north side of East 103rd Street in 1910.

Contributing and non-contributing site features within the Northern Residential LCA are identified in Table 3-1. The LCA is illustrated on drawing EC-1.

Spatial Organization

Spatial organization within the Northern Residential LCA follows a mixed grid pattern with the Allen Paper Car-Wheel Company Housing and the Union Foundry sections oriented north to south and the Residential Subdivision section



Legend

- Proposed Revised NHL Boundary
- North Pullman Housing LCA
- Union Foundry Housing
- Allen Paper Car-Wheel Company Housing
- Contributing Building (National Register)
- Contributing Building (National Historic Landmark)
- Non-contributing Building
- Roads
- Alley
- Rail Line
- Sidewalk
- Successional Vegetation
- Park Space
- Vehicle Parking
- Paved Pedestrian Space
- Mown Lawn and Street Trees

Sources
1. World imagery from ESRI, 2024.
2. City of Chicago Geospatial Data Portal.
3. Cook County Maps and Geospatial Data.

Notes
1. Projection: NAD 1983 UTM Zone 16N
2. Contour Interval= 1 Feet
3. Contributing spatial organization (Figure 3-2), circulation (Figure 3-13), and vegetation (Figure 3-18) features are illustrated on diagrams addressing the entire study area.

Pullman National Historical Park
Chicago, Illinois
Cultural Landscape Report Part 1

North Pullman Housing LCA
Existing Conditions

August 2026

NPS No. PULL 590 80006

Drawing EC-1

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Figure 3-30. Typical residential neighborhood corridor (South Champlain Avenue, Quinn Evans, October 2024).

oriented east to west, an organization reinforced by the layout of the circulation system within the character area.

The LCA is experienced as a dense residential neighborhood with linear street corridors defined by the roadway, curb, tree lawn, sidewalk, front yard, and façades of one- to two- story residential or small commercial buildings (Figure 3-30). Due to limited street trees, particularly on the northern streets, its character is relatively open. Fences commonly delineate individual front yards. Similar to other residential subsections, a secondary network of alleys through the center of each block is enclosed by fences, garages, and successional vegetation. Overhead utilities are routed through the alleys and along South Cottage Grove Avenue.

In contrast with the residential scale and spatial organization of the majority of the Residential Subdivision subsection, Edgar Allan Poe School occupies a large block at the southern end of the subsection. The building rises three and a half stories above the surrounding residential stock on the east side of the block while the western side, adjacent to South Cottage Grove Avenue, is a relatively open area for parking, playground, and mown turf.

The spatial organization of the Allen Paper Car-Wheel Company Housing subsection and Union Foundry Housing subsection is consistent with their establishment in the 1880s and 1890s as residential housing locations supporting the Pullman company manufacturing process, and contributes to the historic character of the landscape. These subsections utilize a grid of north–south roads and alleys and building forms consistent with residential blocks in the Southern

Residential LCA, linking their spatial and visual character to the larger Pullman neighborhood complex.

The east–west oriented layout of the Residential Subdivision subsection was established after the end of the NHL period of significance, but the layout contributes to the site's potential NR significance under Criterion A: Community Planning and Development, Industry, Social History related to the development of neighborhoods following the Pullman company's divestment in residential properties, as well as expanded industrial uses both north and south of East 103rd Street.

Topography

Consistent with the study area's history as a glaciated landscape with extensive fill during construction of the Pullman neighborhood, the topography of the Northern Residential LCA is relatively level and contributes to its NHL and potential NR significance.

Land Use

Land use within the Northern Residential LCA is predominantly residential. The character area incorporates two neighborhood parks, and the National A. Philip Randolph Pullman Porter Museum occupies a former residence at the north end of South Maryland Avenue. Vacant structures and lots are present periodically throughout the subsection, especially on South Maryland Avenue, South Langley Avenue, and between East 103rd Street and East 103rd Place along South Cottage Grove Avenue. South Langley Avenue and East 108th Street experience frequent industrial truck traffic. A small commercial strip on East 103rd Street includes a gas station, church, and bar. The Edgar Allan Poe School occupies a full block in the southwest corner of the subsection.

The Allen Paper Car-Wheel Company Housing and Union Foundry Housing subsections were historically used primarily for residential housing, and continued residential use within this area contributes to the NHL significance of the landscape. The subsections included two schools (107th Street School on South Langley Avenue and 105th Street School at 10501–03 South Corliss Avenue)) and several small commercial businesses operating out of homes, such as a meat market, barbershop located at 10719 South Champlain Avenue in 1889, and a laundry at 10729 South Champlain Avenue in 1889. A cluster of mixed-use commercial businesses in the residential buildings along the 10500 block of South Corliss Avenue was informally known as a shopping arcade for the Union Foundry Housing subsection area during the Pullman Historic District NHL period of significance. The types of businesses incorporated a barbershop at 10505,

meat market at 10507, drugstore branch at 10511, and grocery store at 10513, with clerks living above the storefronts. Commercial businesses operated from residential units in the Northern Residential LCA were approved by the Pullman Land Association during the Pullman Historic District period of significance due to the area's distance from the commercial operations in the Southern Residential LCA. This historic commercial use is now largely missing within the subsections. Educational activities at the historic Edgar Allan Poe School also continues the historic land use of the parcel, although other schools historically present in the study area are no longer extant.[22]

Initially undeveloped until around 1910, the Residential Subdivision subsection saw progressive residential construction through the twentieth century. Single-family residential buildings were constructed along East 103rd Place ca. 1910, and along East 104th Place in 1926 and 1930. Duplex residential buildings were constructed along East 105th Street and East 105th Place in 1942 with additional duplexes constructed along East 106th Place in 1944 and 1947. Single- and multi-family residential developments continued to fill in the subdivision through the 1970s–80s with select housing constructed into the early 2000s. Current land use continues to be primarily residential. Residential development within this subsection post-dates the NHL period of significance, but may contribute to the potential NR significance of the study area. Similarly, commercial development along East 103rd Street post-dates the NHL period of significance, but is reflective of community-driven commercial development after the Pullman company's divestment and contributes to the potential NR significance of the study area.[23]

Circulation

Within the Northern Residential LCA, circulation is organized into two gridded street layouts. Streets in the Allen Paper Car-Wheel and Union Foundry subsections follow a primarily north–south orientation and are paved in asphalt with on-street parking permitted on both sides. While most streets are two-way, South Maryland Avenue and East 106th Street are one-way. The Residential Subdivision subsection features predominantly east–west numbered streets, all of which are one-way with parking on both sides. Street condition varies widely throughout the LCA. Sidewalks, generally 5'–6' wide and in fair to good condition, are present on both sides of most streets, linked to buildings by short connector walks. Single-lane asphalt-paved alleys run north–south through the center of the blocks within the Allen Paper Car-Wheel and Union Foundry subsections. Within

22 Commission on Chicago Landmarks, *North Pullman District Chicago, Illinois*, February 1992, 6–10.

23 Cook County, Illinois, "CookViewer," last accessed January 2025, https://maps.cookcountyil.gov/cookviewer/.

the Residential Subdivision subsection, a network of H-shaped alleys access the interior of the blocks while avoiding intersections with South Corliss Avenue and South Cottage Grove Avenue. The alleys are concrete with asphalt speed bumps and are in good to fair condition.

The street, alley, and sidewalk routes present in the Allen Paper Car-Wheel subsection and the Union Foundry subsection are retained from the initial development of these neighborhoods during the NHL period of significance (1880–1907), and these features contribute to the historic character of the landscape. The roads, alleys, and sidewalks in the Residential Subdivision were largely established by the late 1940s and contribute to the potential NR significance of the study area.

Individual Contributing Buildings

Edgar Allan Poe School

As part of the Chicago Public Schools system, the Edgar Allan Poe School was built in 1905 to educate Pullman company workers' children living north of 108th Street, though it was not part of the original town plan.[24] The Edgar Allan Poe School is a four-story Renaissance Revival building with a one-story portion at the west elevation (Figure 3-31). The exterior is finished in white stone at the front façade and grey or red brick on the remaining elevations. The front façade of the building faces to the east, away from the Illinois Central Railroad tracks. Exterior detailing includes classical design elements of engaged pilasters, denticulated cornices, corner quoins, egg and dart detailed trim, brackets, keystone lintels, and a detailed cornice with brackets at the main entry. The roof of the four-story portion is hipped with a central flat roof, while the one-story portion is a flat roof. In 2020, a three-story flat roof addition was added to the south side of the building (Figure 3-32). The exterior of the addition is finished in grey/off-white colored brick at the eastern portion and red-orange brick at the western portion.

Contributing Building Types

Within the Northern Residential landscape character area, there are six contributing building types: Boarding House, Four Flats, Rowhouse, the Detached Executive House, Two-Flats, and Three-Flats.

Boarding House

The Boarding House building type appears in the Allen Paper Car-Wheel Company Housing and the Union Foundry subsections of the Northern

24 "Poe At A Glance," *Edgar Allan Poe School*, accessed January 10, 2025, https://www.poe.cps.edu/apps/pages/index.jsp?uREC_ID=424762&type=d; Rouleau et. al., *Historic Resource Study*, 157.



Figure 3-31. Edgar Allan Poe Classical School on South Langley Avenue (Quinn Evans, 2024).



Figure 3-32. Edgar Allan Poe Classical School addition on South Langley Avenue (Quinn Evans, 2024).

Residential LCA, specifically at the southeast corner of East 107th Street and South Champlain Avenue and anchoring the ends of the 10400 block of South Corliss Avenue (Figure 3-33). Constructed in 1880–83, this type is two-and-a-half to three stories consisting of five bays with a central entry. The primary exterior finish is brick with simple brick detailing. Some examples also have vinyl siding or wood shingles. The windows on the front façade are double-hung, either in a one-over-one or multi-light configuration. The building is adorned with a front-facing gable with a clipped gable roof. The main roof is hipped or mansard at the street and flat at the rear. Additionally, there is either a shed-roof dormer or pyramidal roof over the center bay. The Boarding House building types in the Union Foundry subsection include full-length front porches supported by brick, stone, and concrete piers with tapered wood columns. The hipped or shed roofs above the porches have wood posts, railings, stairs, and decking.

Four Flats

The Four Flats building type is two or two-and-a-half stories tall duplex with a central double entry and concrete stoop (Figure 3-34). The exterior is finished in brick with some examples including red-orange brick or red and brown brick. This building type incorporates simple black brick detailing in the cornice, string courses, water table, and flat arched headers, along with brick and stone parapets. The Four Flats were built to a higher degree of design and detail due to their high visibility from the Illinois Central Railroad along South Cottage Grove Avenue (formerly Pullman Avenue).[25] According to the North Pullman District nomination to the Chicago Landmarks Commission, the three Four Flat building types along the southern half of the 10700 block of South Cottage Grove Avenue were built in 1880–82 and,

> . . .intended for rental to employees of the Allen Paper Car Wheel works and other industries in the northern park of Pullman complex. By 1883, at least two of the three-story units were leased by individuals who operated them as boarding houses, providing lodging and meals to semi-permanent residents, primarily single males. Although the Pullman Land Association, owner and manager of all the residential and town buildings, built structures specifically as boarding houses, it was not uncommon for houses and apartment buildings to be leased by individuals and operated as boarding houses with the full knowledge and approval of the association. In 1883, many of these buildings were filled to astounding capacities, possibly due to the lack of housing in the area.[26]

25 Commission on Chicago Landmarks, *North Pullman District Chicago, Illinois*, February 1992, 5.

26 Commission on Chicago Landmarks, *North Pullman District Chicago, Illinois*, February 1992, 6.

Rowhouse

There are two variations of Rowhouse building types in the Northern Residential LCA. The first variation is two stories tall with a brick exterior and two to four bays wide (Figure 3-35). Each rowhouse is either a single-family or duplex unit constructed in 1880–85. The exterior features red-orange brick with simple detailing of brick flat-arched headers over windows and doors, brick water tables, and string courses at the cornice. The roofs are either flat at the rear with shingle-covered slopes at the street with pyramidal shaped accents or flat with side-gable roofs, brick parapets, or centered front gables. Entrances have wood porches or concrete stoops with metal railings, some of which have been enclosed. Along South Cottage Grove Avenue, the Rowhouses are stepped in sets of three to follow the angle of the road between East 107th and East 108th Streets. This section of Rowhouses were presumably constructed in 1883–84 during the residential expansion of the Southern Residential LCA due to their simple exterior detailing and lack of elaborate corbelled ornamental orange and black brickwork used in the first phase of construction in the Town of Pullman.[27]

The second variation of the Rowhouse building type is one-and-a-half stories tall with a brick exterior, constructed in 1880–82 or 1884–85 (Figure 3-36). Exterior features of this variation include simple brick details of flat arched headers on the windows and doors. This Rowhouse variation also has a mansard roof with shed-roof dormers and brick and stone parapets between each unit.

Detached Executive House

The Detached Executive House building type is two stories tall and located at 10757 South Cottage Grove Avenue (Figure 3-37). Like the Four Flats, the Detached Executive House type was built to a higher degree of design and detail due to high visibility from the Illinois Central Railroad.[28] The design and detailing of the Detached Executive House are similar to the Pullman Executive Houses building type in the Southern Residential LCA which suggests it was constructed for higher paid officials at the Allen Paper Car-Wheel Company. Originally, two Detached Executive Houses were built along South Cottage Grove Avenue in 1880–82, though one was demolished.[29] Exterior features include brick flat headers above the windows, flat arched brick headers above the entrance door, brackets under the overhanging roof eaves, a square two-story bay window, painted wood shingles, brick corbelling, and a stone water table. The exterior is

27 Commission on Chicago Landmarks, *North Pullman District Chicago, Illinois*, February 1992, 6.
28 Commission on Chicago Landmarks, *North Pullman District Chicago, Illinois*, February 1992, 5,
29 Commission on Chicago Landmarks, *North Pullman District Chicago, Illinois*, February 1992, 5–6.

finished in red-orange brick on the front façade and part of the south elevation with brown brick on the other elevations. The roof is hipped with gable-roof dormers. The gable roof ends are finished with painted wood detailing and wood vergeboards.

Two-Flats

The Two-Flats building type was constructed in 1880–85 in the Union Foundry subsection (Figure 3-38). This building type consists of a two-story brick building that is six to eight bays wide, with a double door central entry leading to four units. The building roofs are asphalt shingle side-gable at the front, with flat roofs at the rear and brick parapets at the gable ends. Under the main roof eaves are denticulated brackets. The building entry includes concrete stoops and a front-facing gable or hipped roof over the central two bays, supported by posts or brick columns. Some variations of this building type have enclosed porches added at unknown dates.

Three-Flats

The Three-Flats building type was constructed in 1880–85 in the Union Foundry subsection (Figure 3-39). This building type is two-and-a-half to three-stories tall. The façade contains six or ten bays with a central double entry door. The exterior is made of brick with simple decorative brickwork and elongated double-hung windows featuring flat-arched headers and stone sills. The central four bays extend upward in brick to form a third floor, while the other bays serve as a shed dormer on a mansard roof. The roof above the central four bays is either an asphalt shingle hipped roof or a brick and stone parapet. Some variations of this example have dormers on the mansard roof that extend from the main façade upward, similar to the central four bays brick and stone parapets. At the central entry to the building is an elevated concrete stoop with metal railings.

Commercial

Within the Residential Subdivision subsection of the Northern Residential LCA, there are two variations in commercial buildings: the one-story commercial brick and the two-story commercial brick. The one-story commercial brick buildings are on narrow lots. A flat roof tops the building with a brick and stone parapet along the front and sides that extend above the roof line. An example of the one-story commercial brick building variation is located near the corner of South Corliss Avenue and East 103rd Street (Figure 3-40).

The two-story commercial brick buildings would have historically been commercial business in the first story and residential in the second story. Exterior materials, in addition to brick, typically consisted of stone, and some examples

have been covered over in vinyl siding. When a two-story commercial brick building is on the corner of a block, some examples have a clipped corner facing the intersection that is either one or two stories tall. Details on the elevations include dentils, arched flat headers above doors and windows, brickwork, stone string courses, stone water tables, and decorative stonework. Windows consist of commercial storefront or ribbon windows near the main entry with fixed, double-hung, or glass-block units throughout the rest of the building. The roofs are flat with either a flat, gabled, or stepped gabled parapet of brick and stone. Examples of the two-story commercial brick building variations are located at the corner of South Corliss Avenue and East 103rd Street and the corner of South Corliss Avenue and East 106th Street (Figure 3-41).



Figure 3-33. Boarding House building type at 10461–63 South Corliss Avenue (Quinn Evans, 2024).



Figure 3-34. Four Flat building type at 10747–49 South Cottage Grove Avenue (Quinn Evans, 2024).



Figure 3-35. Two-story Rowhouse building type found along South Langley Avenue (Quinn Evans, 2024).



Figure 3-36. One-and-a-half-story Rowhouse building type at 10748–52 South Champlain Avenue (Quinn Evans, 2024).



Figure 3-37. Detached Executive House building type at 10757 South Cottage Grove Avenue (Quinn Evans, 2024).



Figure 3-38. Two Flats building type at 10500 block of South Corliss Avenue (Quinn Evans, 2024).



Figure 3-39. Three Flat building type at 10400 block of South Corliss Avenue (Quinn Evans, 2024).



Figure 3-40. Commercial building type at 10300-02 South Corliss Avenue (Quinn Evans, 2024).



Figure 3-41. Commercial building type at 10586 South Corliss Avenue (Quinn Evans, 2024).

Non-Contributing Buildings

Within the Northern Residential landscape character area, there are 188 garages that line the alleys and are non-contributing. In the 1880s, the outbuildings within the Allen Paper Car-Wheel Company Housing and the Union Foundry Housing areas were small wood and coal storage sheds, constructed from wood, that backed up to the alley.[30] Outbuildings present today are larger in comparison to the historic sheds to accommodate automobiles and are in varying conditions from new construction to ruins.

Non-contributing resources within the Northern Residential LCA, outside of garages, are found mainly in the Residential Subdivision area.[31] Specifically, the non-contributing building types include the following:

- *Cape Cod*: Constructed in 1908–10 on East 103rd Place, this type is a one-and-a-half-story rectangular building, oriented perpendicular to the street, on an elevated basement with a front-gable roof. The exterior is finished in siding or brick and a combination of canted bay and paired double-hung windows. This building type may contribute to National Register significance of the district.

30 Rouleau et. al., *Historic Resource Study*, 242.
31 Resources that may contribute to National Register significance are noted within each description.

- *Raised Ranch*: Constructed in the 1960s and scattered throughout the Residential Subdivisions area of the Northern Residential landscape character area, this type is a one-story rectangular building on a raised basement that is oriented perpendicular to the street with a hipped, front-gable, or flat parapeted roof. The exterior is finished in brick and stone with a combination of double-hung, Chicago-style tripartite, and square fixed window units.
- *Mid-Century Two-Flat*: Constructed in 1962 on East 106th Street, this building type is a simplified two-story rectangular building with a garden level and a low-pitched roof. The exterior is finished in brick with accents of opaque teal or white glass blocks with double-hung, casement, and Chicago-style tripartite windows.
- *Camelback Shotgun*: Constructed after 1959, this building type is one-story at the street level and one-and-a-half stories at the rear rectangular building with either a gable or hipped roofs. The exterior is finished in a combination of brick and aluminum siding with fixed and double-hung windows.
- *Minimal Traditional*: Constructed in 1959, this type is a one-story rectangular building at 10459 South Cottage Grove Avenue. This building type is on a raised basement with brick and stone veneer exterior finish, double hung windows, and a side-gable roof with shed-roof dormers.
- *Ranch*: Constructed in 1972 at 707 East 104th Place, this building type consists of a one-story rectangular building, oriented parallel to the street, on a raised foundation with a low hipped roof. The exterior is finished with yellow brick and has a combination of Chicago-style tripartite, double-hung, sliding, and fixed square windows.
- *Two-Story Duplex*: Found along South Cottage Grove Avenue, East 104th Street, and East 106th Street, this building type was constructed in the 1960s–70s. The two-story rectangular buildings are oriented either parallel or perpendicular to the street and finished in brick, aluminum or vinyl siding, and vertical siding. Roofs are either flat or hipped. Windows types include vinyl or aluminum double-hung, sliding, fixed, or Chicago-style tripartite units.
- *One-Story Vernacular*: Constructed in 1960 on South Cottage Grove Avenue, this type is a one-story rectangular building, oriented perpendicular to the street, with a hipped or front-gable roof. The exterior is finished in brick with a combination of sliding, double-hung, and fixed window units.
- *Rowhouses*: Constructed in 1942–44 on East 105th Street and East 105th Place, these rowhouses are arranged in groups of five and six two-story units. The exterior is finished in brick, stone veneer, and aluminum or vinyl siding. Windows consist of double-hung and sliding units. Variations on the roof include a side-gabled roof with the roof portion over the center three rowhouses elevated above the outer unit roofs, hipped with a central front facing gable over the center rowhouse, and side-gabled with front facing cross gables over the second and fifth rowhouse. This building type may contribute to National Register significance of the district.
- *Georgian Revival*: Examples of this building type are found along East 104th and 105th streets and were constructed in 1940s. This type is a two-story rectangular building that is finished in brick with minimal detailing and a hipped roof without overhanging eaves. This building type may

contribute to National Register significance of the district.

- *Front Gable*: Constructed in the 1920s and 1950s on South Corliss Avenue and East 105th Place, this type is a two- and two-and-a-half-story rectangular building, oriented perpendicular to the street, that is finished in brick and vinyl siding with double-hung windows and a front-gable roof. This building type may contribute to National Register significance of the district.
- *Chicago Bungalow*: Constructed in the 1920s along East 104th Street and Place, this building type is a one-and-a-half-story single-family rectangular house with a wide overhanging hipped roof and a central hipped or gabled dormer. The exterior is finished in brick with brick and stone detailing. A prominent bay of windows is typically on the front face with an off-center entry porch under the main roof. This building type may contribute to National Register significance of the district.
- *Two-Story Single-Family*: Constructed in 2005 on South Corliss Avenue, this type consists of a two-story rectangular building on a narrow lot that is finished in either brick or stone veneer and siding and a combination of double-hung, casement, sliding, and fixed windows.
- *Two Flats*: Constructed in 1922 at 10511 South Cottage Grove Avenue, this type is a two-story rectangular building with a flat parapeted roof. The exterior is finished in brick and stone and has a combination of single-, triple-, and quadruple-unit double-hung windows. This building type may contribute to National Register significance of the district.
- *Three Flats*: One example of this building is found at 700 East 106th Street and was constructed in 1930. This type is a two-story rectangular building, raised on a garden level, with a flat parapeted roof. The exterior is finished in brick and stone with simple decorative brick patterns and the windows are double hung in groups of one to three. This building type may contribute to National Register significance of the district.

Vegetation

Vegetation in the Northern Residential LCA primarily consists of street trees, lawns, limited ornamental vegetation, and volunteer growth. Street trees across the study area are diverse in species but inconsistent in distribution and condition. Many street trees, especially silver maples (*Acer saccharinum*) and Norway maples (*Acer platanoides*), are in poor condition or missing, leading to noticeable gaps in the street tree pattern. The Residential Subdivision subsection has the fewest street trees overall. Large gaps in tree coverage are also present along South Cottage Grove Avenue. Tree lawns are typically mown turf and vary in width by street. Front yards are also predominantly lawn, occasionally featuring ornamental vegetation; some properties extend ornamental plantings into the tree lawn. Volunteer species are common in vacant lots and between buildings. The “Passion of Pullman” community garden features mown turf dotted with fruit trees and shrubs.

Although historic documentation of vegetation within this LCA is limited, the overall pattern of street trees, tree lawn, and residential front yard lawns in the

Allen Paper Car-Wheel Housing and Union Foundry Housing subsections is consistent with its original design and contributes to the NHL significance of the study area. The overall layout of these blocks remains consistent with those in the Southern Residential LCA, and historic maps illustrate the consistent vegetation treatment on the street side of the buildings for the Allen Paper Car-Wheel Housing subsection.[32] While not expressly discussed in historic documents, it is likely that ornamental plantings within these neighborhoods were limited during the NHL period of significance.

Historic aerial photographs illustrate that the patterns of vegetation within the Residential Subdivision, including the pattern of lawns and street trees, were substantially established during the period from 1908–59, and may contribute to potential National Register significance of the study area.[33]

Views

Views within the character area are primarily of linear residential streetscapes, with major focal points formed by prominent structures and infrastructure. Landmarks such as the Edgar Allan Poe School, murals below the East 103rd and East 107th Street railroad overpass bridges, and the Pullman-Packard Auto Body Plant create key visual anchors (Figure 3-42 and Figure 3-43), and the North Pullman Fire Station tower is visible from many vantage points in the southern half of the LCA (Figure 3-44). In areas with fewer street trees, views are broader, allowing visual connections to related features outside of the study area such as the smokestack north of East 103rd Street (Figure 3-45). Vegetation, especially successional growth, also obscures views in certain locations, such as those toward industrial properties to the east or to the Metra line to the west.

Although documentation of historic views within the Northern Residential LCA is limited, an understanding of the spatial organization of this area following its initial construction informs our analysis of significant views. Residential streetscapes within the Allen Paper Car-Wheel Housing and Union Foundry Housing neighborhoods are likely relatively consistent with their historic condition, with minor impacts to the views due to post-1907 building modifications and growth of ornamental or successional vegetation.

Before 1907, large-scale industrial buildings to the south and east of the housing units would have dominated views; today, the only remaining visual connections from the NHL period of significance are to the North Pullman Fire Station, Offices/Administration Building clock tower, and Edgar Allan Poe School.

32 *Atlas of Hyde Park* (1882), as cited in Rouleau et. al., *Historic Resource Study*, 52,
33 1938 aerial photograph, Cook County, Illinois



Figure 3-42. View from neighborhood to Edgar Allan Poe Classical School (Quinn Evans, 2024).



Figure 3-43. Visual connection between neighborhood to East 105th Street railroad overpass (Quinn Evans, 2024).



Figure 3-44. View from neighborhood to North Pullman Fire Station (Quinn Evans, 2024).



Figure 3-45. View from neighborhood to smokestack north of East 103rd Street (Quinn Evans, 2024).

Successional vegetation and the addition of numerous buildings after 1907 impact these views.

However, visual connections to features constructed between 1908 and 1959, including neighborhood streetscapes in the Residential Subdivision subsection and views north to the Central Industrial Center (formerly the Pullman Car Works Steel Car Plant) and smokestack, contribute to the potential NR significance of the LCA.

Small-Scale Features

Existing small-scale features within the Northern Residential LCA include light fixtures, fences, low garden walls, and limited signs and site furnishings. Street lighting is primarily provided by LED cobra head fixtures on various pole types, with smaller acorn-style lights on black posts illuminating Park No. 588. Many residential properties also feature 7'-tall black lamp posts in front yards. Fences common throughout the area, enclosing front yards, vacant lots, alleys, and property lines with fences ranging from 4' to 6' tall, constructed of materials including black-painted iron, galvanized or steel pickets, chain link, and chicken wire, often combined with masonry piers or brick walls. Wayfinding and interpretive signs are limited to informational panels at the A. Philip Randolph Pullman Porter Museum. Many residences include low garden walls of concrete block, brick, or limestone, typically used for garden edging. The "Passion of Pullman" community garden includes exercise equipment, picnic tables, benches, and an arbor, while Park No. 588 contains modern playground equipment, picnic tables, and benches.

The small-scale features present within the LCA today are modern additions to the landscape that do not contribute to NHL or NR significance. Documentation of historic small-scale features within the Northern Residential LCA is limited due to the small quantity of historic photographs and drawings in this area. Because of the later construction of housing within the Allen Paper Car-Wheel Company Housing and Union Foundry Housing subsections (as well as a lack of public amenities), it is likely that Pullman-constructed furnishings were few, although lighting may have been provided consistent with other street designs within the town. Fencing, lighting, furnishings, and signage present in the Residential Subdivision would have been constructed based on City of Chicago standards or individual property owner taste; however, no features definitively dating to the NR period of significance were noted during October 2024 field investigations. The existing features do not detract significantly from historic character.

Archeological Sites

There are no documented archeological sites within the Northern Residential LCA.

Northern Residential Integrity Assessment

The Northern Residential LCA has not substantially changed since the 1970 NHL designation and continues to contribute to the historic character of the district. The character area retains integrity in the aspects of location, design, setting, feeling, materials, workmanship, and association. The gridded street, alley, and sidewalk layout; original residential buildings; and pattern of street trees and lawn between sidewalks and roads with small residential lawns within the building setback are retained from the historic design of the Allen Paper Car-Wheel Company Housing and Union Foundry Housing subsections. These elements continue to convey not only the original location and design of the neighborhoods and their association with the Pullman Palace Car Company, but also the relationship of these residences to the overall design of the Town of Pullman. Smaller setbacks and limited ornamentation of these buildings reflect the neighborhood's intended use as housing options available to lower wage Pullman employees. The continued use of residential buildings as dwellings reflects the historic land use and strengthens the connection between this area and its significant historic role as a part of the Pullman company's operations. Although setting and feeling are diminished by the loss of Pullman company factory buildings to the south of the historic housing, the character area retains visual connections to remaining historic buildings within the Central Industrial LCA, including the North Pullman Fire Station and the Offices/Administration Building and northern Front Erecting Shop, as well as the Edgar Allan Poe School embedded within the Northern Residential LCA. Continued use of adjacent land for light industrial use is compatible with the historic character of the landscape.

The buildings within the Allen Paper Car-Wheel Company and Union Foundry subsections of the Northern Residential LCA retain integrity of location, design, materials, workmanship, association, and feeling, as they continue to demonstrate the initial design intent of the town. Although homeowners and private landlords have introduced modifications to the exterior of some of the buildings, like enclosed front porches, the buildings still reflect the original architectural design elements commissioned by Pullman and overseen by the Pullman Land Association.

The Residential subdivision subsection landscape illustrates the contrast between company-built houses and later housing and commercial developments, which exhibit greater variation and personalization and decentralized, community-

driven commercial use. The Residential Subdivision subsection land was included within George M. Pullman's original plan of the town and is shown on the 1901 Sanborn Fire Insurance Map as divided for residential use, similar to the Allen Paper Car-Wheel Company and Union Foundry Housing subsection, although no buildings or structures were constructed in this area during the national period of significance. This subsection supports the integrity of design, location, and feeling for the Pullman Historic District's original town circulation through the continued presence of East 103rd, 104th, 105th, and 106th Streets and South Corliss Avenue that were constructed during the national period of significance, although additional east-west streets of East 103rd, 104th, and 105th Place were added after the national period of significance that shortened the original elongated blocks.

After the Pullman company's divestment of housing properties in 1907, residential construction by private developers and individual homeowners occurred within the Residential Subdivision subsection of the Northern Residential LCA. These new constructions adopted key architectural elements from the Pullman company town with simplified ornamentation while including more modern conveniences. Most buildings within the Residential Subdivision subsection are noncontributing to the Pullman Historic District, as they fall outside of the period of significance and therefore do not retain historic integrity of design. Although many buildings in the Residential Subdivision subsection are noncontributing to the district, the historic intended residential use remains, supporting the district's integrity of association. The Edgar Allan Poe School is an exception as it is contributing to the district. Constructed in 1905, the Edgar Allan Poe School was constructed to educate the children of workers at the Allen Paper Car-Wheel Company and Union Foundry and retains its original exterior materials and architectural design elements. Although the massing of the school has changed due to a large addition at the south in 2020, it does not detract from the original building and the school still retains integrity of location, design, materials, workmanship, association, and feeling.

Table 3-1. Northern Residential LCA contributing and non-contributing features of an NHL/NR Site

ID #	FEATURE NAME/ADDRESS	NHL/NR RESOURCE TYPE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Spatial Organization (as part of a Site)				
	North-south grid orientation of Allen Paper Car-Wheel Housing subsection	Site	Contributing	Contributing
	North-south grid orientation of Union Foundry Housing subsection	Site	Contributing	Contributing
	East-west grid orientation of Residential Subdivision subsection	Site	Non-contributing	Contributing
Topography (as part of a Site)				
	Flat topography	Site	Contributing	Contributing
Land Use (as part of a Site)				
	Residential land use in Allen Paper Car-Wheel Housing and Union Foundry Housing subsections	Site	Contributing	Contributing
	Residential land use in Residential Subdivision subsection	Site	Non-contributing	Contributing
	Commercial	Site	Missing	Contributing
	Educational	Site	Contributing	Contributing
Circulation (as part of a Site)				
	South Cottage Grove Avenue	Site	Contributing	Contributing
	South Champlain Avenue	Site	Contributing	Contributing
	South Corliss Avenue	Site	Contributing	Contributing
	South Maryland Avenue	Site	Contributing	Contributing
	South Langley Avenue	Site	Contributing	Contributing
	East 103rd Street	Site	Contributing	Contributing
	East 103rd Place	Site	Non-contributing	Contributing
	East 104th Street	Site	Contributing	Contributing
	East 104th Place	Site	Non-contributing	Contributing
	East 105th Street	Site	Contributing	Contributing
	East 105th Place	Site	Non-contributing	Contributing
	East 106th Street	Site	Contributing	Contributing
	East 107th Street	Site	Contributing	Contributing
	East 108th Street	Site	Contributing	Contributing
	North-south alleys in Allen Paper Car-Wheel Housing and Union Foundry Housing subsections	Site	Contributing	Contributing
	H-shaped alleys in Residential Subdivision subsection	Site	Non-contributing	Contributing

ID #	FEATURE NAME/ADDRESS	NHL/NR RESOURCE TYPE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
	Sidewalks in Allen Paper Car-Wheel Housing and Union Foundry Housing subsections	Site	Contributing	Contributing
	Sidewalks in Residential Subdivision subsection	Site	Non-contributing	Contributing
Buildings (as part of a Site or District)*				
	Edgar Allan Poe School	Building	Contributing	Contributing
	Boarding House	Building	Contributing	Contributing
	Four Flats	Building	Contributing	Contributing
	Detached Executive House	Building	Contributing	Contributing
	Two-Flats	Building	Contributing	Contributing
	Three-Flats	Building	Contributing	Contributing
	Commercial	Building	Contributing	Contributing
	Cape Cod	Building	Non-contributing	Contributing
	Raised Ranch	Building	Non-contributing	Non-contributing
	Mid-Century Two-Flat	Building	Non-contributing	Non-contributing
	Camelback Shotgun	Building	Non-contributing	Non-contributing
	Minimal Traditional	Building	Non-contributing	Non-contributing
	Ranch	Building	Non-contributing	Non-contributing
	Two-Story Duplex	Building	Non-contributing	Non-contributing
	Rowhouses	Building	Non-contributing	Contributing
	Georgian Revival	Building	Non-contributing	Contributing
	Front Gable	Building	Non-contributing	Contributing
	Chicago Bungalow	Building	Non-contributing	Contributing
	Two-Story Single-Family	Building	Non-contributing	Non-contributing
	Two-Flats	Building	Non-contributing	Contributing
	Three-Flats	Building	Non-contributing	Contributing
Vegetation (as part of a Site)				
	Presence of street trees in Allen Paper Car-Wheel Housing and Union Foundry Housing subsections	Site	Contributing	Contributing
	Presence of lawn within residential yards and tree lawns in Allen Paper Car-Wheel Housing and Union Foundry Housing subsections	Site	Contributing	Contributing

ID #	FEATURE NAME/ADDRESS	NHL/NR RESOURCE TYPE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
	Domestic ornamental vegetation in Allen Paper Car-Wheel Housing and Union Foundry Housing subsections	Site	Contributing	Contributing
	Presence of street trees in Residential Subdivision subsection	Site	Non-contributing	Contributing
	Presence of lawn within residential yards and tree lawns in Residential Subdivision subsection	Site	Non-contributing	Contributing
	Domestic ornamental vegetation in Residential Subdivision subsection	Site	Non-contributing	Contributing
	Successional vegetation in vacant lots and along property edges	Site	Non-contributing	Non-contributing
Views (as Part of a Site)				
	Linear views along residential streets in Allen Paper Car-Wheel Housing and Union Foundry Housing subsections	Site	Contributing	Contributing
	Linear views along residential streets in Residential Subdivision subsection	Site	Non-contributing	Contributing
	Visual connection from Union Foundry Housing subsection to Pullman Wheelworks	Site	Non-contributing	Contributing
	Visual connection from Allen Paper Car-Wheel Company Housing subsection to Edgar Allan Poe Classical School	Site	Contributing	Contributing
	Visual connection from Allen Paper Car-Wheel Company Housing subsection to the Fire Station tower and Offices/ Administration Building clock tower	Site	Contributing	Contributing
	Visual connection from Residential Subdivision to smokestack and industrial development north of East 103rd Street	Site	Non-contributing	Contributing

ID #	FEATURE NAME/ADDRESS	NHL/NR RESOURCE TYPE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
	Views of Metra Rail berm and underpasses	Site	Non-contributing	Non-contributing
Small-scale Features (as part of a Site)				
	Lighting Fixtures	Site	Non-contributing	Non-contributing
	Fences	Site	Non-contributing	Non-contributing
	Signs and Wayfinding	Site	Non-contributing	Non-contributing
	Site Furnishings	Site	Non-contributing	Non-contributing
	Low Retaining Walls	Site	Non-contributing	Non-contributing

*Individual buildings and building types are listed within this table. A table of buildings listed by address is provided in the appendix.

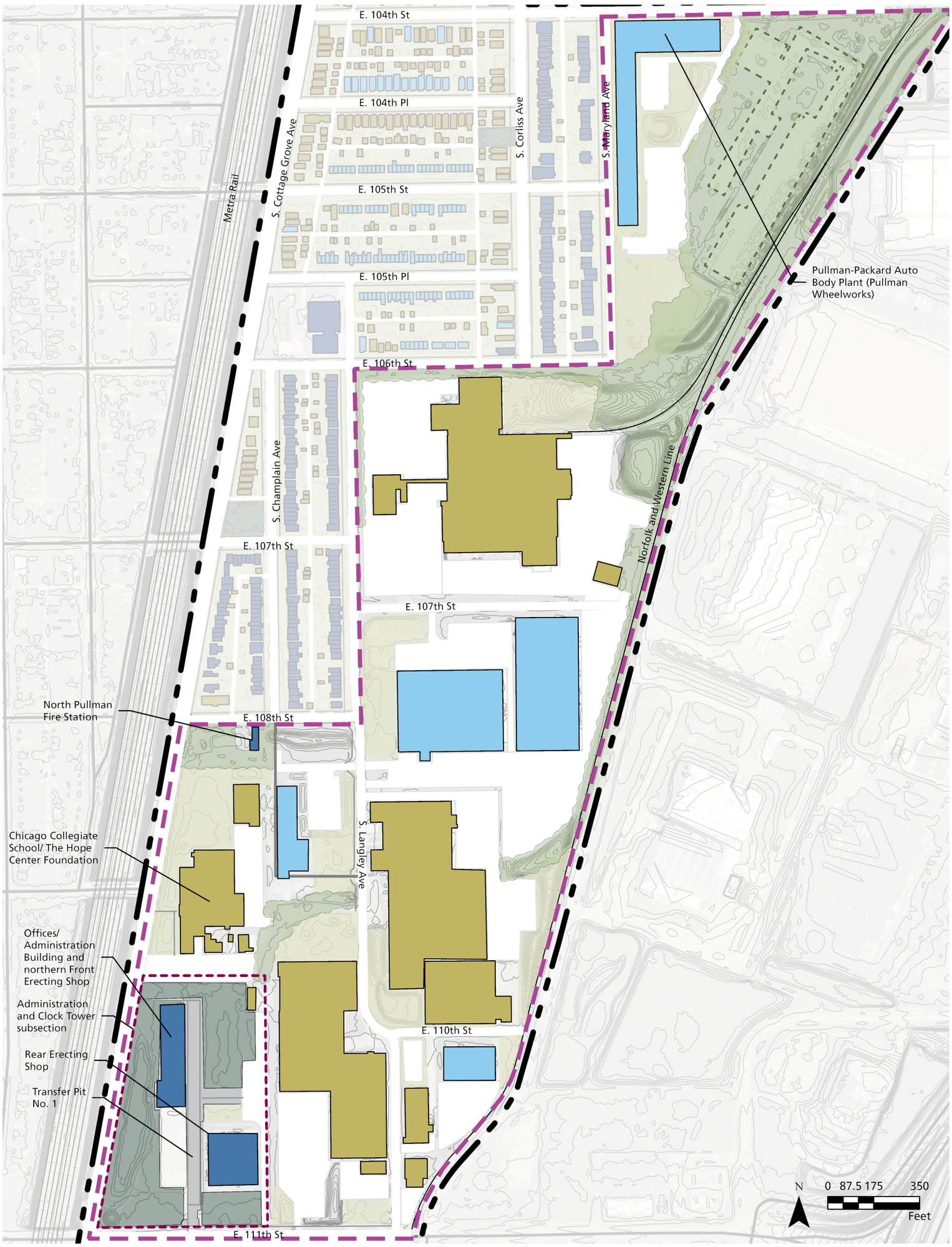
LANDSCAPE CHARACTER AREA B: CENTRAL INDUSTRIAL LCA

The Central Industrial landscape character area is roughly bounded by East 103rd Street, the Norfolk and Western Railroad, East 111th Street, South Cottage Grove Avenue, East 108th Street, South Langley Avenue, East 106th Street, South Maryland Avenue, East 104th Street, and South Corliss Avenue. It is predominantly characterized by widely dispersed industrial complexes with two school campuses at East 103rd Street and South Cottage Grove Avenue. Circulation within this area is primarily north to south along South Langley and South Maryland Avenues with interspersed east to west orientations along East 103rd, 104th, 106th, 108th, 110th, and 111th Streets. Historically, the area was owned by the Pullman Palace Car Company and occupied by the Pullman Palace Car Company Factory Complex, the Allen Paper Car-Wheel Company, the Union Foundry, and the Pullman-Packard Auto Body Plant, with workers living in the Northern and Southern Residential LCAs. The Central Industrial landscape character area is the heart of the Pullman Palace Car Company model town in addition to the location of the most significant labor conflict in U.S. history, the Pullman Strike and National Boycott of 1894.

Primary administration, visitor contact, and interpretation for the Pullman National Historical Park is concentrated on a large parcel at the northeast corner of East 111th Street and South Cottage Grove Avenue. Within the CLR, this area will be referred to as the Offices/Administration Building subsection and also contains the northern Front Erecting Shop and remnants of the Rear Erecting Shops and materials storage for the Illinois Department of Natural Resources. The entire property was recently rehabilitated through the Pullman Visitor Center Site Development project, initiated in 2019 and completed in 2021.

North of East 104th Street and east of Corliss is a block of recently modified properties (after the 1970 NHL designation) that no longer represent the historic character of the landscape, including Corliss High School and Butler Collage Prep, the Chicagoland Christian Center, and the Imperial Zinc Corporation.

Contributing and non-contributing site features within the Central Industrial LCA are identified on Table 3-2. The LCA is illustrated on drawing EC-2.



Legend

- Proposed Revised NHL Boundary
- Pullman Industrial LCA
- Administration and Clock Tower subsection
- Contributing Building (National Register)
- Contributing Building (National Historic Landmark)
- Non-contributing Building
- Roads
- Alley
- Norfolk and Western Rail Line
- Sidewalk
- Successional Vegetation
- Park Space
- Vehicle Parking
- Paved Pedestrian Space
- Mown Turf and Street Trees
- Ruin

Sources

1. World imagery from ESRI, 2024.
2. City of Chicago Geospatial Data Portal.
3. Cook County Maps and Geospatial Data.

Notes

1. Projection: NAD 1983 UTM Zone 16N
2. Contour Interval= 1 Feet
3.Contributing spatial organization (Figure 3-2), circulation (Figure 3-13) and vegetation (Figure 3-18) features are illustrated on diagrams addressing the entire study area.

Pullman National Historical Park
Chicago, Illinois
Cultural Landscape Report Part 1

Pullman Industrial LCA
Existing Conditions

August 2026

NPS No. PULL 590 80007

Drawing EC-2

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Spatial Organization

This corridor of industrial properties is a series of large, fenced-in lots accessed from South Langley Avenue, South Maryland Avenue, or South Cottage Grove Avenue. Building setbacks are variable and surrounded by a mix of large parking areas and mown lawn (Figure 3-46). The historic Pullman-Packard Auto Body Plant, now converted to a multi-family residential complex surrounded by expansive lawn, anchors the north end of the LCA (Figure 3-47). The large lot size and limited access to these properties is an abrupt contrast to the scale and street pattern of adjacent residential neighborhoods. Successional vegetation is common along property edges and abandoned lots, further severing visual and spatial connections between the properties in portions of this character area.

The largest publicly accessible space within this LCA is the Offices/Administration Building subsection, located in the southwest corner of the character area at the intersection of East 111th Street and South Cottage Grove Avenue. Spatial organization within the Offices/Administration Building subsection centers around the Offices/Administration Building and northern Front Erecting Shop, which is oriented north-south facing South Cottage Grove Avenue. The slab for the missing southern Front Erecting Shop remains in its linear alignment south of the Offices/Administration Building. The ruin of the Rear Erecting Shops is situated in the southeast corner of the site, adjacent to East 111th Street. The recently rehabilitated landscape between the Offices/Administration Building and northern Front Erecting Shop and Rear Erecting Shops interprets the historic location of the transfer pit and provides a central circulation spine for the area, as well as outdoor gathering areas and planting beds (Figure 3-48). Access to the subsection by car is via an entry road and parking area on the east side of the subsection adjacent to the Rear Erecting Shops. Pedestrians are greeted by curvilinear walkways surrounded by lawn and ornamental plantings that connect to the Entry Plaza on the west side of the Offices/Administration Building or may enter the site through the reconstructed Worker's Gate along East 111th Street (Figure 3-49 and Figure 3-50).

Historically, the Pullman company factory and administration landscape was the core of the town. The Offices/Administration Building, originally flanked to the north and south by the Front Erecting Shops, was the westernmost of a series of manufacturing buildings constructed north to south in long rows, and included complexes associated with the Allen Paper Car-Wheel Company, Union Foundry, and later Pullman-Packard Auto Body Plant. The factory was served by a fan-shaped cluster of rail lines extending northeast–southwest along a natural gravel deposit. Open rail corridors or "transfer pits" extending between the orthogonally arranged buildings served as conduits for the production process. In contrast



Figure 3-46. General character of modern industrial development along South Langley Avenue (Quinn Evans, 2024).



Figure 3-47. Site of Pullman-Packard Auto Body Plant, now converted to a multifamily residential complex (Quinn Evans, 2024).



Figure 3-48. Rehabilitated Transfer Pit No. 1 landscape (Quinn Evans, 2024).



Figure 3-49. Park-like landscape with curving walkways and ornamental plantings on west side of Offices/ Administration Building (Quinn Evans, 2024).



Figure 3-50. Reconstructed worker's gate and associated landscape (Quinn Evans, 2024).

to the manufacturing landscape on the east side of the LCA, the landscape connecting the Offices/Administration Building to the Illinois Central Railroad station at East 111th Street was designed as an arrival setting for both workers and visitors to the factory and town and consisted of a picturesque, park-like environment of curvilinear paths and orchestrated plantings, framing the Offices/Administration Building and its iconic clock tower over the reflective surface of Lake Vista.

Portions of the character area's organization no longer reflect its condition during the NHL period of significance. The arrangement of industrial circulation routes, including the fan-shaped array of rail lines and transfer pits, are no longer discernable within the landscape, and the only buildings extant within the study area dating to this period are the now-vacant North Pullman Fire Station, the Offices/Administration Building and northern Front Erecting Shop, and the Rear Erecting Shops. Circulation routes and buildings added after the end of the period of significance further obscure the spatial relationships between the extant historic fabric; for example, the North Pullman Fire Station is disconnected from related historic features to the south by fenced-in lots.

However, a 2021 Illinois Department of Natural Resources (IDNR)/Pullman State Historic Site project at the Pullman National Historical Park Visitor Center rehabilitated significant historic spatial patterns within the Offices/Administration Building subsection, revealing formal entrances and ornamental landscape features along the south and west sides of the Offices/Administration Building, the location and function of the transfer pit, and the relationship between extant and missing factory buildings. The rehabilitated landscape also reconnects contributing features and aspects of the Offices/Administration Building subsection to related spaces and buildings within the Southern Residential LCA, including Hotel Florence, Pullman Park, and the gridded residential neighborhood.

The existing industrial landscape contains five buildings constructed within the expanded NR period of significance, including the westernmost building of the Pullman-Packard Auto Body Plant complex. In addition, several structures previously aligned along the railroad on the east side of the character area are present only as foundation ruins heavily obscured by dense successional vegetation. The remaining structures dating from 1908–59 do not retain their historic spatial relationships to the rail lines and roads present during this period, and the LCA's spatial organization therefore does not contribute to the NR significance of the study area.

Topography

Rehabilitated topography at the west side of the Offices/Administration Building and northern Front Erecting Shop serves as a stormwater overflow, and is designed to conceptually acknowledge Lake Vista. Similarly, rehabilitated topography at Transfer Pit No. 1 is depressed as it was historically, to allow train cars to be easily transferred from rolling stock to the work areas in adjacent buildings.

Berms occur along the edges of some industrial properties, particularly along the Norfolk and Western rail line on the east side of the study area, as well as at least one stormwater detention basin at the corner of South Langley Avenue and East 109th Street. The most notable topographic feature within the LCA is a semi-circular berm located on the east side of the Pullman-Packard Auto Body Plant, between two parking areas. The berm is maintained in mown turf. Berms within the LCA do not contribute to the historic character of the landscape.

Land Use

Land use within the Central Industrial LCA is a mix of light industrial development, commercial, multi-family residential, state and national institutions,

and two high schools. Two lots maintained by the City of Chicago contain buildings or foundation remnants not in active use.

Light industrial development occupies most of the character area and includes a mix of businesses including food production, a printing press, repair services, and a utility company. Two restaurants and a church comprise a small commercial zone near the intersection of South Langley Avenue and East 111th Street. A nonprofit and the Chicago Collegiate High School/The Hope Center Foundation are situated immediately north of the Offices/Administration Building and northern Front Erecting Shop along South Cottage Grove Avenue. At the northern end of the LCA, South Corliss High School and another small commercial zone are situated along East 103rd Street. The westernmost building of the Pullman-Packard Auto Body Plant has been converted to multi-family housing, supported by a large parking area and mown lawn on the interior of the property. Ruins of the other Pullman-Packard Auto Body Plant buildings to the east are now owned by the City of Chicago and are unmaintained. The City of Chicago also owns the lot occupied by the vacant North Pullman Fire Station.

Land ownership within the Offices/Administration Building subsection is split between national and state entities. The National Park Service owns the Offices/Administration Building and easement for access and utilities. The remaining property is owned by the IDNR. Public access is permitted throughout the subsection except for the Rear Erecting Shops, which are in poor condition and may present a hazard if the buildings were to collapse; the northern Front Erecting Shop, which is used for materials storage; and a newly constructed IDNR maintenance building and outdoor maintenance storage in the northeast corner of the site.

Industrial land use, which continues to occupy the majority of the LCA, is consistent with the Pullman company factory complex's historic land use. While new uses within the LCA are noncontributing, rehabilitated institutional or residential use that preserves the cultural landscape and its contributing buildings is compatible with the landscape's historic character.

Circulation

Circulation within the Central Industrial LCA is anchored by South Langley Avenue, a two-way industrial corridor connecting East 111th to East 106th Streets. Streets throughout the area are generally paved in asphalt, with deterioration common in high-traffic locations. Sidewalk coverage is inconsistent; where present, sidewalks range in placement and condition, often immediately adjacent to the roadway or incorporating narrow planting strips. Rather than alleyways,

internal block circulation is dominated by large asphalt or concrete paved parking areas and private roads that serve the industrial or institutional uses of the character area. In addition to the vehicular circulation routes, the Norfolk and Western rail line extends along the east side of this character area.

Circulation features within the Offices/Administration Building subsection were recently installed as part of the IDNR/Pullman State Historic Site and National Park Service Visitor Center development project. Cars access the subsection via a two-lane asphalt entry road and 41-space parking area on the east side of the subsection adjacent to the Rear Erecting Shops. Between the Offices/Administration Building and northern Front Erecting Shop and the Rear Erecting Shops, pedestrian circulation centers around the transfer pit, which combines concrete walkways, permeable pavers, gravel mulch, planting beds, and railroad rails and ties to create a plaza that interprets the location and function of the historic transfer pit. The footprint of the missing southern Front Erecting Shop is paved in gravel. West of the Offices/Administration Building and northern Front Erecting Shop pedestrian routes follow wide, curvilinear sidewalks emulating those present when Lake Vista was extant. Linear walkways extend north from East 111th Street, following the historic route of the worker's entrance and transfer pit.

Circulation within the factory complex was originally dominated by large fan-shaped track sidings to facilitate incoming trains carrying materials as well as outgoing finished cars from the factory, with transfer pits extending between the industrial buildings. On the west side of the Offices/Administration Building, a semicircular carriageway and parallel footpath connected north and south along Lake Vista from the Offices/Administration Building entrance. Pedestrians followed concrete walkways embedded with tramways that ran parallel to the alignments of the transfer pits and factory buildings. Today, historic circulation patterns within the Central Industrial landscape character area are discernible within the Offices/Administration Building subsection and along the Norfolk and Western rail line. The existing route of the Norfolk and Western rail line follows a portion of the historic rail routes and contributes to the NHL significance of the study area. South Cottage Grove Avenue also occupies its post-1906 route and is a contributing feature. Recently rehabilitated walkways at the Offices/Administration Building subsection now interpret the historic routes of the carriageway, worker's entrance, and Transfer Pit No 1; the vehicular entrance follows the route of Transfer Pit No 2. These routes are considered noncontributing but compatible with the historic character of the Pullman company factory complex landscape.

Individual Contributing Buildings and Structures

Offices/Administration Building and northern Front Erecting Shop

The Offices/Administration Building (also known as the Administration Clock Tower Building) and northern Front Erecting Shop were constructed in the early 1880s at the corner of East 111th Street and South Cottage Grove Avenue as part of the original town plan(Figure 3-51). Originally, the building that housed the Offices/Administration Building and Front Erecting Shops was 700' long, made up of three sections: the center section with a Romanesque-style clock tower used for the Offices/Administration Building, and the flanking wings and pavilions used for the Front Erecting Shops. The Chicago Landmarks', *A Summary of Information on the South Pullman District* describes the history and previous appearance of the Offices/Administration Building and Front Erecting Shops as follows:

> The center section contained three floors of corporate offices of the Pullman car works. It was somewhat similar in appearance to Chicago's railroad depots, a fact apparent in the large clock tower that rose to 120' above the entrance arch. Flanking the center section on either side were two elongated wings housing the erecting shops. In these shops, cars were constructed in an assembly-line fashion. Using this process, advanced for its time, the company could produce cars at the rate of more than two per day. The two wings were terminated by three-bay-wide pavilions which complemented and balanced the symmetrical structure.
>
> In 1907, a large addition was attached to the southern wing. This addition, approximately sixty feet in height, begins south of the center section and continues south parallel to the old (south) wing, the façade of which was covered with the installation of the new addition. Its architectural treatment is only vaguely sympathetic to the original appearance, and because of differing design characteristics (especially with respect to height and property setbacks), the symmetrical qualities of the original complex disappeared.[34]

The Offices/Administration Building and northern Front Erecting Shop is a three-story brick building with a central seven-story tower at the west elevation. The Romanesque Revival style building is rectangular in plan, oriented parallel to South Cottage Grove Avenue. The west elevation is dominated by a projecting central bay with a clock tower and steeply pitched hip roof, chimneys, and an arched entry portal of brick and sandstone characterize the west elevation. The east elevation is symmetrical and similar to the west elevation. The state of Illinois purchased the Offices/Administration Building and Front Erecting Shops in 1990 to create a railway museum. On December 1, 1998, the Offices/Administration Building and Front Erecting Shops were severely damaged due to an arsonist fire. In 2005–07, the Offices/Administration Building was reconstructed by the state of Illinois. When the Pullman National Monument was designated in 2015, the state of Illinois transferred ownership of the Offices/Administration Building to

34 Commission on Chicago Landmarks, *A Summary of Information on the South Pullman District Chicago, Illinois*, June 1972, 23–24.



Figure 3-51. Offices/Administration Building and northern Front Erecting Shop at East 111th Street (Quinn Evans, 2024).



Figure 3-52. Rear Erecting Shops at East 111th Street (Quinn Evans, 2024).

the National Park Service. The Offices/Administration Building is partly altered on the exterior. The matching southern Front Erecting Shop and 1907 addition were removed after the 1998 fire, sometime between 1998 and 2002, according to historic aerials. The removal of the southern Front Erecting Shop leaves an exposed, solid masonry wall for the south elevation.

Rear Erecting Shops (Historic Associated Feature)

The Rear Erecting Shops are multi-bay brick buildings remnants southeast of the Offices/Administration Building and northern Front Erecting Shop, along East 111th Street (Figure 3-52). The Rear Erecting Shops were previously designed to shelter car assembly, to provide areas for storage and activity areas including gas fitting, marble works, paints and oils, and steam fittings. It consists of two bays with arched openings for doors. Decorative usage of red brick and sandstone matches the nearby Offices/Administration Building and northern Front Erecting Shop. The buildings remnants reflects numerous changes. Building components were modified around 1908 when an extension spanned the western adjacent transfer pit and connected to the 1907 Steel Train Car Shop addition to the south side of the Offices/Administration Building. The west elevation contains numerous wall modifications, steel supports, and brick infill. The two remaining bays constitute 36,600 sq ft and represent the southernmost half of the building having lost the northern half by demolition around 1957. Outside of the north elevation, remnants of the buildings include rails, concrete surfaces, structural remnants, surface utilities, and a large iron tank cover with slots presumably for rail crossings. A fire occurred in 1998, resulting in the necessity to remove the roof of the Rear Erecting Shops in 2001, along with subsequent stabilizations of the remaining walls.

North Pullman Fire Station

The North Pullman Fire Station, also known as Fire Engine House No. 80, was constructed by the Pullman company in 1895 to replace an earlier firehouse located across from the Arcade Building (the present location of the Historic Pullman Foundation Exhibit Hall) in the Southern Residential LCA. The Romanesque-style building was designed by Solon S. Beman and is a two-story brick building with stone detailing and a narrow brick tower at the west elevation (Figure 3-53).[35] The tower was originally used to survey the area for signs of a nearby fire and to hang the fire hoses to dry. The tower has three continuous arches on each elevation that extend up to a corbelled balcony and the arched

35 Untitled newspaper article, *The Inter Ocean, Chicagao, Illinois*, sunday May 19, 1895, 23, accessed March 26, 2026, https://www.newspapers.com/image/33789230; Fire Department of the City of Chicago Photo record houses at the City of Chicago Planning and Development Department for Engine Co. No. 80, September 3, 1895.



Figure 3-53. North Pullman Fire Station at East 108th Street (Quinn Evans, 2024).



Figure 3-54. Pullman-Packard Auto Body Plant at East 104th Street and South Maryland Avenue (Quinn Evans, 2024).

lookout. The tower is capped with a hipped roof and overhanging eaves. At the north façade is a classical pedimented portal entry into the garage area and infilled brick arches adorn the east and west elevations.[36]

Non-Contributing Building Types[37]

Pullman-Packard Auto Body Plant

The Pullman-Packard Auto Body Plant (also known as the Pullman Wheelworks) was constructed between 1918–20 as a manufacturing facility for the Packard Open Body Shop that assembled Packard Automobiles. The Pullman company built the Pullman-Packard Auto Body Plant and were in contract with Packard from 1919–23. In 1981, the building was converted into 210 multi-family apartments, which were then renovated in 2010 by Mercy Lakefront Housing.[38] Located at the corner of East 104th Street and South Maryland Avenue, the Pullman-Packard Auto Body Plant is a predominantly three-story ell-shaped Renaissance Revival-style building with a six-story tower at the northwest corner and a flat parapeted roof (Figure 3-54). The exterior is finished in brick with stone details and windows consist of multi-light double-hung units in groups of one, two, and four. This building may contribute to the National Register significance of the district.

One-Story Commercial Brick

Located along South Langley Avenue near East 107th Street, this building type was constructed in 1917 and in the 1960s. Examples of this type are one-story rectangular-shaped building with a parapeted flat roofs. The exterior finishes consist of brick, stone veneer, and metal panels. Windows are primarily glass block with examples of ribbon clerestory units. This building type may contribute to National Register significance of the district.

Industrial Warehouse and Office

Examples of this type are found along South Langley Avenue and East 111th Street and were constructed at various dates between the 1920 and the 1970s. Buildings of this type typically have one-story office sections attached to high bay industrial

36 Sanborn Map Company. Chicago, Cook County, Illinois, Volume E (1897). Retrieved from the Pullman Façade Legacy Project, https://www.pullman-museum.org/maps/images/1897Sheet65.jpg; "Engine Company 80 Firehouse," *Historic Pullman Foundation*, accessed April 2025, https://www.pullmanil.org/engine-company-80-firehouse/; Commission on Chicago Landmarks, *North Pullman District Chicago, Illinois*, February 1992, 8.

37 Resources that may contribute to National Register significance are noted within each description.

38 Commission on Chicago Landmarks, *North Pullman District Chicago, Illinois*, February 1992, 3; Pullman National Historical Park, "Historic Pullman Wheelworks," *National Park Service*, accessed April 2025, https://www.nps.gov/places/historic-pullman-wheelworks.htm.

warehouses, all of which with flat parapeted roofs. The exterior finish materials include standing seam metal panels, brick, concrete panels, brick veneer, and concrete block. Windows include glass blocks, storefront systems with operable awning windows, and steel multi-light operable windows, though not all industrial warehouses have windows.

Four-Story Brick Industrial

One example of this type is found on South Langley Avenue and was constructed in 1924–1938. It is a four-story rectangular-shaped building with a parapeted flat and low sloped roof. The exterior is finished in brick on the first two stories and corrugated metal panels on the top two stories. Windows include multi-light fixed and operable steel windows. This building type may contribute to National Register significance of the district.

Corliss High School

Constructed circa 1978 based on historic aerials, the Corliss High School is located at the southeast corner of East 103rd Street and South Corliss Avenue. This irregular shaped building is two stories tall with brick exterior finish, ribbon windows, and a flat roof. According to the *Historic Resources Study of Pullman National Monument*, this school started as an elementary school in the 1920s, though no building is shown at this location on the 1938 Sanborn Fire Insurance Map.

Chicago Collegiate High School/The Hope Center Foundation

Found along South Cottage Grove Avenue, just north of the Offices/ Administration Building, the current Chicago Collegiate High School/The Hope Center Foundation was built between 1938 and 1952 with associated outbuildings to the north and south constructed in 1974 and circa 1993, based on historic aerials. The irregularly shaped building is one-story with mechanical enclosures on a flat roof and is oriented north–south. Exterior finish materials are primarily brick with areas of corrugated metal panels on the mechanical enclosures. Fixed ribbon windows line the length of the west elevation.

Vegetation

Vegetation within this landscape character area, where present, is dominated by mown turf. Street trees are located only along South Cottage Grove Avenue, East 111th Street, and select segments of South Maryland Avenue and South Langley Avenue. Pruned shrubs periodically screen views into industrial properties along fencelines; in other locations, volunteer shrubs and small trees serve as a visual buffer. Early successional volunteer vegetation is common along property edges and fencelines throughout the character area.

Vegetation within the Offices/Administration Building subsection is comprised primarily of the recently planted lawn, shade and ornamental trees, and ornamental perennial planting beds associated with the Pullman Visitor Center and Pullman State Historic Site grounds development project. New herbaceous plantings reflect historic selections and native midwest species or cultivars and are densely planted to produce layered, colorful, all-season interest while maintaining an uninterrupted visual corridor along Transfer Pit No. 1.

Overall, vegetation within the existing Central Industrial LCA is substantially altered from the NHL period of significance. Although no individual vegetation specimens are retained from this period, select patterns of vegetation within the LCA are consistent with its original design, including street trees within the tree lawn along East 111th Street and South Cottage Grove Avenue. The expanse of lawn on the west side of the Offices/Administration Building and northern Front Erecting Shop also continues to express the historic park-like character of the landscape in this area, enhanced by recent plantings compatible with the character of ornamental flower beds, shrubs, and small trees present following the removal of Lake Vista.[39] Individual trees and shrubs previously identified as possibly dating to the NHL period of significance are no longer extant.[40]

During the NHL period of significance, the working factory landscape east of the Offices/Administration Building and Front Erecting Shops was largely utilitarian, either devoid of vegetation or with closely trimmed grass near buildings. Existing vegetation supports the current property uses (light industrial, institutional, commercial, and recreation/tourism) and does not retain the patterns or individual specimens present during the NHL period of significance.

Views

The most significant views within the Central Industrial LCA (both during the periods of significance and today) are those looking toward the Offices/Administration Building from East 111th Street and South Cottage Grove Avenue (Figure 3-55 through Figure 3-57), and the visual connection between the Offices/Administration Building and the neighborhood to the south (Figure 3-58 and Figure 3-59). Between 1880 and 1907, these views were particularly important in establishing the aesthetic and hierarchical experience of the Town of Pullman. The rehabilitated landscape reestablishes these important visual relationships between the site's remaining historic structures and landscape elements. The continued

39 Note that Lake Vista was removed in 1906, during the NHL period of significance.
40 Gregory W. De Vries, "Pullman Factory Administration Landscape, Chicago, Illinois," National Register of Historic Places Determination of Eligibility, February 2018, 13–14.



Figure 3-55. View of Offices/ Administration Building and Front Erecting Shops across Lake Vista, 1890s (Illinois Digital Archive).



Figure 3-56. View of Offices/ Administration Building and Front Erecting Shops and associated landscape after filling Lake Vista, 1907 (Illinois Digital Archive).



Figure 3-57. Similar view, 2024. Although Lake Vista is no longer extant within the view, the rehabilitated landscape retains the park-like character of limited ornamental plantings within an expansive lawn. The view is impacted by the loss of the southern Front Erecting Shop (Quinn Evans).

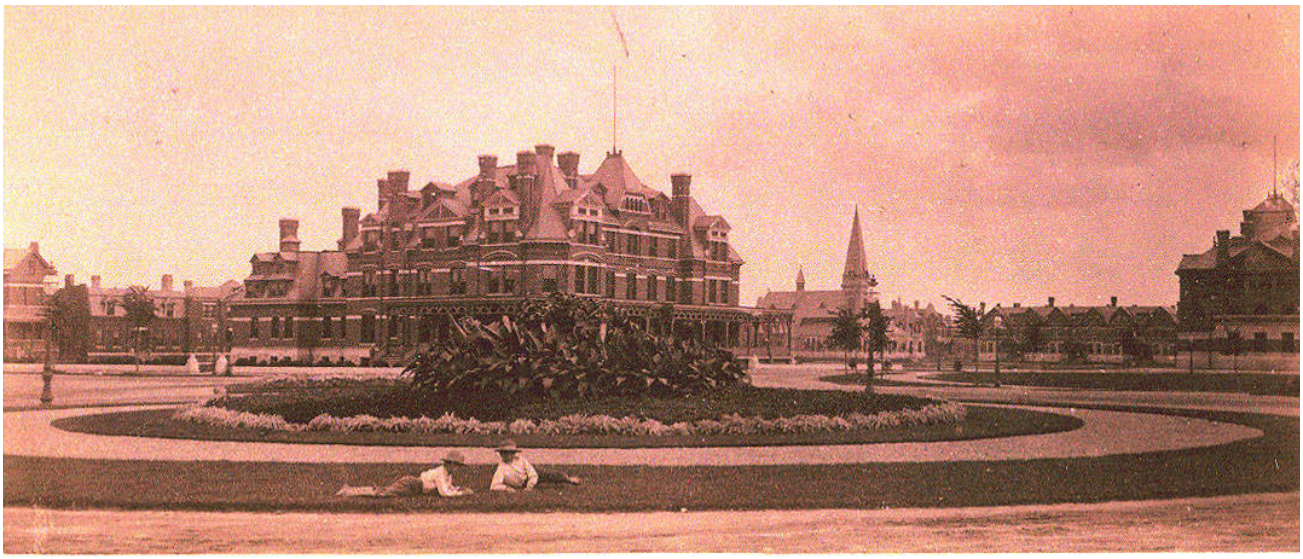

Figure 3-58. 1880s view south from east side of the Offices/Administration Building landscape toward Hotel Florence (Illinois Digital Archive).



Figure 3-59. View south from similar location, October 2024. Vegetation within the existing view represents a "grown-in" condition consistent with the original design. Features associated with the recent landscape rehabilitation, such as the raised planting bed, are compatible with the historic condition, but the view is impacted by the addition to Hotel Florence and rerouted circulation features (Quinn Evans).



Figure 3-60. Typical view within areas of light industrial development (Quinn Evans, October 2024).



Figure 3-61. Visual connection to the North Pullman Fire Station tower from South Langley Avenue (Quinn Evans, October 2024).



Figure 3-62. Visual connection to Offices/ Administration Building clock tower from intersection of South Langley Avenue and East 111th Street (Quinn Evans, October 2024).

presence of these views in the landscape contributes to the site's historic character, despite the removal of Lake Vista and reorientation of South Cottage Grove Avenue in 1906 and construction of modern light industrial buildings north and east of the Offices/Administration Building.

Views throughout the remainder of industrial and institutional portions of this character area are typically restricted to road corridors, with visual connections into individual properties partially obscured by fencing and vegetation (Figure 3-60). Both the Offices/Administration Building clock tower and North Pullman Fire Station tower are periodically visible throughout the character area, creating a visual connection to historic features although the associated historic circulation routes to these features are blocked by fences and modern development (Figure 3-61 and Figure 3-62). Since its construction in 1880, the clock tower has remained a defining vertical element on the Pullman neighborhood skyline. Its prominence is particularly notable given the loss of nearby tall structures such as the smoke stack and water tower, which were demolished in 1957. Remaining visual connections to the Offices/Administration Building clock tower and North Pullman Fire Station contribute to the site's historic significance.

Overall historic internal industrial views of the Pullman company factory are no longer intact due to loss of factory buildings and associated rail lines and the fragmentation of the industrial landscape into multiple enclosed properties.

Small-Scale Features

Security fencing restricts access to most properties in the character area, with black metal picket and chain link (some screened) being the most common types. Chain link fencing is used along the east-side railroad tracks, while bollards, limestone seatwalls, brick walls, and a decorative wrought-iron gate define the Offices/Administration Building and northern Front Erecting Shop site. Temporary moveable yellow fencing blocks access to the deteriorated Rear Erecting Shops remnant. Street lighting includes cobra-head LEDs on painted metal posts, except near the Pullman-Packard Auto Body Plant where 6' acorn fixtures are used. The Offices/Administration Building subsection also features period-inspired globe and acorn lights. Site furnishings are concentrated at the Offices/Administration Building and northern Front Erecting Shop, including benches, picnic tables, and interpretive signage along the transfer pit. The Pullman-Packard Auto Body Plant property features a small play area with modular edging, a bench with planters, a wooden arbor, and painted concrete pavers. Other sites include utilitarian elements like parking lot lighting, signage, and industrial small-scale features supporting site functions.

All small-scale features within the Central Industrial LCA are non-contributing to both the NHL and NR periods of significance. Historic photographs dating to the NHL period of significance document numerous small-scale features, particularly in the vicinity of the Offices/Administration Building and northern Front Erecting Shop, including stone seat wall and gateway features, pedestrian-scale acorn lighting on tall decorative posts, low post and chain fencing, and wood benches. Rehabilitated stone and brick walls, lighting fixtures, and bollards are compatible with the character of these missing historic features.

Archeological Sites

Three archeological investigations have identified below-grade resources within the Central Industrial LCA. The studies noted the potential for ground floor surface and subsurface resources to retain archeological integrity within the footprint of historic structures, although integrity between building locations may have lower integrity due to installation and maintenance of utilities between buildings. The overall potential for features dating before the Town of Pullman is relatively low due to the high level of disturbance associated with construction and continued industrial use within the study area.[41]

Remnants of a foundation and floor tiles (potentially associated with the Pullman Company Medical Clinic) are located adjacent to the North Pullman Fire Station, but require further investigation to determine if they were constructed during the periods of significance.[42]

Remnant building foundations remain east of the Pullman-Packard Auto Body Plant (now Pullman Wheelworks apartments) in the northeast corner of the LCA. The features existing substantially as topographic features constructed of fill, with remnant stonework and subgrade concrete and piping visible to the north of the foundation remnants. The area is fenced and encased in dense early successional growth around the features, with limited growth within the historic building locations themselves (Figure 3-63 and Figure 3-64). Vegetation is likely impacting the integrity of the existing remnants.

41 Scarlett and Walton, *Archeological Overview and Assessment,* 68–69.
42 Scarlett and Walton, *Archeological Overview and Assessment*, 68–69.



Figure 3-63. Foundation remnants associated with the Pullman-Packard Auto Body Plant (Quinn Evans, 2024).



Figure 3-64. Lidar illuminates the location of foundation remnants associated with the Pullman-Packard Auto Body Plant (Cook County, 2022).

Central Industrial Integrity Assessment

The Central Industrial LCA contributes to the historic character of the district. Although the character area has experienced change since the 1970 NHL nomination, it retains integrity in the aspects of location, setting, materials, workmanship, and association. Original buildings including the Offices/ Administration Building and northern Front Erecting Shop, the Rear Erecting Shops, and the North Pullman Fire Station retain their original materials and workmanship and continue to convey the Pullman Palace Car Company's aesthetic and paternalistic design goals.

Recent landscape rehabilitation within the Offices/Administration Building subsection has reestablished historic spatial relationships and character, reinforcing the historic setting within this area. Although integrity is impacted by the loss of Pullman company factory buildings, transfer pits, fan-shaped rail lines, visual connections to remaining historic buildings are present throughout the character area, and its continued light industrial use is compatible with the historic character of the landscape. Remnant and rehabilitated rail lines such as those now visible at Transfer Pit No. 1 convey the use of rail lines within the landscape as well as their spatial relationship to Pullman factory buildings. The site's historic setting is also retained by its continued orientation toward the historic location of the Illinois Central Railroad (now occupied by the Metra Red Line).

Most buildings within the Central Industrial LCA no longer retain historic integrity of location, design, materials, workmanship, or feeling as they were constructed outside the period of significance for the Pullman Historic District. Exceptions include the Offices/Administration Building and northern Front Erecting Shop and the North Pullman Fire Station, which retains all seven aspects of integrity associated with the Pullman company town and demonstrate the town's intent, design, and plan during the period of significance. Industrial buildings within the Central Industrial landscape character area, although noncontributing, support the Pullman Historic District's integrity of association as the historic industrial use of the area has been carried forward into the current use.

Table 3-2. Central Industrial LCA contributing and non-contributing features of an NHL/NR Site

ID #	FEATURE NAME/ADDRESS	NHL/NR RESOURCE TYPE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Spatial Organization (as part of a Site)				
	Large fenced lots along South Langley Avenue, South Cottage Grove Avenue, and South Maryland Avenue	Site	Non-contributing	Non-contributing
	Rehabilitated spatial relationships between Offices/Administration Building and northern Front Erecting Shop, Transfer Pit, Rear Erecting Shops, and other historic features within Offices/Administration Building subsection	Site	Contributing	Contributing
Topography (as part of a Site)				
	Flat topography	Site	Contributing	Contributing
	Berms located at the edges of industrial properties	Site	Non-contributing	Non-contributing
	Lake Vista	Site	Missing	
Land Use (as part of a Site)				
	Industrial	Site	Contributing	Contributing
	Commercial	Site	Non-contributing	Non-contributing
	Residential	Site	Non-contributing	Non-contributing
	Institutional	Site	Non-contributing compatible	Non-contributing compatible
	Educational	Site	Non-contributing	Non-contributing
Circulation (as part of a Site)				
	South Cottage Grove Avenue	Site	Contributing	Contributing
	South Langley Avenue	Site	Non-contributing	Non-contributing
	South Maryland Avenue	Site	Non-contributing	Non-contributing
	East 107th Street	Site	Non-contributing	Non-contributing
	East 110th Street	Site	Non-contributing	Non-contributing
	East 111th Street	Site	Non-contributing	Non-contributing
	Sidewalks along South Langley Avenue and South Maryland Avenue	Site	Non-contributing	Non-contributing
	Sidewalks along South Cottage Grove Avenue	Site	Non-contributing	Contributing
	Sidewalks along East 111th Street	Site	Contributing	Contributing
	Rehabilitated transfer pit and southern Front Erecting Shop foundation	Site	Non-contributing compatible	Non-contributing compatible

ID #	FEATURE NAME/ADDRESS	NHL/NR RESOURCE TYPE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
	Pullman National Historical Park sidewalks and parking	Site	Non-contributing	Non-contributing
	Fan of rail lines servicing Pullman Palace Car Works Factory	Site	Missing	Missing
	Route of Norfolk and Western Rail Line	Site	Contributing	Contributing
Buildings (as part of a Site or District)*				
	Offices/Administration Building and northern Front Erecting Shop	Building	Contributing	Contributing
	Rear Erecting Shops (HAF)	Site	Contributing	Contributing
	North Pullman Fire Station	Building	Contributing	Contributing
	Pullman-Packard Auto Body Plant	Building	Non-contributing	Contributing
	One-Story Commercial Brick	Building	Non-contributing	Contributing
	Industrial Warehouse and Office	Building	Non-contributing	Non-contributing
	Four-Story Brick Industrial	Building	Non-contributing	Contributing
	Corliss High School	Building	Non-contributing	Non-contributing
	Chicago Collegiate High School/ The Hope Center Foundation	Building	Non-contributing	Non-contributing
Vegetation (as part of a Site)				
	Mown turf	Site	Non-contributing	Non-contributing
	Street trees on Cottage Grove Avenue, South Maryland Avenue, South Langley Avenue	Site	Non-contributing	Non-contributing
	Shrub screen plantings	Site	Non-contributing	Non-contributing
	Volunteer vegetation along property edges and fencelines	Site	Non-contributing	Non-contributing
	Ornamental plantings and shade trees at Administration Building and North Wing subsection	Site	Non-contributing compatible	Non-contributing compatible
Views (as part of a Site)				
	Narrow views along road corridors	Site	Non-contributing	Non-contributing
	View toward the Administration Building from East 111th Street and South Cottage Grove Avenue	Site	Contributing	Contributing
	Views to smokestack and Water Tower (missing)	Site	Missing	Missing
	Visual connection between the Administration Building and the neighborhood to the south	Site	Contributing	Contributing
Small-scale Features (as part of a Site)				
	Lighting Fixtures	Site	Non-contributing	Non-contributing

ID #	FEATURE NAME/ADDRESS	NHL/NR RESOURCE TYPE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
	Fences	Site	Non-contributing	Non-contributing
	Signs and Wayfinding	Site	Non-contributing	Non-contributing
	Site Furnishings	Site	Non-contributing	Non-contributing
Archeological Sites (as part of a Site)				
	Remnant foundations east of Pullman Wheelworks	Site	Non-contributing	Contributing
	Archeological sites in vicinity of Administration Building and Clock Tower subsection	Site	Contributing	Contributing

*Individual buildings and building types are listed within this table. A table of buildings listed by address is provided in the appendix.

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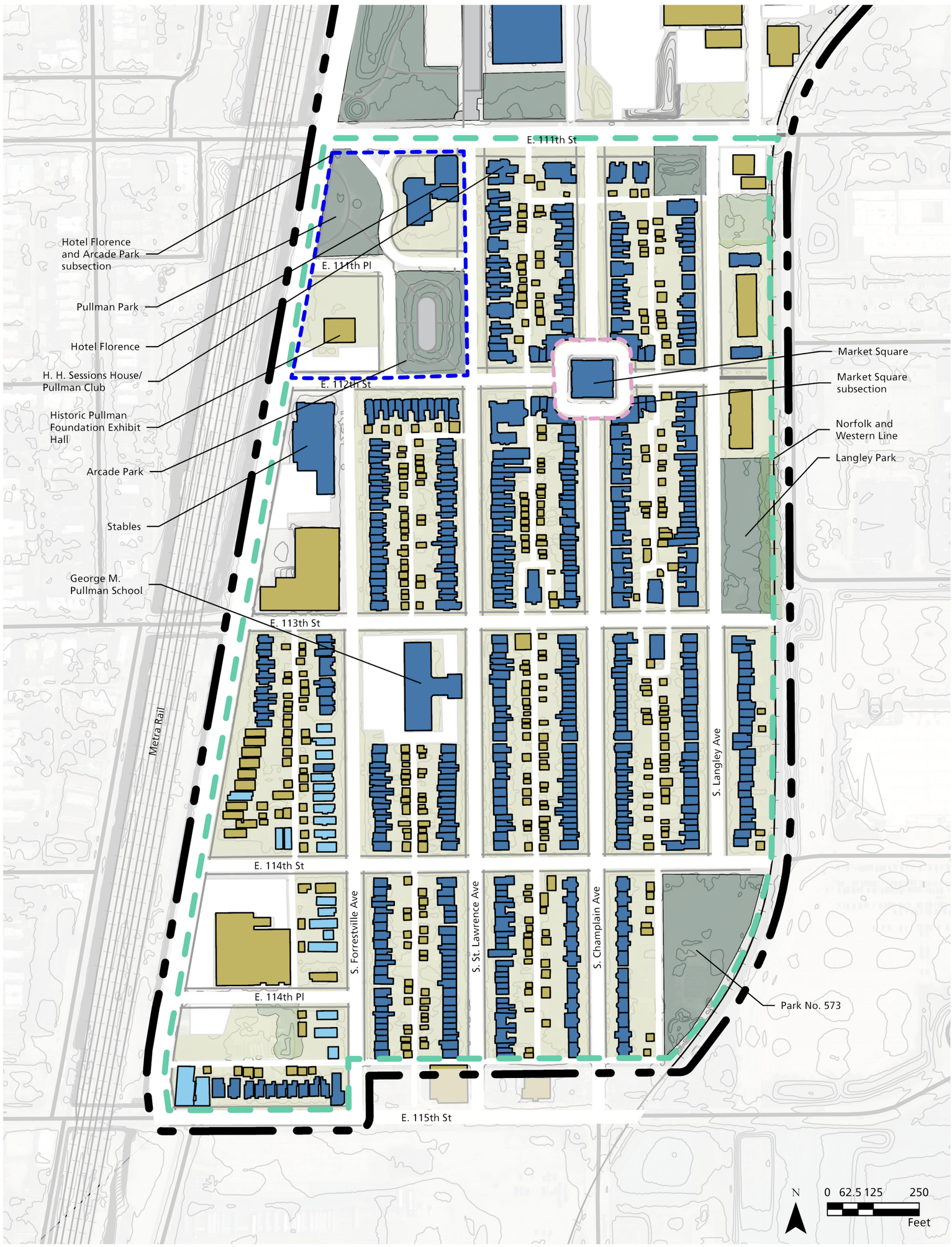
LANDSCAPE CHARACTER AREA C: SOUTHERN RESIDENTIAL LCA

The Southern Residential LCA is bounded by South Cottage Grove Avenue to the west, East 111th Street to the north, the Norfolk and Western Railroad to the east, and East 115th Street to the south. This area is characterized by a dense concentration of residential dwellings with pockets of community focused and industrial resources. Within the Southern Residential area are additionally two distinct subsections: Hotel Florence and Arcade Park and Market Square. Historically, the area was owned by the Pullman Palace Car Company and operated as a company town until 1898 when a court ruling forced the Pullman Land Association to sell its residential properties. This area represents the largest and most intact portion of the Town of Pullman, with altered areas to the southwest, south, and east.

The majority of the Southern Residential LCA consists of historic Pullman worker houses. This subsection is bounded by East 111th Street to the north, East 115th Street to the south, South Cottage Grove Avenue to the west, and the Norfolk and Western rail line to the east. The subsection is generally laid out following the elongated north–south street grid of Chicago and oriented toward the west, where the Illinois Central Railroad historically accessed the company town at 111th Street. Resources include numerous styles of residential buildings accommodating various wages of Pullman company workers, the Stables, Greenstone Church, George M. Pullman Elementary School, and landscape features. The Hotel Florence and Arcade Park subsection is bounded to the north by East 111th Street, South St. Lawrence Avenue to the east, East 112th Street to the south, and to the west by South Cottage Grove Avenue. The subsection is separated into four quarters and includes Hotel Florence, Arcade Park, the Historic Pullman Foundation Exhibit Hall and site, and Pullman Park. The Market Square subsection is located at the intersection of South Champlain Avenue and East 112th Street, bounded by the structures facing East 112th Street Circle. This road encircles the Market Hall building remnant at the intersection of the gridded streets.

The southeast corner of this character area is occupied by a cluster of recently modified properties (after the initial NHL nomination) that no longer represent the historic character of the landscape. This area is bounded by East 115th Street, the alley immediately to the north, South Forrestville Avenue, and the Norfolk and Western tracks and includes a McDonald's, a health clinic, and associated parking areas and internal vehicular routes.

Contributing and non-contributing site features within the Southern Residential LCA are identified on Table 3-3. The LCA is illustrated on drawing EC-3.



Legend

- Proposed Revised NHL Boundary
- South Pullman Housing LCA
- Hotel Florence and Arcade Park subsection
- Market Square subsection
- Contributing Building (National Register)
- Contributing Building (National Historic Landmark)
- Non-contributing Building
- Roads
- Alley
- Rail Line
- Sidewalk
- Park Space
- Vehicle Parking
- Paved Pedestrian Space
- Mown Turf
- Successional Vegetation

Sources

1. World imagery from ESRI, 2024.
2. City of Chicago Geospatial Data Portal.
3. Cook County Maps and Geospatial Data.

Notes

1. Projection: NAD 1983 UTM Zone 16N
2. Contour Interval= 1 Feet
3. Contributing spatial organization (Figure 3-2), circulation (Figure 3-13) and vegetation (Figure 3-18) features are illustrated on diagrams addressing the entire study area.

Pullman National Historical Park
Chicago, Illinois
Cultural Landscape Report Part 1

South Pullman Housing LCA
Existing Conditions

August 2026

NPS No. PULL 590 80008

Drawing EC-3

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Spatial Organization

The Southern Residential LCA retains a highly intact spatial organization reflective of its original 1880s design. The area is organized on a north–south grid, with the western edge aligned to the diagonal course of South Cottage Grove Avenue. Residential blocks are arranged in a regular pattern, with consistent setbacks and uniform massing that reflect the planning principles of the original company town. Streets are cohesive residential corridors, incorporating a sequence of public-to-private spaces including the roadway, curb, tree lawn, sidewalk, and front yard, terminating in the façade of two- to three-story rowhouses (Figure 3-65). These residential blocks are bisected by narrow alleys that provide access to garages and backyards, enclosed by fences and frequently lined with overhead utilities.

A cluster of ornamental park spaces and institutional uses occupies the Hotel Florence and Arcade Park subsection in the northwest corner of the LCA. Hotel Florence is situated in the northeast quarter of the subsection. The structure faces west onto South Forrestville Avenue and is surrounded by formal lawns and gardens (Figure 3-66). Arcade Park occupies the southeast quarter. The park is a formally designed, symmetrical space centered on a sunken terrace and garden beds in the center of the park, framed by radial and concentric walkways, lawn, and trees (Figure 3-67). The Historic Pullman Foundation Exhibit Hall, its associated parking, and an octagonal bandstand are situated on the southern half of the southwest quarter (Figure 3-67). The northern half of this quarter is a large lawn incorporating some building remnants. The northwest quarter is occupied by Pullman Park, an irregularly shaped space centered on a large planting bed and sheltered by dense tree canopy (Figure 3-70).

The Market Square is embedded within the intersection of East 112th Street and South Champlain Avenue. The square is experienced as a compact, symmetrical space bounded by the two-story residential buildings along the perimeter with covered sidewalks, the one-and-a-half-story building remnant in the center with adjoingin sidewalks, and a circular roadway (Figure 3-70).

The LCA's spatial structure continues to emphasize a hierarchy of uses and building types. Larger residential buildings and civic features anchor the LCA's key corridors along East 111th Street and South Cottage Grove Avenue, with major institutional and park spaces including Hotel Florence, Pullman Park, and Arcade Park clustered at the southeast corner of the intersection, marking a transition to the former Illinois Central Railroad corridor and the factory landscape to the north.

Several modifications to the spatial character of the LCA post-date the NHL period of significance, but are reflective of the changes to land use and circulation patterns that occurred following the Pullman company's divestment from residential properties. These changes contribute to potential NR significance of the study area between 1908 and 1959. The most substantial impact to the spatial organization of the character is the loss of the Arcade Building (torn down in 1927), which was the largest non-factory building and closest approximation to a "public space" in the original town; this structure occupied what is now the site of the Historic Pullman Foundation Exhibit Hall along South Cottage Grove Avenue.[43] Construction of the railroad berm along the west side of South Cottage Grove Avenue in 1916 continues to influence the LCA's spatial relationship to both the rail line and neighborhoods to the west. Residential and commercial development also expanded into the southeast corner of the character area during this period, and properties along East 113th Street were modified to accommodate small commercial buildings and the construction of the George M. Pullman Elementary School, resulting in changes to the circulation patterns and building massing that remain present in the landscape today.

Noncontributing changes to the LCA's spatial organization occur where new commercial development and small park spaces have been added along the east side of South Langley Avenue and along East 115th Street. Although the sidewalk, tree lawn, and massing of the structures are consistent with the historic design of the Southern Residential LCA, the placement of these features contrasts with the overall character of the area.

Topography

The topography of this subsection is relatively flat, and manmade topographic features within the landscape are limited. A gentle 2' deep bowl is incorporated into the design of Arcade Park. The front yards (and building sites) for residential properties are typically raised 12–18" above the grade of the sidewalk. Today, this grade change is frequently stabilized by a low retaining wall, while during the NHL period of significance the slope was mown lawn. Both the generally flat character of the topography and low raised building sites are consistent with the original design of the LCA and contribute to its historic character for both the NHL and NR periods of significance. However, historic photographs suggest that during the 1880s, Arcade Park did not feature a depression.

43 Rouleau et. al., *Historic Resource Study,* 140–41.



Figure 3-65. Typical neighborhood character along South Langley Avenue (Quinn Evans, October 2024).



Figure 3-66. Hotel Florence landscape (Quinn Evans, October 2024).



Figure 3-67. Arcade Park (Quinn Evans, October 2024).



Figure 3-68. Historic Pullman Foundation Exhibit Hall landscape (Quinn Evans, October 2024).



Figure 3-69. George Pullman Park landscape (Quinn Evans, October 2024).



Figure 3-70. Market Hall landscape (Quinn Evans, October 2024).

Land Use

The Southern Residential LCA is primarily residential with small commercial areas lining East 111th Street, East 115th Street, portions of East 1113th Street, and portions of South Cottage Grove Avenue. The Greenstone United Methodist Church occupies the southeast corner of East 112th Street and South St Lawrence Avenue, and the George M. Pullman Elementary School is situated south of East 113th Street between South Forestville Avenue and South St. Lawrence Avenue. The Illinois Department of Natural Resources currently occupies Hotel Florence. The Historic Pullman Foundation Exhibit Hall features rotating exhibits operated by the Pullman Foundation. The character area includes five parks: George M. Pullman Park and Arcade Park in the northwest corner of the LCA, two small parks along the LCA's east edge, and Pullman Gateway Garden at southeast corner of South Langley Avenue and East 111th Street.

Residential land use within the subsection is consistent with the community's original design. The vast majority of residences within the subsection were constructed as part of the original Pullman company worker housing and are described in the following Contributing Buildings Types section on page 3-117. Two multi-family buildings that post-date the NHL and NR periods of significance are situated on the east side of South Langley Avenue. Park spaces, although modified since the end of the periods of significance, continue to occupy the edges of the subsection. All parks are now owned and maintained by the City of Chicago, rather than the Pullman company.

Small commercial uses now present along East 111th Street and East 113th Street were not part of the original design, which limited commercial activity to the Market Square and Arcade Building. However, commercial development in these locations is consistent with the evolution of land use that occurred in the community after the Pullman company divested of its properties in 1907 and contributes to potential National Register significance. In contrast, neither of the original commercial spaces continue to be used for this activity: The Market Hall building is a remnant and no longer functions as a commercial space, and the Arcade was deconstructed in 1927.

Circulation

Circulation within the Southern Residential LCA follows an orthogonal street grid pattern, with north–south avenues intersecting east–west numbered streets from East 111th to East 115th Streets. The grid accommodates the angle of South Cottage Grove Avenue on its western side. Most streets are asphalt-paved with on-street parking. One-way streets dominate north–south routes, while east–west streets generally accommodate two-way traffic. Road condition is fair to poor

as the streets exhibited frequent cracking and potholes, although repairs were ongoing at the time of field investigations in October 2024.[44] In the northwest corner of the LCA, the street grid is interrupted by a narrow curb and sidewalk that creates two curving road segments, one around Hotel Florence and the other around the Historic Pullman Foundation Exhibit Hall property. Another variation in the grid is present at Market Hall, where East 112th Street encircles the building remnant at the center of the market. The circle is accessed via four streets that connect to the surrounding grid.

Alleys bisect most blocks in a north–south orientation, with limited east–west connectors near commercial corridors. Sidewalks, typically 6' wide and located 8' from the roadway, are linked to buildings via short connector paths. Walkways to individual building entrances exhibit some variation in materiality, including wooden boardwalks, brick paver sections, or asphalt patches. Sidewalks extend the full width of the setback in limited locations associated with commercial space or shared building entrances. Park circulation includes wider, curvilinear paths. Sidewalk conditions are varied throughout the LCA with the poorest conditions (such as significant cracking and upheaval) noted around Hotel Florence. The Norfolk and Western rail line continues along the east side of this LCA.

The street, alley, sidewalk, and rail network within the Southern Residential LCA remains largely consistent with the original layout of the Pullman company worker housing. Although most north–south roads have been renamed since the end of the period of significance, the original circulation framework and spatial organization of routes are highly legible and contribute to the NHL significance of the study area.

Minor variations to the LCA's circulation patterns are primarily associated with the period of 1908–59, as residential development following the Pullman company's divestment in the town's housing led to new private property development in the southwest corner of the character area. Pedestrian circulation at the Historic Pullman Foundation Exhibit Hall (former Arcade Building) site and George Pullman Park were also altered during this period to accommodate removal of the Arcade and the straightened route of South Cottage Grove Avenue. Changes to circulation patterns during this period contribute to potential NR significance of the study area.

44 Acting Superintendent Sue Bennett noted that trolly tracks are occasionally revealed within the contemporary road structure during pothole repairs on South St. Lawrence Avenue.

Historic circulation patterns were reestablished within Arcade Park through the site's 1977 rehabilitation and are now compatible with the original park circulation.

Individual Contributing Buildings and Structures

H. H. Sessions House/Pullman Club

The H. H. Sessions House/Pullman Club was built in 1881 as a single-family residence for the Pullman Palace Car Company's first general superintendent, H. H. Sessions. In 1893, H. H. Sessions left the company and moved out of the house. By 1900, the H. H. Sessions House became known as the Pullman Club, a gathering place for Pullman Palace Car Company executives and managers. The building remained the Pullman Club until the railroad industry declined in the early 1950s and it was forced to close. It was then lived in and operated by a caterer until the 1960s when the Veterans of Foreign Wars bought and operated the buildings as a private club and restaurant.[45] Starting in the early 1970s, the building was used by multiple restaurateurs, such as the Sessions Pullman Club Restaurant, the Retreat, and Mercks Restaurant. In 2004, the building was purchased by the Pullman Bank and then in April 2023, the building opened to the public yet again as Pullman at Home and the Pullman Club Coffee Shop.[46]

The H. H. Sessions House/Pullman Club is a two-and-a-half-story brick Queen Anne building located on the corner of East 111th Street and South St. Lawrence Avenue (Figure 3-71). The building massing is irregular with a separate residence connected by a two-story hyphen at the south elevation. Exterior detailing includes a stone water table, stone string courses, brick corbelling, sawtooth brick patterns, decorative wood vergeboards and wood shingles, decorative brick chimneys, and exposed rafter tails. Windows consist of one-over-one or multi-light upper sash double-hung units. The roof is irregularly shaped with a combination of hipped and cross gables, along with gabled and shed-roof dormers. On the north elevation is a hipped roof covered wrap around porch constructed with wood posts, simple wood railing, decking, and latticework.

45 Commission on Chicago Landmarks, *A Summary of Information on the South Pullman District Chicago, Illinois*, June 1972, 32; n.a., *The Retreat Menu*, Pullman State Historic Site (Illinois Digital Archives), accessed July 30, 2025, http://www.idaillinois.org/digital/collection/pshs/id/18708.

46 n.a., *The Retreat Menu*, Pullman State Historic Site (Illinois Digital Archives), accessed July 30, 2025, http://www.idaillinois.org/digital/collection/pshs/id/18708; n.a., *S. S. Sessions House*, Pullman State Historic Site (Pullman Museum), accessed July 30, 2025, https://www.pullman-museum.org/pshs/pshsFullRecord.php?collection=pshs&pointer=15109; Pullman Company photographer, *Executive House*, Pullman State Historic Site (Illinois Digital Archives), accessed July 30, 2025, http://www.idaillinois.org/digital/collection/pshs/id/14148; "About the Pullman Club Coffee Shop," Pullman At Home, accessed July 30, 2025, https://www.pullmanathome.org/about-pcc.

Above the wrap around porch is a balconette under an extension of the front-gable roof at the northwest corner of the north elevation. East of and connected to the wrap around porch is a wood deck and ramp on the east elevation, providing entry into the east side of the building. A hipped/shed roof wrap-around porch is also located on the south residence west elevation. The residence covered porch consists of square posts, curved brackets, wrought-iron balustrade, wood decking, and lattice work.

Stables

The Stables building is located on the southeast corner of East 112th Street and South Cottage Grove Avenue (Figure 3-72 and Figure 3-73). Built in 1881, all residences and visitors in the Town of Pullman were required to keep their horses at the Stables to avoid unnecessary cleanup around town and to provide George M. Pullman additional income through boarding and rental fees. Additionally, a volunteer fire department was housed in the Stables though the specific dates are unclear. Sometime before 1972, the Stables were used as a service/gas station, an auto repair shop, and an awning company.[47] In 2024, the Stables building was occupied by the Share Your Soles Foundation Corporate Headquarters.

The Stables is a one-and-a-half-story building with a primarily rectangular massing. The roof consists of multiple cross gables at the north, south, and west with a flat roof in the central and eastern portions. Exterior finish materials consist of a limestone water table, red brick, and painted fish scale wood shingles. Windows are multi-light fixed or single-hung units with either flat or flat arched headers. Fabric awnings cover four windows and an entry on the west elevation. The north elevation has a series of arched openings that are infilled with painted wood vertical paneling, roll-up garage doors, and wood double-leaf doors with multi-light glass at the top. Decorative elements at the exterior include wood detailing in the gable ends, gable-roof dormers, exposed rafter tails, cornices, brackets, and two carved horses' heads to either side of the East 112th Street garage entrance.

Greenstone Church

The Greenstone Church was built in 1882 and is on the southeast corner of East 112th Street and South St. Lawrence Avenue (Figure 3-74 and Figure 3-75). Receiving its name from its green appearance, the Greenstone Church is finished with serpentine-stone imported from Philadelphia. George M. Pullman included a church in the town's plan to add visual appeal, distinction, and to "satisfy the worker's need for spiritual fulfillment." George M. Pullman intended

47 Commission on Chicago Landmarks, *A Summary of Information on the South Pullman District Chicago, Illinois*, June 1972, 30.

that a wide range of Christian denominations would use the Richardsonian Romanesque-style church, but as Pullman wanted a six percent profit from the church, the rent was too high for many of the congregations. Except for special events, the Greenstone Church remained vacant until sometime around 1885 when a Presbyterian congregation occupied the church. In 1905, a Methodist congregation bought the Greenstone Church, and it has been utilized by Methodist congregations since then. Since 2002, the Greenstone United Methodist Church began using the church for its congregation.[48]

The Greenstone Church was designed by Solon S. Beman as a basilica plan church with a 92'-tall steeple at the northwest corner. South of the church is an attached two-story parish house, connected by a cloister with an enclosed garden area to the east. In addition to the serpentine-stone that breaks from the uniformity of the rest of the town's red brick, other exterior materials include limestone, brick, and painted wood fish scale shingles. Decorative elements present at the exterior include exposed faux rafter tails, decorative brick chimneys, sawtooth brick patterns, flat arched brick headers, limestone water table, stone arched eyebrow headers above window and door openings, buttresses, dentiled cornice at the roof of the steeple, and cross finials. Windows mainly consist of stained-glass fixed windows and double-sash units with multi-light upper sashes. A large stained-glass rose window is on the west façade of the church. Additional windows include arched multi-light clerestory windows, along with eyebrow windows and gabled dormer windows on the roof. The church roof is primarily cross gabled with a section of hipped roof at the east and a steep pyramidal roof at the steeple. The parish house roof is hipped with a large, clipped-gable dormer that extends below the roof line into the elevation below and two flat roof sections at the rear. The steeple holds the main entry into the church with an arched doorway topped with triangular stone trim. On the tower of the steeple are arched openings infilled with decorative scalloped vents. Entry into the cloister from the west elevation consists of a three-arch arcade supported by stone columns with decorative capitols and bases. Entry into the parish house is through a recessed archway adjacent to the cloister.

George M. Pullman Elementary School

The George M. Pullman Elementary School is the Town of Pullman's second elementary school and was designed by Perkins and Will and constructed in circa 1907 on previously undeveloped land at the southeast corner of East 113th Street

48 "Greenstone Church," *Historic Pullman Foundation*, accessed February 2025, https://www.pullmanil.org/greenstone-church/; Commission on Chicago Landmarks, *A Summary of Information on the South Pullman District Chicago, Illinois*, June 1972, 25–26.

and South Forrestville Avenue.[49] The first elementary school was located at the corner of East 113th Street and South Cottage Grove Avenue. Due to its proximity to the Illinois Central Railroad tracks, the first elementary school was torn down.[50] In April 1907, during construction of the George M. Pullman Elementary School, the Chicago Board of Education voted to name the new school after the father of single tax and the stone above the entry was originally carved to read, "HENRY GEORGE." After hundreds of residents petitions, the board of education voted to change the name of the school, and in July 1907, the carving was changed to "GEORGE M. PULLMAN." [51]

George M. Pullman Elementary School is a four-story building with a one-story portion in the center of the east facade (Figure 3-76). The building massing is T-shaped with the cross stroke of the T oriented north-to-south and the stem extending eastward. Exterior finish materials are predominantly running bond brown brick with reddish brown stone detailing. Stone details on the elevations include water tables, string courses, window and door surrounds, and parapet caps. Brick detailing on the elevations include stepped pilasters. Windows consist of multi-light dual-sash awning windows with decorative spandrel panels between the second- and third-story windows. Three main entries are present on the west elevation, historically used as a main entrance in the center and a boys and girls entrance to either side. The roof is flat with a crenelated parapet.

Infirmary/Pullman Hospital

The Infirmary, also known as the Pullman Hospital, was constructed 1880–82 and operated from 1882 to 1925 immediately south of the Greenstone Church on the east side of South St. Lawrence Avenue. Sometime between 1910 and circa 1920, the original porch on the west façade was replaced with a larger covered porch that wrapped around the west façade and the northwest tower. Between 1925 and 1930, the Infirmary transitioned to a 27-room boarding house that continued operated until at least 1950. [52]In 2005, the lower roof and tower were restored. Sometime between circa 1980 and 2011, the wrap around the porch was modified to its current configuration.[53] Further research is need to determine when the building transitioned to single family residential.

49 "Pullman School Image No. 15518," *Pullman History Site*, accessed February 2025, https://www.pullman-museum.org/pshs/pshsFullRecord.php?collection=pshs&pointer=15518.
50 Susan Bennett, email message to author, June 24, 2025.
51 "Blow Out Henry George," *Chicago Tribune*, July 4, 1907.
52 Sanborn Fire Insurance Maps, City of Chicago, Volume 41, 1938-1951, 5; "The People of Pullman: 11217 St. Lawrence," Pullman Museum, accessed April 16, 2026, https://pullman-museum.org/demographics/address.php?pinNumber=25222130020000.
53 "11213 St. Lawrence Avenue," *Pullman State Historic Site: Illinois Digital Archives*, accessed February 2025, https://www.idaillinois.org/digital/collection/pshs/

The Infirmary/Pullman Hospital is a two-and-a-half-story building with a two-and-a-half-story square bay tower at the northwest corner that faces northwest (Figure 3-77). Exterior finishes include red brick, white stone, and wood shingles. Detailing on the elevations include brick corbelling, brick and stone string courses, flat or flat arched brick headers, and stone windowsills. Windows consist mainly of double-hung two-over-one or one-over-one units. Shed-roof dormers are on the north and west elevations with either one-over-one double-hung windows or coupled multi-light upper sash windows. The roof is mansard along the north and west elevations with a pyramidal roof at the northwest corner and flat at the rear. The pyramidal roof is capped with a ball finial. A hipped-roof-covered front porch extends from the northwest tower along the west elevation of the building with a front facing gable over the entry stairs. The porch is constructed of wood with square posts, simple balustrade, wood arched brackets, exposed rafter tails, decorative wood vergeboards, brick decking, and wood lattice.

Hotel Florence and the Annex

Built in 1881 as part of the original town and named after George M. Pullman's oldest daughter, the Hotel Florence welcomed visitors to Pullman as they stepped off the Illinois Central train at the 111th Street station. The hotel had approximately 60 sleeping rooms, many of which were historically filled by George M. Pullman's invited guests, along with a large dining room to fit 125 people. The Hotel Florence aimed to provide a luxurious atmosphere with interior finishing of fine hardwood paneling and woodwork accompanied by plush furnishings. In addition to the large dining room, the Hotel Florence had the only bar in the Town of Pullman. The bar was designed for guests and business partners, rather than Pullman company workers, due to George M. Pullman's wish to remove all temptations that could adversely affect his workers.[54]

The Hotel Florence is a three-story building topped in a predominantly hipped roof, with sections of mansard, conical, and clipped gable roofs (Figure 3-78 to Figure 3-80). Designed in the Queen Anne style, Hotel Florence was constructed using running-bond red brick, stone, and painted wood. Architectural detailing includes gabled dormers, turrets, decorative brick chimneys, painted wood brackets under the main roof eaves, brick corbelling, stone string courses, brick flat-arched window and door headers with stone eyebrows, stone sills, sawtooth brick patterns, half-timbering in the gable ends, cupolas, and decorative stone

id/14139/rec/22; "11213 St. Lawrence Avenue," *Pullman State Historic Site: Illinois Digital Archives*, accessed February 2025, https://www.idaillinois.org/digital/collection/pshs/id/15071/rec/21.

54 Commission on Chicago Landmarks, *A Summary of Information on the South Pullman District Chicago, Illinois*, June 1972, 24–25.

swirl panels. The windows are single or paired double-hung, with the upper pane designed as a multi-light pattern surrounding a single central light, while the lower sash is either a single or double pane. A covered wrap-around veranda, constructed primarily of wood on a brick-pier foundation, extends around the west façade and north and south elevations. The decorative wood elements on the veranda include lattice between the brick piers, painted wood railings and posts, two sets of decorative brackets on the posts, and trellis work under the veranda roof eaves in between the posts.

A four-story flat-roof addition, known as the Annex, was added to the northeast corner of Hotel Florence sometime after 1910. The addition is rectangular in shape with a clipped corners at the northern corners facing East 111th Street. The Annex is finished with red brick and simple stone detailing including window headers, string courses, diamond inlays, and a bracketed mantel above the exterior doors facing East 111th Street and South St. Lawrence Avenue. The first story of the north elevation consists of commercial story front windows with square shaped windows on the other first-story elevations. Window openings on the upper stories are rectangular. All of the windows have been mothballed. A metal exterior fire escape is on the west elevation. Even though the Hotel Florence has the large Annex addition, it is still a contributing resource to the district.

Market Hall (Historic Associated Feature)

Market Hall, the building ruin in Market Square, is in the middle of the intersection of South Champlain Avenue and East 112th Street, encircled by East 112th Street Circle (Figure 3-81 and Figure 3-82). The design and construction of the Market Hall building at this location in 1880–81 disrupted the surrounding regularity of the streets and grid system. When first constructed, Market Hall was a two-story building approximately 100’ x 110’ in dimension. The first floor consisted of a lunch counter and sixteen market stalls selling fresh meat and vegetables grown on a company-operated farm. The second floor had a public meeting hall that could hold up to 600 people. In 1892, Market Hall caught fire and was destroyed. The second Market Hall was built on the site of the first building in 1893–94 and designed by Solon S. Beman in the Italianate style. The second Market Hall building was two stories high in the form of a basilica with a centralized third story. The first story was constructed of limestone with arched entries and windows. The upper stories of Market Hall were constructed of yellow brick. Inside the second Market Hall were twelve market stalls on the first floor with an assembly hall and stage on the second floor. The third floor of Market Hall contained lodge rooms and additional meeting space. In 1931, the upper half of the second Market Hall was removed due to a fire. Market Hall was then occupied by a grocery store and a tavern until 1973 when another

fire damaged the remaining structure.[55] According to historic aerials, sometime between 1998 and 2002, a majority of the Market Hall roof was removed.

Greystone Mansion

Built in 1894, the Greystone Mansion is located at the northeast corner of East 112th Street and South St. Lawrence Avenue, just north of the Greenstone Church (Figure 3-83).[56] The Greystone Mansion was purportedly built as a replacement home to attract a second doctor to the town. Prior to its construction, the land was occupied by two rowhouses.[57] Sometime after 1900, a two-story addition was added to the southeast corner of the building using the same exterior materials and detailing.[58]

The exterior of the building is clad in grey stone, which gave this building its name, and is the only building within the Town of Pullman completely clad in stone. The Greystone Mansion is two-and-a-half stories tall built with stylistic influences of both Gothic Revival and Richardsonian Romanesque. Three turrets on the south elevation mimic the Greenstone Church steeple across the street. Additional exterior features include a curved double staircase leading to the main entry, a venetian window above the main entry, transom and flanking sidelights at the main entry, an elevated stone terrace enclosed with stone railing at the southwest side of the addition, a gabled dormer with tripartite double-hung windows to the south, a hipped dormer with a single double-hung window to the west, and stone chimneys.

55 Rouleau et. al., *Historic Resource Study,* 149; Commission on Chicago Landmarks, *A Summary of Information on the South Pullman District Chicago, Illinois*, June 1972, 27–29; Norbert J. Pointer II and Charles W. Snell, *Pullman Historic District National Register of Historic Places Inventory – Nomination Form* (Washington, D.C.: National Park Service, 1969), 3.

56 Cook County Assessing data indicates that the Greystone Mansion was constructed in 1888.

57 Susan Bennett, email message to author, July 8, 2025.

58 Commission on Chicago Landmarks, *A Summary of Information on the South Pullman District Chicago, Illinois*, June 1972, 33.



Figure 3-71. H. H. Sessions House/Pullman Club at East 111th Street (Quinn Evans, 2024).



Figure 3-72. Stables at East 112th Street (Quinn Evans, 2024).



Figure 3-73. Stables at South Cottage Grove Avenue (Quinn Evans, 2024).



Figure 3-74. Greenstone Church on East 112th Street and Sout St. Lawrence Avenue (Quinn Evans, 2024).



Figure 3-75. Greenstone Church at Sout St. Lawrence Avenue (Quinn Evans, 2024).



Figure 3-76. George M. Pullman Elementary at South Forrestville Avenue (Quinn Evans, 2024).



Figure 3-77. Infirmary/Pullman Hospital at 11217 South St. Lawrence Avenue (Quinn Evans, 2024).



Figure 3-78. Hotel Florence at South Forrestville Avenue (Quinn Evans, 2024).



Figure 3-79. Hotel Florence and Annex at East 111th Street (Quinn Evans, 2024).



Figure 3-80. Hotel Florence at East 111th Place (Quinn Evans, 2024).



Figure 3-81. Market Hall at East 112th Street Circle (Quinn Evans, 2024).



Figure 3-82. Market Hall at East 112th Street Circle (Quinn Evans, 2024).



Figure 3-83. Greystone Mansion at East 112th Street and South St. Lawrence Avenue (Quinn Evans, 2024).

Contributing Building Types

Market Square Semi-Circle Buildings

At the same time the second Market Hall was constructed in 1893–94, four two-story multi-unit residential buildings were constructed surrounding Market Hall with a semi-circular shape facing the circle drive (Figure 3-84). The semi-circular building quadrants then defined and enhanced the rectangular shape of Market Square. Each of the four building quadrants contain a two-story three-flat portion along the East 112th Street Circle, with a connected two-story duplex facing South Champlain Avenue. These two-story residential buildings were constructed of limestone and brick with an overhanging hipped roof facing the street and a flat roof in the rear. Overall exterior detailing includes corbelled brick window surrounds on the second story, protruding brick eyebrows above the second-story windows, and limestone string courses between the first and second stories. The portion along East 112th Street Circle have arcades of limestone piers and columns overlapping the sidewalk on the first story to mimic Market Hall, limestone door surrounds, and arched limestone transoms. The portion facing South Champlain Avenue are three bays wide with a central elevated double entry recessed into the façade. The first-story bays have limestone arches on limestone pilasters. The outer bays of the first floor are filled in with a tripartite windows. The second-story bays include coupled double-hung windows in the outer bays

and two single double-hung windows in the center. Exterior detailing of this portion includes a limestone elevation below the first story arches and a concrete porch separated in the middle by a half limestone wall.

Pullman Executive Houses

There are three examples of Pullman Executive Houses on the south side of East 111th Street east of the H. H. Sessions House/Pullman Club, built around 1881 (Figure 3-85). These two-and-a-half-story duplexes were constructed of red brick with stone and wood details in the Queen Anne style with a mansard roof. Analogous to the detailing of the Hotel Florence and the H. H. Sessions House/ Pullman Club, the Pullman Executive Houses have a higher level of detail than the other worker houses throughout the Southern Residential LCA, including gable-roof dormers with decorative painted half-timbering or fish-scale wood shingles, hipped-roof dormers, decorative brick chimneys, painted wood brackets under the main roof eaves, decorative wood vergeboards, brick corbelling, stone string courses and sills, sawtooth brick patterns, canted or square two- and three-story bay windows, stone water tables, and rusticated irregular stone foundation. The windows are double-hung with one-over-one or six-over-one sashes. The entries have either a separate or central covered wood porch with painted railings, posts, and brackets supporting a shed roof above. The central wood porches are divided by wood railings to separate the two entries. Due to the higher degree of detail, many more rooms than the other Town of Pullman houses, and a private stable in the rear, these duplexes were more expensive to rent, thus typically Pullman company executives could afford to live in them.

Brick Rowhouse

Two waves of Brick Rowhouse building type were built for Pullman company workers in 1882 and 1890. These Brick Rowhouses typically contain six or seven rooms and are either one-and-a-half or two stories high on 20’ to 25’ lots (Figure 3-86). The exterior façades of this building type consist of either brick on both the first and second stories or brick on the first story with the half story covered by a mansard roof. Typical windows include tripartite arched windows on the first floor and arched double-hung windows on the second floor. The Brick Rowhouses can either have a single- or double-unit configuration to the façade and are usually grouped in blocks of six or more of the same type on the street but are also seen grouped together with the Brick Cottage Duplexes building type. Variations among these homes include the use of orange and black brick designs, different porch styles—often added later—along with roof treatments such as mansards or parapets, mansards with gablets.

Cottages

The Cottages building type were constructed in 1881 and can only be found on the 11100 block of South Champlain Avenue (Figure 3-87). The Cottages are two-story brick façade buildings with hipped or gabled roofs and four rooms. Typically, the Cottage building type is located on the west side of South Champlain Avenue, arranged in groups of six, but there is also one freestanding example of this type on the east side of the street at 11117 South Champlain Avenue.

Mixed-Material Rowhouse

Constructed circa 1881 and circa 1890, the Mixed-Material Rowhouse building type was historically occupied by higher wage earners, more skilled, or mid-level managers at the Pullman company. Stylistically, the Mixed-Material Rowhouse building type in the Southern Residential LCA is similar to the Boarding House building type in Northern Residential LCA. This building type is two-and-a-half stories tall with a mansard roof and front-facing gables (Figure 3-88). The exterior finishes include red brick with black brick simple detailing and painted wood decorative elements. The interior of this housing type typically has eight and nine room residential units in either a single or duplex format.

Three-Story Tenements

The two extant examples of the Three-Story Tenements building type are on the east side of South Langley Avenue between East 111th Street and East 112th Street, built circa 1881 (Figure 3-89). This building type is constructed of red brick with black brick simple details. The roof is mansard at the east and west ends with a brick parapet in the center. Two entries are accessed by a wooden deck of the two central façade bays. Historically, this building types housed the lowest-paid Pullman company workers and their families.

Four Flats

The Four Flats building type were constructed circa 1882 and circa 1890 and usually arranged in groups of four or six units or as a terminus to a block of Brick Cottage Duplex building types. Specifically, the Four Flat building types located along both sides of South Champlain Avenue between East 114th and East 115th Streets are locally referred to as “honeymoon row” as they were intended to be used by young married couples.[59] This building type is either two or two-and-a-half stories tall brick residential units constructed on 40’ lots (Figure 3-90). Parapeted or gabled roofs top the two-story examples of this type while the two-and-a-half-story buildings have a mansard roof. The interior consists of four residential units in each building with a centralized entry.

59 Susan Bennett, email message to author, June 24, 2025.

Brick Cottage Duplex

The Brick Cottage Duplex building type was constructed circa 1882 and is the most prevalent type of worker housing in the Southern Residential LCA (Figure 3-91). This building type is almost identical to the Brick Rowhouse from the street as one-and-a-half to two-story buildings constructed of brick on the first and second story or brick on the first story with the half story covered by a mansard roof. The Brick Cottage Duplexes are built on 14', 16', or 18' wide lots with five interior rooms. They are typically arranged in blocks of six or more units, flanked by two or more of the Two Flats building type. There are instances where the Brick Cottage Duplexes are flanked by the Four Flats or Brick Rowhouses building types or stand alone in blocks of six or more on a block.

Two Flats

The Two Flats building type was constructed circa 1881 (Figure 3-92). This building type is arranged in a rowhouse format on 24' lots. Each Two Flat building type is two-stories tall with two apartments consisting of four or five rooms.

Boarding House

There are three examples of the Boarding House building type that are located on East 113th Street, between South St. Lawrence Avenue and South Langley Avenue that were constructed circa 1882 (Figure 3-93). This building type breaks up the grid pattern of the streets as they are placed where the alleys between South St. Lawrence Avenue/South Champlain (north side) and between South Champlain Avenue/South Langley Avenue (north and south side) meet East 113th Street. Historically, they served as boarding houses for Pullman company workers. The buildings are two-and-a-half stories tall with the second and first stories finished in brick and the half story within the mansard roof.

Three-Flat Rowhouses

The Three-Flat Rowhouses building type was constructed circa 1881 (Figure 3-94). This building type is arranged in a rowhouse format on 24' lots. Each Three-Flat Rowhouse building type is three stories tall with a double entrance centered on the façade. The exterior finishes of this building type include brick on the first two stories, while the third story is either within a mansard roof or a combination of a partial mansard roof and brick.

One-and-a-Half-Story Vernacular

Examples of this building type are found along East 115th Street between South Cottage Grove and South Forrestville Avenues. The building type is a one-and-a-half-story rectangular building on a raised foundation. The exterior is finished in vinyl, aluminum, or asbestos shingle siding, with some examples sided in brick

or insulbrick on the side elevations. Windows include Chicago-style or tripartite double-hung units, and the roofs are hipped with a large front facing gable-roof wall dormer.



Figure 3-84. Market Square semi-circle building type at East 112th Circle (Quinn Evans, 2024).



Figure 3-85. Pullman Executive House building type at 641–45 East 111th Street (Quinn Evans, 2024).



Figure 3-86. Brick Rowhouse building type at 11137–45 South St. Lawrence Avenue (Quinn Evans, 2024).



Figure 3-87. Cottages building type at 11100 block of South Champlain Avenue (Quinn Evans, 2024).



Figure 3-88. Mixed-Material Rowhouse building style at the south side of East 112th Street (Quinn Evans, 2024).



Figure 3-89. Three-Story Tenements building type at 11127 South Langley Avenue (Quinn Evans, 2024).



Figure 3-90. Four Flats building type at 11424 South Champlain Avenue (Quinn Evans, 2024).



Figure 3-91. Brick Cottage Duplex at 11200 block of South Forrestville Avenue (Quinn Evans, 2024).



Figure 3-92. Two Flats at 11300–02 South Langley Avenue (Quinn Evans, 2024).



Figure 3-93. Boarding House building type at 645 East 113th Street (Quinn Evans, 2024).



Figure 3-94. Three-Flat Rowhouses at 11300 block of South Langley Avenue (Quinn Evans, 2024).



Figure 3-95. One-and-a-half Story Vernacular building type on East 115th Street (Quinn Evans, 2024).

Non-Contributing Building Types

Within the Southern Residential landscape character area, there are 341 garages, three carports, and two outbuildings of unknown current use that line the alleys and are non-contributing. In the 1880s, the outbuildings were small wood and coal storage sheds, constructed from wood, that backed up to the alley.[60] Outbuildings present today are larger in comparison to the historic sheds to accommodate automobiles and are in varying conditions from new construction to ruins.

Non-contributing resources within the Southern Residential landscape character area, outside of outbuildings and garages, are found along the periphery of the Pullman Historic District on or near South Cottage Grove Avenue, East 115th Street, and South Langley Avenue.[61] Specifically, the non-contributing building types include the following:

- *The Historic Pullman Foundation Exhibit Hall*: A one-story rectangular-shaped, flat-roofed building finished in vertical concrete aggregate panels, black brick, and a mural depicting aspects of the Pullman company workers, train cars, and town. Currently, the Historic Pullman Foundation Exhibit Hall houses a selection of artifacts and exhibits from the Historic Pullman Foundation's collection. The Historic Pullman Foundation Exhibit Hall was built between 1959 and 1962 on the site of the Town of Pullman's former Arcade Building that was demolished in 1926. This building type may contribute to National Register significance of the district.
- *Cape Cod*: See Northern Residential Non-Contributing Building Types. This building type may contribute to National Register significance of the district.
- *Raised Ranch*: See Northern Residential Non-Contributing Building Types.
- *Mid-Century Two-Flat*: See Northern Residential Non-Contributing Building Types.
- *Brick Two-Flats*: A two-story rectangular shaped building with a flat roof and double-hung windows. The exterior is finished in brick and stone with simple detailing. Found along the 11300 block of South Cottage Grove Avenue, this building type was constructed in 1925. This building type may contribute to National Register significance of the district.
- *Apartment*: Two- to three-story rectangular-shaped buildings with flat and faux mansard roofs. The exterior is finished in brick with simple to no exterior detailing. Windows consist of metal sliding, casement, and fixed windows. This building types was constructed in 1969 and 2018 along the east side of South Langley Avenue.
- *Brick Two-Story Single* : Found along the 11400 block of South Forrestville Avenue, these building types were constructed in 1922, 1925, and 1934.

60 Rouleau et. al., *Historic Resource Study*, 242.

61 Resources that may contribute to National Register significance are noted within each description.

This building type consists of two-story rectangular-shaped buildings with flat roofs and varying shaped brick and stone parapets. The exterior is finished in brick with simple brick and stone detailing. This building type may contribute to National Register significance of the district.

- *Duplex*: Two-, two-and-a-half-, or three-story versions of a rectangular duplex found along South Forrestville Avenue and East 115th Street. Constructed in 1909, the two-story version is finished in vinyl siding with double-hung windows, a raised foundation, and a front gable roof. Constructed circa 1911, the two-and-a-half-story version is finished in aluminum or vinyl siding and brick with double-hung and multi-light fixed windows. The roof is a front gable form with fable, shed, and hipped-roof dormers. The three-story version was constructed in 1908 and includes a vinyl siding-covered exterior, double-hung windows, and a parapeted flat roof. This building type may contribute to National Register significance of the district.
- *Dutch Colonial*: This building example is found at 11332 South Forrestville Avenue and was constructed in 1910. The building type consists of a one-and-a-half-story rectangular building, on a raised foundation, finished in vinyl siding. The windows include double-hung and fixed single and multi-light units, and the roof is a front-facing gambrel. This building type may contribute to National Register significance of the district.
- *Two Story New Construction*: Found at 11426 South Forrestville Avenue and constructed in 2000, this building type consists of a two-story rectangular brick building with simple brick detailing and a flat roof. Windows consist of double-hung, fixed, and sliding vinyl units.
- *Front-Gable Vernacular*: This building example is found at 540 East 115th Street and was constructed circa 1911. The building type consists of a two-and-a-half-story front-gable single-family building with rectangular massing, a raised foundation, vinyl siding and brick exterior finish, and double-hung vinyl windows. This building type may contribute to National Register significance of the district.
- *Commercial*: Commercial building types include a one-story gas station and canopy structure (built 1967) on East 111th Street, a one-story commercial brick building (built 1911–38) on East 113th Street, and a two-story commercial brick building (built 1917) on South St. Lawrence Avenue. Exterior finishes of the commercial buildings include brick, shingles, stone veneer, and metal and glass paneled curtain walls. Windows consist of glass block, double-hung, and fixed ribbon and storefront units. The roofs are flat on the one- and two-story commercial buildings while the gas station is gabled and hipped. Commercial building types built prior to 1959 may contribute to National Register signficance of the district.
- *Industrial*: Two examples of industrial buildings are located at the northeast corner of East 113th Street and South Cottage Grove Avenue and the southeast corner of East 114th Street and South Cottage Grove Avenue. Constructed in 1918 and 1966–69, this building type consists of one- to two-story flat or low sloped roofs with brick, concrete masonry units, and concrete aggregate panel exterior finishes. Windows consist of glass blocks and fixed units. Industrial building types built prior to 1959 may contribute to National Regisgter significance of the district.

Vegetation

Vegetation within the Southern Residential LCA includes street trees, lawn, and ornamental plantings associated with Hotel Florence, parks, and individual residences. Lawn is the most common vegetation type throughout the LCA, and is present within the tree lawn, residential front and back yards, and park spaces. Street tree species are a diverse mix. While the trees are generally evenly spaced within the tree lawn, there are noticeable gaps where tree stumps or extended spacing indicate past removals. In limited locations, property owners have planted gardens in the tree lawn or replaced the turf with a groundcover such as ivy or mulch. Front yards are planted in a mix of mown lawn and ornamental gardens. Some gardens are densely planted, creating a meadow-like condition.

Historic photographs illustrate the presence of young street trees within the tree lawns between the sidewalk and road during the 1880s and 1890s, and existing tree placement is consistent with this pattern of early planting. Lawns or gardens adjacent to buildings are also consistent with early photographs of the community, although the specific plants are not retained from the periods of significance.

Parks within the character area are typically designed as a mown lawn shaded by a variety of canopy trees and periodically incorporate ornamental planting beds. Landscaped public spaces in the LCA include the following vegetation:

- The vegetation surrounding Hotel Florence is characterized by a combination of lawn and canopy trees. A roughly rectangular rose garden is in the lawn southeast of the hotel. Although trees, lawn, and small ornamental planting beds are consistent with the historic plant palette at the hotel, these features do not occupy their original locations.
- The trees in George Pullman Park are arranged in an irregular pattern, providing shade coverage for the entire park space but challenging growth of the mown lawn below. The park also features two ornamental planting beds delineated by a low concrete curb. The general presence of mown turf and canopy trees at George Pullman Park is consistent with the original design of the community; however, the placement of the existing features does not represent their historic layout during the NHL period of significance, as the spatial organization and layout of the park has changed. The layout of trees and lawn is largely consistent with the design established during the NR period of significance.
- Arcade Park features three circular planting beds located within the sunken terrace at the space's center. The rest of the park is planted in mown turf, with trees present only along the perimeter of the block. This condition is generally consistent with the original design of the park, although it has featured other planting bed arrangements at various points in time.
- Vegetation within the Historic Pullman Foundation Exhibit Hall block is

primarily mown lawn, shaded by recently planted street trees along the west and south sides of the block and mature pine (*Pinus* spp.), maple (*Acer* spp.), and basswood (*Tilia americana*) along the north edge. An ornamental planting bed welcomes visitors at the building entrance. Vegetation within the Historic Pullman Foundation Exhibit Hall block is not representative of the original design, as this entire space was occupied by the Arcade Building during the period of significance.

- Langley (Ester Gunderson) Park is predominantly a mown turf and playground space planted with honey locust (*Gleditsia triacanthos*), Kentucky coffee tree (*Gymnocladus dioicus*), and crab apples (*Malus* spp.) around its perimeter.
- The Pullman Gateway Garden is planted with boxwood (*Buxus* spp.) hedges, English ivy (*Hedera helix*), periwinkle (*Vinca* spp.), and euphorbia (*Euphorbia* spp.) under a canopy of honey locusts (*Gleditsia triacanthos*) and ginkgos (*Ginkgo biloba*).
- The cooperative at Park No. 573 features birch (*Betula* spp.), pear (*Pyrus* spp.), ash (*Fraxinus* spp.), and American sycamore (*Platanus occidentalis*) trees. At the time of field investigations in October 2024, no vegetable gardening was ongoing.

Views

Throughout the Southern Residential LCA, the most common views are axial residential streetscapes with clear sightlines along the streets framed by limbed-up trees (Figure 3-96 and Figure 3-97). In locations where gardens extend into the tree lawn, the plantings break up linear views along the north–south roads. 1880s photographs of residential streets within the LCA illustrate that the visual character of the street corridors—defined by the street trees and tree lawn, raised front yards, and consistent setbacks and building ornamentation—is retained



Figure 3-96. Streetscape along Watt Avenue (South St. Lawrence Street), 1880s (Illinois Digital Library).



Figure 3-97. Similar view along South St. Lawrence Street, looking north, October 2024. The layout of trees, tree lawn, front yards, and building massing is retained in the view, although plantings have become more individualized (Quinn Evans).



Figure 3-98. View of Greenstone Church across Arcade Park, 1883 (Illinois Digital Archive).



Figure 3-99. Similar view of Greenstone Church across Arcade Park, October 2024. Major landscape elements are retained in the view, including street trees, historic buildings, and rehabilitated historic layout of Arcade Park (Quinn Evans).



Figure 3-100. View of Hotel Florence, looking northeast, 1895 (Illinois Digital Library).



Figure 3-101. Similar view of Hotel Florence and associated landscape, October 2024. Overall landscape patterns, including the site's lawn, trees, walkways, and low stone retaining wall, are retained from the period of significance. (Quinn Evans).



Figure 3-102. Axial view toward Market Square (Quinn Evans, October 2024).



Figure 3-103. View of Arcade Building from Pullman Park, with Arcade Park and Greenstone Church in the background, mid-1880s (Illinois Digital Archive).



Figure 3-104. View of Historic Pullman Foundation Exhibit Hall site, October 2024. Loss of the Arcade Building impacts views of the space (Quinn Evans).



Figure 3-105. View from Arcade Building to Lake Calumet, 1880s (Illinois Digital Archive).

from the NHL period of significance and contributes to the historic character of the cultural landscape.

Breaks in the pattern of street trees and residential gardens present filtered views to the Greenstone United Methodist Church, Arcade Park, and Hotel Florence from the character area's western blocks (Figure 3-98 through Figure 3-101), and the Market Square is visible in axial views along South Champlain Avenue and East 112th Street (Figure 3-102). Within the market square itself, the repetitive features of the Market Hall and surrounding residential buildings are disorienting and not clearly differentiated by prominent views in any direction. The worker's gate is framed in an axial view looking north along South St. Lawrence Avenue, and northern blocks within the LCA experience relatively open views toward the Pullman National Historical Park headquarters site. Dense successional vegetation along the Norfolk and Western rail line to the east and the Metra to the west buffer views to adjacent industrial development. Historic photographs of this character area emphasized the picturesque character of the town's amenities, framing views of Hotel Florence, the Arcade, and the Greenstone Church within the ornamental plantings of Pullman Park, Arcade Park, and the planted streetscapes. Similar views to Hotel Florence and the Greenstone Church are retained within the existing landscape and contribute to its significance, but the loss of the Arcade Building impacts the visual character of these public spaces (Figure 3-103 and Figure 3-104). Also missing from the NHL period of significance is the view between the Southern Residential LCA and Lake Calumet, whose shoreline was closer to the neighborhood during the period of significance and accessible via park spaces adjacent to the residential development (Figure 3-105).

Small-Scale Features

Small-scale features within the Southern Residential LCA include low stone or concrete walls, waysides and wayfinding signs, lighting, furnishings such as benches, waste receptacles, bike racks, and a historic car-wheel. The majority of small-scale features within the LCA are modern additions not reflective of the historic character present during the NHL or NR periods of significance.

A relatively low proportion of residential properties feature fences enclosing the front garden or yard. These fences vary in material and size but are typically chain link, decorative aluminum, or steel picket fences ranging from 2'–4' tall. Taller wood, chain-link, brick, or metal picket fences enclose the rear of residential properties along the alleys. The original design of the community did not incorporate fencing at residential properties, and all existing fencing within the LCA is noncontributing.



Figure 3-106. Curb or low retaining wall around raised front yards at South St. Lawrence Avenue (Quinn Evans, October 2024).



Figure 3-107. Mortared stone wall at Hotel Florence (Quinn Evans, October 2024).

Lighting is provided via combined cobra head, light-emitting diode (LED), street lights, and pedestrian-scale acorn fixtures on the same stainless steel poles, or via simple cobra-head lights on stainless steel or green-painted poles. Existing lighting is provided by modern fixtures not present during the period of significance.

Similarly, signs and site furnishings such as sculptures, birdbaths, birdfeeders, ornamental benches, and planters are modern features not included in the community's original design. The car-wheel at the entrance of the Historic Pullman Foundation Exhibit Hall, while historic, is not part of the cultural landscape.

The existing landscape incorporates numerous low stone walls and retaining structures. Residential gardens and yards within this subsection are frequently raised 6" to 18" above the adjacent sidewalk and tree lawn using curbs or stone walls (Figure 3-106). Concrete or block curbs delineate planting beds at Pullman Park and Arcade Park, and a poor-condition trex retaining wall surrounds a planting bed at the entrance to the Historic Pullman Foundation Exhibit Hall. A poor-condition low mortared stone wall with decorative pillars surrounds Hotel Florence (Figure 3-107). Of these various walls, two types are evident in historic photographs. The low stone wall surrounding Hotel Florence dates from original construction of the hotel in the 1880s and contributes to the NHL significance of the site. Raised yards are evident in early photographs of the community, but low retaining walls or curbs are not evident in historic photographs until after the Pullman company divested these properties; the retaining walls may contribute to NR significance of the LCA.

Archeological Sites

Archeological investigations have documented several sites within the Southern Residential LCA. Within residential areas, these studies identified notable differences between the use of yard space in the Pullman neighborhood and other industrial communities. Consistent with George M. Pullman's intent for the holistic design of the community, residents typically did not conduct functional activities within their yards during the NHL period of significance. While yards become more functional after 1907, household production remained limited. Studies of residential areas also noted relatively little fill within these areas, indicating that these portions of the town made ample use of the site's flat topography with little alteration.[62]

62 Scarlett and Walton, *Archeological Overview and Assessment,* 65–66.

Southern Residential Integrity Assessment

The Southern Residential LCA has not substantially changed since the initial 1970 NHL nomination. The character area retains a high degree of integrity as a concentration of historic resources and significantly contributes to the historic character of the district. It retains integrity of all seven aspects of location, design, setting, feeling, workmanship, materials, and association. Within this character area is the largest and most cohesive of the existing worker housing locations, and it incorporates a highly intact cultural landscape that retains the original street, alley, and sidewalk grid and building massing and lot arrangements of the Town of Pullman. The pattern of street trees and tree lawn between sidewalks and roads, residential lawns and gardens, and ornamental plantings in park spaces is also consistent with the original design. Continued use of historic houses for residential use reflects historic land use, and the character area retains a cluster of highly ornamental buildings and park spaces at the corner of East 111th Street and South Cottage Grove Avenue, reflective of the town's historic orientation toward the Offices/Administration Building and Front Erecting Shops and the Illinois Central Railroad corridor. Views to important historic features including the Offices/Administration Building and northern Front Erecting Shop, Greenstone Church, and Market Hall reinforce the character area's integrity of setting and feeling, and the presence of the railroad berm and associated vegetation along the west side of South Cottage Grove Avenue screens nearby modern development. Because of the density of historic features and the arrangement of later noncontributing development along the margins of the NHP, the experience within the streetscape is largely reflective of the historic condition.

After the Pullman company's divestment of housing properties in 1907, residential construction by private developers and individual homeowners occurred along South Cottage Grove Avenue, South Forrestville Avenue, East 115th Street, and South Langley Avenue. Similar to the Northern Residential neighborhoods, these areas exhibit east-west orientation rather than the strong north-south grid established by Pullman. Homeowners and private landlords also introduced modifications to properties throughout the neighborhood, including adding enclosed front porches or personalizing vegetation. Major changes to the landscape that impact its integrity include the loss of the Arcade Building and the transition of park space to new development along the edges of the study area.

Individual buildings within the Southern Residential LCA, including the Hotel Florence, the H. H. Sessions House/Pullman Club, the Stables, the Greenstone Church, George M. Pullman Elementary School, and the Infirmary/Pullman Hospital, support the Pullman Historic District's integrity of location, design, materials, workmanship, association, and feeling. These individual buildings

continue to reflect George M. Pullman's intent for the town and are key characteristics of the original plan that demonstrate the community amenities of the Southern Residential LCA. The individual buildings have also retained a majority of their historic materials and architectural detailing that support the town's original hierarchical design.

The building types within Southern Residential LCA retain their integrity of location, design, materials, workmanship, association, and feeling, as they continue to demonstrate the initial design intent, density of construction, and use of the town. Some building exteriors have been modified but still reflect the original hierarchy of architectural design elements commissioned by George M. Pullman and overseen by the Pullman Land Association.

After the Pullman company's divestment of housing properties in 1907, residential construction by private developers and individual homeowners occurred along South Cottage Grove Avenue, South Forrestville Avenue, East 115th Street, and South Langley Avenue. These buildings constructed after 1907 are noncontributing to the Pullman Historic District, as they fall outside of the period of significance but do not diminish the overall character or integrity of the district as whole.

Table 3-3. Southern Residential LCA contributing and non-contributing features of an NHL/NR Site

ID #	Feature Name/Address	NHL/NR Feature Type	Evaluation Status (NHL)	Evaluation Status (NR)
Spatial Organization (as part of a Site)				
	North–south oriented grid defined by circulation features	Site	Contributing	Contributing
	Cluster of institutional and park spaces at northwest corner of LCA	Site	Contributing	Contributing
	Market square embedded within street grid pattern	Site	Contributing	Contributing
	Parks and new commercial development arranged on the margins of the LCA	Site	Non-contributing	Non-contributing
Topography (as part of a Site)				
	Flat topography	Site	Contributing	Contributing
	Low raised building sites	Site	Contributing	Contributing
	2' topographic bowl at Arcade Park	Site	Non-contributing	Non-contributing
Land Use (as part of a Site)				
	Residential	Site	Contributing	Contributing
	Commercial	Site	Contributing	Contributing
	Institutional	Site	Non-contributing compatible	Non-contributing compatible
	Religious	Site	Contributing	Contributing
	Educational	Site	Contributing	Contributing
	Park/recreational	Site	Contributing	Contributing
Circulation (as part of a Site)				
	South Cottage Grove Avenue	Site	Contributing	Contributing
	South Forrestville Avenue	Site	Contributing	Contributing
	South St. Lawrence Avenue	Site	Contributing	Contributing
	South Champlain Avenue	Site	Contributing	Contributing
	South Langley Avenue	Site	Contributing	Contributing
	East 111th Place	Site	Contributing	Contributing
	East 112th Street (including circle around Market Hall)	Site	Contributing	Contributing
	East 113th Street	Site	Contributing	Contributing
	East 114th Street	Site	Contributing	Contributing
	East 114th Place	Site	Non-contributing	Contributing
	East 115th Street	Site	Contributing	Contributing

ID #	FEATURE NAME/ADDRESS	NHL/NR FEATURE TYPE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
	North–south alleys within street grid, including alley adjustments to avoid intersecting primary streets and around north/south facing buildings on East 113th Street	Site	Contributing	Contributing
	Irregular alley arrangement between South Cottage Grove Avenue, East 114th Street, South Forrestville Avenue, and East 115th Avenue	Site	Non-contributing	Contributing
	Sidewalks on both sides of streets (except East 114th Place)	Site	Contributing	Contributing
	Sidewalks along East 114th Place	Site	Non-contributing	Contributing
	Circulation patterns at Hotel Florence	Site	Contributing	Contributing
	Circulation patterns at Arcade Park	Site	Non-contributing compatible	Non-contributing compatible
	Circulation patterns at George Pullman Park	Site	Non-contributing	Non-contributing
	Route of Norfolk and Western Rail Line	Site	Contributing	Contributing
Buildings (as part of a Site or District)*				
	Market Hall (HAF)	Site	Contributing	Contributing
	Hotel Florence and Annex	Building	Contributing	Contributing
	H.H. Sessions House/Pullman Club	Building	Contributing	Contributing
	Stables	Building	Contributing	Contributing
	Greenstone Church	Building	Contributing	Contributing
	George M. Pullman Elementary School	Building	Contributing	Contributing
	Infirmary/Pullman Hospital	Building	Contributing	Contributing
	Market Square Semi-Circle Buildings	Building	Contributing	Contributing
	Pullman Executive Houses	Building	Contributing	Contributing
	Greystone Mansion	Building	Contributing	Contributing
	Brick Rowhouse	Building	Contributing	Contributing
	Cottages	Building	Contributing	Contributing
	Second Empire	Building	Contributing	Contributing
	Three-Story Tenements	Building	Contributing	Contributing
	Four Flats	Building	Contributing	Contributing
	Brick Cottage Duplex	Building	Contributing	Contributing

ID #	Feature Name/Address	NHL/NR Feature Type	Evaluation Status (NHL)	Evaluation Status (NR)
	Two Flats	Building	Contributing	Contributing
	Boarding House	Building	Contributing	Contributing
	Three-Flat Rowhouses	Building	Contributing	Contributing
	The Historic Pullman Foundation Exhibit Hall	Building	Non-contributing	Non-contributing
	Cape Cod	Building	Non-contributing	Contributing
	Raised Ranch	Building	Non-contributing	Non-contributing
	Mid-Century Two-Flat	Building	Non-contributing	Non-contributing
	Brick Two-Flats	Building	Non-contributing	Contributing
	Apartment	Building	Non-contributing	Non-contributing
	Brick Two-Story Single Family	Building	Non-contributing	Contributing
	Duplex	Building	Non-contributing	Contributing
	One-and-a-half Story Vernacular	Building	Contributing	Contributing
	Dutch Colonial	Building	Non-contributing	Contributing
	Two-Story New Construction	Building	Non-contributing	Non-contributing
	Front Gable Vernacular	Building	Non-contributing	Contributing
	Commercial	Building	Non-contributing	Non-contributing
	Industrial	Building	Non-contributing	Non-contributing
Vegetation (as part of a Site)				
	Street trees and lawn within tree lawn	Site	Contributing	Contributing
	Lawn and ornamental plantings in front yards	Site	Contributing	Contributing
	Trees, lawn, and ornamental vegetation at Hotel Florence, Arcade Park, and George Pullman Park	Site	Non-contributing compatible	Non-contributing compatible
	Trees and lawn at Historic Pullman Foundation Exhibit Hall, Langley Park, Gateway Garden, and Park No. 573	Site	Non-contributing	Non-contributing
Views (as part of a Site)				
	Axial residential streetscapes	Site	Contributing	Contributing
	View to Greenstone Church across Arcade Park	Site	Contributing	Contributing
	View of Hotel Florence and associated landscape	Site	Contributing	Contributing
	Axial views to Market Square	Site	Contributing	Contributing
	View of Arcade Building	Site	Missing	Missing

ID #	FEATURE NAME/ADDRESS	NHL/NR FEATURE TYPE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Small-scale Features (as part of a Site)				
	Lighting Fixtures	Site	Non-contributing	Non-contributing
	Fences	Site	Non-contributing	Non-contributing
	Signs and Wayfinding	Site	Non-contributing	Non-contributing
	Site Furnishings	Site	Non-contributing	Non-contributing
	Low stone walls at residential front yards	Site	Non-contributing	Undetermined
	Low stone wall at Hotel Florence	Site	Contributing	Contributing
	Car-wheel at Historic Pullman Foundation Exhibit Hall	Site	Non-contributing	Non-contributing
Archeological Sites (as part of a Site)				
	Archeological sites in residential areas	Site	Contributing	Contributing

*Individual buildings and building types are listed within this table. A table of buildings listed by address is provided in the appendix.



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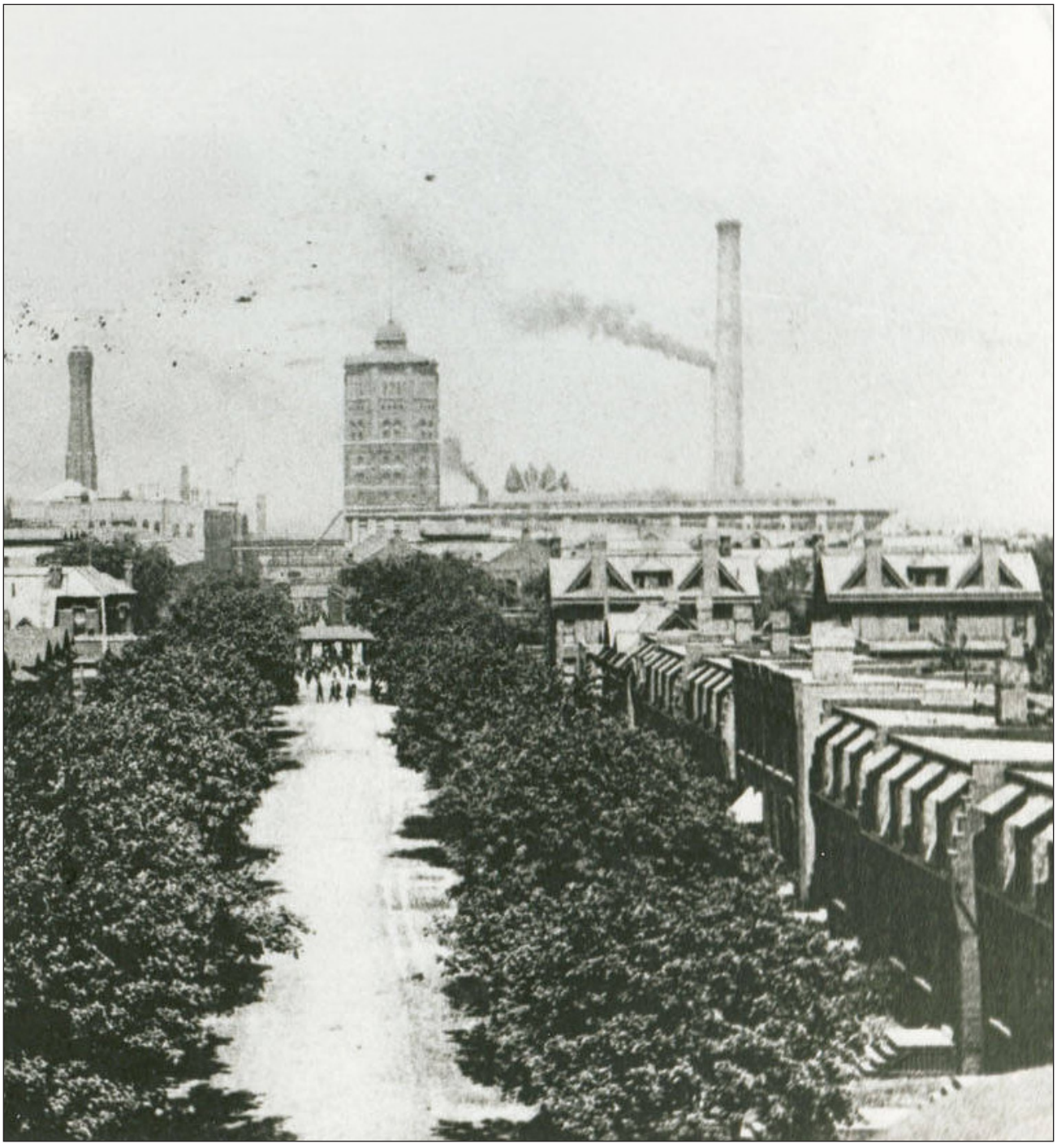

Appendices

Chapter title page: Birds eye view from Market Hall looking north, 1880s, Illinois Digital Archive

Appendix A
List of Contributing Buildings

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Table A1. Northern Residential LCA contributing (C) and non-contributing (NC) buildings and structures

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Outbuilding/ Garage	117	East 103rd Place	Building	1909–1938	NC	C
Residence	719	East 103rd Place	Building	1909	NC	C
Outbuilding/ Garage	719	East 103rd Place	Building	1950	NC	C
Residence	720	East 103rd Place	Building	1913	NC	C
Outbuilding/ Garage	720	East 103rd Place	Building	2019–24	NC	NC
Outbuilding/ Garage	721	East 103rd Place	Building	1909–1938	NC	C
Residence	721	East 103rd Place	Building	1909	NC	C
Residence	722	East 103rd Place	Building	1910	NC	C
Residence	725	East 103rd Place	Building	1909	NC	C
Residence	728	East 103rd Place	Building	1910	NC	C
Outbuilding/ Garage	730	East 103rd Place	Building	1938–1959	NC	C
Outbuilding/ Garage	730	East 103rd Place	Building	1938–1959	NC	C
Outbuilding/ Garage	731	East 103rd Place	Building	1909–1938	NC	C
Residence	731	East 103rd Place	Building	1909	NC	C
Outbuilding/ Garage	734	East 103rd Place	Building	1909	NC	C
Residence	735	East 103rd Place	Building	1909	NC	C
Residence	738	East 103rd Place	Building	1909	NC	C
Outbuilding/ Garage	739	East 103rd Place	Building	1956	NC	C
Outbuilding/ Garage	741	East 103rd Place	Building	1931–1938	NC	C
Residence	741	East 103rd Place	Building	1931	NC	C
Residence	744	East 103rd Place	Building	1909	NC	C
Residence	748	East 103rd Place	Building	1909	NC	C
Residence	750	East 103rd Place	Building	1926	NC	C
Citgo Food Mart Gas Station	721	East 103rd Street	Structure	1959	NC	C
Citgo Food Mart Gas Station	721	East 103rd Street	Building	1959	NC	C
Christ Community Church	743	East 103rd Street	Building	ca. 1978	NC	NC

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Residence	707	East 104th Place	Building	1972	NC	NC
Residence	715	East 104th Place	Building	1927	NC	C
Outbuilding/ Garage	715	East 104th Place	Building	1927–1938	NC	C
Outbuilding/ Garage	718	East 104th Place	Building	1929	NC	C
Residence	718	East 104th Place	Building	1927	NC	C
Residence	719	East 104th Place	Building	1927	NC	C
Outbuilding/ Garage	719	East 104th Place	Building	1954	NC	C
Outbuilding/ Garage	720	East 104th Place	Building	1927–1938	NC	C
Residence	720	East 104th Place	Building	1927	NC	C
Residence	721	East 104th Place	Building	1927	NC	C
Residence	724	East 104th Place	Building	1927	NC	C
Outbuilding/ Garage	724	East 104th Place	Building	2002–05	NC	NC
Residence	725	East 104th Place	Building	1931	NC	C
Outbuilding/ Garage	725	East 104th Place	Building	1931–1938	NC	C
Outbuilding/ Garage	726	East 104th Place	Building	ca. 1932	NC	C
Residence	726	East 104th Place	Building	1927	NC	C
Outbuilding/ Garage	727	East 104th Place	Building	ca. 1932	NC	C
Residence	727	East 104th Place	Building	1927	NC	C
Residence	730	East 104th Place	Building	1927	NC	C
Outbuilding/ Garage	730	East 104th Place	Building	1946	NC	C
Residence	731	East 104th Place	Building	1927	NC	C
Outbuilding/ Garage	731	East 104th Place	Building	2015–17	NC	NC
Residence	732	East 104th Place	Building	1927	NC	C
Residence	733	East 104th Place	Building	1927	NC	C
Outbuilding/ Garage	733	East 104th Place	Building	ca. 1932	NC	C
Residence	736	East 104th Place	Building	1927	NC	C
Outbuilding/ Garage	736	East 104th Place	Building	ca. 1932	NC	C

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Outbuilding/ Garage	737	East 104th Place	Building	1979	NC	NC
Residence	737	East 104th Place	Building	1927	NC	C
Outbuilding/ Garage	738	East 104th Place	Building	ca. 1932	NC	C
Residence	738	East 104th Place	Building	1927	NC	C
Residence	741	East 104th Place	Building	1927	NC	C
Outbuilding/ Garage	741	East 104th Place	Building	1951	NC	C
Outbuilding/ Garage	742	East 104th Place	Building	ca. 1932	NC	C
Residence	742	East 104th Place	Building	1927	NC	C
Outbuilding/ Garage	743	East 104th Place	Building	ca. 1932	NC	C
Residence	743	East 104th Place	Building	1927	NC	C
Residence	744	East 104th Place	Building	1927	NC	C
Outbuilding/ Garage	744	East 104th Place	Building	ca. 1932	NC	C
Residence	745	East 104th Place	Building	1927	NC	C
Outbuilding/ Garage	745	East 104th Place	Building	2015–17	NC	NC
Residence	748	East 104th Place	Building	1927	NC	C
Outbuilding/ Garage	748	East 104th Place	Building	ca. 1932	NC	C
Residence	749	East 104th Place	Building	1927	NC	C
Residence	750	East 104th Place	Building	1927	NC	C
Outbuilding/ Garage	750	East 104th Place	Building	ca. 1932	NC	C
Residence	753	East 104th Place	Building	1927	NC	C
Outbuilding/ Garage	753	East 104th Place	Building	ca. 1932	NC	C
Residence	754	East 104th Place	Building	1927	NC	C
Outbuilding/ Garage	754	East 104th Place	Building	ca. 1932	NC	C
Outbuilding/ Garage	755	East 104th Place	Building	ca. 1932	NC	C
Residence	755	East 104th Place	Building	1927	NC	C
Residence	759	East 104th Place	Building	1927	NC	C
Outbuilding/ Garage	760	East 104th Place	Building	ca. 1932	NC	C

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Residence	760	East 104th Place	Building	1927	NC	C
Residence	761	East 104th Place	Building	1927	NC	C
Outbuilding/ Garage	761	East 104th Place	Building	ca. 1932	NC	C
Residence	764	East 104th Place	Building	1927	NC	C
Outbuilding/ Garage	765	East 104th Place	Building	ca. 1932	NC	C
Residence	765	East 104th Place	Building	1927	NC	C
Residence	715	East 104th Street	Building	1959	NC	C
Outbuilding/ Garage	718	East 104th Street	Building	1938–1959	NC	C
Residence	718	East 104th Street	Building	1956	NC	C
Outbuilding/ Garage	719	East 104th Street	Building	1962	NC	NC
Residence	719	East 104th Street	Building	1962	NC	NC
Outbuilding/ Garage	721	East 104th Street	Building	1957	NC	C
Residence	721	East 104th Street	Building	1927	NC	C
Residence	722	East 104th Street	Building	1956	NC	C
Outbuilding/ Garage	722	East 104th Street	Building	1956–1959	NC	C
Residence	723	East 104th Street	Building	1963	NC	NC
Outbuilding/ Garage	723	East 104th Street	Building	1963	NC	NC
Residence	724	East 104th Street	Building	1908	NC	C
Outbuilding/ Garage	724	East 104th Street	Building	2006	NC	NC
Residence	726	East 104th Street	Building	1926	NC	C
Residence	727	East 104th Street	Building	1957	NC	C
Outbuilding/ Garage	727	East 104th Street	Building	1957–1959	NC	C
Residence	730	East 104th Street	Building	1908	NC	C
Residence	731	East 104th Street	Building	1948	NC	C
Outbuilding/ Garage	734	East 104th Street	Building	1908–1938	NC	C
Residence	734	East 104th Street	Building	1908	NC	C
Residence	735	East 104th Street	Building	1927	NC	C
Residence	740	East 104th Street	Building	1908	NC	C
Residence	741	East 104th Street	Building	1962	NC	NC

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Outbuilding/ Garage	741	East 104th Street	Building	1962	NC	NC
Outbuilding/ Garage	743	East 104th Street	Building	1985	NC	NC
Residence	743	East 104th Street	Building	1959	NC	C
Residence	744	East 104th Street	Building	1908	NC	C
Residence	747	East 104th Street	Building	1914	NC	C
Outbuilding/ Garage	748	East 104th Street	Building	1956–1959	NC	C
Residence	748	East 104th Street	Building	1956	NC	C
Residence	749	East 104th Street	Building	1964	NC	NC
Outbuilding/ Garage	749	East 104th Street	Building	1964	NC	NC
Residence	750	East 104th Street	Building	1956	NC	C
Outbuilding/ Garage	750	East 104th Street	Building	1956–1959	NC	C
Residence	751	East 104th Street	Building	1962	NC	NC
Outbuilding/ Garage	751	East 104th Street	Building	1962	NC	NC
Residence	754	East 104th Street	Building	1956	NC	C
Outbuilding/ Garage	754	East 104th Street	Building	1956–1959	NC	C
Residence	755	East 104th Street	Building	1910	NC	C
Residence	758	East 104th Street	Building	1956	NC	C
Outbuilding/ Garage	758	East 104th Street	Building	1956–64	NC	C
Outbuilding/ Garage	759	East 104th Street	Building	1959	NC	C
Residence	759	East 104th Street	Building	1959	NC	C
Outbuilding/ Garage	761	East 104th Street	Building	1959	NC	C
Residence	761	East 104th Street	Building	1959	NC	C
Residence	648	East 105th Place	Building	1942	NC	C
Residence	650	East 105th Place	Building	1942	NC	C
Residence	652	East 105th Place	Building	1942	NC	C
Outbuilding/ Garage	654	East 105th Place	Building	1952–64	NC	C
Residence	654	East 105th Place	Building	1942	NC	C
Residence	656	East 105th Place	Building	1942	NC	C

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Outbuilding/ Garage	656	East 105th Place	Building	1952–64	NC	C
Residence	660	East 105th Place	Building	1942	NC	C
Outbuilding/ Garage	660	East 105th Place	Building	1952–64	NC	C
Residence	662	East 105th Place	Building	1942	NC	C
Residence	664	East 105th Place	Building	1942	NC	C
Residence	666	East 105th Place	Building	1946	NC	C
Residence	668	East 105th Place	Building	1942	NC	C
Residence	670	East 105th Place	Building	1942	NC	C
Outbuilding/ Garage	670	East 105th Place	Building	1952–64	NC	C
Residence	700	East 105th Place	Building	1942	NC	C
Residence	701	East 105th Place	Building	1942	NC	C
Outbuilding/ Garage	702	East 105th Place	Building	1952–64	NC	C
Residence	702	East 105th Place	Building	1942	NC	C
Residence	703	East 105th Place	Building	1942	NC	C
Residence	704	East 105th Place	Building	1942	NC	C
Residence	705	East 105th Place	Building	1942	NC	C
Outbuilding/ Garage	705	East 105th Place	Building	1952–64	NC	C
Residence	706	East 105th Place	Building	1946	NC	C
Residence	707	East 105th Place	Building	1942	NC	C
Residence	708	East 105th Place	Building	1942	NC	C
Residence	709	East 105th Place	Building	1942	NC	C
Residence	710	East 105th Place	Building	1942	NC	C
Residence	711	East 105th Place	Building	1942	NC	C
Outbuilding/ Garage	711	East 105th Place	Building	1958	NC	C
Residence	712	East 105th Place	Building	1942	NC	C
Residence	713	East 105th Place	Building	1942	NC	C
Outbuilding/ Garage	713	East 105th Place	Building	1952–64	NC	C
Residence	714	East 105th Place	Building	1942	NC	C
Residence	715	East 105th Place	Building	1943	NC	C
Residence	716	East 105th Place	Building	1942	NC	C

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Residence	717	East 105th Place	Building	1942	NC	C
Residence	718	East 105th Place	Building	1942	NC	C
Outbuilding/ Garage	719	East 105th Place	Building	1952–64	NC	C
Residence	719	East 105th Place	Building	1942	NC	C
Residence	720	East 105th Place	Building	1942	NC	C
Residence	721	East 105th Place	Building	1942	NC	C
Residence	722	East 105th Place	Building	1942	NC	C
Outbuilding/ Garage	723	East 105th Place	Building	1952–64	NC	C
Residence	723	East 105th Place	Building	1942	NC	C
Residence	724	East 105th Place	Building	1942	NC	C
Residence	725	East 105th Place	Building	1942	NC	C
Residence	726	East 105th Place	Building	1942	NC	C
Outbuilding/ Garage	726	East 105th Place	Building	1952–64	NC	C
Residence	727	East 105th Place	Building	1942	NC	C
Residence	728	East 105th Place	Building	1942	NC	C
Residence	729	East 105th Place	Building	1943	NC	C
Residence	730	East 105th Place	Building	1942	NC	C
Residence	731	East 105th Place	Building	1942	NC	C
Residence	732	East 105th Place	Building	1942	NC	C
Residence	733	East 105th Place	Building	1942	NC	C
Residence	734	East 105th Place	Building	1942	NC	C
Outbuilding/ Garage	734	East 105th Place	Building	1952–64	NC	C
Residence	735	East 105th Place	Building	1942	NC	C
Residence	736	East 105th Place	Building	1942	NC	C
Residence	737	East 105th Place	Building	1944	NC	C
Residence	738	East 105th Place	Building	1942	NC	C
Outbuilding/ Garage	738	East 105th Place	Building	1952–64	NC	C
Residence	739	East 105th Place	Building	1944	NC	C
Residence	741	East 105th Place	Building	1944	NC	C
Residence	742-746	East 105th Place	Building	1923	NC	C
Residence	743	East 105th Place	Building	1944	NC	C

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Residence	745	East 105th Place	Building	1944	NC	C
Residence	747	East 105th Place	Building	1943	NC	C
Outbuilding/ Garage	653	East 105th Street	Building	1952–64	NC	C
Residence	653	East 105th Street	Building	1948	NC	C
Residence	654	East 105th Street	Building	1942	NC	C
Residence	656	East 105th Street	Building	1942	NC	C
Residence	657	East 105th Street	Building	1961	NC	NC
Outbuilding/ Garage	657	East 105th Street	Building	1961–64	NC	NC
Residence	658	East 105th Street	Building	1942	NC	C
Residence	659	East 105th Street	Building	1944	NC	C
Residence	660	East 105th Street	Building	1942	NC	C
Outbuilding/ Garage	660	East 105th Street	Building	1952–64	NC	C
Residence	661	East 105th Street	Building	1944	NC	C
Residence	662	East 105th Street	Building	1942	NC	C
Residence	663	East 105th Street	Building	1944	NC	C
Residence	664	East 105th Street	Building	1942	NC	C
Residence	665	East 105th Street	Building	1944	NC	C
Residence	700	East 105th Street	Building	1942	NC	C
Outbuilding/ Garage	700	East 105th Street	Building	1952–64	NC	C
Residence	701	East 105th Street	Building	1944	NC	C
Residence	702	East 105th Street	Building	1942	NC	C
Residence	703	East 105th Street	Building	1944	NC	C
Outbuilding/ Garage	703	East 105th Street	Building	1959–64	NC	C
Residence	704	East 105th Street	Building	1942	NC	C
Outbuilding/ Garage	705	East 105th Street	Building	1964–67	NC	NC
Residence	705	East 105th Street	Building	1944	NC	C
Residence	706	East 105th Street	Building	1942	NC	C
Residence	707	East 105th Street	Building	1944	NC	C
Outbuilding/ Garage	707	East 105th Street	Building	1952–64	NC	C
Residence	708	East 105th Street	Building	1942	NC	C

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Residence	709	East 105th Street	Building	1944	NC	C
Residence	710	East 105th Street	Building	1942	NC	C
Residence	711	East 105th Street	Building	1944	NC	C
Residence	712	East 105th Street	Building	1942	NC	C
Residence	714	East 105th Street	Building	1942	NC	C
Outbuilding/ Garage	715	East 105th Street	Building	1962–64	NC	NC
Residence	715	East 105th Street	Building	1962	NC	NC
Residence	716	East 105th Street	Building	1942	NC	C
Residence	717	East 105th Street	Building	1949	NC	C
Residence	718	East 105th Street	Building	1942	NC	C
Residence	720	East 105th Street	Building	1942	NC	C
Outbuilding/ Garage	720	East 105th Street	Building	ca. 1947	NC	C
Outbuilding/ Garage	721	East 105th Street	Building	1952	NC	C
Residence	721	East 105th Street	Building	1944	NC	C
Residence	722	East 105th Street	Building	1942	NC	C
Residence	723	East 105th Street	Building	1944	NC	C
Residence	724	East 105th Street	Building	1942	NC	C
Residence	725	East 105th Street	Building	1944	NC	C
Residence	726	East 105th Street	Building	1942	NC	C
Residence	727	East 105th Street	Building	1944	NC	C
Residence	728	East 105th Street	Building	1942	NC	C
Residence	729	East 105th Street	Building	1944	NC	C
Outbuilding/ Garage	729	East 105th Street	Building	1952–59	NC	C
Residence	730	East 105th Street	Building	1942	NC	C
Residence	731	East 105th Street	Building	1945	NC	C
Residence	732	East 105th Street	Building	1942	NC	C
Outbuilding/ Garage	732	East 105th Street	Building	ca. 1947	NC	C
Residence	733	East 105th Street	Building	1944	NC	C
Residence	734	East 105th Street	Building	1942	NC	C
Residence	735	East 105th Street	Building	1944	NC	C
Residence	736	East 105th Street	Building	1942	NC	C

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Outbuilding/ Garage	736	East 105th Street	Building	1952–59	NC	C
Residence	737	East 105th Street	Building	1944	NC	C
Residence	738	East 105th Street	Building	1942	NC	C
Residence	739	East 105th Street	Building	1944	NC	C
Residence	740	East 105th Street	Building	1942	NC	C
Residence	741	East 105th Street	Building	1944	NC	C
Residence	742	East 105th Street	Building	1942	NC	C
Residence	744	East 105th Street	Building	1942	NC	C
Residence	746	East 105th Street	Building	1942	NC	C
Residence	700	East 106th Street	Building	1930	NC	C
Outbuilding/ Garage	700	East 106th Street	Building	1930–38	NC	C
Outbuilding/ Garage	706	East 106th Street	Building	1967–73	NC	NC
Residence	706	East 106th Street	Building	1962	NC	NC
Residence	708	East 106th Street	Building	1916	NC	C
Residence	710	East 106th Street	Building	1947	NC	C
Outbuilding/ Garage	716	East 106th Street	Building	ca. 1978	NC	NC
Outbuilding/ Garage	716	East 106th Street	Building	1952–59	NC	C
Residence	716	East 106th Street	Building	1944	NC	C
Residence	718	East 106th Street	Building	1944	NC	C
Outbuilding/ Garage	720	East 106th Street	Building	1916	NC	C
Residence	720	East 106th Street	Building	1944	NC	C
Residence	722	East 106th Street	Building	1944	NC	C
Residence	724	East 106th Street	Building	1944	NC	C
Residence	726	East 106th Street	Building	1944	NC	C
Residence	728-30	East 106th Street	Building	1947	NC	C
Outbuilding/ Garage	736	East 106th Street	Building	1952-59	NC	C
Outbuilding/ Garage	736	East 106th Street	Building	1952–59	NC	C
Residence	736	East 106th Street	Building	1947	NC	C
Residence	738-40	East 106th Street	Building	1947	NC	C

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Outbuilding/ Garage	740	East 106th Street	Building	1952–59	NC	C
Residence	818-820	East 106th Street	Building	1884–85	C	C
Outbuilding/ Garage	615	East 107th Street	Building	ca. 1975	NC	NC
Residence	605	East 107th Street	Building	1880–82, 1883–84	C	C
Residence	607	East 107th Street	Building	1880–82, 1883–84	C	C
Residence	609	East 107th Street	Building	1880–82, 1883–84	C	C
Residence	611	East 107th Street	Building	1880–82, 1883–84	C	C
Residence	613	East 107th Street	Building	1880–82, 1883–84	C	C
Residence	615	East 107th Street	Building	1880–82, 1883–84	C	C
Store (Residence)	10601	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Residence	10603	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Residence	10605	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Outbuilding/ Garage	10605	South Champlain Avenue	Building	1959–62	NC	C
Residence	10607	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Residence	10609	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Outbuilding/ Garage	10611	South Champlain Avenue	Building	1911–38	NC	C
Residence	10611	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Outbuilding/ Garage	10613	South Champlain Avenue	Building	1911–38	NC	C
Residence	10613	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Residence	10615	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Residence	10617	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Residence	10619	South Champlain Avenue	Building	1880–82, 1883–84	C	C

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Residence	10621	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Outbuilding/ Garage	10621	South Champlain Avenue	Building	1938–1959	NC	C
Residence	10623	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Outbuilding/ Garage	10623	South Champlain Avenue	Building	1911–1938	NC	C
Residence	10625	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Residence	10627	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Residence	10629	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Residence	10631	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Outbuilding/ Garage	10631	South Champlain Avenue	Building	2019–24	NC	NC
Residence	10633	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Residence	10635	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Residence	10637	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Residence	10639	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Residence	10641	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Residence	10643	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Residence	10645	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Residence	10647	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Outbuilding/ Garage	10649	South Champlain Avenue	Building	1923	NC	C
Residence	10649	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Outbuilding/ Garage	10651	South Champlain Avenue	Building	1911–38	NC	C
Residence	10651	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Residence	10653	South Champlain Avenue	Building	1880–82, 1883–84	C	C

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Outbuilding/ Garage	10653	South Champlain Avenue	Building	1911–38	NC	C
Residence	10655	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Residence	10657	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Residence	10659	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Residence	10661	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Residence	10663	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Residence	10665	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Residence	10701	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Residence	10703	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Residence	10705	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Outbuilding/ Garage	10707	South Champlain Avenue	Building	1911–38	NC	C
Residence	10707	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Outbuilding/ Garage	10709	South Champlain Avenue	Building	1911–38	NC	C
Residence	10709	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Residence	10711	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Outbuilding/ Garage	10711	South Champlain Avenue	Building	1911–38	NC	C
Residence	10712	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Residence	10713	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Outbuilding/ Garage	10714	South Champlain Avenue	Building	1911–38	NC	C
Residence	10714	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Residence	10715	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Residence	10716	South Champlain Avenue	Building	1880–82, 1883–84	C	C

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Residence	10718	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Residence	10719	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Outbuilding/ Garage	10719	South Champlain Avenue	Building	1938–1959	NC	C
Residence	10720	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Residence	10721	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Outbuilding/ Garage	10721	South Champlain Avenue	Building	1911–38	NC	C
Residence	10722	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Residence	10724	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Residence	10725	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Outbuilding/ Garage	10726	South Champlain Avenue	Building	1911–38	NC	C
Residence	10726	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Residence	10727	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Residence	10728	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Residence	10729	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Residence	10730	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Residence	10731	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Residence	10732	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Residence	10733	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Residence	10734	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Outbuilding/ Garage	10734-36	South Champlain Avenue	Building	ca. 1935	NC	C
Residence	10735	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Residence	10736	South Champlain Avenue	Building	1880–82, 1883–84	C	C

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Residence	10737	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Residence	10738	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Residence	10739	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Residence	10741-10743	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Residence	10742-44	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Residence	10745	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Residence	10748	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Residence	10749-10751	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Residence	10752	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Residence	10753	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Residence	10754	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Residence	10755	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Residence	10756	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Outbuilding/ Garage	10756	South Champlain Avenue	Building	ca. 1935	NC	C
Residence	10757	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Residence	10758	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Residence	10759	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Residence	10760	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Residence	10761	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Residence	10762	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Residence	10763	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Residence	10764	South Champlain Avenue	Building	1880–82, 1883–84	C	C

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Residence	10765-10767	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Residence	10766	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Residence	10769	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Store (Residence)	10773	South Champlain Avenue	Building	1880–82, 1883–84	C	C
Outbuilding/ Garage	10773	South Champlain Avenue	Building	1938–52	NC	C
Saloon (Krave Chicago)	10300-302	South Corliss Avenue	Building	1898, 1901	C	C
Residence	10306	South Corliss Avenue	Building	1955	NC	C
Residence	10308	South Corliss Avenue	Building	1955	NC	C
Outbuilding/ Garage	10312	South Corliss Avenue	Building	1915	NC	C
Residence	10312	South Corliss Avenue	Building	1955	NC	C
Residence	10314	South Corliss Avenue	Building	1955	NC	C
Residence	10318	South Corliss Avenue	Building	1955	NC	C
Outbuilding/ Garage	10318	South Corliss Avenue	Building	1952–59	NC	C
Outbuilding/ Garage	10320	South Corliss Avenue	Building	1952–59	NC	C
Residence	10320	South Corliss Avenue	Building	1955	NC	C
Residence	10324	South Corliss Avenue	Building	1955	NC	C
Outbuilding/ Garage	10324	South Corliss Avenue	Building	1955–59	NC	C
Outbuilding/ Garage	10334	South Corliss Avenue	Building	1960–62	NC	NC
Residence	10334	South Corliss Avenue	Building	1960	NC	NC
Residence	10336	South Corliss Avenue	Building	1961	NC	NC
Residence	10340	South Corliss Avenue	Building	1962	NC	NC
Outbuilding/ Garage	10340	South Corliss Avenue	Building	1962	NC	NC
Outbuilding/ Garage	10342	South Corliss Avenue	Building	1961–62	NC	NC
Residence	10342	South Corliss Avenue	Building	1961	NC	NC
Residence	10344	South Corliss Avenue	Building	1961	NC	NC
Residence	10346	South Corliss Avenue	Building	1960	NC	NC

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Outbuilding/ Garage	10346	South Corliss Avenue	Building	1960–62	NC	NC
Outbuilding/ Garage	10350	South Corliss Avenue	Building	1960–62	NC	NC
Residence	10350	South Corliss Avenue	Building	1960	NC	NC
Residence	10352	South Corliss Avenue	Building	1960	NC	NC
Saloon (Frankie's Fast Food Corner/ Soul Food)	10358	South Corliss Avenue	Building	1911	NC	C
Union House (Residence)	10401	South Corliss Avenue	Building	1880–83	C	C
Outbuilding/ Garage	10404	South Corliss Avenue	Building	1962–64	NC	NC
Residence	10404	South Corliss Avenue	Building	1960	NC	NC
Residence	10405	South Corliss Avenue	Building	1880–83	C	C
Residence	10407	South Corliss Avenue	Building	1880–83	C	C
Residence	10408	South Corliss Avenue	Building	1957	NC	C
Outbuilding/ Garage	10408	South Corliss Avenue	Building	1964–67	NC	NC
Residence	10409	South Corliss Avenue	Building	1880–83	C	C
Residence	10411	South Corliss Avenue	Building	1880–83	C	C
Residence	10413	South Corliss Avenue	Building	1880–83	C	C
Residence	10415	South Corliss Avenue	Building	1880–83	C	C
Residence	10417	South Corliss Avenue	Building	1880–83	C	C
Residence	10418	South Corliss Avenue	Building	1971	NC	NC
Outbuilding/ Garage	10420	South Corliss Avenue	Building	1961–62	NC	NC
Residence	10420	South Corliss Avenue	Building	1961	NC	NC
Residence	10421	South Corliss Avenue	Building	1880–83	C	C
Residence	10423	South Corliss Avenue	Building	1880–83	C	C
Residence	10424	South Corliss Avenue	Building	1961	NC	NC
Outbuilding/ Garage	10424	South Corliss Avenue	Building	1962–64	NC	NC
Residence	10425	South Corliss Avenue	Building	1880–83	C	C
Residence	10427	South Corliss Avenue	Building	1880–83	C	C
Residence	10429	South Corliss Avenue	Building	1880–83	C	C
Residence	10431	South Corliss Avenue	Building	1880–83	C	C

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Outbuilding/ Garage	10432	South Corliss Avenue	Building	1960	NC	NC
Residence	10432	South Corliss Avenue	Building	1960	NC	NC
Residence	10433	South Corliss Avenue	Building	1880–83	C	C
Residence	10435	South Corliss Avenue	Building	1880–83	C	C
Outbuilding/ Garage	10436	South Corliss Avenue	Building	1969	NC	NC
Residence	10436	South Corliss Avenue	Building	1969	NC	NC
Residence	10437	South Corliss Avenue	Building	1880–83	C	C
Residence	10439	South Corliss Avenue	Building	1880–83	C	C
Residence	10441	South Corliss Avenue	Building	1880–83	C	C
Outbuilding/ Garage	10443	South Corliss Avenue	Building	ca. 1962	NC	NC
Residence	10443	South Corliss Avenue	Building	1880–83	C	C
Residence	10445	South Corliss Avenue	Building	1880–83	C	C
Outbuilding/ Garage	10446	South Corliss Avenue	Building	1964	NC	NC
Residence	10446	South Corliss Avenue	Building	1964	NC	NC
Residence	10447	South Corliss Avenue	Building	1880–83	C	C
Residence	10448	South Corliss Avenue	Building	1964	NC	NC
Outbuilding/ Garage	10448	South Corliss Avenue	Building	1942	NC	C
Residence	10449	South Corliss Avenue	Building	1880–83	C	C
Residence	10451	South Corliss Avenue	Building	1880–83	C	C
Outbuilding/ Garage	10451	South Corliss Avenue	Building	2006	NC	NC
Residence	10454	South Corliss Avenue	Building	2005	NC	NC
Outbuilding/ Garage	10454	South Corliss Avenue	Building	2005	NC	NC
Residence	10456	South Corliss Avenue	Building	2005	NC	NC
Outbuilding/ Garage	10456	South Corliss Avenue	Building	2005	NC	NC
Residence	10457-59	South Corliss Avenue	Building	1880–83	C	C
North Pullman Place (Residence)	10461	South Corliss Avenue	Building	1880–83	C	C
105th Street School/Store (Residence)	10501	South Corliss Avenue	Building	1884–85	C	C

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
105th Street School/Store (Residence)	10503	South Corliss Avenue	Building	1884–85	C	C
Outbuilding/ Garage	10504	South Corliss Avenue	Building	1971	NC	NC
Residence	10504-10506	South Corliss Avenue	Building	1971	NC	NC
Residence	10505	South Corliss Avenue	Building	1884–85	C	C
Outbuilding/ Garage	10505	South Corliss Avenue	Building	1938–52	NC	C
Store (Residence)	10507	South Corliss Avenue	Building	1884–85	C	C
Residence	10508	South Corliss Avenue	Building	1971	NC	NC
Store (Residence)	10509	South Corliss Avenue	Building	1884–85	C	C
Store/Drugstore (Residence)	10511	South Corliss Avenue	Building	1884–85	C	C
Store (Residence)	10515	South Corliss Avenue	Building	1884–85	C	C
Outbuilding/ Garage	10515	South Corliss Avenue	Building	After 1959	NC	NC
Residence	10517	South Corliss Avenue	Building	1884–85	C	C
Outbuilding/ Garage	10517	South Corliss Avenue	Building	1911–38	NC	C
Residence	10518	South Corliss Avenue	Building	1916	NC	C
Residence	10519	South Corliss Avenue	Building	1884–85	C	C
Residence	10520	South Corliss Avenue	Building	1971	NC	NC
Outbuilding/ Garage	10520	South Corliss Avenue	Building	1971	NC	NC
Residence	10521	South Corliss Avenue	Building	1884–85	C	C
Outbuilding/ Garage	10522	South Corliss Avenue	Building	1971	NC	NC
Residence	10522-10524	South Corliss Avenue	Building	1971	NC	NC
Residence	10523	South Corliss Avenue	Building	1884–85	C	C
Outbuilding/ Garage	10525	South Corliss Avenue	Building	1970	NC	NC
Residence	10525	South Corliss Avenue	Building	1884–85	C	C
Residence	10527	South Corliss Avenue	Building	1884–85	C	C
Residence	10529	South Corliss Avenue	Building	1884–85	C	C
Residence	10531	South Corliss Avenue	Building	1884–85	C	C
Residence	10533	South Corliss Avenue	Building	1884–85	C	C

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Store (Residence)	10534-10536	South Corliss Avenue	Building	1930	NC	C
Residence	10535	South Corliss Avenue	Building	1884–85	C	C
Residence	10537	South Corliss Avenue	Building	1884–85	C	C
Residence	10538	South Corliss Avenue	Building	1953	NC	C
Residence	10539	South Corliss Avenue	Building	1884–85	C	C
Outbuilding/ Garage	10540	South Corliss Avenue	Building	1979	NC	NC
Residence	10540-10542	South Corliss Avenue	Building	1979	NC	NC
Residence	10541	South Corliss Avenue	Building	1884–85	C	C
Outbuilding/ Garage	10541	South Corliss Avenue	Building	1938–52	NC	C
Residence	10543	South Corliss Avenue	Building	1884–85	C	C
Residence	10544-10546	South Corliss Avenue	Building	1924	NC	C
Residence	10547	South Corliss Avenue	Building	1884–85	C	C
Outbuilding/ Garage	10547	South Corliss Avenue	Building	1928	NC	C
Residence	10548	South Corliss Avenue	Building	1926	NC	C
Outbuilding/ Garage	10548	South Corliss Avenue	Building	1911–38	NC	C
Residence	10549	South Corliss Avenue	Building	1884–85	C	C
Residence	10551	South Corliss Avenue	Building	1884–85	C	C
Residence	10552-10554	South Corliss Avenue	Building	1918	NC	C
Residence	10553	South Corliss Avenue	Building	1884–85	C	C
Residence	10555	South Corliss Avenue	Building	1884–85	C	C
Saloon (Residence)	10556-10558	South Corliss Avenue	Building	1905	C	C
Residence	10557	South Corliss Avenue	Building	1884–85	C	C
Residence	10559	South Corliss Avenue	Building	1884–85	C	C
Outbuilding/ Garage	10335	South Cottage Grove Avenue	Building	1961	NC	NC
Residence	10335	South Cottage Grove Avenue	Building	1961	NC	NC
Residence	10337	South Cottage Grove Avenue	Building	1961	NC	NC
Outbuilding/ Garage	10337	South Cottage Grove Avenue	Building	1961	NC	NC

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Outbuilding/ Garage	10339	South Cottage Grove Avenue	Building	1961	NC	NC
Residence	10339	South Cottage Grove Avenue	Building	1961	NC	NC
Residence	10343	South Cottage Grove Avenue	Building	1961	NC	NC
Outbuilding/ Garage	10343	South Cottage Grove Avenue	Building	1961	NC	NC
Outbuilding/ Garage	10345	South Cottage Grove Avenue	Building	1960	NC	NC
Residence	10345	South Cottage Grove Avenue	Building	1960	NC	NC
Residence	10347	South Cottage Grove Avenue	Building	1961	NC	NC
Outbuilding/ Garage	10347	South Cottage Grove Avenue	Building	1961	NC	NC
Residence	10349	South Cottage Grove Avenue	Building	1961	NC	NC
Outbuilding/ Garage	10349	South Cottage Grove Avenue	Building	1961	NC	NC
Residence	10355	South Cottage Grove Avenue	Building	1984	NC	NC
Outbuilding/ Garage	10355	South Cottage Grove Avenue	Building	1984	NC	NC
Residence	10359	South Cottage Grove Avenue	Building	1988	NC	NC
Outbuilding/ Garage	10359	South Cottage Grove Avenue	Building	1988	NC	NC
Residence	10401-10403	South Cottage Grove Avenue	Building	1961	NC	NC
Residence	10407	South Cottage Grove Avenue	Building	1959	NC	C
Outbuilding/ Garage	10407	South Cottage Grove Avenue	Building	1959	NC	C
Residence	10409	South Cottage Grove Avenue	Building	1960	NC	NC
Outbuilding/ Garage	10409	South Cottage Grove Avenue	Building	1960	NC	NC
Outbuilding/ Garage	10411	South Cottage Grove Avenue	Building	1962	NC	NC
Residence	10411	South Cottage Grove Avenue	Building	1962	NC	NC
Residence	10417	South Cottage Grove Avenue	Building	1960	NC	NC

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Outbuilding/ Garage	10417	South Cottage Grove Avenue	Building	1960	NC	NC
Residence	10421	South Cottage Grove Avenue	Building	1961	NC	NC
Outbuilding/ Garage	10421	South Cottage Grove Avenue	Building	1961	NC	NC
Outbuilding/ Garage	10423	South Cottage Grove Avenue	Building	1961–73	NC	NC
Residence	10423	South Cottage Grove Avenue	Building	1961	NC	NC
Outbuilding/ Garage	10425	South Cottage Grove Avenue	Building	1961–73	NC	NC
Residence	10425	South Cottage Grove Avenue	Building	1961	NC	NC
Residence	10441	South Cottage Grove Avenue	Building	1959	NC	C
Outbuilding/ Garage	10441	South Cottage Grove Avenue	Building	2017–19	NC	NC
Outbuilding/ Garage	10443	South Cottage Grove Avenue	Building	1956–59	NC	C
Residence	10443	South Cottage Grove Avenue	Building	1956	NC	C
Outbuilding/ Garage	10447	South Cottage Grove Avenue	Building	1960	NC	NC
Residence	10447	South Cottage Grove Avenue	Building	1960	NC	NC
Outbuilding/ Garage	10451	South Cottage Grove Avenue	Building	1960–62	NC	NC
Residence	10451	South Cottage Grove Avenue	Building	1960	NC	NC
Residence	10455	South Cottage Grove Avenue	Building	1910	NC	C
Outbuilding/ Garage	10455	South Cottage Grove Avenue	Building	1910–38	NC	C
Outbuilding/ Garage	10457	South Cottage Grove Avenue	Building	2006	NC	NC
Residence	10459	South Cottage Grove Avenue	Building	1959	NC	C
Residence	10505	South Cottage Grove Avenue	Building	1924	NC	C
Residence	10509	South Cottage Grove Avenue	Building	1972	NC	NC
Outbuilding/ Garage	10509	South Cottage Grove Avenue	Building	2005–07	NC	NC

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Residence	10511	South Cottage Grove Avenue	Building	1911–38	NC	C
Residence	10511	South Cottage Grove Avenue	Building	1922	NC	C
Residence	10517	South Cottage Grove Avenue	Building	1963	NC	NC
Outbuilding/ Garage	10517	South Cottage Grove Avenue	Building	1948	NC	C
Residence	10519	South Cottage Grove Avenue	Building	1962	NC	NC
Outbuilding/ Garage	10519	South Cottage Grove Avenue	Building	1962	NC	NC
Residence	10521	South Cottage Grove Avenue	Building	1966	NC	NC
Outbuilding/ Garage	10521	South Cottage Grove Avenue	Building	1966	NC	NC
Residence	10525	South Cottage Grove Avenue	Building	1966	NC	NC
Residence	10607	South Cottage Grove Avenue	Building	1972	NC	NC
Residence	10611	South Cottage Grove Avenue	Building	1972	NC	NC
Residence	10615-19	South Cottage Grove Avenue	Building	1972	NC	NC
Residence	10623-10625	South Cottage Grove Avenue	Building	1972	NC	NC
Residence	10631	South Cottage Grove Avenue	Building	1971	NC	NC
Residence	10635	South Cottage Grove Avenue	Building	1971	NC	NC
Residence	10637	South Cottage Grove Avenue	Building	1971	NC	NC
Residence	10639	South Cottage Grove Avenue	Building	1971	NC	NC
Residence	10641	South Cottage Grove Avenue	Building	1971	NC	NC
Residence	10643	South Cottage Grove Avenue	Building	1971	NC	NC
Residence	10645	South Cottage Grove Avenue	Building	1971	NC	NC
Residence	10701	South Cottage Grove Avenue	Building	1880–82, 1883–84	C	C
Residence	10705	South Cottage Grove Avenue	Building	1883–84	C	C

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Residence	10705	South Cottage Grove Avenue	Building	1883–84	C	C
Residence	10713	South Cottage Grove Avenue	Building	1883–84	C	C
Residence	10715	South Cottage Grove Avenue	Building	1883–84	C	C
Outbuilding/ Garage	10717	South Cottage Grove Avenue	Building	1911–38	NC	C
Residence	10717	South Cottage Grove Avenue	Building	1883–84	C	C
Residence	10719	South Cottage Grove Avenue	Building	1883–84	C	C
Residence	10721	South Cottage Grove Avenue	Building	1883–84	C	C
Residence	10723	South Cottage Grove Avenue	Building	1883–84	C	C
Outbuilding/ Garage	10723	South Cottage Grove Avenue	Building	1911–38	NC	C
Residence	10725	South Cottage Grove Avenue	Building	1883–84	C	C
Residence	10727	South Cottage Grove Avenue	Building	1883–84	C	C
Residence	10729	South Cottage Grove Avenue	Building	1883–84	C	C
Residence	10731	South Cottage Grove Avenue	Building	1883–84	C	C
Residence	10733	South Cottage Grove Avenue	Building	1883–84	C	C
Residence	10735	South Cottage Grove Avenue	Building	1883–84	C	C
Residence	10737	South Cottage Grove Avenue	Building	1883–84	C	C
Residence	10739	South Cottage Grove Avenue	Building	1883–84	C	C
Residence	10741-43	South Cottage Grove Avenue	Building	1880–82	C	C
Residence	10747-49	South Cottage Grove Avenue	Building	1880–82	C	C
Outbuilding/ Garage	10749	South Cottage Grove Avenue	Building	1957	NC	C
Residence	10751	South Cottage Grove Avenue	Building	1880–82	C	C
Residence	10757	South Cottage Grove Avenue	Building	1880–82	C	C

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Apartment	10761	South Cottage Grove Avenue	Building	1965	NC	NC
Edgar Allan Poe School	10538	South Langley Avenue	Building	1905, 2020	C	C
Outbuilding/ Garage	10600	South Langley Avenue	Building	1911–38	NC	C
Residence	10600	South Langley Avenue	Building	1880–82, 1883–84	C	C
Residence	10602	South Langley Avenue	Building	1880–82, 1883–84	C	C
Outbuilding/ Garage	10602	South Langley Avenue	Building	ca. 1938	NC	C
Residence	10604	South Langley Avenue	Building	1880–82, 1883–84	C	C
Residence	10606	South Langley Avenue	Building	1880–82, 1883–84	C	C
Residence	10608	South Langley Avenue	Building	1880–82, 1883–84	C	C
Outbuilding/ Garage	10610	South Langley Avenue	Building	1911–38	NC	C
Residence	10610	South Langley Avenue	Building	1880–82, 1883–84	C	C
Residence	10612	South Langley Avenue	Building	1880–82, 1883–84	C	C
Residence	10614	South Langley Avenue	Building	1880–82, 1883–84	C	C
Residence	10616	South Langley Avenue	Building	1880–82, 1883–84	C	C
Outbuilding/ Garage	10616	South Langley Avenue	Building	1911–38	NC	C
Residence	10618	South Langley Avenue	Building	1880–82, 1883–84	C	C
Outbuilding/ Garage	10620	South Langley Avenue	Building	1928	NC	C
Residence	10620	South Langley Avenue	Building	1880–82, 1883–84	C	C
Residence	10622	South Langley Avenue	Building	1880–82, 1883–84	C	C
Outbuilding/ Garage	10622	South Langley Avenue	Building	1911–38	NC	C
Residence	10624	South Langley Avenue	Building	1880–82, 1883–84	C	C
Residence	10626	South Langley Avenue	Building	1880–82, 1883–84	C	C

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Residence	10628	South Langley Avenue	Building	1886	C	C
Outbuilding/ Garage	10628	South Langley Avenue	Building	1911–38	NC	C
Outbuilding/ Garage	10630	South Langley Avenue	Building	1911–38	NC	C
Residence	10630	South Langley Avenue	Building	1880–82, 1883–84	C	C
Residence	10632	South Langley Avenue	Building	1880–82, 1883–84	C	C
Residence	10634	South Langley Avenue	Building	1880–82, 1883–84	C	C
Residence	10636	South Langley Avenue	Building	1880–82, 1883–84	C	C
Residence	10638	South Langley Avenue	Building	1880–82, 1883–84	C	C
Outbuilding/ Garage	10638	South Langley Avenue	Building	1952–59	NC	C
Outbuilding/ Garage	10640	South Langley Avenue	Building	1943	NC	C
Residence	10640	South Langley Avenue	Building	1880–82, 1883–84	C	C
Residence	10642	South Langley Avenue	Building	1880–82, 1883–84	C	C
Residence	10644	South Langley Avenue	Building	1880–82, 1883–84	C	C
Residence	10646	South Langley Avenue	Building	1880–82, 1883–84	C	C
Residence	10648	South Langley Avenue	Building	1880–82, 1883–84	C	C
Residence	10650	South Langley Avenue	Building	1880–82, 1883–84	C	C
Residence	10652	South Langley Avenue	Building	1880–82, 1883–84	C	C
Residence	10654	South Langley Avenue	Building	1880–82, 1883–84	C	C
Residence	10656	South Langley Avenue	Building	1880–82, 1883–84	C	C
Residence	10658	South Langley Avenue	Building	1880–82, 1883–84	C	C
Residence	10660	South Langley Avenue	Building	1880–82, 1883–84	C	C
Residence	10662	South Langley Avenue	Building	1880–82, 1883–84	C	C

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Store (Residence)	10700	South Langley Avenue	Building	1880–82, 1883–84	C	C
Outbuilding/ Garage	10700	South Langley Avenue	Building	1962–64	NC	NC
Residence	10702	South Langley Avenue	Building	1880–82, 1883–84	C	C
Residence	10704	South Langley Avenue	Building	1880–82, 1883–84	C	C
Residence	10706	South Langley Avenue	Building	1880–82, 1883–84	C	C
Residence	10708	South Langley Avenue	Building	1880–82, 1883–84	C	C
Residence	10710	South Langley Avenue	Building	1880–82, 1883–84	C	C
Residence	10712	South Langley Avenue	Building	1880–82, 1883–84	C	C
Residence	10714	South Langley Avenue	Building	1880–82, 1883–84	C	C
Residence	10716	South Langley Avenue	Building	1880–82, 1883–84	C	C
Residence	10718	South Langley Avenue	Building	1880–82, 1883–84	C	C
Residence	10722	South Langley Avenue	Building	1880–82, 1883–84	C	C
Residence	10724	South Langley Avenue	Building	1880–82, 1883–84	C	C
Residence	10726	South Langley Avenue	Building	1880–82, 1883–84	C	C
Residence	10728	South Langley Avenue	Building	1880–82, 1883–84	C	C
Residence	10730	South Langley Avenue	Building	1880–82, 1883–84	C	C
Residence	10732	South Langley Avenue	Building	1880–82, 1883–84	C	C
Residence	10734	South Langley Avenue	Building	1880–82, 1883–84	C	C
Residence	10736	South Langley Avenue	Building	1880–82, 1883–84	C	C
Residence	10738	South Langley Avenue	Building	1880–82, 1883–84	C	C
Residence	10740	South Langley Avenue	Building	1880–82, 1883–84	C	C
Residence	10742	South Langley Avenue	Building	1880–82, 1883–84	C	C

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Residence	10744	South Langley Avenue	Building	1880–82, 1883–84	C	C
Residence	10746	South Langley Avenue	Building	1880–82, 1883–84	C	C
Outbuilding/ Garage	10746	South Langley Avenue	Building	1911–38	NC	C
Residence	10752	South Langley Avenue	Building	1880–82, 1883–84	C	C
Residence	10754	South Langley Avenue	Building	1880–82, 1883–84	C	C
Residence	10756	South Langley Avenue	Building	1880–82, 1883–84	C	C
Residence	10758	South Langley Avenue	Building	1880–82, 1883–84	C	C
Outbuilding/ Garage	10758	South Langley Avenue	Building	1911–38	NC	C
Residence	10760	South Langley Avenue	Building	1880–82, 1883–84	C	C
Residence	10762	South Langley Avenue	Building	1880–82, 1883–84	C	C
Residence	10764	South Langley Avenue	Building	1880–82, 1883–84	C	C
Residence	10766-10768	South Langley Avenue	Building	1880–82, 1883–84	C	C
Residence (A. Phillip Randolph Pullman Porter Museum)	10406	South Maryland Avenue	Building	1880–82 1883–84	C	C
Residence	10408	South Maryland Avenue	Building	1880–82	C	C
Residence	10410	South Maryland Avenue	Building	1880–82	C	C
Outbuilding/ Garage	10412	South Maryland Avenue	Building	1926	NC	C
Residence	10412	South Maryland Avenue	Building	1880–82	C	C
Residence	10414	South Maryland Avenue	Building	1880–82	C	C
Residence	10416	South Maryland Avenue	Building	1880–82	C	C
Residence	10418	South Maryland Avenue	Building	1880–82	C	C
Outbuilding/ Garage	10420	South Maryland Avenue	Building	1938–52	NC	C

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Residence	10420	South Maryland Avenue	Building	1880–82	C	C
Residence	10430	South Maryland Avenue	Building	1880–82	C	C
Residence	10432	South Maryland Avenue	Building	1880–82	C	C
Residence	10434	South Maryland Avenue	Building	1880–82	C	C
Residence	10436	South Maryland Avenue	Building	1880–82	C	C
Residence	10438	South Maryland Avenue	Building	1880–82	C	C
Residence	10440	South Maryland Avenue	Building	1880–82	C	C
Residence	10442	South Maryland Avenue	Building	1880–82	C	C
Residence	10450-52	South Maryland Avenue	Building	1880–82	C	C
Residence	10506	South Maryland Avenue	Building	1884–85	C	C
Residence	10508	South Maryland Avenue	Building	1884–85	C	C
Residence	10510	South Maryland Avenue	Building	1884–85	C	C
Residence	10512	South Maryland Avenue	Building	1884–85	C	C
Residence	10514	South Maryland Avenue	Building	1884–85	C	C
Residence	10516	South Maryland Avenue	Building	1884–85	C	C
Outbuilding/ Garage	10516	South Maryland Avenue	Building	1938–52	NC	C
Residence	10518	South Maryland Avenue	Building	1884–85	C	C
Residence	10522	South Maryland Avenue	Building	1884–85	C	C
Residence	10524	South Maryland Avenue	Building	1884–85	C	C
Residence/Store (Residence)	10528	South Maryland Avenue	Building	1884–85	C	C
Residence	10530	South Maryland Avenue	Building	1884–85	C	C
Residence	10532	South Maryland Avenue	Building	1884–85	C	C

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Outbuilding/ Garage	10532	South Maryland Avenue	Building	1938–59	NC	C
Residence	10534	South Maryland Avenue	Building	1884–85	C	C
Residence	10536	South Maryland Avenue	Building	1884–85	C	C
Residence	10538	South Maryland Avenue	Building	1884–85	C	C
Residence	10540	South Maryland Avenue	Building	1884–85	C	C
Outbuilding/ Garage	10540	South Maryland Avenue	Building	1938–59	NC	C
Residence	10542	South Maryland Avenue	Building	1884–85	C	C
Residence	10548-52	South Maryland Avenue	Building	1884–85	C	C
Outbuilding/ Garage	10552	South Maryland Avenue	Building	2002–07	NC	NC

Table A2. Central Industrial LCA contributing (C) and non-contributing (NC) buildings and structures

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Pullman-Packard Auto Body Plant	901	East 104th Street	Building	ca. 1920	NC	C
Aim Transportation Solutions	700	East 107th Street	Building	1977	NC	NC
Forge Shop (Dutch Farms Shipping and Receiving)	801	East 107th Street	Building	1924–38	NC	C
Engine House No. 80 (North Pullman Fire Station)	623	East 108th Street	Building	1895	C	C
Hammer Shop (Service Master Restore/SRM)	635-641	East 108th Street	Building	1917	NC	C
Ferrero	708-716	East 110th Street	Building	1965	NC	NC
Greater House of Prayer	700	East 111th Street	Building	1959–62	NC	NC
Offices/ Administration Building and northern Front Erecting Shop	748	East 111th Street	Building	Early 1880s, 1907	C	C
Maintenance Shed/NPS shed	748	East 111th Street	Building	2020	NC	NC
Outbuilding/ Garage	10827	South Cottage Grove Avenue	Building	ca. 1933	NC	C
Outbuilding/ Garage	10909	South Cottage Grove Avenue	Building	1974	NC	NC
Outbuilding/ Garage	10909	South Cottage Grove Avenue	Building	1974	NC	NC
Chicago Collegiate High School	10909	South Cottage Grove Avenue	Building	1924–38, 1983	NC	C
Dutch Farms	10663-10701	South Langley Avenue	Building	1977	NC	NC
Machine Shop (Pullman Logistics)	10823	South Langley Avenue	Building	1924–38, 1983	NC	C
Kellogg Snack Manufacturing	10839	South Langley Avenue	Building	1973	NC	NC
Factory Building (Vacant Industrial)	11001	South Langley Avenue	Building	1924–38	NC	C

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Richard's Super Premium Ice Cream	11033	South Langley Avenue	Building	1961	NC	NC
Atlas Bleachers	11040	South Langley Avenue	Building	1964	NC	NC
Industrial	626	West 111th Street	Building	1916, 1960–80	NC	C

Table A3. Southern Residential LCA C (C) and non-C (NC) buildings and structures

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Hotel Florence	163	East 111th Place	Building	1881, 1910	C	C
Outbuilding/ Garage	605	East 111th Street	Building	ca. 2005	NC	NC
Outbuilding/ Garage	619	East 111th Street	Building	1911–38	NC	C
Residence	619 and 623	East 111th Street	Building	ca. 1881	C	C
Outbuilding/ Garage	623	East 111th Street	Building	1959–64	NC	C
Outbuilding/ Garage	635	East 111th Street	Building	ca. 1959	NC	C
Residence	635 and 639	East 111th Street	Building	1881	C	C
Outbuilding/ Garage	641	East 111th Street	Building	ca. 1983	NC	NC
Thomas Dunbar House/Residence (Residence)	641 and 645	East 111th Street	Building	1880	C	C
Outbuilding/ Garage	645	East 111th Street	Building	1948	NC	C
H. H. Sessions House/Pullman Club (Pullman Club Coffee/ Bielenberg Historic Pullman House Foundation)	605/ 11107	East 111th Street/ South Saint Lawrence Avenue	Building	1884	C	C
Outbuilding/ Garage	521	East 112th Street	Building	1911–38	NC	C
Residence	521	East 112th Street	Building	1881	C	C
Residence	523	East 112th Street	Building	1881	C	C
Residence	525	East 112th Street	Building	1881	C	C
Outbuilding/ Garage	525	East 112th Street	Building	1911–38	NC	C
Residence	527	East 112th Street	Building	1881	C	C
Residence	529	East 112th Street	Building	1881	C	C
Outbuilding/ Garage	529	East 112th Street	Building	1911–38	NC	C
Residence	531	East 112th Street	Building	1881	C	C
Outbuilding/ Garage	533	East 112th Street	Building	1911–38	NC	C

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Residence	533	East 112th Street	Building	1881	C	C
Residence	535	East 112th Street	Building	1881	C	C
Residence	537	East 112th Street	Building	1881	C	C
Outbuilding/ Garage	539	East 112th Street	Building	1911–38	NC	C
Residence	539	East 112th Street	Building	1881	C	C
Residence	541	East 112th Street	Building	1881	C	C
Residence	543	East 112th Street	Building	1881	C	C
Greystone Mansion	602-606	East 112th Street	Building	1894	C	C
Residence	612	East 112th Street	Building	1893–94	C	C
Residence	613	East 112th Street	Building	1893–94	C	C
Residence	614	East 112th Street	Building	1893–94	C	C
Residence	615	East 112th Street	Building	1893–94	C	C
Residence	616-620	East 112th Street	Building	1893–94	C	C
Residence	621	East 112th Street	Building	1893–94	C	C
Residence	632	East 112th Street	Building	1893–94	C	C
Residence	633	East 112th Street	Building	1893–94	C	C
Residence	642	East 112th Street	Building	1893–94	C	C
Residence	643	East 112th Street	Building	1893–94	C	C
Residence	644	East 112th Street	Building	1893–94	C	C
Residence	645	East 112th Street	Building	1893–94	C	C
Residence	650	East 112th Street	Building	ca. 1938	NC	C
Residence	704-706	East 112th Street	Building	1881	C	C
Commercial	609-611	East 113th Street	Building	1911–38	NC	C
Residence/ Masonic Hall (Florence Lowden Miller Historic Pullman Center)	614	East 113th Street	Building	1883	C	C
Residence	644-646	East 113th Street	Building	1886	C	C
Residence	645	East 113th Street	Building	Prior to 1897	C	C
Outbuilding/ Garage	645	East 113th Street	Building	1911–38	NC	C
Outbuilding/ Garage	646	East 113th Street	Building	1911–38	NC	C
Industrial	520-522	East 114th Place	Building	1966	NC	NC

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Industrial	524-526	East 114th Place	Building	1918	NC	C
Residence	518	East 114th Street	Building	1908	NC	C
Outbuilding/ Garage	518	East 114th Street	Building	1911–38	NC	C
Residence	520	East 114th Street	Building	1908	NC	C
Outbuilding/ Garage	520	East 114th Street	Building	1911–38	NC	C
Commercial	617	East 114th Street	Building	1911–38	NC	C
Commercial	508	East 115th Street	Building	1911	NC	C
Store (Commercial)	510	East 115th Street	Building	1924	NC	C
Outbuilding/ Garage	510	East 115th Street	Building	1911–38	NC	C
Residence	512-514	East 115th Street	Building	1897–1901	C	C
Residence	516-18	East 115th Street	Building	1897–1901	C	C
Outbuilding/ Garage	518	East 115th Street	Building	ca. 1959	NC	C
Outbuilding/ Garage	520-522	East 115th Street	Building	1911–38	NC	C
Residence	520-522	East 115th Street	Building	1897–1901	C	C
Outbuilding/ Garage	524	East 115th Street	Building	1911–38	NC	C
Residence	524	East 115th Street	Building	1897–1901	C	C
Residence	528	East 115th Street	Building	1897–1901	C	C
Residence	530	East 115th Street	Building	1897–1901	C	C
Residence	534	East 115th Street	Building	1897–1901	C	C
Outbuilding/ Garage	534	East 115th Street	Building	ca. 1938	NC	C
Residence	536	East 115th Street	Building	1897–1901	C	C
Outbuilding/ Garage	536	East 115th Street	Building	1911–38	NC	C
Outbuilding/ Garage	540	East 115th Street	Building	1911–38	NC	C
Residence	540	East 115th Street	Building	1897–1901	C	C
Residence	542	East 115th Street	Building	1897–1901	C	C
Store (Residence)	546	East 115th Street	Building	1897-1901	C	C
Residence	11114	South Champlain Avenue	Building	ca. 1881	C	C

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Outbuilding/ Garage	11114	South Champlain Avenue	Building	After 1959	NC	NC
Outbuilding/ Garage	11116	South Champlain Avenue	Building	After 1959	NC	NC
Residence	11116	South Champlain Avenue	Building	ca. 1881	C	C
Residence	11117	South Champlain Avenue	Building	ca. 1881	C	C
Residence	11118	South Champlain Avenue	Building	ca. 1881	C	C
Residence	11119	South Champlain Avenue	Building	ca. 1882	C	C
Outbuilding/ Garage	11119	South Champlain Avenue	Building	1911–38	NC	C
Residence	11120	South Champlain Avenue	Building	ca. 1881	C	C
Outbuilding/ Garage	11121	South Champlain Avenue	Building	After 1959	NC	NC
Residence	11121	South Champlain Avenue	Building	ca. 1882	C	C
Residence	11122	South Champlain Avenue	Building	ca. 1881	C	C
Residence	11123	South Champlain Avenue	Building	ca. 1882	C	C
Residence	11124	South Champlain Avenue	Building	ca. 1881	C	C
Residence	11125	South Champlain Avenue	Building	ca. 1882	C	C
Outbuilding/ Garage	11125	South Champlain Avenue	Building	After 1959	NC	NC
Residence	11127	South Champlain Avenue	Building	ca. 1882	C	C
Outbuilding/ Garage	11127	South Champlain Avenue	Building	1938–52	NC	C
Outbuilding/ Garage	11128	South Champlain Avenue	Building	1962–64	NC	NC
Residence	11128-30	South Champlain Avenue	Building	ca. 1881	C	C
Outbuilding/ Garage	11129	South Champlain Avenue	Building	1938–52	NC	C
Residence	11129	South Champlain Avenue	Building	ca. 1882	C	C
Outbuilding/ Garage	11130	South Champlain Avenue	Building	1967–74	NC	NC

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Residence	11131-33	South Champlain Avenue	Building	1882	C	C
Residence	11132	South Champlain Avenue	Building	ca. 1881	C	C
Residence	11134	South Champlain Avenue	Building	ca. 1881	C	C
Outbuilding/ Garage	11134	South Champlain Avenue	Building	After 1959	NC	NC
Residence	11135	South Champlain Avenue	Building	ca. 1882	C	C
Residence	11136	South Champlain Avenue	Building	ca. 1881	C	C
Residence	11137	South Champlain Avenue	Building	ca. 1882	C	C
Residence	11138	South Champlain Avenue	Building	ca. 1882	C	C
Outbuilding/ Garage	11138	South Champlain Avenue	Building	After 1959	NC	NC
Residence	11139	South Champlain Avenue	Building	ca. 1882	C	C
Residence	11140	South Champlain Avenue	Building	ca. 1881	C	C
Outbuilding/ Garage	11140	South Champlain Avenue	Building	1946	NC	C
Residence	11141	South Champlain Avenue	Building	1886	C	C
Residence	11142	South Champlain Avenue	Building	ca. 1881	C	C
Outbuilding/ Garage	11142	South Champlain Avenue	Building	1911–38	NC	C
Residence	11143	South Champlain Avenue	Building	ca. 1882	C	C
Residence	11145	South Champlain Avenue	Building	ca. 1882	C	C
Outbuilding/ Garage	11145	South Champlain Avenue	Building	1911–38	NC	C
Residence	11146-48	South Champlain Avenue	Building	ca. 1881	C	C
Outbuilding/ Garage	11147	South Champlain Avenue	Building	1911–38	NC	C
Residence	11147-49	South Champlain Avenue	Building	1888	C	C
Outbuilding/ Garage	11148	South Champlain Avenue	Building	1911–38	NC	C

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Outbuilding/ Garage	11149	South Champlain Avenue	Building	1911–38	NC	C
Residence	11210	South Champlain Avenue	Building	1883	C	C
Outbuilding/ Garage	11210	South Champlain Avenue	Building	After 1959	NC	NC
Residence	11211-11213	South Champlain Avenue	Building	1886	C	C
Residence	11212	South Champlain Avenue	Building	1883	C	C
Outbuilding/ Garage	11212	South Champlain Avenue	Building	1911–38	NC	C
Residence	11214	South Champlain Avenue	Building	1883	C	C
Residence	11215-11217	South Champlain Avenue	Building	1886	C	C
Residence	11216	South Champlain Avenue	Building	1883	C	C
Outbuilding/ Garage	11217	South Champlain Avenue	Building	1938–59	NC	C
Outbuilding/ Garage	11218	South Champlain Avenue	Building	1911–38	NC	C
Residence	11218	South Champlain Avenue	Building	1883	C	C
Outbuilding/ Garage	11219	South Champlain Avenue	Building	1938–59	NC	C
Residence	11219-11221	South Champlain Avenue	Building	1886	C	C
Residence	11220	South Champlain Avenue	Building	1883	C	C
Outbuilding/ Garage	11220	South Champlain Avenue	Building	ca. 1930	NC	C
Outbuilding/ Garage	11222	South Champlain Avenue	Building	1911–38	NC	C
Residence	11222	South Champlain Avenue	Building	1883	C	C
Residence	11224	South Champlain Avenue	Building	1883	C	C
Residence	11225-11227	South Champlain Avenue	Building	1886	C	C
Residence	11226	South Champlain Avenue	Building	1883	C	C
Residence	11228	South Champlain Avenue	Building	1883	C	C

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Outbuilding/ Garage	11228	South Champlain Avenue	Building	After 1959	NC	NC
Outbuilding/ Garage	11230	South Champlain Avenue	Building	After 1959	NC	NC
Residence	11230	South Champlain Avenue	Building	1883	C	C
Residence	11231-11233	South Champlain Avenue	Building	1886	C	C
Residence	11232	South Champlain Avenue	Building	1887	C	C
Outbuilding/ Garage	11232	South Champlain Avenue	Building	After 1959	NC	NC
Residence	11234	South Champlain Avenue	Building	1883	C	C
Outbuilding/ Garage	11234	South Champlain Avenue	Building	After 1959	NC	NC
Residence	11237	South Champlain Avenue	Building	1886	C	C
Outbuilding/ Garage	11237	South Champlain Avenue	Building	After 1959	NC	NC
Residence	11238	South Champlain Avenue	Building	1883	C	C
Outbuilding/ Garage	11238	South Champlain Avenue	Building	1911–38	NC	C
Outbuilding/ Garage	11239	South Champlain Avenue	Building	1911–38	NC	C
Residence	11239	South Champlain Avenue	Building	1888	C	C
Residence	11240	South Champlain Avenue	Building	1883	C	C
Outbuilding/ Garage	11240	South Champlain Avenue	Building	After 1959	NC	NC
Residence	11241	South Champlain Avenue	Building	1886	C	C
Outbuilding/ Garage	11241	South Champlain Avenue	Building	1911–38	NC	C
Residence	11243	South Champlain Avenue	Building	1886	C	C
Residence	11244	South Champlain Avenue	Building	1883	C	C
Residence	11245	South Champlain Avenue	Building	ca. 1882	C	C
Residence	11246	South Champlain Avenue	Building	1883	C	C

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Outbuilding/ Garage	11246	South Champlain Avenue	Building	After 1959	NC	NC
Outbuilding/ Garage	11247	South Champlain Avenue	Building	1911–38	NC	C
Residence	11247	South Champlain Avenue	Building	1886	C	C
Residence	11248	South Champlain Avenue	Building	1883	C	C
Outbuilding/ Garage	11248	South Champlain Avenue	Building	1911–38	NC	C
Residence	11250	South Champlain Avenue	Building	1883	C	C
Residence	11252	South Champlain Avenue	Building	1883	C	C
Outbuilding/ Garage	11252	South Champlain Avenue	Building	1911–38	NC	C
Outbuilding/ Garage	11253	South Champlain Avenue	Building	1911–38	NC	C
Residence	11253	South Champlain Avenue	Building	1886	C	C
Outbuilding/ Garage	11254	South Champlain Avenue	Building	1911–38	NC	C
Residence	11254	South Champlain Avenue	Building	ca. 1882	C	C
Residence	11256	South Champlain Avenue	Building	1883	C	C
Residence	11258	South Champlain Avenue	Building	1886	C	C
Residence	11260	South Champlain Avenue	Building	1883	C	C
Outbuilding/ Garage	11260	South Champlain Avenue	Building	1911–38	NC	C
Residence	11261	South Champlain Avenue	Building	1886	C	C
Residence	11262	South Champlain Avenue	Building	1884	C	C
Residence	11264	South Champlain Avenue	Building	1883	C	C
Residence	11265	South Champlain Avenue	Building	1886	C	C
Outbuilding/ Garage	11266	South Champlain Avenue	Building	1911–38	NC	C
Residence	11266	South Champlain Avenue	Building	1887	C	C

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Outbuilding/ Garage	11268	South Champlain Avenue	Building	1911–38	NC	C
Residence	11269	South Champlain Avenue	Building	1886	C	C
Residence	11270	South Champlain Avenue	Building	1883	C	C
Outbuilding/ Garage	11271	South Champlain Avenue	Building	After 1959	NC	NC
Outbuilding/ Garage	11300	South Champlain Avenue	Building	After 1959	NC	NC
Residence	11300	South Champlain Avenue	Building	1883	C	C
Residence	11301	South Champlain Avenue	Building	ca. 1881	C	C
Residence	11302	South Champlain Avenue	Building	1883	C	C
Residence	11303	South Champlain Avenue	Building	1880	C	C
Outbuilding/ Garage	11304	South Champlain Avenue	Building	1911–38	NC	C
Residence	11304	South Champlain Avenue	Building	1883	C	C
Residence	11305	South Champlain Avenue	Building	ca. 1882	C	C
Residence	11306	South Champlain Avenue	Building	1886	C	C
Outbuilding/ Garage	11306	South Champlain Avenue	Building	1959	NC	C
Residence	11307	South Champlain Avenue	Building	ca. 1882	C	C
Residence	11308	South Champlain Avenue	Building	1886	C	C
Residence	11309	South Champlain Avenue	Building	ca. 1882	C	C
Residence	11310	South Champlain Avenue	Building	1886	C	C
Residence	11311	South Champlain Avenue	Building	ca. 1882	C	C
Outbuilding/ Garage	11312	South Champlain Avenue	Building	1911–38	NC	C
Residence	11312	South Champlain Avenue	Building	1886	C	C
Residence	11313	South Champlain Avenue	Building	ca. 1882	C	C

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Residence	11314	South Champlain Avenue	Building	1886	C	C
Outbuilding/ Garage	11315	South Champlain Avenue	Building	After 1959	NC	NC
Residence	11315	South Champlain Avenue	Building	ca. 1882	C	C
Residence	11316	South Champlain Avenue	Building	1886	C	C
Outbuilding/ Garage	11316	South Champlain Avenue	Building	After 1959	NC	NC
Residence	11317	South Champlain Avenue	Building	ca. 1882	C	C
Outbuilding/ Garage	11317	South Champlain Avenue	Building	After 1959	NC	NC
Residence	11318	South Champlain Avenue	Building	1886	C	C
Outbuilding/ Garage	11319	South Champlain Avenue	Building	After 1959	NC	NC
Residence	11319	South Champlain Avenue	Building	ca. 1882	C	C
Residence	11320	South Champlain Avenue	Building	1886	C	C
Outbuilding/ Garage	11320	South Champlain Avenue	Building	1911–38	NC	C
Residence	11321	South Champlain Avenue	Building	ca. 1882	C	C
Residence	11322	South Champlain Avenue	Building	1886	C	C
Residence	11323	South Champlain Avenue	Building	ca. 1882	C	C
Residence	11324	South Champlain Avenue	Building	1886	C	C
Residence	11325	South Champlain Avenue	Building	ca. 1882	C	C
Outbuilding/ Garage	11325	South Champlain Avenue	Building	1911–38	NC	C
Residence	11326	South Champlain Avenue	Building	1886	C	C
Residence	11327	South Champlain Avenue	Building	ca. 1882	C	C
Outbuilding/ Garage	11327	South Champlain Avenue	Building	1938–59	NC	C
Outbuilding/ Garage	11328	South Champlain Avenue	Building	1938–59	NC	C

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Residence	11328	South Champlain Avenue	Building	1886	C	C
Residence	11329	South Champlain Avenue	Building	1888	C	C
Outbuilding/ Garage	11329	South Champlain Avenue	Building	1938–59	NC	C
Residence	11330	South Champlain Avenue	Building	1886	C	C
Residence	11331	South Champlain Avenue	Building	ca. 1882	C	C
Residence	11332	South Champlain Avenue	Building	1886	C	C
Outbuilding/ Garage	11332	South Champlain Avenue	Building	1958	NC	C
Residence	11333	South Champlain Avenue	Building	ca. 1881	C	C
Residence	11334	South Champlain Avenue	Building	1886	C	C
Outbuilding/ Garage	11334	South Champlain Avenue	Building	1911–38	NC	C
Residence	11335	South Champlain Avenue	Building	ca. 1881	C	C
Outbuilding/ Garage	11336	South Champlain Avenue	Building	1938–59	NC	C
Residence	11336	South Champlain Avenue	Building	1886	C	C
Residence	11337	South Champlain Avenue	Building	1882	C	C
Residence	11338	South Champlain Avenue	Building	1886	C	C
Outbuilding/ Garage	11338	South Champlain Avenue	Building	After 1959	NC	NC
Residence	11339	South Champlain Avenue	Building	ca. 1882	C	C
Outbuilding/ Carport	11339	South Champlain Avenue	Building	1938–59	NC	C
Residence	11340	South Champlain Avenue	Building	1887	C	C
Outbuilding/ Garage	11340	South Champlain Avenue	Building	After 1959	NC	NC
Residence	11341	South Champlain Avenue	Building	ca. 1882	C	C
Outbuilding/ Garage	11341	South Champlain Avenue	Building	1911–38	NC	C

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Residence	11342	South Champlain Avenue	Building	1886	C	C
Residence	11343	South Champlain Avenue	Building	ca. 1882	C	C
Residence	11344	South Champlain Avenue	Building	1886	C	C
Residence	11345	South Champlain Avenue	Building	ca. 1882	C	C
Outbuilding/ Garage	11345	South Champlain Avenue	Building	1911–38	NC	C
Residence	11346	South Champlain Avenue	Building	Prior to 1897	C	C
Outbuilding/ Garage	11346	South Champlain Avenue	Building	1911–38	NC	C
Residence	11347	South Champlain Avenue	Building	ca. 1882	C	C
Residence	11348	South Champlain Avenue	Building	1886	C	C
Outbuilding/ Garage	11348	South Champlain Avenue	Building	1911–38	NC	C
Residence	11349	South Champlain Avenue	Building	ca. 1882	C	C
Residence	11350	South Champlain Avenue	Building	1886	C	C
Outbuilding/ Garage	11351	South Champlain Avenue	Building	After 1959	NC	NC
Residence	11351	South Champlain Avenue	Building	ca. 1882	C	C
Residence	11352	South Champlain Avenue	Building	1886	C	C
Outbuilding/ Garage	11352	South Champlain Avenue	Building	1911–38	NC	C
Residence	11353	South Champlain Avenue	Building	ca. 1882	C	C
Outbuilding/ Garage	11354	South Champlain Avenue	Building	1911–38	NC	C
Residence	11354	South Champlain Avenue	Building	1886	C	C
Residence	11355	South Champlain Avenue	Building	ca. 1882	C	C
Outbuilding/ Garage	11355	South Champlain Avenue	Building	After 1959	NC	NC
Residence	11356	South Champlain Avenue	Building	1886	C	C

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Residence	11357	South Champlain Avenue	Building	ca. 1882	C	C
Residence	11358	South Champlain Avenue	Building	1886	C	C
Outbuilding/ Garage	11358	South Champlain Avenue	Building	After 1959	NC	NC
Outbuilding/ Garage	11359	South Champlain Avenue	Building	1947	NC	C
Residence	11359	South Champlain Avenue	Building	ca. 1882	C	C
Outbuilding/ Garage	11360	South Champlain Avenue	Building	After 1959	NC	NC
Residence	11360	South Champlain Avenue	Building	1886	C	C
Residence	11361	South Champlain Avenue	Building	ca. 1882	C	C
Outbuilding/ Garage	11362	South Champlain Avenue	Building	1959	NC	C
Residence	11362	South Champlain Avenue	Building	1886	C	C
Residence	11363	South Champlain Avenue	Building	ca. 1882	C	C
Outbuilding/ Garage	11364	South Champlain Avenue	Building	1938–59	NC	C
Residence	11364	South Champlain Avenue	Building	1886	C	C
Outbuilding/ Garage	11365	South Champlain Avenue	Building	1912	NC	C
Residence	11365	South Champlain Avenue	Building	ca. 1882	C	C
Outbuilding/ Garage	11366	South Champlain Avenue	Building	1911–38	NC	C
Residence	11366	South Champlain Avenue	Building	1886	C	C
Outbuilding/ Garage	11367	South Champlain Avenue	Building	1911–38	NC	C
Store (Residence)	11367	South Champlain Avenue	Building	1904	C	C
Residence	11400	South Champlain Avenue	Building	1890	C	C
Residence	11401	South Champlain Avenue	Building	1888	C	C
Outbuilding/ Garage	11401	South Champlain Avenue	Building	After 1959	NC	NC

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Residence	11404	South Champlain Avenue	Building	1888	C	C
Outbuilding/ Garage	11404	South Champlain Avenue	Building	After 1959	NC	NC
Outbuilding/ Garage	11405	South Champlain Avenue	Building	1911–38	NC	C
Residence	11407	South Champlain Avenue	Building	1888	C	C
Outbuilding/ Garage	11408	South Champlain Avenue	Building	After 1959	NC	NC
Residence	11408	South Champlain Avenue	Building	1888	C	C
Outbuilding/ Garage	11411	South Champlain Avenue	Building	1911–38	NC	C
Residence	11411	South Champlain Avenue	Building	1888	C	C
Outbuilding/ Garage	11412	South Champlain Avenue	Building	1911–38	NC	C
Residence	11412	South Champlain Avenue	Building	1888	C	C
Residence	11413	South Champlain Avenue	Building	1888	C	C
Outbuilding/ Garage	11413	South Champlain Avenue	Building	After 1959	NC	NC
Outbuilding/ Carport	11413	South Champlain Avenue	Building	After 1959	NC	NC
Outbuilding/ Garage	11416	South Champlain Avenue	Building	After 1959	NC	NC
Residence	11416	South Champlain Avenue	Building	1888	C	C
Residence	11417	South Champlain Avenue	Building	1888	C	C
Residence	11421	South Champlain Avenue	Building	1888	C	C
Outbuilding/ Garage	11422	South Champlain Avenue	Building	After 1959	NC	NC
Residence	11422	South Champlain Avenue	Building	1888	C	C
Outbuilding/ Garage	11424	South Champlain Avenue	Building	1938–59	NC	C
Residence	11424	South Champlain Avenue	Building	1888	C	C
Residence	11427	South Champlain Avenue	Building	1888	C	C

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Outbuilding/ Garage	11430	South Champlain Avenue	Building	1911–38	NC	C
Residence	11430	South Champlain Avenue	Building	1888	C	C
Residence	11431	South Champlain Avenue	Building	1888	C	C
Residence	11434	South Champlain Avenue	Building	1888	C	C
Residence	11435	South Champlain Avenue	Building	1888	C	C
Residence	11439	South Champlain Avenue	Building	1888	C	C
Outbuilding/ Garage	11440	South Champlain Avenue	Building	1938–59	NC	C
Residence	11440	South Champlain Avenue	Building	1888	C	C
Residence	11442-11444	South Champlain Avenue	Building	1888	C	C
Residence	11443	South Champlain Avenue	Building	1890	C	C
Outbuilding/ Garage	11443	South Champlain Avenue	Building	1927	NC	C
Residence	11446	South Champlain Avenue	Building	1888	C	C
Residence	11449	South Champlain Avenue	Building	1888	C	C
Outbuilding/ Garage	11449	South Champlain Avenue	Building	1911–38	NC	C
Historic Pullman Foundation Exhibit Hall	11139-11141	South Cottage Grove Avenue	Building	1959–62	NC	C
Stables	11201-11227	South Cottage Grove Avenue	Building	ca. 1890	C	C
RM Warehousing/ Auto Driveaway	11235	South Cottage Grove Avenue	Building	1969	NC	C
Residence	11301	South Cottage Grove Avenue	Building	1883	C	C
Outbuilding/ Garage	11303	South Cottage Grove Avenue	Building	After 1959	NC	NC
Residence	11303	South Cottage Grove Avenue	Building	1887	C	C
Residence	11305	South Cottage Grove Avenue	Building	1883	C	C
Residence	11307	South Cottage Grove Avenue	Building	1883	C	C

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Residence	11309	South Cottage Grove Avenue	Building	1883	C	C
Outbuilding/ Garage	11311	South Cottage Grove Avenue	Building	1911–38	NC	C
Residence	11311	South Cottage Grove Avenue	Building	1883	C	C
Outbuilding/ Garage	11313	South Cottage Grove Avenue	Building	1911–38	NC	C
Residence	11313	South Cottage Grove Avenue	Building	1883	C	C
Residence	11315	South Cottage Grove Avenue	Building	1883	C	C
Outbuilding/ Garage	11317	South Cottage Grove Avenue	Building	1911–38	NC	C
Residence	11317	South Cottage Grove Avenue	Building	1886	C	C
Residence	11319	South Cottage Grove Avenue	Building	1883	C	C
Outbuilding/ Garage	11319	South Cottage Grove Avenue	Building	1911–38	NC	C
Residence	11321	South Cottage Grove Avenue	Building	1883	C	C
Outbuilding/ Garage	11321	South Cottage Grove Avenue	Building	1911–38	NC	C
Outbuilding/ Garage	11323	South Cottage Grove Avenue	Building	After 1959	NC	NC
Residence	11323	South Cottage Grove Avenue	Building	1887	C	C
Outbuilding/ Garage	11325	South Cottage Grove Avenue	Building	After 1959	NC	NC
Residence	11325	South Cottage Grove Avenue	Building	1883	C	C
Outbuilding/ Garage	11327	South Cottage Grove Avenue	Building	1960	NC	NC
Residence	11327	South Cottage Grove Avenue	Building	1960	NC	NC
Residence	11329	South Cottage Grove Avenue	Building	1961	NC	NC
Outbuilding/ Garage	11329	South Cottage Grove Avenue	Building	1961	NC	NC
Outbuilding/ Garage	11333	South Cottage Grove Avenue	Building	1961	NC	NC
Residence	11333	South Cottage Grove Avenue	Building	1961	NC	NC

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Residence	11335	South Cottage Grove Avenue	Building	1961	NC	NC
Outbuilding/ Garage	11335	South Cottage Grove Avenue	Building	1961	NC	NC
Residence	11339	South Cottage Grove Avenue	Building	1960	NC	NC
Outbuilding/ Garage	11343	South Cottage Grove Avenue	Building	1960	NC	NC
Residence	11343	South Cottage Grove Avenue	Building	1960	NC	NC
Residence	11345	South Cottage Grove Avenue	Building	1925	NC	C
Outbuilding/ Garage	11345	South Cottage Grove Avenue	Building	1911–38	NC	C
Residence	11349	South Cottage Grove Avenue	Building	1965	NC	NC
Outbuilding/ Garage	11349	South Cottage Grove Avenue	Building	After 1959	NC	NC
Outbuilding/ Garage	11351	South Cottage Grove Avenue	Building	After 1959	NC	NC
Residence	11351	South Cottage Grove Avenue	Building	1913	NC	C
Outbuilding/ Garage	11353	South Cottage Grove Avenue	Building	1911–38	NC	C
Residence	11353	South Cottage Grove Avenue	Building	1916	NC	C
Residence	11355	South Cottage Grove Avenue	Building	1917	NC	C
Residence	11213	South Forrestville Avenue	Building	1881	C	C
Outbuilding/ Garage	11215	South Forrestville Avenue	Building	1911–38	NC	C
Residence	11215	South Forrestville Avenue	Building	1881	C	C
Residence	11217	South Forrestville Avenue	Building	1881	C	C
Outbuilding/ Garage	11217	South Forrestville Avenue	Building	ca. 2005	NC	NC
Residence	11219	South Forrestville Avenue	Building	1881	C	C
Residence	11221	South Forrestville Avenue	Building	1881	C	C
Outbuilding/ Garage	11221	South Forrestville Avenue	Building	1911–38	NC	C

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Residence	11223	South Forrestville Avenue	Building	1881	C	C
Outbuilding/ Garage	11223	South Forrestville Avenue	Building	1911–38	NC	C
Outbuilding/ Garage	11225	South Forrestville Avenue	Building	1953	NC	C
Residence	11225	South Forrestville Avenue	Building	1881	C	C
Residence	11227	South Forrestville Avenue	Building	1881	C	C
Outbuilding/ Garage	11227-11229	South Forrestville Avenue	Building	1911–38	NC	C
Residence	11229	South Forrestville Avenue	Building	1881	C	C
Residence	11231	South Forrestville Avenue	Building	1881	C	C
Outbuilding/ Garage	11231	South Forrestville Avenue	Building	1911–38	NC	C
Residence	11233	South Forrestville Avenue	Building	1881	C	C
Outbuilding/ Garage	11235	South Forrestville Avenue	Building	After 1959	NC	NC
Residence	11235	South Forrestville Avenue	Building	1881	C	C
Outbuilding/ Garage	11237	South Forrestville Avenue	Building	After 1959	NC	NC
Residence	11237	South Forrestville Avenue	Building	1881	C	C
Outbuilding/ Garage	11239	South Forrestville Avenue	Building	After 1959	NC	NC
Residence	11239	South Forrestville Avenue	Building	1883	C	C
Residence	11241	South Forrestville Avenue	Building	1881	C	C
Outbuilding/ Garage	11241	South Forrestville Avenue	Building	1938–59	NC	C
Outbuilding/ Garage	11243	South Forrestville Avenue	Building	1938–59	NC	C
Residence	11243	South Forrestville Avenue	Building	1883	C	C
Residence	11245	South Forrestville Avenue	Building	1881	C	C
Outbuilding/ Garage	11245	South Forrestville Avenue	Building	1938–59	NC	C

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Residence	11247	South Forrestville Avenue	Building	1881	C	C
Outbuilding/ Garage	11247	South Forrestville Avenue	Building	1938–59	NC	C
Residence	11249	South Forrestville Avenue	Building	1881	C	C
Outbuilding/ Garage	11249	South Forrestville Avenue	Building	1918	NC	C
Outbuilding/ Garage	11251	South Forrestville Avenue	Building	1938–59	NC	C
Residence	11251	South Forrestville Avenue	Building	1885	C	C
Residence	11253	South Forrestville Avenue	Building	1883	C	C
Outbuilding/ Garage	11253	South Forrestville Avenue	Building	After 1959	NC	NC
Residence	11255	South Forrestville Avenue	Building	1883	C	C
Outbuilding/ Garage	11255	South Forrestville Avenue	Building	1916	NC	C
Outbuilding/ Garage	11257	South Forrestville Avenue	Building	1911–38	NC	C
Residence	11257	South Forrestville Avenue	Building	1883	C	C
Outbuilding/ Garage	11259	South Forrestville Avenue	Building	1924	NC	C
Residence	11259	South Forrestville Avenue	Building	1883	C	C
Outbuilding/ Garage	11261	South Forrestville Avenue	Building	1961	NC	NC
Residence	11261	South Forrestville Avenue	Building	1881	C	C
Residence	11300	South Forrestville Avenue	Building	1883	C	C
Residence	11302	South Forrestville Avenue	Building	1883	C	C
Outbuilding/ Garage	11302	South Forrestville Avenue	Building	1911–38	NC	C
Residence	11304	South Forrestville Avenue	Building	1883	C	C
Outbuilding/ Garage	11304	South Forrestville Avenue	Building	1911–38	NC	C
Outbuilding/ Garage	11306	South Forrestville Avenue	Building	After 1959	NC	NC

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Residence	11306-8	South Forrestville Avenue	Building	1883	C	C
Outbuilding/ Garage	11308	South Forrestville Avenue	Building	1911–38	NC	C
George M. Pullman Elementary School	11311	South Forrestville Avenue	Building	1907	C	C
Residence	11312	South Forrestville Avenue	Building	1883	C	C
Outbuilding/ Garage	11312	South Forrestville Avenue	Building	1911–38	NC	C
Residence	11314	South Forrestville Avenue	Building	1883	C	C
Outbuilding/ Garage	11314	South Forrestville Avenue	Building	1930	NC	C
Outbuilding/ Garage	11316	South Forrestville Avenue	Building	1911–38	NC	C
Residence	11316	South Forrestville Avenue	Building	1883	C	C
Residence	11318	South Forrestville Avenue	Building	1883	C	C
Outbuilding/ Garage	11318	South Forrestville Avenue	Building	1911–38	NC	C
Outbuilding/ Garage	11326	South Forrestville Avenue	Building	1911–38	NC	C
Residence	11326	South Forrestville Avenue	Building	1908	NC	C
Residence	11329	South Forrestville Avenue	Building	1888	C	C
Outbuilding/ Garage	11329	South Forrestville Avenue	Building	After 1959	NC	NC
Outbuilding/ Garage	11330	South Forrestville Avenue	Building	1911–38	NC	C
Residence	11330	South Forrestville Avenue	Building	1908	NC	C
Outbuilding/ Garage	11332	South Forrestville Avenue	Building	1911–38	NC	C
Residence	11332	South Forrestville Avenue	Building	1910	NC	C
Residence	11333	South Forrestville Avenue	Building	1888	C	C
Outbuilding/ Garage	11333	South Forrestville Avenue	Building	After 1959	NC	NC

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Outbuilding/ Garage	11334	South Forrestville Avenue	Building	1911–38	NC	C
Residence	11334	South Forrestville Avenue	Building	1903	C	C
Outbuilding/ Garage	11335	South Forrestville Avenue	Building	1911–38	NC	C
Residence	11335	South Forrestville Avenue	Building	1888	C	C
Residence	11337	South Forrestville Avenue	Building	1888	C	C
Outbuilding/ Garage	11337	South Forrestville Avenue	Building	1908	NC	C
Outbuilding/ Garage	11338	South Forrestville Avenue	Building	1911–38	NC	C
Residence	11338	South Forrestville Avenue	Building	1908	NC	C
Residence	11339	South Forrestville Avenue	Building	1894	C	C
Outbuilding/ Garage	11339	South Forrestville Avenue	Building	1938–59	NC	C
Residence	11341	South Forrestville Avenue	Building	1888	C	C
Outbuilding/ Garage	11341	South Forrestville Avenue	Building	After 1959	NC	NC
Outbuilding/ Garage	11342	South Forrestville Avenue	Building	1911–38	NC	C
Residence	11342	South Forrestville Avenue	Building	1908	NC	C
Residence	11343	South Forrestville Avenue	Building	1888	C	C
Outbuilding/ Garage	11343-11345	South Forrestville Avenue	Building	1911–38	NC	C
Residence	11344	South Forrestville Avenue	Building	1908	NC	C
Residence	11345	South Forrestville Avenue	Building	1892	C	C
Outbuilding/ Garage	11347	South Forrestville Avenue	Building	1911–38	NC	C
Residence	11347	South Forrestville Avenue	Building	1888	C	C
Residence	11349	South Forrestville Avenue	Building	1888	C	C
Outbuilding/ Garage	11349-11351	South Forrestville Avenue	Building	1911–38	NC	C

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Outbuilding/ Garage	11350	South Forrestville Avenue	Building	1911–38	NC	C
Residence	11350	South Forrestville Avenue	Building	1909	NC	C
Residence	11351	South Forrestville Avenue	Building	1888	C	C
Residence	11353	South Forrestville Avenue	Building	1888	C	C
Outbuilding/ Garage	11354	South Forrestville Avenue	Building	1908	NC	C
Residence	11354	South Forrestville Avenue	Building	1908	NC	C
Outbuilding/ Garage	11355	South Forrestville Avenue	Building	After 1959	NC	NC
Residence	11355	South Forrestville Avenue	Building	1888	C	C
Residence	11357	South Forrestville Avenue	Building	1888	C	C
Outbuilding/ Garage	11357	South Forrestville Avenue	Building	1911–38	NC	C
Residence	11358	South Forrestville Avenue	Building	1908	NC	C
Outbuilding/ Garage	11358	South Forrestville Avenue	Building	1911–38	NC	C
Residence	11359	South Forrestville Avenue	Building	1888	C	C
Outbuilding/ Garage	11359	South Forrestville Avenue	Building	1911–38	NC	C
Outbuilding/ Garage	11360	South Forrestville Avenue	Building	After 1959	NC	NC
Residence	11360	South Forrestville Avenue	Building	1960	NC	NC
Outbuilding/ Garage	11361	South Forrestville Avenue	Building	ca. 1960	NC	NC
Residence	11361	South Forrestville Avenue	Building	1888	C	C
Residence	11400	South Forrestville Avenue	Building	1968	NC	NC
Outbuilding/ Garage	11400	South Forrestville Avenue	Building	ca. 1968	NC	NC
Residence	11401	South Forrestville Avenue	Building	1893	C	C
Outbuilding/ Garage	11401	South Forrestville Avenue	Building	1911–38	NC	C

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Residence	11403	South Forrestville Avenue	Building	1888	C	C
Residence	11405	South Forrestville Avenue	Building	1888	C	C
Residence	11406	South Forrestville Avenue	Building	1923	NC	C
Residence	11407	South Forrestville Avenue	Building	1888	C	C
Residence	11408	South Forrestville Avenue	Building	1922	NC	C
Residence	11409	South Forrestville Avenue	Building	1888	C	C
Outbuilding/ Garage	11409	South Forrestville Avenue	Building	1911–38	NC	C
Residence	11410	South Forrestville Avenue	Building	1924	NC	C
Outbuilding/ Garage	11410	South Forrestville Avenue	Building	ca. 1924	NC	C
Outbuilding/ Garage	11411	South Forrestville Avenue	Building	1911–38	NC	C
Residence	11411	South Forrestville Avenue	Building	1888	C	C
Residence	11413	South Forrestville Avenue	Building	1888	C	C
Residence	11414	South Forrestville Avenue	Building	1934	NC	C
Outbuilding/ Garage	11415	South Forrestville Avenue	Building	1912	NC	C
Residence	11415	South Forrestville Avenue	Building	1888	C	C
Outbuilding/ Garage	11417	South Forrestville Avenue	Building	1911–38	NC	C
Residence	11417	South Forrestville Avenue	Building	1888	C	C
Outbuilding/ Garage	11418	South Forrestville Avenue	Building	ca. 1925	NC	C
Residence	11418	South Forrestville Avenue	Building	1925	NC	C
Residence	11419	South Forrestville Avenue	Building	1888	C	C
Residence	11421	South Forrestville Avenue	Building	1888	C	C
Residence	11422	South Forrestville Avenue	Building	2000	NC	NC

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Residence	11423	South Forrestville Avenue	Building	1888	C	C
Residence	11425	South Forrestville Avenue	Building	1888	C	C
Outbuilding	11427	South Forrestville Avenue	Building	1911–38	NC	C
Residence	11427	South Forrestville Avenue	Building	1888	C	C
Residence	11429	South Forrestville Avenue	Building	1890	C	C
Outbuilding	11429	South Forrestville Avenue	Building	1911–38	NC	C
Outbuilding/ Garage	11431	South Forrestville Avenue	Building	1911–38	NC	C
Residence	11431	South Forrestville Avenue	Building	1888	C	C
Residence	11433	South Forrestville Avenue	Building	1888	C	C
Residence	11435	South Forrestville Avenue	Building	1888	C	C
Residence	11436	South Forrestville Avenue	Building	1922	NC	C
Outbuilding/ Garage	11436	South Forrestville Avenue	Building	1911–38	NC	C
Residence	11437	South Forrestville Avenue	Building	1888	C	C
Residence	11439	South Forrestville Avenue	Building	1888	C	C
Outbuilding/ Garage	11439	South Forrestville Avenue	Building	After 1959	NC	NC
Residence	11440	South Forrestville Avenue	Building	1922	NC	C
Outbuilding/ Garage	11440	South Forrestville Avenue	Building	1925	NC	C
Residence	11441	South Forrestville Avenue	Building	1888	C	C
Outbuilding/ Garage	11441	South Forrestville Avenue	Building	After 1959	NC	NC
Residence	11443	South Forrestville Avenue	Building	1888	C	C
Outbuilding/ Garage	11443	South Forrestville Avenue	Building	1911–38	NC	C
Outbuilding/ Garage	11445	South Forrestville Avenue	Building	1911–38	NC	C

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Residence	11445	South Forrestville Avenue	Building	1888	C	C
Residence	11446-11448	South Forrestville Avenue	Building	1908	NC	C
Residence	11447	South Forrestville Avenue	Building	1888	C	C
Outbuilding/ Garage	11447	South Forrestville Avenue	Building	1911–38	NC	C
Langly Citgo Gas Station Canopy	11101	South Langley Avenue	Structure	1967	NC	NC
Langle Citgo Gas Station	11101	South Langley Avenue	Building	1967	NC	NC
Residence	11112	South Langley Avenue	Building	1881	C	C
Residence	11116	South Langley Avenue	Building	ca. 1882	C	C
Outbuilding/ Garage	11116	South Langley Avenue	Building	After 1959	NC	NC
Residence	11118	South Langley Avenue	Building	1881	C	C
Outbuilding/ Garage	11118	South Langley Avenue	Building	After 1959	NC	NC
Residence	11120	South Langley Avenue	Building	ca. 1882	C	C
Residence	11122	South Langley Avenue	Building	ca. 1882	C	C
Outbuilding/ Garage	11122	South Langley Avenue	Building	1911–38	NC	C
Residence	11124	South Langley Avenue	Building	ca. 1882	C	C
Residence	11126	South Langley Avenue	Building	ca. 1882	C	C
Outbuilding/ Garage	11126	South Langley Avenue	Building	1911–38	NC	C
Residence	11127-11129	South Langley Avenue	Building	1881	C	C
Residence	11128-30	South Langley Avenue	Building	ca. 1881	C	C
Residence	11132 and 11136	South Langley Avenue	Building	ca. 1881	C	C
Pullman Artspace Lofts	11135	South Langley Avenue	Building	2018	NC	NC
Outbuilding/ Garage	11136	South Langley Avenue	Building	1911–38	NC	C
Residence	11138-40	South Langley Avenue	Building	ca. 1881	C	C
Outbuilding/ Garage	11140	South Langley Avenue	Building	After 1959	NC	NC

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Outbuilding/ Garage	11142	South Langley Avenue	Building	1911–38	NC	C
Residence	11142	South Langley Avenue	Building	ca. 1881	C	C
Outbuilding/ Garage	11144	South Langley Avenue	Building	1911–38	NC	C
Residence	11144	South Langley Avenue	Building	ca. 1881	C	C
Outbuilding/ Garage	11146	South Langley Avenue	Building	1911–38	NC	C
Residence	11146	South Langley Avenue	Building	ca. 1881	C	C
Residence	11148	South Langley Avenue	Building	ca. 1881	C	C
Outbuilding/ Garage	11150	South Langley Avenue	Building	1911–38	NC	C
Residence	11150	South Langley Avenue	Building	ca. 1881	C	C
Outbuilding/ Garage	11152	South Langley Avenue	Building	1911–38	NC	C
Residence	11152	South Langley Avenue	Building	ca. 1881	C	C
Residence	11156	South Langley Avenue	Building	ca. 1882	C	C
South Langley Avenue Apartment Building	11201-11219	South Langley Avenue	Building	1969	NC	NC
Outbuilding/ Garage	11202	South Langley Avenue	Building	1938–59	NC	C
Residence	11202	South Langley Avenue	Building	1886	C	C
Residence	11206	South Langley Avenue	Building	1886	C	C
Residence	11210	South Langley Avenue	Building	1886	C	C
Outbuilding/ Garage	11210	South Langley Avenue	Building	After 1959	NC	NC
Residence	11214-11216	South Langley Avenue	Building	1886	C	C
Outbuilding/ Garage	11216	South Langley Avenue	Building	After 1959	NC	NC
Residence	11218	South Langley Avenue	Building	1886	C	C
Residence	11220	South Langley Avenue	Building	1886	C	C
Outbuilding/ Garage	11220	South Langley Avenue	Building	After 1959	NC	NC
Residence	11222	South Langley Avenue	Building	1889	C	C
Outbuilding/ Garage	11222	South Langley Avenue	Building	After 1959	NC	NC
Residence	11224	South Langley Avenue	Building	1886	C	C

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Residence	11226	South Langley Avenue	Building	1886	C	C
Outbuilding/ Garage	11226-11228	South Langley Avenue	Building	After 1959	NC	NC
Residence	11228	South Langley Avenue	Building	1886	C	C
Residence	11230	South Langley Avenue	Building	1886	C	C
Residence	11232	South Langley Avenue	Building	1886	C	C
Residence	11234	South Langley Avenue	Building	1886	C	C
Outbuilding/ Garage	11234	South Langley Avenue	Building	1911–38	NC	C
Residence	11236	South Langley Avenue	Building	1886	C	C
Outbuilding/ Garage	11236	South Langley Avenue	Building	1911–38	NC	C
Outbuilding/ Garage	11238	South Langley Avenue	Building	1911–38	NC	C
Residence	11238	South Langley Avenue	Building	1886	C	C
Residence	11240	South Langley Avenue	Building	1886	C	C
Outbuilding/ Garage	11240	South Langley Avenue	Building	1911–38	NC	C
Residence	11242	South Langley Avenue	Building	1886	C	C
Residence	11244	South Langley Avenue	Building	1886	C	C
Residence	11246	South Langley Avenue	Building	1886	C	C
Outbuilding/ Garage	11246	South Langley Avenue	Building	1911–38	NC	C
Outbuilding/ Garage	11248	South Langley Avenue	Building	1911–38	NC	C
Residence	11248	South Langley Avenue	Building	1886	C	C
Residence	11250	South Langley Avenue	Building	1886	C	C
Outbuilding/ Garage	11250	South Langley Avenue	Building	1911–38	NC	C
Residence	11252-11254	South Langley Avenue	Building	1886	C	C
Outbuilding/ Garage	11256	South Langley Avenue	Building	1911–38	NC	C
Residence	11256-11258	South Langley Avenue	Building	1886	C	C
Residence	11260	South Langley Avenue	Building	1886	C	C
Residence	11264	South Langley Avenue	Building	1886	C	C
Residence	11300	South Langley Avenue	Building	ca. 1881	C	C
Residence	11301	South Langley Avenue	Building	1883	C	C

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Residence	11302	South Langley Avenue	Building	ca. 1881	C	C
Residence	11303	South Langley Avenue	Building	1883	C	C
Residence	11304	South Langley Avenue	Building	ca. 1882	C	C
Residence	11306	South Langley Avenue	Building	ca. 1882	C	C
Residence	11307	South Langley Avenue	Building	1883	C	C
Residence	11308	South Langley Avenue	Building	ca. 1881	C	C
Residence	11309	South Langley Avenue	Building	1883	C	C
Residence	11310	South Langley Avenue	Building	ca. 1881	C	C
Residence	11311	South Langley Avenue	Building	1883	C	C
Residence	11312	South Langley Avenue	Building	ca. 1881	C	C
Outbuilding/ Garage	11312	South Langley Avenue	Building	1911–38	NC	C
Residence	11313	South Langley Avenue	Building	1883	C	C
Residence	11314	South Langley Avenue	Building	ca. 1881	C	C
Residence	11315	South Langley Avenue	Building	1883	C	C
Outbuilding/ Garage	11316	South Langley Avenue	Building	1938–59	NC	C
Residence	11316	South Langley Avenue	Building	ca. 1881	C	C
Residence	11317	South Langley Avenue	Building	1883	C	C
Outbuilding/ Garage	11318	South Langley Avenue	Building	1938–59	NC	C
Residence	11318	South Langley Avenue	Building	ca. 1882	C	C
Residence	11319	South Langley Avenue	Building	1883	C	C
Residence	11320	South Langley Avenue	Building	ca. 1882	C	C
Outbuilding/ Garage	11320	South Langley Avenue	Building	1938–59	NC	C
Outbuilding/ Carport	11321	South Langley Avenue	Building	1961	NC	NC
Residence	11321	South Langley Avenue	Building	1883	C	C
Residence	11322	South Langley Avenue	Building	ca. 1882	C	C
Outbuilding/ Garage	11322	South Langley Avenue	Building	1938–59	NC	C
Outbuilding/ Garage	11324	South Langley Avenue	Building	1911–38	NC	C
Residence	11324	South Langley Avenue	Building	ca. 1881	C	C
Residence	11325	South Langley Avenue	Building	1883	C	C
Outbuilding/ Garage	11326	South Langley Avenue	Building	1938–59	NC	C

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Residence	11326	South Langley Avenue	Building	ca. 1881	C	C
Residence	11327	South Langley Avenue	Building	1883	C	C
Outbuilding/ Garage	11327	South Langley Avenue	Building	ca. 2010	NC	NC
Residence	11329	South Langley Avenue	Building	1883	C	C
Outbuilding/ Garage	11330	South Langley Avenue	Building	1938–59	NC	C
Residence	11330	South Langley Avenue	Building	ca. 1881	C	C
Residence	11331	South Langley Avenue	Building	1883	C	C
Outbuilding/ Garage	11332	South Langley Avenue	Building	1938–59	NC	C
Residence	11332	South Langley Avenue	Building	ca. 1881	C	C
Residence	11333	South Langley Avenue	Building	1883	C	C
Residence	11334	South Langley Avenue	Building	ca. 1882	C	C
Outbuilding/ Garage	11334	South Langley Avenue	Building	1911–38	NC	C
Residence	11335	South Langley Avenue	Building	1884	C	C
Outbuilding/ Garage	11336	South Langley Avenue	Building	1911–38	NC	C
Residence	11336	South Langley Avenue	Building	ca. 1882	C	C
Residence	11337	South Langley Avenue	Building	1883	C	C
Residence	11338	South Langley Avenue	Building	ca. 1882	C	C
Residence	11339	South Langley Avenue	Building	1883	C	C
Residence	11340	South Langley Avenue	Building	ca. 1881	C	C
Outbuilding/ Garage	11340	South Langley Avenue	Building	1911–38	NC	C
Residence	11341	South Langley Avenue	Building	1883	C	C
Residence	11342	South Langley Avenue	Building	ca. 1881	C	C
Outbuilding/ Garage	11342	South Langley Avenue	Building	1954	NC	C
Residence	11343	South Langley Avenue	Building	1883	C	C
Residence	11344	South Langley Avenue	Building	ca. 1881	C	C
Outbuilding/ Garage	11344	South Langley Avenue	Building	1911–38	NC	C
Residence	11345	South Langley Avenue	Building	1883	C	C
Residence	11346	South Langley Avenue	Building	ca. 1881	C	C
Residence	11348	South Langley Avenue	Building	ca. 1882	C	C
Residence	11349	South Langley Avenue	Building	1883	C	C

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Residence	11350	South Langley Avenue	Building	ca. 1882	C	C
Outbuilding/ Garage	11350	South Langley Avenue	Building	1911–38	NC	C
Residence	11351	South Langley Avenue	Building	1883	C	C
Residence	11352	South Langley Avenue	Building	ca. 1882	C	C
Outbuilding/ Garage	11352	South Langley Avenue	Building	After 1959	NC	NC
Residence	11353	South Langley Avenue	Building	1884	C	C
Outbuilding/ Garage	11354	South Langley Avenue	Building	1911–38	NC	C
Residence	11354	South Langley Avenue	Building	ca. 1881	C	C
Outbuilding/ Garage	11355	South Langley Avenue	Building	1911–38	NC	C
Residence	11355	South Langley Avenue	Building	1883	C	C
Residence	11356	South Langley Avenue	Building	1918	C	C
Residence	11357	South Langley Avenue	Building	1883, 1938–52	C	C
Outbuilding/ Garage	11357	South Langley Avenue	Building	1911–38	NC	C
Residence	11109	South Saint Lawrence Avenue	Building	ca. 1882	C	C
Residence	11111	South Saint Lawrence Avenue	Building	ca. 1882	C	C
Residence	11113	South Saint Lawrence Avenue	Building	ca. 1882	C	C
Outbuilding/ Garage	11113	South Saint Lawrence Avenue	Building	1952	NC	C
Outbuilding/ Garage	11115	South Saint Lawrence Avenue	Building	After 1959	NC	NC
Residence	11115	South Saint Lawrence Avenue	Building	ca. 1882	C	C
Outbuilding/ Garage	11117	South Saint Lawrence Avenue	Building	1911–38	NC	C
Residence	11117	South Saint Lawrence Avenue	Building	ca. 1882	C	C
Residence	11119	South Saint Lawrence Avenue	Building	ca. 1882	C	C
Outbuilding/ Garage	11119	South Saint Lawrence Avenue	Building	1911–38	NC	C
Residence	11123-25	South Saint Lawrence Avenue	Building	ca. 1881	C	C

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Residence	11127	South Saint Lawrence Avenue	Building	ca. 1882	C	C
Outbuilding/ Garage	11127	South Saint Lawrence Avenue	Building	After 1959	NC	NC
Outbuilding/ Garage	11129	South Saint Lawrence Avenue	Building	1958	NC	C
Residence	11129	South Saint Lawrence Avenue	Building	ca. 1882	C	C
Residence	11131	South Saint Lawrence Avenue	Building	ca. 1882	C	C
Outbuilding/ Garage	11131	South Saint Lawrence Avenue	Building	1911–38	NC	C
Residence	11133	South Saint Lawrence Avenue	Building	ca. 1882	C	C
Outbuilding/ Garage	11133	South Saint Lawrence Avenue	Building	1911–38	NC	C
Residence	11135	South Saint Lawrence Avenue	Building	ca. 1882	C	C
Outbuilding/ Garage	11135	South Saint Lawrence Avenue	Building	1911–38	NC	C
Residence	11137	South Saint Lawrence Avenue	Building	ca. 1882	C	C
Outbuilding/ Garage	11137	South Saint Lawrence Avenue	Building	After 1959	NC	NC
Outbuilding/ Garage	11141	South Saint Lawrence Avenue	Building	1911–38	NC	C
Residence	11141-43	South Saint Lawrence Avenue	Building	ca. 1881	C	C
Residence	11145	South Saint Lawrence Avenue	Building	ca. 1882	C	C
Outbuilding/ Garage	11145	South Saint Lawrence Avenue	Building	1911–38	NC	C
Residence	11147	South Saint Lawrence Avenue	Building	ca. 1882	C	C
Outbuilding/ Garage	11149	South Saint Lawrence Avenue	Building	1938–59	NC	C
Residence	11149	South Saint Lawrence Avenue	Building	ca. 1882	C	C
Residence	11151	South Saint Lawrence Avenue	Building	ca. 1882	C	C
Greenstone Church	11203-11211	South Saint Lawrence Avenue	Building	1882	C	C
Commercial Mixed Use	11208	South Saint Lawrence Avenue	Building	1917	NC	C

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Outbuilding/ Garage	11212	South Saint Lawrence Avenue	Building	1911–38	NC	C
Residence	11212	South Saint Lawrence Avenue	Building	1888	C	C
Residence	11214	South Saint Lawrence Avenue	Building	1888	C	C
Outbuilding/ Garage	11216	South Saint Lawrence Avenue	Building	1927	NC	C
Residence	11216	South Saint Lawrence Avenue	Building	1888	C	C
Infirmary/ Pullman Hospital (Residence)	11217	South Saint Lawrence Avenue	Building	1880–82	C	C
Residence	11218	South Saint Lawrence Avenue	Building	1892	C	C
Outbuilding/ Garage	11218	South Saint Lawrence Avenue	Building	1911–38	NC	C
Residence	11219	South Saint Lawrence Avenue	Building	ca. 1882	C	C
Residence	11220	South Saint Lawrence Avenue	Building	1888	C	C
Outbuilding/ Garage	11220	South Saint Lawrence Avenue	Building	1911–38	NC	C
Residence	11221	South Saint Lawrence Avenue	Building	ca. 1882	C	C
Outbuilding/ Garage	11222	South Saint Lawrence Avenue	Building	1911–38	NC	C
Residence	11222	South Saint Lawrence Avenue	Building	1892	C	C
Residence	11223	South Saint Lawrence Avenue	Building	ca. 1882	C	C
Residence	11224	South Saint Lawrence Avenue	Building	1888	C	C
Outbuilding/ Garage	11224	South Saint Lawrence Avenue	Building	1911–38	NC	C
Residence	11225	South Saint Lawrence Avenue	Building	ca. 1882	C	C
Residence	11226	South Saint Lawrence Avenue	Building	1881	C	C
Residence	11227	South Saint Lawrence Avenue	Building	ca. 1882	C	C
Residence	11228	South Saint Lawrence Avenue	Building	1883	C	C
Residence	11229	South Saint Lawrence Avenue	Building	ca. 1882	C	C

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Outbuilding/ Garage	11229	South Saint Lawrence Avenue	Building	After 1959	NC	NC
Residence	11230	South Saint Lawrence Avenue	Building	1881	C	C
Residence	11231	South Saint Lawrence Avenue	Building	ca. 1882	C	C
Outbuilding/ Garage	11231	South Saint Lawrence Avenue	Building	1911–38	NC	C
Residence	11232	South Saint Lawrence Avenue	Building	1881	C	C
Outbuilding/ Garage	11233	South Saint Lawrence Avenue	Building	1911–38	NC	C
Residence	11233	South Saint Lawrence Avenue	Building	1885	C	C
Outbuilding/ Garage	11234	South Saint Lawrence Avenue	Building	1938–59	NC	C
Residence	11234	South Saint Lawrence Avenue	Building	1881	C	C
Outbuilding/ Garage	11235	South Saint Lawrence Avenue	Building	After 1959	NC	NC
Residence	11235	South Saint Lawrence Avenue	Building	ca. 1882	C	C
Outbuilding/ Garage	11236	South Saint Lawrence Avenue	Building	1938-1959	NC	C
Residence	11236	South Saint Lawrence Avenue	Building	1881	C	C
Outbuilding/ Garage	11237	South Saint Lawrence Avenue	Building	After 1959	NC	NC
Residence	11237	South Saint Lawrence Avenue	Building	ca. 1882	C	C
Residence	11238	South Saint Lawrence Avenue	Building	1881	C	C
Residence	11239	South Saint Lawrence Avenue	Building	1881	C	C
Outbuilding/ Garage	11239	South Saint Lawrence Avenue	Building	1911–38	NC	C
Residence	11240	South Saint Lawrence Avenue	Building	1881	C	C
Outbuilding/ Garage	11241	South Saint Lawrence Avenue	Building	1911–38	NC	C
Residence	11241	South Saint Lawrence Avenue	Building	ca. 1882	C	C
Residence	11242	South Saint Lawrence Avenue	Building	1881	C	C

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Outbuilding/ Garage	11242	South Saint Lawrence Avenue	Building	1938–59	NC	C
Residence	11243	South Saint Lawrence Avenue	Building	ca. 1882	C	C
Outbuilding/ Garage	11243	South Saint Lawrence Avenue	Building	1911–38	NC	C
Residence	11244	South Saint Lawrence Avenue	Building	1881	C	C
Outbuilding/ Garage	11245	South Saint Lawrence Avenue	Building	1911–38	NC	C
Residence	11245	South Saint Lawrence Avenue	Building	ca. 1882	C	C
Residence	11246	South Saint Lawrence Avenue	Building	1881	C	C
Residence	11247	South Saint Lawrence Avenue	Building	ca. 1882	C	C
Residence	11248	South Saint Lawrence Avenue	Building	1881	C	C
Residence	11249	South Saint Lawrence Avenue	Building	ca. 1882	C	C
Residence	11250	South Saint Lawrence Avenue	Building	1881	C	C
Residence	11251	South Saint Lawrence Avenue	Building	ca. 1882	C	C
Residence	11252	South Saint Lawrence Avenue	Building	1881	C	C
Outbuilding/ Garage	11252	South Saint Lawrence Avenue	Building	1942	NC	C
Residence	11253	South Saint Lawrence Avenue	Building	ca. 1882	C	C
Residence	11254	South Saint Lawrence Avenue	Building	ca. 1882	C	C
Outbuilding/ Garage	11254	South Saint Lawrence Avenue	Building	1938–59	NC	C
Residence	11255	South Saint Lawrence Avenue	Building	ca. 1882	C	C
Residence	11256	South Saint Lawrence Avenue	Building	1881	C	C
Residence	11257	South Saint Lawrence Avenue	Building	ca. 1882	C	C
Residence	11258	South Saint Lawrence Avenue	Building	1882	C	C
Residence	11259	South Saint Lawrence Avenue	Building	ca. 1882	C	C

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Residence	11260	South Saint Lawrence Avenue	Building	1888	C	C
Outbuilding/ Garage	11260	South Saint Lawrence Avenue	Building	1911–38	NC	C
Residence	11261	South Saint Lawrence Avenue	Building	1883	C	C
Residence	11301	South Saint Lawrence Avenue	Building	1886	C	C
Residence	11301	South Saint Lawrence Avenue	Building	1886	C	C
Residence	11305	South Saint Lawrence Avenue	Building	1881	C	C
Outbuilding/ Garage	11307	South Saint Lawrence Avenue	Building	1938–59	NC	C
Residence	11307	South Saint Lawrence Avenue	Building	1881	C	C
Residence	11309	South Saint Lawrence Avenue	Building	1881	C	C
Outbuilding/ Garage	11309	South Saint Lawrence Avenue	Building	1938–59	NC	C
Outbuilding/ Garage	11311	South Saint Lawrence Avenue	Building	1911–38	NC	C
Residence	11311	South Saint Lawrence Avenue	Building	1886	C	C
Residence	11313	South Saint Lawrence Avenue	Building	1886	C	C
Outbuilding/ Garage	11313	South Saint Lawrence Avenue	Building	1911–38	NC	C
Residence	11317	South Saint Lawrence Avenue	Building	1886	C	C
Outbuilding/ Garage	11317	South Saint Lawrence Avenue	Building	1911–38	NC	C
Outbuilding/ Garage	11319	South Saint Lawrence Avenue	Building	After 1959	NC	NC
Residence	11319	South Saint Lawrence Avenue	Building	1886	C	C
Outbuilding/ Garage	11321	South Saint Lawrence Avenue	Building	1911–38	NC	C
Residence	11321	South Saint Lawrence Avenue	Building	1886	C	C
Residence	11323	South Saint Lawrence Avenue	Building	1881	C	C
Outbuilding/ Garage	11323	South Saint Lawrence Avenue	Building	1914	NC	C

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Outbuilding/ Garage	11325	South Saint Lawrence Avenue	Building	1911–38	NC	C
Residence	11325	South Saint Lawrence Avenue	Building	1886	C	C
Outbuilding/ Garage	11327	South Saint Lawrence Avenue	Building	1925	NC	C
Residence	11327	South Saint Lawrence Avenue	Building	1886	C	C
Residence	11328	South Saint Lawrence Avenue	Building	1888	C	C
Outbuilding/ Garage	11328	South Saint Lawrence Avenue	Building	1911–38	NC	C
Residence	11329	South Saint Lawrence Avenue	Building	1886	C	C
Outbuilding/ Garage	11329	South Saint Lawrence Avenue	Building	1938–59	NC	C
Residence	11331	South Saint Lawrence Avenue	Building	1886	C	C
Residence	11332	South Saint Lawrence Avenue	Building	1888	C	C
Outbuilding/ Garage	11332	South Saint Lawrence Avenue	Building	1928	NC	C
Outbuilding/ Garage	11333	South Saint Lawrence Avenue	Building	1938–59	NC	C
Residence	11333	South Saint Lawrence Avenue	Building	1886	C	C
Residence	11334	South Saint Lawrence Avenue	Building	1888	C	C
Residence	11335	South Saint Lawrence Avenue	Building	1881	C	C
Residence	11336	South Saint Lawrence Avenue	Building	1888	C	C
Outbuilding/ Garage	11336	South Saint Lawrence Avenue	Building	After 1959	NC	NC
Residence	11337	South Saint Lawrence Avenue	Building	1881	C	C
Residence	11338	South Saint Lawrence Avenue	Building	1888	C	C
Outbuilding/ Garage	11338	South Saint Lawrence Avenue	Building	After 1959	NC	NC
Residence	11339	South Saint Lawrence Avenue	Building	1886	C	C
Outbuilding/ Garage	11339	South Saint Lawrence Avenue	Building	1933	NC	C

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Residence	11340	South Saint Lawrence Avenue	Building	1888	C	C
Residence	11341	South Saint Lawrence Avenue	Building	1886	C	C
Outbuilding/ Garage	11341	South Saint Lawrence Avenue	Building	After 1959	NC	NC
Residence	11342	South Saint Lawrence Avenue	Building	1888	C	C
Residence	11343	South Saint Lawrence Avenue	Building	1886	C	C
Outbuilding/ Garage	11343	South Saint Lawrence Avenue	Building	After 1959	NC	NC
Outbuilding/ Garage	11344	South Saint Lawrence Avenue	Building	1911–38	NC	C
Residence	11344	South Saint Lawrence Avenue	Building	1888	C	C
Residence	11345	South Saint Lawrence Avenue	Building	1886	C	C
Outbuilding/ Garage	11345	South Saint Lawrence Avenue	Building	1930	NC	C
Residence	11346	South Saint Lawrence Avenue	Building	1888	C	C
Outbuilding/ Garage	11346	South Saint Lawrence Avenue	Building	After 1959	NC	NC
Residence	11347	South Saint Lawrence Avenue	Building	1886	C	C
Residence	11348	South Saint Lawrence Avenue	Building	1888	C	C
Outbuilding/ Garage	11348	South Saint Lawrence Avenue	Building	After 1959	NC	NC
Residence	11349	South Saint Lawrence Avenue	Building	1886	C	C
Residence	11350	South Saint Lawrence Avenue	Building	1888	C	C
Outbuilding/ Garage	11350	South Saint Lawrence Avenue	Building	1911–38	NC	C
Residence	11351	South Saint Lawrence Avenue	Building	1886	C	C
Outbuilding/ Garage	11351	South Saint Lawrence Avenue	Building	1931	NC	C
Residence	11352	South Saint Lawrence Avenue	Building	1888	C	C
Residence	11353	South Saint Lawrence Avenue	Building	1886	C	C

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Outbuilding/ Garage	11353	South Saint Lawrence Avenue	Building	After 1959	NC	NC
Residence	11354	South Saint Lawrence Avenue	Building	1888	C	C
Outbuilding/ Garage	11354	South Saint Lawrence Avenue	Building	1911–38	NC	C
Residence	11355	South Saint Lawrence Avenue	Building	1886	C	C
Outbuilding/ Garage	11356	South Saint Lawrence Avenue	Building	After 1959	NC	NC
Residence	11356	South Saint Lawrence Avenue	Building	1888	C	C
Residence	11358	South Saint Lawrence Avenue	Building	1888	C	C
Outbuilding/ Garage	11358	South Saint Lawrence Avenue	Building	1911–38	NC	C
Outbuilding/ Garage	11359	South Saint Lawrence Avenue	Building	After 1959	NC	NC
Residence	11359	South Saint Lawrence Avenue	Building	1883	C	C
Residence	11360	South Saint Lawrence Avenue	Building	1888	C	C
Outbuilding/ Garage	11360	South Saint Lawrence Avenue	Building	After 1959	NC	NC
Residence	11400	South Saint Lawrence Avenue	Building	1886	C	C
Residence	11401	South Saint Lawrence Avenue	Building	1888	C	C
Residence	11402	South Saint Lawrence Avenue	Building	1888	C	C
Outbuilding/ Garage	11402	South Saint Lawrence Avenue	Building	After 1959	NC	NC
Outbuilding/ Garage	11403	South Saint Lawrence Avenue	Building	1911–38	NC	C
Residence	11403	South Saint Lawrence Avenue	Building	1888	C	C
Residence	11404	South Saint Lawrence Avenue	Building	1894	C	C
Outbuilding/ Garage	11404	South Saint Lawrence Avenue	Building	1911–38	NC	C
Outbuilding/ Garage	11405	South Saint Lawrence Avenue	Building	1938–59	NC	C
Residence	11405	South Saint Lawrence Avenue	Building	1889	C	C

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Residence	11406	South Saint Lawrence Avenue	Building	1888	C	C
Outbuilding/ Garage	11406	South Saint Lawrence Avenue	Building	1911–38	NC	C
Residence	11407	South Saint Lawrence Avenue	Building	1888	C	C
Outbuilding/ Garage	11407	South Saint Lawrence Avenue	Building	1938–59	NC	C
Residence	11408	South Saint Lawrence Avenue	Building	1888	C	C
Outbuilding/ Garage	11408	South Saint Lawrence Avenue	Building	1911–38	NC	C
Residence	11409	South Saint Lawrence Avenue	Building	1887	C	C
Residence	11410	South Saint Lawrence Avenue	Building	1888	C	C
Outbuilding/ Garage	11411	South Saint Lawrence Avenue	Building	1911–38	NC	C
Residence	11412	South Saint Lawrence Avenue	Building	1888	C	C
Outbuilding/ Garage	11412	South Saint Lawrence Avenue	Building	After 1959	NC	NC
Outbuilding/ Garage	11413	South Saint Lawrence Avenue	Building	1911–38	NC	C
Residence	11413	South Saint Lawrence Avenue	Building	ca. 1882	C	C
Outbuilding/ Garage	11414	South Saint Lawrence Avenue	Building	1938–59	NC	C
Residence	11414	South Saint Lawrence Avenue	Building	1888	C	C
Residence	11416	South Saint Lawrence Avenue	Building	1888	C	C
Outbuilding/ Garage	11417	South Saint Lawrence Avenue	Building	After 1959	NC	NC
Residence	11417	South Saint Lawrence Avenue	Building	1888	C	C
Outbuilding/ Garage	11418	South Saint Lawrence Avenue	Building	1911–38	NC	C
Residence	11418	South Saint Lawrence Avenue	Building	1888	C	C
Residence	11419	South Saint Lawrence Avenue	Building	1889	C	C
Outbuilding/ Garage	11419-11421	South Saint Lawrence Avenue	Building	1957	NC	C

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Residence	11420	South Saint Lawrence Avenue	Building	1888	C	C
Outbuilding/ Garage	11420	South Saint Lawrence Avenue	Building	1911–38	NC	C
Residence	11421	South Saint Lawrence Avenue	Building	1888	C	C
Residence	11422	South Saint Lawrence Avenue	Building	1888	C	C
Outbuilding/ Garage	11423	South Saint Lawrence Avenue	Building	1911–38	NC	C
Commercial	11423	South Saint Lawrence Avenue	Building	1891	C	C
Residence	11424	South Saint Lawrence Avenue	Building	1888	C	C
Outbuilding/ Garage	11425	South Saint Lawrence Avenue	Building	1911–38	NC	C
Residence	11425	South Saint Lawrence Avenue	Building	1888	C	C
Residence	11426	South Saint Lawrence Avenue	Building	1888	C	C
Residence	11427	South Saint Lawrence Avenue	Building	1888	C	C
Residence	11428	South Saint Lawrence Avenue	Building	1888	C	C
Residence	11429	South Saint Lawrence Avenue	Building	1888	C	C
Residence	11430	South Saint Lawrence Avenue	Building	1890	C	C
Outbuilding/ Garage	11430	South Saint Lawrence Avenue	Building	1911–38	NC	C
Residence	11431	South Saint Lawrence Avenue	Building	1888	C	C
Residence	11432	South Saint Lawrence Avenue	Building	1888	C	C
Outbuilding/ Garage	11432	South Saint Lawrence Avenue	Building	After 1959	NC	NC
Residence	11433	South Saint Lawrence Avenue	Building	1888	C	C
Outbuilding/ Garage	11433	South Saint Lawrence Avenue	Building	1911–38	NC	C
Outbuilding/ Garage	11434	South Saint Lawrence Avenue	Building	After 1959	NC	NC
Residence	11434	South Saint Lawrence Avenue	Building	1888	C	C

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Residence	11435	South Saint Lawrence Avenue	Building	1888	C	C
Outbuilding/ Garage	11435	South Saint Lawrence Avenue	Building	After 1959	NC	NC
Residence	11436	South Saint Lawrence Avenue	Building	1890	C	C
Outbuilding/ Garage	11436	South Saint Lawrence Avenue	Building	1911–38	NC	C
Residence	11437	South Saint Lawrence Avenue	Building	1889	C	C
Outbuilding/ Garage	11438	South Saint Lawrence Avenue	Building	1911–38	NC	C
Residence	11438	South Saint Lawrence Avenue	Building	1888	C	C
Residence	11439	South Saint Lawrence Avenue	Building	1889	C	C
Residence	11440	South Saint Lawrence Avenue	Building	1888	C	C
Outbuilding/ Garage	11440	South Saint Lawrence Avenue	Building	1911–38	NC	C
Residence	11441	South Saint Lawrence Avenue	Building	1889	C	C
Outbuilding/ Garage	11441	South Saint Lawrence Avenue	Building	1911–38	NC	C
Residence	11442	South Saint Lawrence Avenue	Building	1888	C	C
Residence	11443	South Saint Lawrence Avenue	Building	1888	C	C
Outbuilding/ Garage	11444	South Saint Lawrence Avenue	Building	1911–38	NC	C
Residence	11444	South Saint Lawrence Avenue	Building	1888	C	C
Outbuilding/ Garage	11446	South Saint Lawrence Avenue	Building	1911–38	NC	C
Residence	11446	South Saint Lawrence Avenue	Building	1889	C	C
Residence	11447	South Saint Lawrence Avenue	Building	1888	C	C
Residence	11448	South Saint Lawrence Avenue	Building	1888	C	C
Residence	11451	South Saint Lawrence Avenue	Building	1888	C	C
Residence	11453	South Saint Lawrence Avenue	Building	1888	C	C

HISTORIC NAME (CURRENT NAME)	ADDRESS	STREET	NHL/NR RESOURCE TYPE	BUILD DATE	EVALUATION STATUS (NHL)	EVALUATION STATUS (NR)
Outbuilding/ Garage	11453	South Saint Lawrence Avenue	Building	1911–38	NC	C
Outbuilding/ Garage	11455	South Saint Lawrence Avenue	Building	1911–38	NC	C
Residence	11455	South Saint Lawrence Avenue	Building	1888	C	C

National Park Service
U.S. Department of the Interior



Pullman National Historical Park
610 East 111th Street
Chicago, Illinois 60628