



PEORIA WAREHOUSE HISTORIC DISTRICT
PEORIA, ILLINOIS

ARCHITECTURAL AND HISTORICAL SURVEY REPORT

REPORT PREPARED FOR
THE CITY OF PEORIA, ILLINOIS



THOMASON AND ASSOCIATES
PRESERVATION PLANNERS
NASHVILLE, TENNESSEE

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I. INTRODUCTION

Project Overview

Peoria has a long and distinguished history as an industrial and commercial center of the Midwest. In the 19th century the city was home to numerous industries such as distilleries, lumber mills, iron works and the production of agricultural implements. Many of these industries and associated warehouses were established adjacent to the Illinois River and this area was later served by a network of railroad lines. As the city prospered many new large warehouse and factory buildings were constructed in the early 20th century and employed thousands of workers. In 1920 the city boasted a population of over 75,000 residents and was the second largest city in Illinois. In recent decades many of the factories and associated businesses closed but the area along SW Adams and Washington Streets retains a significant historical and architectural legacy reflective of the city's warehouse and industrial heritage.

Peoria is one of many cities across the country now reclaiming and repurposing historic industrial and warehouse buildings. In the past twenty years several buildings were rehabilitated into apartments, restaurants and retail stores. To facilitate additional development in the area the Illinois Department of Commerce and Economic Opportunity approved the City of Peoria's proposed River Edge Redevelopment Zone (RERZ) in December of 2013. The RERZ is intended to stimulate private investment in the city's older warehouse district and identify innovative ways to adapt environmentally-challenged properties to allow for safe and economically productive use.

One of the important economic development tools of the RERZ is the identification and designation of a National Register historic district for eligible properties in the warehouse area. Although many properties in the warehouse area have long been considered eligible for the National Register, only two properties are currently listed; the Peoria Cordage Company at 1506 SW Washington St. (listed 3/19/1982) and the International Harvester Building at 1301-1309 SW Washington St. (listed 11/15/2005). Listing in the National Register provides both state and federal tax credits to property owners and investors for the substantial rehabilitation of historic buildings. In order to achieve this designation the City of Peoria contracted in December of 2013 for a reconnaissance level survey to identify properties potentially eligible for the National Register within the warehouse area. This report contains the results of this survey and recommendations for future actions.

II. AREA SURVEYED

The city's warehouse area is located within the River Edge Redevelopment Zone (RERZ) which is part of a larger Enterprise Zone established by the City of Peoria (Figure 1). The intent of the RERZ is to provide financial incentives for the rehabilitation of existing buildings and construction of new infill structures as part of the economic development of the area. Not all of this area is considered to be associated with the city's warehouse legacy and the eastern section of the RERZ contains largely commercial buildings from the 19th and early 20th centuries. The architectural and historical survey concentrated on the core warehouse area which is depicted in Figure 2.

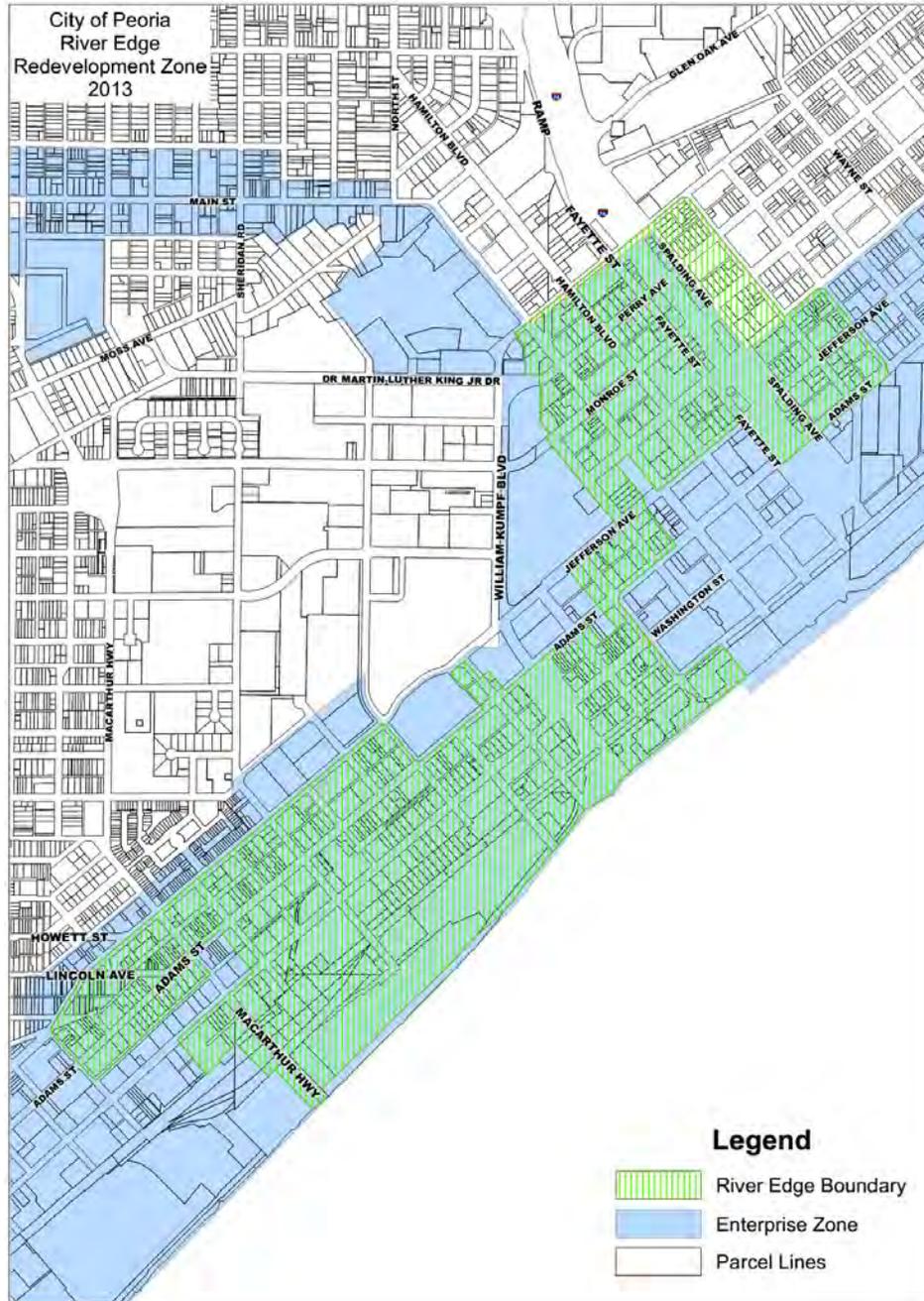


Figure 1: Map of Peoria, Illinois showing the Enterprise Zone and River Edge Development Zone.

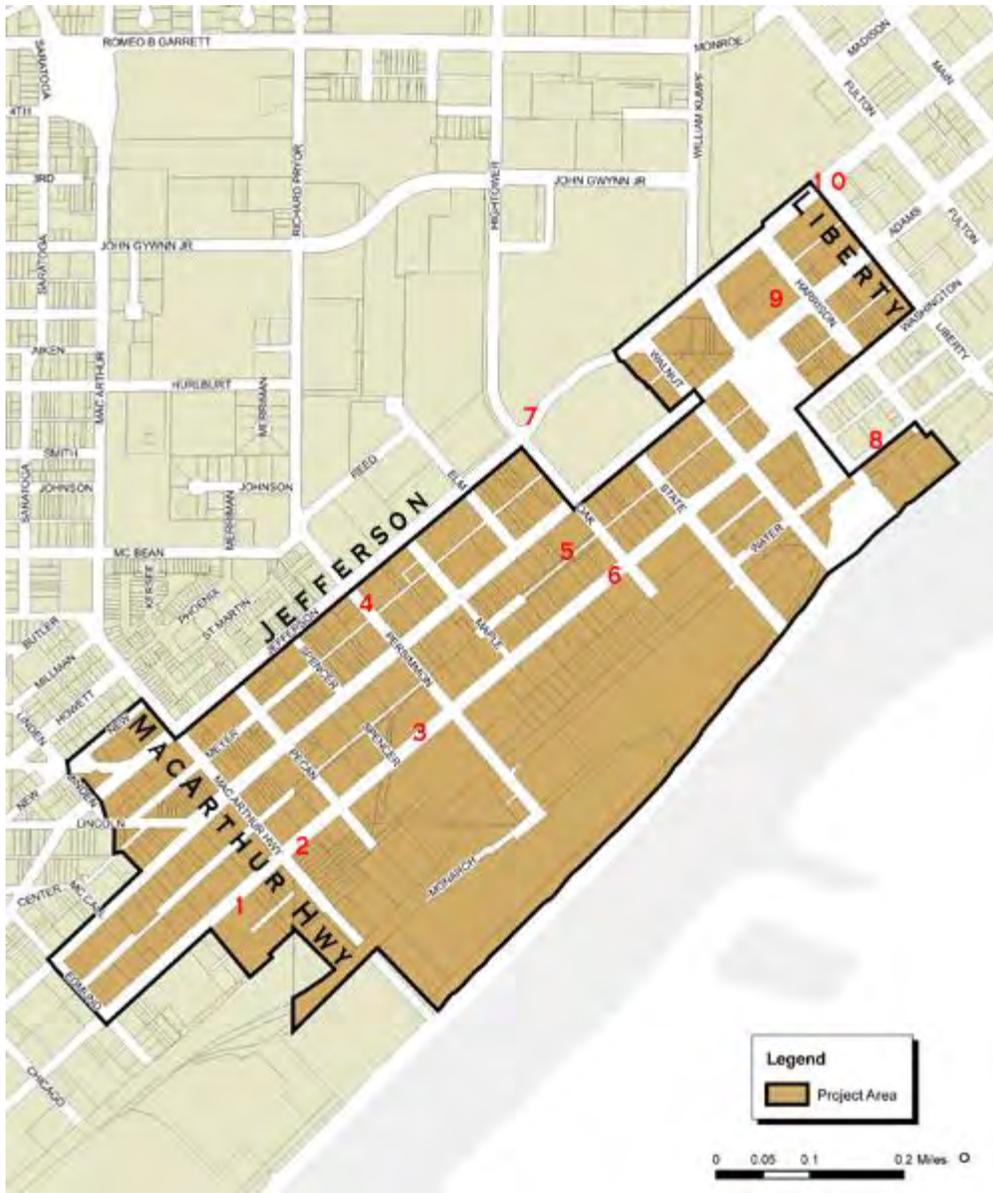


Figure 2: This map illustrates the core warehouse area and the boundary of the architectural and historical survey. The numbers correspond to photographs from a newspaper article describing the project.

III. RESEARCH DESIGN AND METHODOLOGY

Research Design

The City of Peoria issued a request for proposals (rfp) in November of 2013 to complete a reconnaissance level survey and National Register Nomination for the Peoria Warehouse Historic District. The firm chosen to complete this scope of work was Thomason and Associates, Preservation Planners of Nashville, Tennessee (Contractor). To accomplish this scope of work the Contractor proposed the following research design for the project.

Reconnaissance-Level Survey

Prior to the initiation of the survey, the HAARGIS files of the Illinois Historic Preservation Agency (SHPO) were to be reviewed to identify buildings previously surveyed in the project area. The HAARGIS files are the state's data base of historic properties surveyed in prior years. The survey was to be accomplished by walking or driving every street in the project area and assessing the architectural and historical character of each property. Each property was to be photographed and architectural descriptions prepared for those which were fifty years old or older. Properties which were more than fifty years of age would be assessed for their retention of historical integrity, architectural character and contributing/non-contributing status to the proposed district. These properties would be mapped using city tax maps. Properties which were less than fifty years of age would be photographed, noted and mapped using city tax maps.

Concurrent with the field survey would be the completion of historical research on the warehouse area buildings. This research was to include the following:

- A review of Sanborn Fire Insurance maps which were created for the city in the years 1891, 1902, 1917, 1927-1928, 1943, 1950 and 1956. These maps show the footprint of buildings on the street, their construction materials, occupants and other valuable data.
- A review of historical data on file at the Bradley University Cullom-Davis Library. This library contains an extensive collection of the Peoria Historical Society including City Directories of the 19th and early 20th centuries, maps, historic photographs and other information on the businesses and businessmen and women who were located in the Warehouse District.
- A review of the historical data at the Peoria Public Library History Room. This repository also contains files on Peoria History and secondary source materials.

At the conclusion of the field survey and research effort, the Contractor proposed to produce a final report containing the following information:

1. Objectives/Introduction
2. Area Surveyed
3. Research Design and Methodology
4. Architectural and Historical Context Statement
5. Survey Results/Findings
6. Sources
7. Maps and other exhibits, footnotes as appropriate
8. Complete list of properties which appear to meet National Register criteria either individually or as part of a historic district. These properties would be organized in Excel with addresses and parcel index numbers.

9. ESRI Arc Map Geodatabase layer file or shape file of the properties recommended to be listed together as a National Register district.

Once the Draft Survey Report was completed it was to be sent to the City of Peoria Planning Office and the Illinois Historic Preservation Agency (SHPO) for review. At the conclusion of the review the Contractor, City and SHPO would seek to reach concurrence on the eligibility of the district and recommended boundaries. Once agreement is reached the National Register Historic District is to be prepared.

National Register Nomination

The Contractor shall prepare Peoria Warehouse Historic District National Register Nomination to the requirements presented in the *National Register Bulletin 16-A, How to Complete the National Register Registration Form, National Register Bulletin 15, and How to Apply the National Register Criteria for Evaluation*. This effort shall include:

1. A nomination completed in accordance with the “Secretary of the Interior’s Standards and Guidelines for Historic Preservation” and all accompanying documentation.
2. Two copies of a district map with contributing and non-contributing resources identified.
3. Two sets of high quality photographic documentation of individual buildings and streetscapes sufficient to illustrate the nominated district.
4. Digital images illustrating the property. Two CDs with .tif files of the photographs.
5. Complete bibliography of the reference materials consulted.
6. Copies of all research notes, field notes, and primary documents consulted in the preparation of the nomination.

The nomination will be sent to the City of Peoria and SHPO for their review. Once revisions to the nomination are completed, the Contractor will send the final nomination to the SHPO for consideration at a future meeting of the Illinois Historic Sites Advisory Council.

Warehouse Rehabilitation Workshop

At the conclusion of the survey and research phase, the Contractor also proposed to conduct a workshop with warehouse area property owners on the economic benefits of National Register listing and the procedures and guidelines for completing historic tax certification projects. The Contractor was to detail how the federal and state historic tax credits can be obtained, typical rehabilitation issues, and potential for adaptive reuse.

Methodology

Prior to initiating the field survey, files of the Illinois Historic Preservation Agency’s HAARGIS system were examined to identify properties previously surveyed in the project area. These files were downloaded from the

system and used in the preparation of this report. To complete the scope of work, the Contractor's two-person survey team visited the project area in early January of 2014. The field survey consisted of examining each property within the project area and assessing its age and degree of integrity. Each property was digitally photographed and architectural descriptions were prepared for all of those which appeared to be within the district boundary and retained integrity. In addition to photographing individual buildings, streetscapes were also taken of each block in the project area.

Concurrent with the field survey, historical research was conducted at the Bradley University Cullom-Davis Library. Secondary source materials such as published books and manuscripts were reviewed as well as primary source materials such as Sanborn maps and city directories. The library contains extensive research materials and is the repository of much of the Peoria Historical Society files. In addition to the research at the Bradley University Library, materials at the Peoria Public Library's History Room were also examined. This research included a review of city maps, vertical files on individual buildings and businesses and secondary sources. Published books on Peoria history were also purchased at the office of the Peoria Historical Society.

At the conclusion of the field survey and research phase this data was enhanced through telephone communications with property owners, internet searches and review of property assessment data available through the Peoria County and City governments. The architectural survey information was then used to map the proposed Peoria Warehouse Historic District boundary and identify properties as potentially contributing or non-contributing. The findings of this report are to be utilized in the preparation of the National Register historic district with boundaries as recommended by the Illinois Historic Preservation Agency.

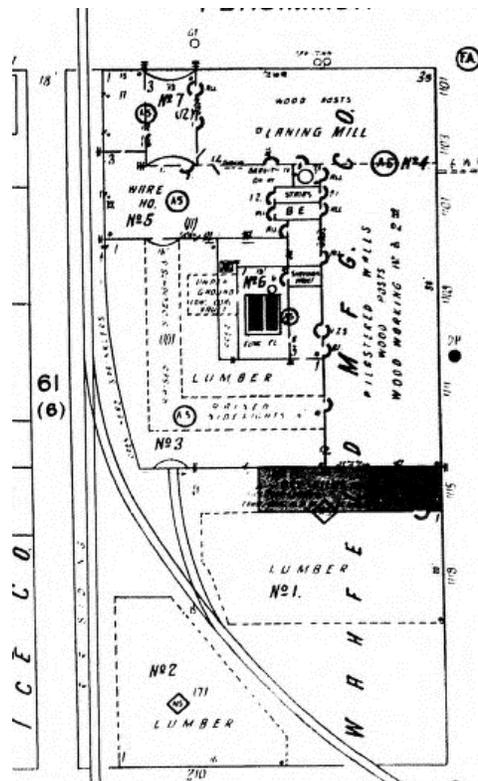


Figure 3: Sanborn Insurance Maps were used to document the buildings in the project area. This 1927 map shows the Wahlfeld Manufacturing Company property at 1101 SW Washington Street.

IV. HISTORIC AND ARCHITECTURAL CONTEXT

Historical Context

The Peoria warehouse area was a major center of industry and manufacturing from the initial settlement of the city in the early 1800s. Originally a small French community, Peoria developed as a river town on the Illinois River when it was part of the Northwest Territory. Following statehood in 1818, settlers began streaming into the area and by the 1830s Peoria consisted of 40 houses and stores.¹ In the 1830s most of the early settlers were of English-Scotch descent but by the 1840s Peoria became home to a large number of Germans. The Germans brought with them several traditions including that of beer brewing which would become a major industry over the next several decades. Other ethnic groups which settled in the city included the Irish, Swedes and African-Americans.

The geography of the area made Peoria an attractive location for commerce. The area lacks steep bluffs and there is a gradual sloping plain leading up from the Illinois River. The arrival of the first steamboat on the river in 1829 resulted in the development of a busy waterfront and commercial area.² The river also provided a ready transportation route for manufactured products and soon several industries evolved along its banks. The first *Peoria Directory* published in 1844 listed over 30 industries operating in the city such as wagon makers, blacksmiths, coopers, saddlers and implement makers.³ The majority of these were located along the waterfront or within a few blocks from the river. The region's abundant agricultural products provided the basis of the city's distillery and brewery businesses which began in the 1840s. Andrew Eitle is credited with establishing the city's first brewery and a distillery was opened in 1843 by Almiran S. Cole.⁴

The distillery business soon came to be one of the most dominant industries in the city. The ready availability of corn from the state and surrounding region made Peoria the largest corn-consuming market in the world and the greatest center for whiskey manufacture in the country.⁵ In 1881, Joseph Greenhut built the Great Western Distillery by the river at the foot of Oak Street. This distillery became known as the largest distillery in the world and by 1887 the city contained a dozen thriving distilleries along the waterfront.⁶ To serve this thriving industry six large grain elevators were built in Peoria by the 1890s to store corn, wheat, rye and other cereals used in the manufacture of whiskey, beer and other spirits. The breweries and distilleries made fortunes for many of their owners who built large mansions on Moss and High Streets and also provided the federal government with substantial tax revenue. The distilleries and breweries spun off a variety of associated businesses. Several major cooperages were built to supply beer and whiskey barrels. Large warehouses were also built to contain the finished products as they waited shipment or aged for a period of years. The industry produced immense quantities of corn mash which was used to feed cattle and large cattle and feed lots were established along the river.

The volatility of the distilling and brewing process led to major fires that destroyed a number of the city's businesses. The Corning Distillery fire of 1904 resulted in the loss of 15 lives and much of this complex which stood at the foot of Western Avenue along the river. Other fires in the early 20th century destroyed the Woolner Brothers Distillery and the Penn-Maryland Distillery. The decline of the city's distilleries was hastened in 1917 by the passage of the Lever Act which prohibited the use of grains and cereals for alcohol production during World War I. The nationwide enactment of Prohibition in 1920 led to closure of most of the city's distilleries and breweries but some remained open to manufacture soft drinks or other types of corn products. With the repeal of Prohibition in 1933, several distilleries reopened, most notably the Hiram Walker Distillery which built a new

1 Jerry Klein. "Peoria Industry, A Pictorial History." (St. Louis, Missouri: G. Bradley Publishing Company, Inc. 1997), p. 7.

2 Ibid, p.11,

3 Ibid., p. 13.

4 Brian J. Ogg, "Peoria Spirits." (Peoria, Illinois: Peoria Historical Society, 1996), p. 3.

5 Jerry Klein, "Peoria!" (Peoria, Illinois: Visual Communications, 1985), p. 70.

6 Ibid., p. 71.

plant along the river in 1934.⁷ Since the mid-20th century most of the 19th and early 20th century distillery and brewing buildings have been demolished. The Hiram Walker complex is now part of the Archer Daniels Midland corn processing plant.

Another major industry in Peoria was the production of agricultural implements. By the early 20th century there were almost a dozen agricultural implement manufacturing companies in the city. The largest of these were the Acme Harvester Company, the Avery Manufacturing Company and the Kingman Plow Company. The Kingman Plow Company was incorporated in 1882 and established by Martin Kingman who built a large production plant north of the downtown area and a four-story sales and shipping building at 914 SW Washington Street. In 1893 the company was listed as having 40 salesmen traveling the country and selling tractors, farm implements and binder twine.⁸ This building burned in 1911 but was rebuilt in its original design and is one of the oldest remaining buildings in the warehouse area (Figure 11).

The growth and development of Peoria's industries was greatly aided by the vast network of railroad lines that connected with the city. The first railroad to the city was complete in 1853 and by 1870 several major railroads such as the Chicago and Rock Island intersected at Peoria. Eventually fifteen railroads had connections to Peoria and a new Union Station was built at the foot of State Street in 1881 (now razed).⁹ Most of these railroad lines were initially built down what is now Water Street but spur lines were built by the 1890s to serve businesses which fronted on SW Washington Street. Along Water Street the Chicago, Burlington and Quincy Railroad freight depot was constructed and in the 600 block of SW Washington Street was the Illinois Terminal Railroad freight warehouse.

By 1890, numerous businesses were built along SW Adams and Washington Streets near the railroads and the industries along the river. These various businesses included iron foundries, plow works, and planing mills. In the 900 block of Washington Street was the O'Rourke and Company Foundry (now razed) and in the 1300 block was the foundry established by Adam Lucas in 1857. After occupying a small plant for several decades the firm of A. Lucas and Sons was incorporated in 1897 and built a modern complex that same year.¹⁰ The firm manufactured structural ironwork and steel and its plant remains in operation on Washington Street (Figure 13). Despite the presence of these businesses, many of the blocks of SW Washington and Adams Street still retained numerous dwellings and neighborhood shops at the turn of the 20th century.

The early 1900s witnessed a diversification of industries in Peoria and a growing need for warehouse and storage space. Many of the buildings constructed in this period were multi-story brick buildings with open floor space and frame post and lintel support systems. An example of this type of construction was the Wahlfeld Manufacturing Company which built a three-story brick planing mill at 1101 SW Washington Street in 1903.¹¹ Founded by August Wahlfeld in 1891, this company produced custom millwork, doors, windows and other milled products (Figure 14). At 800 SW Washington Street, John Wilson built the five-story brick building which housed his wholesale grocery business in the early 1900s. This wave of warehouse and manufacturing building construction replaced many of the earlier frame dwellings which lined these blocks.

As new businesses opened in the warehouse area, the production of agricultural implements continued to be a dominant industry. Competition was fierce among the many small companies in the Midwest and an over saturation of the market led to the "Harvester Wars" resulting in the closure and merger of many businesses. One of the leading businesses to emerge from this competition was International Harvester which came from the merger of the McCormick Harvesting Machine Company and Deering Harvester Company. Formed in 1902 in

7 Klein, "Peoria Industry," p. 27.

8 "Peoria Illustrated 1893 Showing Resources, Progress and Growth of its Manufacturing, Mercantile and Financial Interests," (Peoria, Illinois: The Peoria Transcript, 1893), p. 58.

9 Klein, "Peoria!", p. 156.

10 "Illustrated Industrial Souvenir and Magazine of Greater Peoria." (Louisville, Kentucky: National Publishing Company, 1904), p. 19.

11 Klein, "Peoria Industry," p. 118.

Chicago, this company built branch offices in cities around the Midwest including Peoria. The company opened a dealership in Peoria in 1904 and then leased a new building constructed in 1914 at 1307-1313 SW Washington Street (Figure 17).

The International Harvester Company building was one of many major industrial and warehouse buildings erected in the city in the years before World War I. The demands for large warehouse buildings coincided with advancements in construction technology. The inclusion of steel bars with concrete (reinforced concrete) allowed contractors to construct multi-story warehouse buildings which could carry much heavier loads than those of brick and frame. This trend in building construction became widespread across the country after 1900 and over the next two decades a number of large reinforced concrete warehouse and industrial buildings were built in the blocks just west of the downtown commercial district. Examples of this type of building construction include the Jobst-Bethard Company at 801 SW Washington Street built in 1911 and the Federal Warehouse building at 800 SW Adams Street built in 1914. The Jobst-Bethard Company was founded by Jacob Jobst and operated as a wholesale grocery company at this location for many years (Figure 16). The Federal Warehouse was built at a cost of \$200,000 and was touted as the largest warehouse building in Illinois outside of Chicago.¹² The warehouse was used for the storage including whiskey from adjacent distilleries (Figure 18).

Although not in the warehouse area, one of the major Peoria industries was the Caterpillar Company. In the early 20th century the Caterpillar Company became the largest tractor and farm implement company in the city. Originally the Holt Manufacturing Company, this business was established across the river from the warehouse area in East Peoria. Production of the Holt Caterpillar Company began in 1909 and its innovative track-type tractor became popular for its quality and dependability. The firm produced thousands of bulldozers during World War II and after the war the company was recognized as the worldwide leader in manufacturing bulldozers, scrapers and other heavy equipment. The company had a major impact on the industrial heritage of Peoria even though none of its buildings were within the warehouse area.

The warehouse area continued to prosper with various industries, warehouses and manufacturing companies from the 1910s to 1930. City boosters promoted Peoria as the country's "Central City" to reflect its central location for shipping throughout the Midwest and a number of small factories were built in the warehouse area.¹³ At 1026 S. Adams Street a four-story building was constructed in 1913 and housed the Lehmann-Stern Kitting Mills which was formed by Edwin Lehmann and Jacob Stern. At 1001 SW Adams Street the Chic Manufacturing Company built a three-story brick building in 1915 which manufactured dresses and ladies and children's aprons. Another apparel company was the Boss Work Glove Company which built a four-story concrete and brick building at 100 Walnut Street in 1928. This plant made hundreds of thousands of pair of gloves each year and operated at this location until 1962.¹⁴ The many employment opportunities in Peoria led to a booming population during the 1920s when its population rose from 76,000 residents to almost 105,000 by 1930.

In the 1920s the rise of the trucking industry led to the construction of new buildings in the warehouse area as this transportation mode competed with rail service. Several garages were built in the warehouse area such as at 905 SW Washington Street which housed a trucking service with a capacity of 20 trucks (Figure 22). Other businesses which opened in the warehouse area included the Peoria Bus and Baggage Line at 709 SW Washington Street and the Illinois Highway Transfer Company Bus Line which built a building at 912 SW Adams Street (Figure 23). During the 1930s and 1940s many other buildings in the warehouse area were constructed or converted to house businesses related to truck and automobile companies, service and sales.

With the coming of the Depression construction in the warehouse area slowed considerably. A review of the city's Sanborn Insurance Maps show only a handful of new buildings erected between 1930 and 1946. During the

12 "Peoria of To-Day with Peoria Blue Book Directory, 1915" edited by Edward Richter. (Peoria, Illinois: National Writers of History), 1915), p. 65.

13 *The Peorian*, "Unique Transportation Advantages," May 1915.

14 Klein, "Peoria Industry," p. 107.

Depression many businesses closed and there was a gradual decline in business activity in the warehouse area. Along the river the distilleries closed one by one as the demand for whiskey and related products declined and as businesses consolidated. Fewer people lived and worked on farms and there was less need for agricultural implements. Over the years many of the grocery and manufacturing businesses in the district closed their doors and the buildings were converted to storage use. The city's population fell by almost 8% in the 1950s as industries and other businesses closed during the decade. In the late 20th century Peoria continued to lose population as businesses such as Caterpillar slashed its workforce and many major industries relocated to other cities.¹⁵ Only a few businesses such as A. Lucas and Sons on SW Washington Street remained in business in the warehouse area during these years.

After years of decline, Peoria experienced a modest increase in population between 2000 and 2010 and there is renewed interest in reviving the warehouse area. Many of the buildings along SW Washington and Adams Street are vacant or used for storage. Across the country these vintage buildings have attracted investors using historic tax credits and other incentives for their rehabilitation. In the past decade the buildings in the 100 block of Oak Street have been remade into shops, restaurants and apartments and this trend is expected to continue.

¹⁵ Klein, "*Peoria Industry*." P. 148.

Architectural Context

Peoria's warehouse and manufacturing area evolved next to the Illinois River and this heritage extends back to the establishment of the city. By the 1860s Peoria was already well known for its many industries and these are illustrated on the 1867 birds' eye view of the city (Figure 4). The riverbank was lined with distilleries, plow works, lumber yards and other industries. West of the downtown commercial area Washington and Adams Streets were lined primarily with brick and frame dwellings but these would gradually be replaced over the next several decades.



Figure 4: The 1867 birds' eye view of Peoria shows the river bank lined with industries and the streets behind the industrial area of the waterfront containing dwellings and scattering of commercial buildings.¹⁶

The oldest building inventoried in the project area is the Lammer's Store Building at 1401-1403 SW Adams Street which was built ca. 1845 (Figure 5). This building is a rare pre-Civil War commercial building and is depicted as the "H. Lammer's Grocery and Provision Store" in the 1873 Peoria County Atlas. Although the storefront has been altered the building retains much of its original character. With this exception, no other property was identified as built prior to the Civil War in the project area.

As Peoria's industries and mercantile enterprises diversified, new buildings to accommodate these businesses were built along SW Adams and Washington Streets west of the downtown commercial area. From the 1870s to the 1890s, several multi-story, brick Italianate style commercial buildings were built along Adams Street. These were designed and built with features typical of this style such as cast iron storefronts, sheet metal cornices and arched windows in the upper façade. The most intact of these is the building at 1213 SW Adams Street built ca. 1875 and retains most of its original storefront including cast-iron pilasters, stone hood molding and a paneled wood door which leads to the second floor (Figure 6).

¹⁶ Albert Ruger, "Peoria, Illinois." (Chicago: Chicago Lithographing Company, 1867).



Figure 5: The Lammer's Store Building was constructed ca. 1845 at 1401-1403 SW Adams Street.



Figure 6: Italianate style commercial building built ca. 1875 at 1213 SW Adams Street.

Several other Italianate style commercial buildings also remain along SW Adams Street although with varying degrees of alterations. These include the ca. 1882, F. Meyer Block at 1311-1313 SW Adams Street which retains some elements of its cast iron storefront, sheet metal cornices and pedimented window hoods on the second floor

(Figure 7). This building housed the Meyer Hardware store for many years. In the 1400 block are three commercial buildings constructed ca. 1880-1885 including the B. Meyer Block at 1409-1411 SW Adams Street (Figure 8). These buildings housed a wide variety of businesses in the late 19th century. These buildings have lost their original storefronts and the B. Meyers Block has had its windows infilled on the second floor. The buildings retain their original sheet metal and corbelled brick cornices.



Figure 7: The F. Meyer Block was built ca. at 1311-1313 SW Adams Street ca. 1882.



Figure 8: The row of buildings from 1409-1415 SW Adams Street includes three buildings constructed ca. 1880-ca. 1885 including the B. Meyer Block at center.

Other late 19th century brick commercial buildings along Adams Street include the Leonard Lang Harness Shop built in 1890 at 1416 SW Adams Street (Figure 9) and the two-story building at 926 SW Adams Street built ca. 1900 (Figure 10). The building at 1416 SW Adams Street has been significantly altered on the storefront but has an impressive sheet metal cornice at the roofline. The building at 926 SW Adams Street also has an altered storefront but its cast iron remains visible. On the upper façade are original arched windows along with a stepped

parapet wall and concrete cornice at the roofline.



Figure 9: Leonard Lang built this building in 1890 to house his harness shop at 1416 SW Adams Street.



Figure 10: The building at 924-926 SW Adams Street was constructed ca. 1900.

While Adams Street developed with two-story commercial buildings in the late 19th century, new warehouse and industrial buildings were constructed during the same period along Washington Street. The oldest is the Kingman Plow Company which built a four-story building at 908 SW Washington Street in 1883 (Figure 11). The interior of this building burned in 1911 and a fifth story was added when the building was rebuilt. This building reflects the Italianate style in its arched windows and brick hood molding. Another important building from this period is the Peoria Cordage Company at 1502-1514 SW Washington Street (National Register-listed). The original building of this milling complex was built in 1888 and several additions to this building were erected in the

following decades (Figure 12). This building also displays arched windows and a corbelled brick cornice at the roofline.



Figure 11: The Kingman Plow Company at 908 SW Washington Street was built in 1883.



Figure 12: Peoria Cordage Company at 1502-1514 SW Washington Street.

Between 1890 and 1910, Peoria's population increased from 41,000 residents to almost 67,000 and this growth and development was reflected in numerous new industries constructing buildings along Washington and Adams Street. A prominent industry of this period was the establishment of the A. Lucas & Sons Foundry at 1322-1326 SW Washington Street (Figure 13). This company built a new steel frame and brick foundry building and in the following decades constructed three additional buildings along the block. This company remains in business and continues to occupy its foundry complex on Washington Street. One of the largest buildings constructed in these years was the Wahlfeld Manufacturing Company which built a three-story building at 1101 SW Washington Street in 1903 (Figure 14). This company was established in 1892 and manufactured custom millwork such as doors, windows and cabinets. The interior of the building burned in 1906 but was rebuilt and a fourth floor added ca. 1940. The building features original arched windows and a corner entrance.



Figure 13: The A. Lucas & Sons Foundry at 1322-1326 SW Washington Street was built in 1897.



Figure 14: The Wahlfeld Manufacturing Company built this mill building in 1903.

As construction increased in the warehouse area there was a gradual shift away from the influences of the Italianate and Romanesque styles and an emphasis more on classicism in building design. This reflected national trends as the country turned away from Victorian architecture and embraced the more symmetrical designs of the Colonial Revival and Neo-classical styles. In warehouse and industrial buildings this influence could be modest or understated as builders and owners stressed the utilitarian and functional aspects of the buildings. The early 1900s was also the period of the rise of the Prairie style which emphasized rectilinear forms and restrained detailing and this influence can also be seen in the warehouse buildings. Although many of these buildings were constructed of reinforced concrete, brick façade walls were still widely used. An example of the transition from Victorian influences to classical designs is the Wilson Grocery Company Building constructed ca. 1908 at 800 SW Washington Street (Figure 15). This building features some allusions to the Victorian styles with its arched fifth floor windows and roofline cornice but its rectangular windows, brick pilaster strips and stepped pedimented entrance and quoins at the main entrance reflects more the classical designs of the period.



Figure 15: At 800 SW Washington Street is the Wilson Grocery Co. building constructed ca. 1908.

Other major buildings of this period include the Jobst-Bethard Company building at 801 SW Washington Street and the International Harvester Company building at 1307-1313 SW Washington Street. The Jobst-Bethard Company erected this reinforced concrete building in 1911 and it has a brick exterior (Figure 16). This six-story warehouse was designed with brick pilasters with Ionic motif capitals on the Oak Street façade and the main entrance is set within an arch with a concrete keystone and brick quoins. The building contains rectangular windows and there is minimal decoration on the upper façade. The International Harvester Co. building was completed in 1914 and has a stylized pedimented entrance and upper façade divided by brick pilasters. The building has a modest concrete bracketed cornice and at the roofline is a stepped parapet (Figure 17).



Figure 16: The Jobst-Bethard Company built this building at 801 SW Washington Street in 1911.



Figure 17: The International Harvester Co. built this building at 1307-1313 SW Washington Street in 1914.

The demand in Peoria for additional warehouse space and manufacturing companies continued throughout the 1910s and 1920s. While some of these buildings were constructed by the business owners themselves, others were built by real estate investors who leased the space to a variety of businesses. Two of the largest of these types of warehouse buildings were the Federal Warehouse at 800 SW Adams Street and the National Warehouse at 1335 SW Washington Street. The Federal Warehouse was built in 1914 of reinforced concrete and brick and its design included narrow-height steel windows (Figure 18). The width of the windows is emphasized by wide concrete lintels and sills. The National Warehouse also has narrow-height windows divided by brick and concrete pilasters (Figure 19).



Figure 18: The Federal Warehouse Company built this building at 800 SW Adams Street in 1914.



Figure 19: The National Warehouse building at 1335 SW Washington Street was completed in 1920.

The architectural trend towards streamlined classical warehouse and manufacturing buildings continued into the 1920s. Several three-story buildings were constructed along Adams and Washington Streets to contain a variety of businesses. Examples of these types of buildings include the building at 733 SW Washington Street which housed the trucking and distribution plant of the J.D. Roszell Ice Cream Company (Figure 20). This three-story building was designed with undecorated concrete belt courses and cornice and large steel windows. A similar building was erected ca. 1925 at 214 Pecan Street as a lumber warehouse for the Carr and Johnston Company (Figure 21). This building also has large steel windows divided by brick and concrete pilasters.



Figure 20: Constructed ca. 1920 for the J.D. Roszell Ice Cream Co. at 733-735 SW Washington Street.



Figure 21: Constructed ca. 1925, this building housed a lumber supply company at 214 Pecan Street.

The 1920s also witnessed the rise of the trucking industry in the warehouse area. Businesses traditionally relied on the Illinois River and the city's various railroads to transport goods but these modes of transportation were supplanted in the 1920s as trucks became widely used. Several buildings built in the 1920s were constructed with loading docks facing the street on the first floor to receive and distribute goods. Other buildings were constructed as garages to house and service trucks and bus lines were also built to convey passengers and freight. Examples of buildings constructed specifically for vehicular transportation include 905 SW Washington Street which was built ca. 1925 as a truck garage (Figure 22). This building was designed with four large garage bays on the first floor and parking area on the second floor. At 912 SW Adams Street the Illinois Highway Transfer Bus Line built a bus terminal and repair shop ca. 1925 (Figure 23). This building was designed with two garage bays on the main façade and with an exterior of glazed yellow brick.



Figure 22: Constructed ca. 1925, this building at 905 SW Washington Street housed a trucking company.



Figure 23: The building at 912 SW Adams Street was built ca. 1925 as a bus terminal.

The boom years of the 1920s gave way to the Depression of the 1930s and large-scale construction in the warehouse area slowed considerably. Only a few buildings appear to have been built during the early 1930s but towards the end of the decade there was somewhat of an increase in construction. In the 1940s construction rebounded as new businesses opened while others contributed to the war effort of World War II. Industrial and warehouse designs from this decade tended to be even more restrained in their design and detailing. Decoration was usually confined to variations in exterior brick patterns and the use of structural glass blocks for windows was also common. Examples of these types of buildings include the building at 1003 SW Washington Street built ca. 1940 (Figure 24) and the building erected in 1945 at 1016 SW Adams Street (Figure 25). While a few new buildings were constructed in the warehouse area in the 1950s, overall this section of the city began a gradual decline. Over the next several decades almost all of the distilleries which used space in the warehouses went out of business or moved elsewhere. Other businesses closed or moved their operations to more accessible locations at industrial parks or adjacent to Interstate 74 and other major highways. Today, many of the buildings are vacant and await new use.



Figure 24: The building at 1003 SW Washington Street was constructed ca. 1940 as a candy warehouse.



Figure 25: This building was constructed in 1945 at 1016 SW Adams Street.

V. SURVEY RESULTS AND RECOMMENDATIONS

Peoria's warehouse area contains a substantial collection of industrial, manufacturing and warehouse buildings constructed in the late 19th and 20th centuries. These buildings are concentrated in the 600-1300 blocks of SW Adams and Washington Streets. The buildings constitute an important collection of buildings of particular significance in the city's commercial and mercantile heritage. One of the goals of the city is to revitalize and reuse these buildings and promote economic development. As part of this effort the city seeks to identify the largest grouping of buildings in the warehouse area for their eligibility to meet National Register criteria as a historic district. Two buildings in the warehouse area are currently listed in the National Register; the Peoria Cordage Company at 1506 SW Washington St. (listed 3/19/1982) and the International Harvester Building at 1301-1309 SW Washington St. (listed 11/15/2005). With these two exceptions no other buildings in the area have been identified as National Register-eligible.

To fully evaluate the area's potential as a historic district, a block by block analysis was conducted in the project area. This analysis included photographing streetscapes and individual buildings along each block, identification of vacant lots and parking lots and assessing each property as contributing or non-contributing per National Register standards. Following this analysis each block was evaluated for its degree of integrity and ability to meet National Register criteria. From this analysis a potential National Register-eligible historic district was identified as well as two other areas worthy of consideration. This analysis is summarized by each street and block in the project area.

Project Area East of William Kumpf Boulevard

The project area was drawn to include sections of the 300 and 400 blocks of SW Jefferson, Adams, Washington and Water Streets between William Kumpf Boulevard and Liberty Street. William Kumpf Boulevard is a wide, four-lane highway that bisects the project area and is a physical and visual intrusion dividing the warehouse area from the commercial district. The majority of the structures in this section of the project area are post-1960 commercial buildings and altered pre-1960 buildings. Most of the buildings represent commercial and office building property types rather than industrial and warehouse buildings. An example of the degree of alterations to historic buildings in this area is the south side of the 400 block of SW Adams Street where the late 19th century buildings have been covered with stucco and metal panels (Figure 26). The 300 block of SW Adams Street contains a highly altered ca. 1890 commercial building and post-1960 commercial and office buildings (Figure 27). In the 300 and 400 blocks of SW Washington and Water Streets are primarily post-1960 buildings.

This section of the project area is divided from the historic warehouse district by the William Kumpf Boulevard and most buildings are associated with the commercial history and context of Peoria rather than the industrial and warehouse heritage. Most pre-1960 buildings in this section of the project area lack integrity. For these reasons the blocks east of William Kumpf Boulevard are omitted from the proposed National Register boundary of the Peoria Warehouse Historic District.



Figure 26: The 400 block of SW Adams Street displays altered 19th century buildings.



Figure 27: In the 300 block of SW Adams is an altered late 19th century commercial building and post-1960 commercial and office buildings.

SW Jefferson Street

The south side of the 500 to 1500 blocks of SW Jefferson Street is included within the project area. These blocks are composed primarily of vacant lots, parking lots, and altered pre-1960 buildings. This street lacks the building types associated with the warehouse area and there are very few buildings that have any historical or architectural significance or integrity. In the 700 block of SW Jefferson Street is O'Brien Field which is home to the Peoria Chiefs baseball team. The 800 block consists of two post-1960 buildings and several vacant and parking lots. In the 900 block is a large modern commercial building and associated parking lot. The 1000 block contains two altered ca. 1960 buildings and a large vacant lot. In the 1100 block are vacant lots and an altered ca. 1930 building. The 1200 block has several altered pre-1960 commercial buildings while the 1300 block is largely vacant except for an altered ca. 1950 commercial building. In the 1400 block are post-1960 buildings and an electrical substation. On the south side of the street in the 1500 block are vacant lots.

Due to the lack of pre-1960 architectural or historical resources, the 400 to 1500 blocks of SW Jefferson Street do not meet National Register criteria and are omitted from the proposed Peoria Warehouse Historic District boundary.



Figure 28: The 1100 and 1200 blocks of SW Jefferson Street contain several altered pre-1960 commercial buildings.



Figure 29: The 1400 block of SW Jefferson Street is composed of post-1960 buildings and an electrical substation.

SW Adams Street – 500 and 600 Blocks

The 500 and 600 blocks of SW Adams Street are not included within the proposed Peoria Warehouse Historic District but the south side of the street is included as part of the Option B area. On the north side of the street in

these two blocks is O'Brien Field and parking lots and there are no historic buildings. The south side of the street in the 600 block contains the modern building occupied by the Peoria Police Department. On the south side of the 500 block is the Art Deco design Illinois Terminal Railroad Depot building constructed in 1930. This building has had its original windows removed and replaced but may meet individual National Register criteria for its role in transportation. Both the Police Station and the Illinois Terminal Railroad Depot are included as a possible Option B for the extension of the proposed boundary.



Figure 30: In the 600 block of SW Adams Street is the new Peoria Police Department building.



Figure 31: The 500 block of SW Adams Street contains the 1930 Illinois Terminal Railroad Depot.

SW Adams Street – 700 Block

The proposed boundary of the Peoria Warehouse Historic District is drawn to exclude the north side of the 700 block of SW Adams Street. This side of the block contains the modern baseball stadium, O'Brien Field. The south side of the block is included within the boundary and contains one parking lot, one vacant lot, three contributing buildings and one non-contributing building. The oldest and most significant building on this block

is the ca. 1905 Grace Hotel at 724 SW Adams Street.



Figure 32: Streetscape of the south side of the 700 block of SW Adams Street.



Figure 33: At 724 SW Adams Street is the Grace Hotel built ca. 1905.

SW Adams Street – 800 Block

Both sides of the 800 block of SW Adams Street are included within the proposed Peoria Warehouse Historic District boundary. The north side of the street contains five contributing buildings on the north side of the street. These buildings include a ca. 1930 gas station and four commercial buildings. On the south side of the block are four contributing buildings. The most significant of these is the Federal Warehouse Company building at 800 SW Adams Street built in 1914.



Figure 34: Streetscape of the north side of the 800 block of SW Adams Street.



Figure 35: Streetscape of the south side of the 800 block of SW Adams Street.



Figure 36: Federal Warehouse Building at 800 SW Adams Street.

SW Adams Street – 900 Block

The north side of the 900 block of SW Adams Street is excluded from the proposed boundary of the Peoria Warehouse Historic District. This block contains one ca. 2000 building and a one-story building built in 1943 but extensively altered with a modern facade. The south side of the block has one vacant lot, three contributing buildings and one non-contributing building. The oldest building on the block is the ca. 1900 building at 926 SW Adams Street.



Figure 37: The north side of the 900 block of SW Adams Street is excluded from the boundary.



Figure 38: Streetscape of the south side of the 900 block of SW Adams Street.



Figure 39: Ca. 1900 building at 926 SW Adams Street.

SW Adams Street – 1000 Block

The proposed Peoria Warehouse Historic District is drawn to exclude the majority of the north side of the 1100 block of SW Adams Street. This block is dominated by a large parking lot but the boundary line would cross the street to include the Chic Manufacturing Company Building constructed in 1915 at 1001 SW Adams Street. On the south side of the street is one vacant lot and three contributing warehouse and manufacturing company buildings.



Figure 40: Streetscape of the north side of the 1000 block of SW Adams Street.



Figure 41: The Chic Manufacturing Company was built in 1915 at 1001 SW Adams Street.



Figure 42: The south side of the 1000 block of SW Adams Street has three contributing buildings.

SW Adams Street – 1100 Block

The boundary of the proposed Peoria Warehouse Historic District is drawn to exclude the north and south sides of the 1100 block of SW Adams Street. The north side of the street has a parking lot, vacant lot, ca. 1960 one-story brick building and ca. 1990 metal building. The south side of the street contains one large non-contributing building at 1100 SW Adams Street which was built ca. 1970. Because of the lack of historic buildings on this block the boundary is drawn to exclude this block of SW Adams Street.



Figure 43: Streetscape of the north side of the 1100 block of SW Adams Street.



Figure 44: Streetscape of the north side of the 1100 block of SW Adams Street.

SW Adams Street – 1200 Block

The 1200 block of SW Adams Street is within the proposed Peoria Warehouse Historic District. The north side of the street contains nine buildings; five of these would be considered contributing to the district and four would be considered non-contributing. The four non-contributing buildings were built prior to 1960 but have been altered and no longer retain integrity of their original design. The most notable building on this block is the two-story commercial building at 1213 SW Adams Street which was built ca. 1875 and retains its original cast iron storefront. The south side of the street has two vacant lots and two contributing buildings.



Figure 45: Streetscape of the north side of the 1200 block of SW Adams Street.



Figure 46: Streetscape of the north side of the 1200 block of SW Adams Street showing 1213 SW Adams Street at left.



Figure 47: Streetscape of the south side of the 1200 block of SW Adams Street.

SW Adams Street – 1300 Block

The proposed Peoria Warehouse Historic District boundary omits the north side of the 1300 block due to the presence of the three parking lots resulting in gaps between two historic buildings. On the south side of the street is a large parking lot at the southwest corner of the block. At 1318 SW Adams Street is a two- and three-story warehouse building constructed ca. 1955 which would be considered contributing to the proposed district. Although not included in the proposed district boundary, inclusion of the north side of the 1300 block is part of Option A which is described later in this report. The north side of the 1300 block of SW Adams Street contains three parking lots and two buildings. The building at 1323-1325 SW Adams Street was built ca. 1920 and the F. Meyer Block at 1311-1313 SW Adams Street was built ca. 1880.



Figure 48: Streetscape of the north side of the 1300 block of SW Adams Street.



Figure 49: The F. Meyer Block built ca. 1880 at 1311-1313 SW Adams Street.



Figure 50: Streetscape of the south side of the 1300 block of SW Adams Street.



Figure 51: Ca. 1955 warehouse buildings at 1318 SW Adams Street.

SW Adams Street – 1400 Block

The 1400 block of SW Adams Street includes a number of pre-1960 buildings. On the south side of the street is the Lang Harness Company building at 1416 SW Adams Street which was built in 1910. The one-story buildings along this block were built ca. 1920 and the storefronts were altered and combined together in one design ca. 1955. On the north side of the street the 1400 block includes the oldest building in the project area at 1401-1403 SW Adams Street built ca. 1845. Other buildings on this block were built ca. 1880 but have been altered with remodeled storefronts and upper façades.

The 1400 block of SW Adams Street is not recommended for inclusion in the proposed Peoria Warehouse Historic District boundary. All of the buildings on the north and south sides of the street have alterations to their storefronts and the building at 1411-1413 SW Adams Street has had its upper façade concealed. At 1405-1407 SW Adams Street the building has a ca. 1970 façade. However, there should be some consideration of the block's historical significance versus its degree of alterations and this block is included as Boundary Option A. The block contains the oldest building in the project area at 1401-1403 SW Adams Street and several of the other buildings in the block possess notable upper façade detailing. Inclusion in the National Register boundary may assist in the preservation and restoration of these buildings using state and federal tax credits.



Figure 52: Streetscape of the south side of the 1500 block of SW Adams Street.



Figure 53: The building at 1416 SW Adams Street was built in 1890.



Figure 54: Streetscape of the north side of the 1400 block of SW Adams Street.



Figure 55: The ca. 1845 building at 1401-1403 SW Adams Street is the oldest in the project area.



Figure 56: Buildings at 1409-1415 SW Adams Street.

SW Adams Street – 1500-1700 Blocks

The project area on the west is bounded by Edmond Street and the 1700 block of SW Adams Street. In the 1600 and 1700 blocks only the south side of the street is included within the project area and these blocks do not contain any significant historic resources. In the 1500 block of SW Adams Street both sides are included in the project area. The north side of the 1500 block contains several vacant lots, two altered pre-1960 commercial buildings and several post-1960 warehouse and commercial buildings. On the south side of the street are largely vacant lots and post-1960 buildings. At 1506-1508 SW Adams Street is a two-story brick commercial building constructed ca. 1910 as a fraternal lodge. The north side of this block lacks sufficient integrity for inclusion within the proposed Peoria Warehouse Historic District boundary. The building at 1506-1508 SW Adams Street is included within the Option A boundary discussed later in this report.



Figure 57: The north side of the 1500 block of SW Adams Street contains modern warehouse buildings and altered pre-1960 buildings.



Figure 58: The south side of the 1500 block of SW Adams Street contains several vacant and parking lots and two-story buildings from the turn of the 20th century.



Figure 59: Two story, ca. 1910 building at 1506-1508 SW Adams Street.

May Street – 900 Block

In the project area between Adams and Washington Streets is May Street. May Street was originally known as Forsythe Street and is essentially an alley along which are the rear elevations of the buildings facing Adams and Washington Streets. In the 900 block May Street is wider than on the other blocks and a railroad spur was built into this block in the early 1900s to service the rear of the Federal Warehouse and other buildings. There are two buildings in the 900 block which have May Street addresses. Despite some window enclosures both of these are considered contributing to the district. At 911-917 May Street is a four-story warehouse built ca. 1910 and at 921 May Street is a two-story building constructed ca. 1925.



Figure 60: This building at 911-915 May Street was built ca. 1910 as a grocery warehouse.



Figure 61: Constructed ca. 1925, this building at 921-923 May Street originally housed a bakery.

SW Washington Street – 500 Block

The 500 block of SW Washington Street is omitted from the proposed Peoria Warehouse Historic District boundary. The north side of the street is comprised of parking lots. On the south side of the street only one building survives, the ca. 1925 Spanish Mission influenced commercial building at 512 SW Washington Street. This building's storefront has been extensively modified and it no longer retains integrity of its original design. Because of this lack of integrity and historic fabric this block is not included in the district. However, this block is included in the area identified as Option B for consideration.



Figure 62: The building at 512 Washington Street is the only structure in the 500 block of SW Washington Street.

SW Washington Street – 600 Block

In the 600 block of SW Washington Street only the south side of the street is included within the proposed Peoria Warehouse Historic District boundary. The north side of the street is comprised largely of parking lots. This block contains one pre-1960 building but this building has been extensively modified and no longer retains integrity of its original design. Because of this lack of integrity and historic fabric this side of the 600 block is omitted from the district. On the south side of the block is the freight warehouse of the Illinois Terminal Railroad which was built ca. 1910 and would be considered contributing to the character of the district.



Figure 63: In the 600 block of SW Washington Street is the Illinois Terminal Freight Warehouse built ca. 1910.

SW Washington Street – 700 Block

The 700 block on both sides of SW Washington Street are included in the proposed Peoria Warehouse Historic District boundary. The north side of the street contains three contributing buildings and two parking lots. On the south side of the street is one contributing building, the large dairy plant built by the J.D. Roszell Company ca. 1920. This company operated a large plant which occupied buildings on both sides of the street for its ice plant, creamery, candy factory and dairy.



Figure 64: Streetscape of the north side of the 700 block of SW Washington Street.



Figure 65: Ca. 1920 building in the 700 block of SW Washington Street built for the J.D Roszell Company.

SW Washington Street – 800 Block

The 800 block on both sides of SW Washington Street are included in the proposed Peoria Warehouse Historic District boundary. The north side of the street contains a vacant lot and four contributing buildings. At 801 SW Washington Street is the south elevation of 1911 Jobst-Bethard Company building which also has an entrance at 209 Oak Street. On the south side of the street are four contributing buildings and a parking lot. These buildings include the Wilson Grocery Company Building at 800 SW Washington Street and the ca. 1928 building occupied by the McKesson & Robbins dug company at 816-820 SW Washington Street.



Figure 66: Streetscape of the north side of the 800 block of SW Washington Street.



Figure 67: View of 801 SW Washington Street, the Jobst-Bethard Company building.



Figure 68: Streetscape of the south side of the 800 block of SW Washington Street.



Figure 69: Warehouse building at 816-820 SW Washington Street.

SW Washington Street – 900 Block

The 900 block on both sides of SW Washington Street are included in the proposed Peoria Warehouse Historic District boundary. The north side of the street contains four contributing buildings and one non-contributing building. Several of these buildings were constructed in the 1910s and 1920s to serve as distribution centers and garages for trucking companies. On the south side of the street is the contributing Kingman Plow Company building constructed in 1883 at 908 SW Washington Street which has an attached ca. 1950 metal warehouse addition.



Figure 70: Streetscape of the north side of the 900 block of SW Washington Street.



Figure 71: Streetscape of the south side of the 900 block of SW Washington Street.

SW Washington Street – 1000 Block

The 1000 block on both sides of SW Washington Street are included in the proposed Peoria Warehouse Historic District boundary. The north side of the street contains a parking lot and two contributing buildings. On the south side of the street is one non-contributing building, a parking lot and two contributing buildings. The most significant of these is the warehouse building at 1010 SW Washington Street built in 1920 and the Advance-Rumely Company building at 1000 SW Washington Street also built in 1920. Windows in both buildings have been enclosed with modern materials but these buildings retain much of their original character.



Figure 72: Streetscape of the north side of the 1000 block of SW Washington Street.



Figure 73: View of the warehouse at 1010 SW Washington Street built in 1920.



Figure 74: Constructed in 1920 at 1000 SW Washington, this building originally housed the Advance-Rumely Thresher Company.

SW Washington Street – 1100 Block

The 1100 block on both sides of SW Washington Street are included in the proposed Peoria Warehouse Historic District boundary. The north side of the block is dominated by the Wahlfeld Manufacturing Company complex at 1100 SW Washington Street which was built in 1903. On the west elevation of the building is a ca. 1950 concrete and metal, one-story wing. This property is included as contributing to the district. The south side of the street at 1100 SW Washington Street contains a one-story concrete and metal mill building also constructed by the Wahlfeld Manufacturing Company ca. 1970.



Figure 75: Wahlfeld Manufacturing Company at 1101 SW Washington Street.



Figure 76: Ca. 1970 building constructed by the Wahlfeld Manufacturing Company at 1100 SW Washington Street.

SW Washington Street – 1200 Block

The 1200 block of SW Washington Street on both sides of the street are included in the proposed Peoria Warehouse Historic District boundary. On the north side of the street is a large vacant lot and two contributing buildings which housed the Dooley Brothers Coal Company at 1201 SW Washington Street. On the south side of the street are two contributing buildings and a vacant lot.



Figure 77: Streetscape of the north side of the 1200 block of SW Washington Street.



Figure 78: Dooley Brothers Coal Company at 1201 SW Washington Street.



Figure 79: Streetscape of the south side of the 1200 block of SW Washington Street.

SW Washington Street – 1300 Block

The proposed Peoria Warehouse Historic District boundary's western edge on SW Washington Street would begin at the intersection with MacArthur Highway. Both sides of this block would be included in the boundary. On the north side of the street are three contributing buildings including the National Register-listed International Harvester Company building. On the south side of the street are four contributing buildings including the A. Lucas and Sons Foundry complex and the Meyer Furnace Company building. The A. Lucas Foundry building at 1328 SW Washington Street was built in 1897.



Figure 80: Streetscape of the north side of the 1300 block of SW Washington Street.



Figure 81: Streetscape of the south side of the 1300 block of SW Washington Street.



Figure 82: The A. Lucas Foundry was built in 1897 at 1328 SW Washington Street.

SW Washington Street – 1400-1700 Blocks

Included in the project area are the 1440 to 1700 blocks of SW Washington Street. These three blocks contain a large number of vacant lots, parking lots, and post-1960 warehouse and industrial buildings. In these three blocks are only three buildings of architectural merit and one of these, the Peoria Cordage Company at 1502-1514 SW Washington Street is individually listed in the National Register. Because of the large number of vacant lots and intrusions in these blocks they are excluded from the proposed Peoria Warehouse Historic District boundary. In order to include the Peoria Cordage Company in the district boundary, two vacant lots and a non-contributing building would need to be included as well.



Figure 83: Streetscape of the south side of the 1700 block of SW Washington Street showing vacant lots and altered buildings.



Figure 84: National Register-listed Peoria Cordage Company at 1502-1514 SW Washington Street.

SW Water Street – 600 Block

The north side of the 600 block of SW Water Street is located in the proposed boundary of the Peoria Warehouse Historic District. On the south side of this block is a large parking lot which is omitted from the district boundary. The north side of the street contains one contributing building and one non-contributing building.



Figure 85: Streetscape of the 600 block of SW Water Street.



Figure 86: The building at 619 SW Water Street was built ca. 1910.

North-South Streets – Oak, Pecan, Persimmon, and State

Between SW Jefferson and Water Streets in the proposed Peoria Warehouse Historic District boundary are seven north-south streets. These streets, going west to east, are Pecan, Spencer, Persimmon, Maple, Oak, State and Walnut. Within the 100 and 200 blocks of these streets are the following contributing and non-contributing buildings:

214 Pecan Street:	Three-story brick warehouse building built ca. 1925, contributing.
307 Oak Street:	One-story brick and concrete block warehouse built in 1955, contributing.
100 Persimmon Street:	Two-story brick building constructed ca. 1930, contributing.
110 Persimmon Street:	One-story brick and metal building built ca. 1980, non-contributing.
118 Persimmon Street:	One-story prefabricated metal building erected ca. 1950, contributing.
100 State Street:	Three-story brick building constructed ca. 1910, contributing.
112-114 State Street:	Four-story brick building constructed ca. 1910, contributing.
210 State Street:	One-story brick building constructed ca. 1930, contributing.
100 Walnut Street:	Four-story manufacturing building, 1928, contributing.



Figure 87: Two-story warehouse building and garage at 100 Persimmon Street built ca. 1930.



Figure 88: Warehouse buildings in the 100 block of State Street built ca. 1910.



Figure 89: Boss Work Glove Factory at 521 Water Street built in 1928.

National Register Boundary Recommendations

The proposed Peoria Warehouse Historic District boundary includes all or parts of the 600-1300 blocks of SW Washington Street and the 500-600 blocks of SW Water Street. Along SW Adams Street the boundary includes the south side of the 800-1200 blocks and some parcels of these blocks on the north side of the street. The boundary is drawn to include parcels in the 100 and 200 blocks of Pecan, Spencer, Persimmon, Maple, Oak, State and Walnut Streets. This boundary includes the largest contiguous collection of commercial, industrial and warehouse buildings in the RERZ development zone. Within this boundary are 73 contributing and 12 non-contributing buildings. This boundary also includes 22 vacant lots or parking lots.

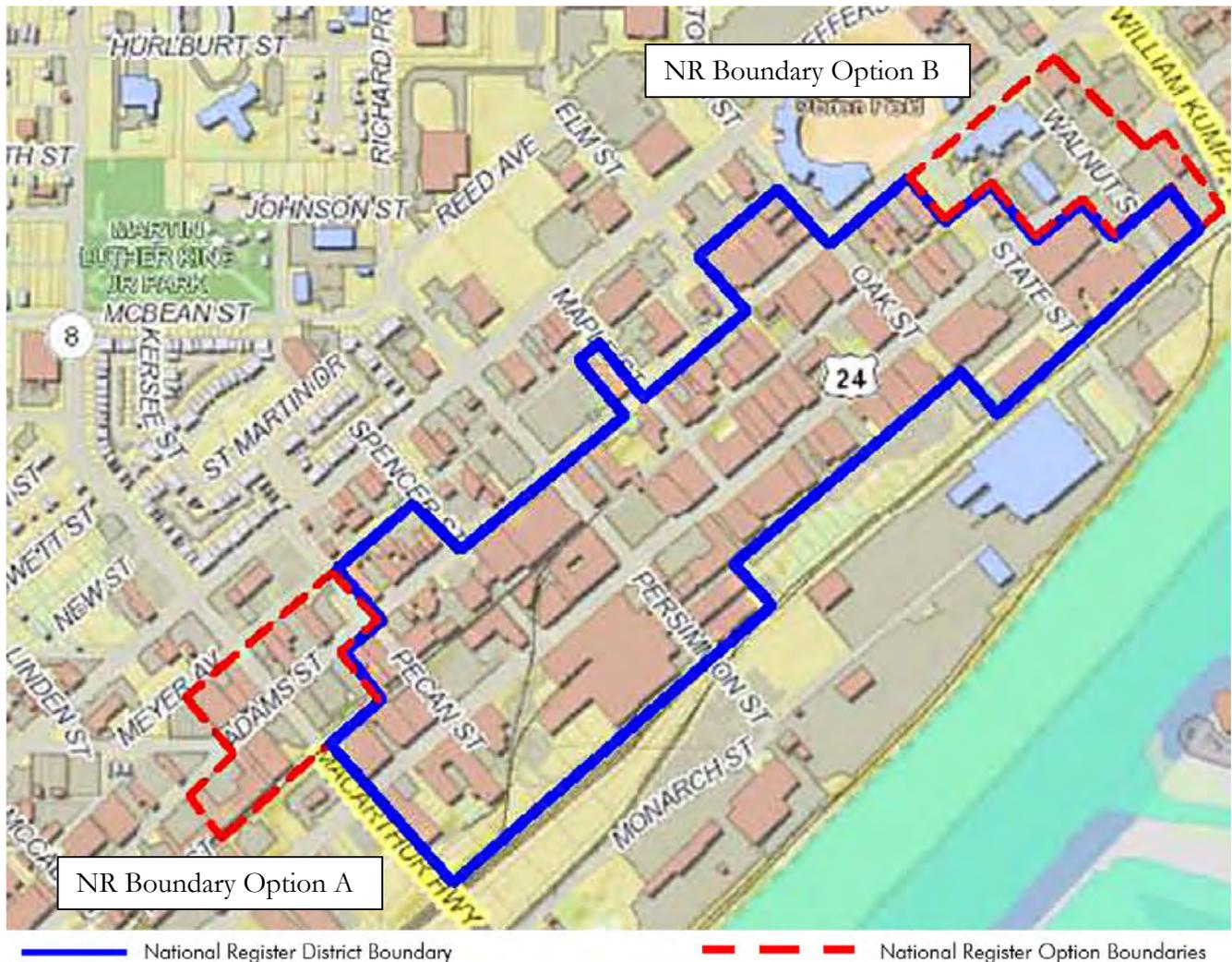


Figure 90: The proposed boundary of the Peoria Warehouse Historic District is illustrated as the blue line. The two optional inclusion areas are depicted as the dashed red lines.

National Register Boundary Option A

The Boundary Option A area includes four properties which would be considered contributing; 1311, 1323, 1401 and 1506 SW Adams Street. Within this area are also four non-contributing buildings and five parking lots. The cohesiveness and integrity of these two blocks of SW Adams Street is less than the other blocks included in the proposed boundary. Inclusion of this area would add the ca. 1845 building at 1401 SW Adams Street into the district and potentially assist in its preservation. Similarly, inclusion in the boundary could promote the rehabilitation and adaptive reuse of the late 19th and early 20th century buildings which have been altered along these two blocks.



Figure 91: Boundary Option A would include this block of 19th century buildings into the district.

National Register Boundary Option B

This boundary option would include the new Peoria Police Station building at 600 SW Adams Street as well as two non-contributing pre-1960 buildings on SW Washington Street. This boundary option is designed to bring into the district the Illinois Terminal Railroad Depot at 542 SW Adams Street built in 1930. This Art Deco influenced building is an important survivor of Peoria's railroad heritage. The building has been modified by the removal and replacement of its original windows and as a result may not qualify for individual listing.



Figure 91: Boundary Option B would include the Illinois Terminal Railroad Depot built in 1930.

Summary

The proposed Peoria Warehouse Historic District includes 85 properties, of which 73 would be considered contributing to the character of the district. The majority of these are buildings associated with the warehouse, industrial and mercantile heritage of the city from the 19th and early 20th centuries. Most of the buildings in the district pre-date 1930 and only a few buildings in the district were built after 1960. While the visual continuity along some of the blocks is interrupted by parking lots and vacant lots, the district still retains much of its sense of time and place. The district is within the City of Peoria's proposed River Edge Redevelopment Zone which is intended to stimulate the rehabilitation of vacant and underutilized buildings.