

COUNCIL BILL NO. 98 - 214

AN ORDINANCE
DESIGNATING THE SAGAMORE BUILDING AS A LANDMARK
(804 North Neil Street)

WHEREAS, at its May 7, 1998 meeting, the Historic Preservation Commission forwarded an application for an Historic Landmark Designation of the property located at 804 North Neil Street, (commonly known as the Sagamore Building) to the Plan Commission with a recommendation that the application be approved; based on findings that said application meets criteria set forth in paragraph a of Section 37-491 of the Zoning Ordinance, 1996; and

WHEREAS, the Plan Commission conducted a public hearing at its July 29, 1998 meeting, pursuant to provisions of Section 37-500 Chapter 37 of the Municipal Code of Champaign, 1985, as amended, after due and proper notice of said hearing having been published on June 8, in the News-Gazette; and

WHEREAS, said Plan Commission concurred with the findings approved by the Historic Preservation Commission and, pursuant to the provisions of Section 502 of the Zoning Ordinance, forwarded the application for designation to the City Council with a recommendation of approval based on the findings attached hereto and incorporated herein by reference as Exhibit A; and

WHEREAS, the City Council of the City of Champaign, after due consideration, finds it is in the best interest of the public good and welfare to designate the hereinafter described real estate as a Landmark.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CHAMPAIGN, ILLINOIS, as follows:

Section 1. That the findings in the forgoing preamble are hereby incorporated by reference and made a part of this Ordinance.

Section 2. That the property, legally described as follows:

42-20-12-229-021 - Lots 2, 3, 4, 5 and 6 of Block 13 of Beardsley and Shiver's Addition
Section 12, Township 19 North, Range 8 East.

and commonly known as 804 North Neil Street, Champaign, Illinois, or the Sagamore Building,
is hereby designated as a Landmark.

Section 3. That the City Clerk is hereby directed to file for the record a certified copy of
this Ordinance in the Office of the County Recorder for Champaign County, Illinois.

Section 4. That the City Clerk is hereby directed to transmit a copy of this Ordinance to
Peter and Joseph Bannon, 804 North Neil Street, Champaign, Illinois 61820, the City of
Champaign Building Safety Division, City of Champaign Neighborhood Services Department,
and to the City of Champaign Planning Department.

COUNCIL BILL NO. 98 - 214

PASSED: AUGUST 4, 1998

APPROVED: James W. Collins
Mayor

ATTEST: Marilyn K. Banks
City Clerk

APPROVED AS TO FORM:

Keshi Lundy
City Attorney *AKL*

EXHIBIT A

**PLAN COMMISSION REVIEW
FINDING OF FACT - LANDMARK
804 North Neil Street
(Sagamore Building)**

FINDINGS OF FACT ON CRITERION (a), (b), (c), and (d) OF SECTION 37-502 OF THE ZONING ORDINANCE:

- (a) **The extent to which the application meets one or more of the applicable criteria set forth in either Section 37-491, Section 37-492, or Section 37-493.** The application fully meets the criterion set forth in the recommendation of the Historic Preservation Commission.

FINDINGS OF FACT ON CRITERION (a) OF SECTION 37-491 OF THE ZONING ORDINANCE:

- (a) **The property or structure has significant value as part of the historical, cultural, artistic, social, ethnic, or other heritage of the nation, state or community** because the building was originally used as car barns for the inter-urban street railway system (known as the Illinois Traction System). The Illinois Traction System existed from the late 1890s to the 1940s and linked Champaign-Urbana with Danville, Decatur, Bloomington, Peoria, Springfield and St. Louis. The street railway system played an important role in the physical development of Champaign, permitting expansion of the City by opening up new areas for residential development and providing transportation for both people and goods throughout Central Illinois. The inter-urban system allowed Champaign businesses to draw from a regional market, thus contributing towards Champaign's economic development.
- (b) **Whether the designation is consistent with the intent and objectives of this Article, as set forth in Section 37-452, and the intent of the Zoning Ordinance generally.** This application is consistent with the intent and objectives of the Historic Preservation Ordinance and the intent of the Zoning Ordinance generally.
- (c) **Whether the property owner has demonstrated that a reasonable return cannot be obtained on the property if it is so designated.** The property owner has not demonstrated an inability to obtain a reasonable return on the property.
- (d) **Whether the property owner opposes the designation.** The property owner supports the designation of the property as a landmark.



City of Champaign

REPORT TO CITY COUNCIL

FROM: Steven C. Carter, City Manager *sec*

DATE: July 28, 1998

SUBJECT: EXPLANATION OF COUNCIL BILL NO. 98 - 214

A. Introduction: This Council Bill designates 804 North Neil Street (Sagamore Building) as a Landmark.

B. Recommended Action: Staff recommends the City Council choose Alternative 1 to adopt the proposed findings as attached, and approve the application for Landmark designation.

C. Summary:

- The Historic Preservation Commission recommended approval of the application for a landmark designation at its May 7, 1998 meeting.
- The Plan Commission recommended approval of the application for a landmark designation at its July 29, 1998 meeting.
- The property owner supports the designation.

D. Background:

Applicant: Jeremy Hayes
Owner: Peter Bannon & Joseph Bannon Jr.
Location: 804 North Neil Street (west side of Neil Street between North & Tremont Streets)

Description of Property: This building at 804 North Neil Street is bounded by Neil Street on the west, Hickory Street on the east, Tremont Street on the north, and North Street on the south. Parts of the building have undergone several demolitions and reconstructions over the years and the property is essentially made up of three attached but distinct buildings. The site was originally used as the trolley barns for the inter-urban railway that once linked Champaign-Urbana to other Central Illinois communities. At the time that these buildings were used for inter-urban trolleys, North Street was the location of the right-of-way for the Central Illinois Railroad. The streetcar tracks were located to the north of the site along Tremont Street. Streetcar tracks turned south from Tremont Street and proceeded down Neil Street towards Downtown Champaign where they split again, heading east through Urbana and communities beyond, and west past West Side Park and to communities to the west of the City.

The east half of the property, known as the Hickory Street Barn is the oldest portion of the building. A Neil Street Barn once stood attached to the Hickory Street Barn, but fronting on Neil Street. This structure was demolished and replaced, possibly several times, with other structures. The northwest section of the building remaining today was built in 1927. The date of construction of the southwest section of the building has not been determined, but is estimated at the early 1950s.

Hickory Street Barn (East Section): The Hickory Street Barn dates to before 1909 and possibly as early as 1894. The Hickory Street Barn is of brick construction with little architectural detail except for brick detailing around the windows. This section of the building has a stepped gable roof with light and ventilation windows separating the two portions of the roof to create a two story interior space.

The north and south facades are divided into ten bays. The north facade contains ten windows grouped in pairs. Each window is divided into twelve lights. All windows are detailed with arched lintels. The vertical section separating the two planes of the roof contain windows, but has been altered over the years by the removal of some windows and the addition of black corrugated metal sheathing.

The south facade currently contains the main entrance for the current tenant of the building. This facade originally matched the north facade with ten 12-light windows. However, some of the windows have been bricked in or altered to support HVAC systems or removed to create the main building entrance. The original outlines of many of the windows are still evident. At the west end of the south facade, two horizontal rectangular windows have been added. The roof top light and ventilation windows on the south facade appear to have the original configuration. Unlike the north facade, no corrugated metal sheathing is found on these windows.

The east facade originally contained the streetcar bay entrances and is characterized by a stepped parapet, capped in either metal or tile. This facade has been altered substantially over the years. The streetcar bays have been bricked in and two new 20-light windows added on the north end of the facade where one of the streetcar bays was once located. Two loading bays with corrugated metal doors, as well as an access door have replaced the streetcar bays on this facade. This facade originally contained a round window, accented with a double row of bricks. This window has also been filled in with brick.

Northwest Section: The northwest section of the building, the tallest in the complex, is a full two stories. Built in 1927, this section of the building is brick construction with a flat roof. This portion was likely oriented toward Neil Street when it was originally constructed. The Neil Street facade (east facade) contains a simple brick two story facade. The parapet wall, accented across the top with a diamond brick pattern, slopes gently to a peak, hiding the flat roof behind. Four upper story windows (16 lights each) are symmetrically placed across the facade. The first floor contains a loading bay door, another access door and a window where an additional loading bay door was originally located.

The north facade contains a corrugated metal loading door, three identical multi-paned window groupings and two smaller windows running from east to west in the first story. The upper story contains five multi-paned windows placed symmetrically above the first story window and door openings. The west end of the north facade contains two billboards. Only the second story of this building is exposed to the south with the same multi-paned window groupings across the upper story as are found on the north facade. One of the window groupings on the south facade has been bricked in.

The original use of this section of the building was for a stock and office building. This section replaced earlier sections that were known as the Neil Street Car Barns and the garage and meter test rooms.

Southwest Section: This section of the building is a single story, flat roof brick structure fronting on to Neil Street. The front (Neil Street) facade is flush with the facade of the northwest section. The front facade contains an entrance door at the north end of the structure and a window grouping similar to those found on the south facade.

The south facade contains 4 bays, each containing a grouping of windows. The window groupings consist of two 16 light windows flanking a brick center portion. The brick center of each window grouping may originally have been another 16 light window. An entry door is also located along this facade.

This structure was originally used as office space in the complex and currently houses a graphic art business.

Comprehensive Plan: The Comprehensive Plan recognizes historic preservation as a tool for achieving healthy neighborhoods and commercial areas. The Plan encourages the preservation of buildings that have historical and architectural significance as a means of promoting visual environments of high aesthetic quality and variety.

Historic Preservation Commission (HPC) Recommendation: At its meeting on May 7, 1998, the HPC voted (7-0) in favor of findings on Criteria 37-491 (a) and determined that this property is therefore eligible to be designated as a landmark. The criterion for designation that the HPC found favorably upon is as follows:

(a) Significant value as part of the historical, cultural, artistic, social, ethnic, or other heritage of the nation, state or community.

Plan Commission Recommendation: At its July 29, 1998 meeting, the Plan Commission voted 7-0 to recommend approval of the designation based on the findings attached to the Council Bill.

E. Alternatives:

1. Concur with the findings of the HPC and Plan Commission and approve the application for landmark designation.
2. Determine that the application for designation does not meet the criteria in Section 37-502, or make findings to this effect, and deny the application for landmark designation.

F. Discussion of Alternatives: Alternative 1 should be chosen if City Council concurs with the recommendations of HPC and Plan Commission to designate this property as a landmark.

The specific criteria for City Council consideration as outlined in Section 37-503, are as follows:

(a) The extent to which the application meets one or more of the applicable criteria set forth in either Section 37-491, Section 37-492, or Section 37-493. The Plan Commission found that the application fully meets the criteria as set forth in the recommendation of the Historic Preservation Commission as follows:

That the application meets criterion (a) from Section 37-491 of the Zoning Ordinance as follows:

(a) Significant value as part of the historical, cultural, artistic, social, ethnic, or other heritage of the nation, state or community. The applicant has supported this criterion by documenting the uses of the building and providing a history of the inter-urban street railway system that linked Champaign-Urbana to other Central Illinois communities. The Illinois Traction System, organized

in 1904, was made up of several local street railway companies, who eventually merged by the 1920s into one company (Illinois Traction, Inc.). The system linked Champaign-Urbana with Danville, Decatur, Bloomington, Clinton, Peoria, Springfield, and St. Louis and stopped at many points in between.

From the 1890s to the 1940s, the electrified inter-urban systems played an important part in the physical, economic, and cultural development of Champaign, providing transportation for both people and goods throughout the Champaign-Urbana community and the Central Illinois region. The electrified inter-urban system, and its predecessor the horse-drawn street railways, affected the physical development of Champaign by opening up new areas of the community for development. The street railway systems provided the means for the beginnings of suburbanization, enabling people to live further and further from the City's center to escape the urban congestion and pollution that industrialization brought yet still remain accessible to goods and services found in the City's center.

The inter-urban system also expanded the commercial markets for Champaign businesses, providing easy access to Champaign from other regional communities, thus contributing toward the economic development of Champaign, as well as to the social and cultural development of the community. Many cultural and recreational attractions were located along the street railway lines for accessibility to both local and out-of-town patrons.

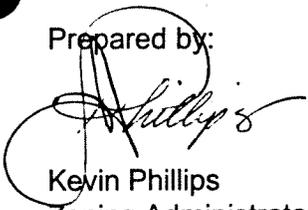
- (b) Whether the designation is consistent with the intent and objectives of this Article, as set forth in Section 37-452, and the intent of the Zoning Ordinance generally.** The Plan Commission found that this application is consistent with the intent and objectives of the Historic Preservation Ordinance and the intent of the Zoning Ordinance generally.
- (c) Whether the property owner has demonstrated that a reasonable return cannot be obtained on the property if it is so designated.** The Plan Commission found no evidence that the property owner has not demonstrated an inability to obtain a reasonable return on the property.
- (d) Whether the property owner opposes the designation.** The Plan Commission found that the property owner supports the designation of the property as a landmark.

Alternative 2 should be chosen if the City Council feels the property does not meet any of the criteria in Section 37-491 of the Zoning Ordinance, that it is inconsistent with the purpose of the Zoning Ordinance and Historic Preservation Ordinance, and is therefore not worthy as a landmark or that designation would not allow the owner a reasonable return on the property. The City Council may also consider owner opposition as a basis for defeating the Council Bill. The owner of this property has expressed support for its designation. Staff, HPC, and Plan Commission all believe that designation of this property is consistent with all criteria referenced.

F. Community Input: The owner and applicant were notified by mail of the nomination. A public hearing was advertised in the News Gazette on June 8, 1998. The Plan Commission heard this case at its June 24 and July 29, 1998 meetings. Minutes of the testimony before the Plan Commission are attached.

H. Budget and Staffing Impact: If the property is designated as a landmark, staff time will be required to review any applications for exterior alterations.

Prepared by:



Kevin Phillips
Zoning Administrator

Reviewed by:



Bruce A. Knight
Planning Director

KDP:mlm

Attachment: A - Plan Commission Minutes

B - Application for Landmark Designation - 804 North Neil Street

EXHIBIT A

JUNE 24, 1998 PLAN COMMISSION MEETING

- **HPC 98-004: Sagamore Publishing Landmark Designation, 804 North Neil Street**

The Plan Commission Meeting scheduled for June 24, 1998 was canceled. All agenda items were continued to a special meeting to be held on July 29, 1998 at 4:00 PM in Council Chambers.

JULY 29, 1998 PLAN COMMISSION MEETING

- **HPC 98-004: Sagamore Publishing Landmark Designation, 804 North Neil Street**

Chairman Markstahler reopened this public hearing. He swore-in Staff for all remaining public hearings on the agenda. Mr. Knight stated that two members of the Historic Preservation Commission are present tonight if any Plan Commissioners have questions about the HPC's recommendations. Mr. Phillips presented a brief outline of the case. He stated that the HPC recommended in favor of designation of this property on the following criteria:

- Significant value as part of the historical, cultural, artistic, social, ethnic, or other heritage of the nation, state, or community.

Mr. Phillips concluded his presentation with the owner's support of the designation, as well as the support of Staff.

Ms. Hogue moved to close the public hearing. Mr. Green seconded the motion. The motion carried by unanimous roll call vote. (VOTE: Hogue-yes; Green-yes; Patrick-yes; Heumann-yes; Dudley-yes; Darling-yes; and Markstahler-yes.)

Mr. Green moved to forward Case No. HPC 98-004 to City Council with a recommendation for approval of the application and the Findings of Fact attached to Staff's memorandum. Mr. Darling seconded the motion. The motion carried by a unanimous roll call vote. (VOTE: Green-yes; Darling-yes; Dudley-yes; Hogue-yes; Patrick-yes; Heumann-yes; and Markstahler-yes.)

g:\histpres\cbex\98004.doc



HISTORIC PRESERVATION COMMISSION
C/O PLANNING DEPARTMENT
102 N. NEIL ST.
CHAMPAIGN, IL 61820
PHONE: (217) 351-4486
FAX: (217) 351-6910

For Office Use Only
RECEIVED
MAR 12 1998
PLANNING DEPT.
Designation
Case No.: <u>98-004</u>

APPLICATION
FOR
LANDMARK DESIGNATION

PLEASE PROVIDE THE FOLLOWING INFORMATION (please print or type):

1. Common street address of Property being nominated:

Sagamore Building
804 North Neil Street
Champaign, IL 61820

2. Legal description of property being nominated:

Lot 2, 3, 4, 5 + 6 Bk 13 of Beardsley and Shiver's
Addition. Sec. 12 T 19N. R 8E

3. Property Index Number:

42-20-12-229-021
(from tax assessor's roll)

4. Name of Property Owner:

Bannon, Peter L / Joseph Jr.
(from tax assessor's roll)

5. Address of Property Owner:

Sagamore Publishing Company
804 N. Neil Street
Champaign, IL 61820
(from tax assessor's roll)

6. Attach a map showing the boundaries and location of the property.
7. Attach photographs and slides showing the important features of the property or structure.
8. Indicate which of the following criteria apply to the property or structure (check all that apply):

- The property or structure has significant value as part of the historical, cultural, artistic, social ethnic, or other heritage of the nation, state or community
- The property or structure is associated with an important person or event in national, state or local history.
- The property or structure is representative of the distinguishing characteristics of an architectural type inherently valuable for the study of a period style, craftsmanship, method of construction or use of indigenous materials.
- The property or structure is the notable work of a master builder, designer, architect or artist whose individual genius has influenced an era.
- The property or structure is identifiable as an established and familiar visual feature in the community owing to its unique location or physical characteristics.
- The property or structure is one of the few remaining examples of a particular architectural style or use, or an example which clearly represents a major architectural style, and has undergone little or no alteration since its construction.

9. Attach a general statement describing the property and its historical significance and the reasons why it should be designated as a historic landmark. Include a statement describing how the property meets the criteria listed above in #8. At the end of these statements, please list your sources of information, including bibliographic references.

PLEASE NOTE: Additional detailed information and photographs to support this nomination may be required if the Historic Preservation Commission finds that the property merits consideration.

10. Please provide the following applicant information.

APPLICANTS NAME: JEREMY HAYES PHONE(day): 332-0205
ADDRESS: URH 15 Lundgren Hall CITY: Champaign
1201 S. Fourth Street ZIP CODE: 61820

HOME
17000 Log Cabin Rd
Marion, IL 62959
(618) 982-2754

APPLICANT
SIGNATURE: Jeremy Hayes DATE: 3-10-98

Applications must be received in the Planning Department
three weeks prior to the next Historic Preservation Commission meeting for
consideration at that next meeting.

The Historic Preservation Commission meets the first Thursday of each month
at 4 p.m. in the Council Chambers.

The structure at 804 N. Neil, currently known as the Sagamore Building has a rich history and significant value as part of the historical and cultural heritage of the community. The building was at one time the streetcar barns for the twin cities' electric streetcar railway, operated by the Urbana and Champaign, Railway, Gas and Electric Light Company. This company was one of the many companies part of the Illinois Traction Company, one of the largest interurban rail systems in the United States, stretching across the entire state of Illinois. City directories from the early part of the twentieth century refer to the building (at 803 Hickory Street) as simply "I.T.S. Barn" (for Illinois Traction System). "Interurban barn" is another common reference. The street railway in Champaign-Urbana is an important part of local history and a prominent part of the development of the two cities. For thirty-seven years this system was the only form of public transportation (Chinn, 1979). The tracks and cars of the interurban have disappeared. The buildings that once housed them are some of the last vestiges of the days of streetcars. Preserving the former car barns is one way to connect present and future generations to Champaign's cultural history.

The over 22,000 square foot building remains in many ways similar to its appearance in the days of the streetcars. Additions to the original Hickory Street Car Barn have been altered, but the main building's exterior remains intact. Other tenants of the space were Champaign-Urbana City Lines Incorporated, a subsidiary of National City Lines, who used part of the building to house twenty of its buses in the 1940's. Illinois Power retained ownership of the building from the streetcar days, going by older names like "Illinois-Iowa Power Company" and "Illinois Power and Light Corporation". Like many of the warehouses of the era, the structure was built to last and remains as a viable industrial and commercial property, recently housing corporate operations of Garcia's Pizza and currently housing Sagamore Publishing (the owner), Management Learning Laboratory, and Rad Art Screenprints.

It is unknown when this building was first constructed. Its presence is first documented in the Sanborn fire insurance maps in 1909 (see attachment). Beginning in the late 1860's, Sanborn Map Company produced maps of cities for the purpose of identifying fire hazardous buildings and industrial sites for insurance companies and underwriters (Manning, 1994). ~~Maps of Champaign prior to 1909 do not provide outlines of the building.~~ It is unsure whether the building existed in those previous years since Sanborn would probably indicate an industrial building such as a streetcar barn, even though it was north of the downtown area typically covered by maps at that time. One source, an article published in the *Champaign-Urbana Courier*, indicates that the building was built in 1893-94 after Benjamin F. Harris, Jr. bought the Urbana-Champaign Railway, Gas and Electricity Company from William B. McKinley (see attachment) in 1892. No other evidence of this construction date is found, though. An age estimate on the Tax Assessor's property record indicates "1920?" as the construction date, but this is apparently much later than the actual date according to Sanborn map documentation.

After 1909, the history of the building is much clearer. Through the use of the Sanborn maps, we can see the changes that took place at this property over the years. Changes in use and ownership, as well, are documented. The first map that documents the property is the 1909 edition. The map shows the building divided into two sections, "Hickory St. Barn" and "Neil Street Barn". Collectively, this and two other properties across Hickory were labeled as Urbana and Champaign Railway, Gas and Electric Light Company. The Hickory Street structure is twice as large as the Neil Street barn. The 1924 Sanborn shows the same arrangement, with the Neil Street section labeled as "Garage and Meter Test Room". Between 1924 and 1927 this part of the building was apparently demolished. 1929 maps illustrate a new addition in place of the old one. This section was flush with the north side of the Hickory Street barn, fronting Tremont Street. The map indicates that the addition was built in 1927. It is labeled as "Stock and Office Building 'Semi F.P.' ". This 1929 map also shows a third section of the building labeled as a garage that fronts North street to give the entire structure its fully rectangular shape it maintains today. This is not to say that the current "southwest section" addition is the original that was constructed between 1924 and 1929. It has undergone significant changes in structure (the exterior material, for instance) and use that may indicate several demolitions and reconstructions. This is all the more likely since it is the smallest and simplest part of the building, having only one story. In addition, Sanborn maps in 1959 and the 1960's label this addition as "OFF. [office] Noncomb - 1956. Concrete floor. Metal deck roof."

The entire structure is currently all brick and as explained above, a connection of three major sections. The entire building has little architectural detail, showing only minor brick detailing around windows and doors. The first section is the rear part fronting Hickory street. This section is distinguished on Sanborn fire insurance maps as early as 1909 as the "Hickory Street Car Barns". Since no known evidence of the property exists prior to 1909, it is entirely possible that it was an independent structure at one time, pre-dating the original Neil Street Barn. It has a stepped front gable roof. This section of the structure is a tall one story with a monitor roof pitch adding a second story space in the middle. The north and south sides have ten bays, five groups of two bays. The north side has particularly well preserved twelve-light single-pane windows. All of this section's windows are treated with triple rowlock segmental arches. Partially intact windows remain on the south side as well. The rear facade was obviously once the focal point of the structure. It is the most detailed, with two large twenty light windows at the northern end and a large round window (now bricked over) at the top center surrounded by double rowlock border. While there are now two loading docks on this facade, the brick pattern suggests that the majority of this rear facade may have been open and covered by doors. This may be supported by a photograph in Baker and Miller (1984, p. 63; see attachment) which does not mention the structure in the background. The photo shows several workmen in front of a barn with cars situated in three of the four large open doorways.

The second section of the structure is the large northeastern corner. This part is the tallest part of the building, with two full high stories and a flat pitched roof. The side walls of

this and the "Hickory Street Barn" section mesh well, the break in roof line providing the best physical indication that the two were separately constructed. In addition, pre-1929 Sanborn maps show an orientation different from today's for either of the two non-Hickory sections. Sanborn documentation later indicates that the second section was added in 1927. This large, two story section has many large multi-light windows, all with rowlock borders above them. The north wall (fronting Tremont Street) has a loading dock and several groups of three adjoining multi-light windows. This second section has a flat roof. The front extends nearly to Neil Street, showing brick detailing at the top of this front facade.

The third and final section of the building is a flat-roofed, newer one-story addition, presumably adding some office space to the warehouse. This section's front face is flush with the previous section's, with its southern side fronting North street. This facade is also flush with the Hickory street section, giving the entire structure its complete rectangular shape. Both exterior fronts are brick in construction. This adds to the difficulty in assessing the date of this addition because maps after the addition was originally made between 1924 and 1927 indicate a concrete block construction. From this time until sometime between 1949 and 1959, it was used as garage. All later indications (including current observation) point to the use of the space as office/reception. The major current difference in this section of the building is the shape of the windows, which are smaller and more modern than the others on the building.

The development of the area north of downtown Champaign in which the street car barns are located is a district heavily effected by the railroads that frame it. The property was bordered on the south by the Illinois Central Railroad's Havana Line. It was just a half-block from the "Big Four", or Cleveland, Cincinnati, Chicago and St. Louis Railroad, and just a few blocks away from the juncture of the North-South line of the Illinois Central and the Big Four. Many of the establishments in this area were formed to serve or be served by the railroads. Just south of the barns was the Arlington/St. James hotel, which once thrived on railroad passengers. Before its demolition, just across Hickory Street from the barns was the power house for the Urbana and Champaign Railway, Gas and Electric Light Co., later the Illinois Power and Light Corporation (Sanborn, 1924). One could easily see why this part of the city was a natural location to house the street cars that ran on electricity generated across the street by the same company.

Street railways were an important part of the operation of the city economically and culturally, playing a formative role in the city's development. In the fall of 1869, the early days of the city, Edward Ater, Daniel Gardner, Clark R. Griggs, and other investors organized the Urbana and Champaign Horse Railway Company to serve the transportation needs of the city (Stewart, 1912). Street railway did exist prior to the formation of that company, though. According to Stewart (1912) mules were used before this corporation's existence. For many years, the street railway was vital to the industrial and commercial needs of the city. With the aid of this system, any of the city's commercial enterprises had access to the city's many railroads, Champaign's economic lifeblood. In these early days, the twin cities' street railway contributed to regional

economic development by providing the only access for Urbana industries to the Illinois Central before the Indianapolis, Bloomington and Western railroad began operation in the 1870's. In 1890, twenty-one years after the introduction of horses, utility magnate and later senator William B. McKinley was elected president of the Urbana and Champaign Railway, Gas and Electric Company (which evolved from Urbana and Champaign Horse Railway Company) and things would soon change for the street railway in Champaign and many other cities in Illinois (Stewart, 1912).

Not long after McKinley took the helm of the railway, he switched from horse to electric power. Only a year after that monumental change, he sold his business to local banker, B.F. Harris, amidst a financial crisis (Chinn, 1979). It was shortly after this sale (1893-94) that a Courier article claimed the Hickory Street Car Barn was erected ("Old Car Barn Being Razed"). In 1898, McKinley repurchased the railway and acquired the local gas and electric utilities. This would soon become a pattern for McKinley in many cities across the Midwestern United States (Chinn, 1979). When he purchased the Danville Street Railway in 1901 and extended it to Champaign-Urbana, the Illinois Traction System had begun. Stringham (1989) points out that

Although Illinois Traction System was lettered on all of the line's equipment, and was used by everyone who spoke of it, there was never a time when that was its official title. The system instead was made of many companies, financed by the same syndicate, organized as the Illinois Traction Company in 1904...But as time went by, some of the smaller companies consolidated with each other until 1923, all electric line became Illinois Traction Incorporated (p. 249).

For forty years, from 1903 when the first trip from Danville to Champaign was made, to the 1940's when parts of the Traction lines were scrapped, the interurban linked Illinois cities, enhancing the mobility of Champaign's residents and shaping the way central Illinois developed. As J.R. Stewart put it in 1918, "The railroads of Champaign County, both steam and electric, have completed its mediums of development, originating in its great wealth of the soil and its remarkable intellectual spirit which received such an early and permanent impetus" (p. 329). This of course, is not to mention the use of the streetcars within the city. The streetcars of the twin cities played an integral role in the everyday lives of many citizens. The streetcars allowed Champaign's residents to have more choice in where they lived, making a daily commute to work a possibility.

Susan Chinn (1979) describes the social importance of the streetcars best, illustrating such events on its cars from college fraternity parties (it was quite fashionable to rent a car and ride around town all night) and funeral processions. The street railway also was important for recreation. Parks, both public and private were built along the streetcar lines, enhancing the lives of the city's residents. When B. F. Harris was running the streetcar operations in the 1890's he built a full-blown amusement park along the line—a common practice in those days designed to enhance ridership. Baker and Miller (1984) describe the West End Amusement Park, "on Church Street at what was then the western city limit of Champaign. The park was an inducement to riders on the Urbana and

Champaign Railway streetcars. Highlights of the park facilities were a shooting gallery, a six-hundred seat summer theater, and a roller coaster type of ride” (p. 61). Chinn (1979) provides reminiscences of the streetcar days when the nightlife of downtown with its theaters and dance halls was always a few minutes away. It was the streetcars that moved the city and made it possible to continue to expand its boundaries.

Many other Illinois Traction buildings have been destroyed in other cities. The legacy of the days of streetcars in many cities has been forgotten. Fortunately, citizens of Champaign have showed commitment to preserving its cultural past by saving old railroad facilities, including the one-time ITS station and ticket office. As it moves ahead to the future, the city and region should remember that it was rail that made the city and helped it grow and prosper.

REFERENCES

Baker, Willis C. and Patricia L. Miller. *A Commemorative History of Champaign, County, IL 1833-1983*. Champaign, IL: Illinois Heritage Association, 1984.

Champaign-Urbana City Directories. Various years.

Chinn, Susan. *A History of the Champaign-Urbana, Illinois Electric Street Railway*. 1979.

Manning, Mary. "Sanborn Fire Insurance Maps: An Aid for Genealogists" *Illinois Libraries* 76.2 (1994): 101-104.

Sanborne Fire Insurance Maps. 1969, 1968, 1966, 1965, 1963, 1959, 1949, 1929, 1924, 1909, and various years prior to 1909.

Stewart, J.E., editor. *A Standard History of Champaign County*. Chicago: Lewis Publishing Co., 1918.

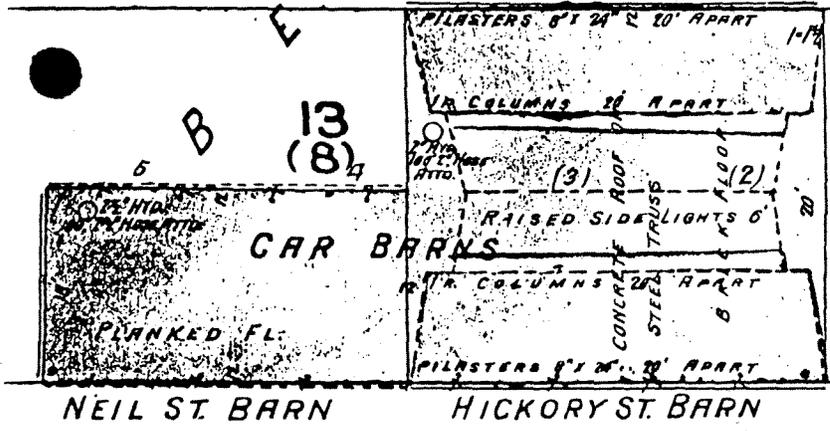
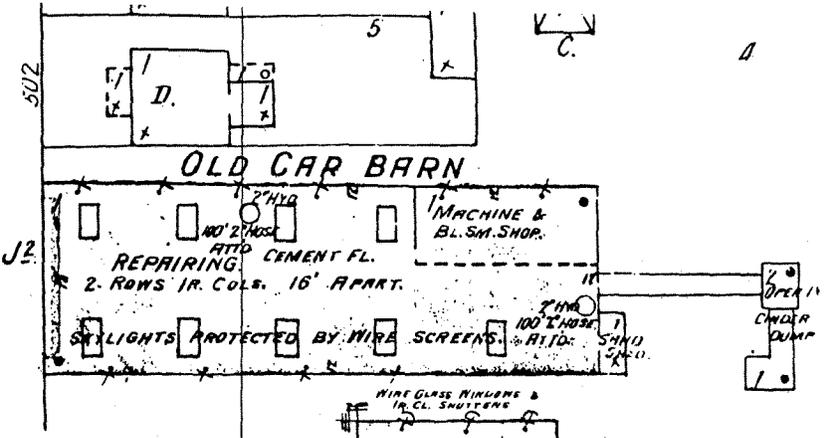
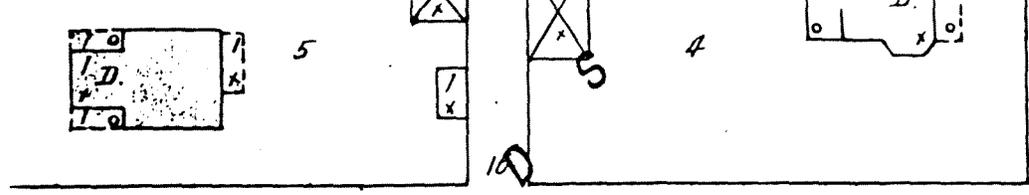
Stringham, Paul H. *Illinois Terminal, the Electric Years*. Glendale, CA: The Interurban Press, 1989.

"Old Car Barn Being Razed." *Champaign-Urbana Courier*. 2 May 1943.

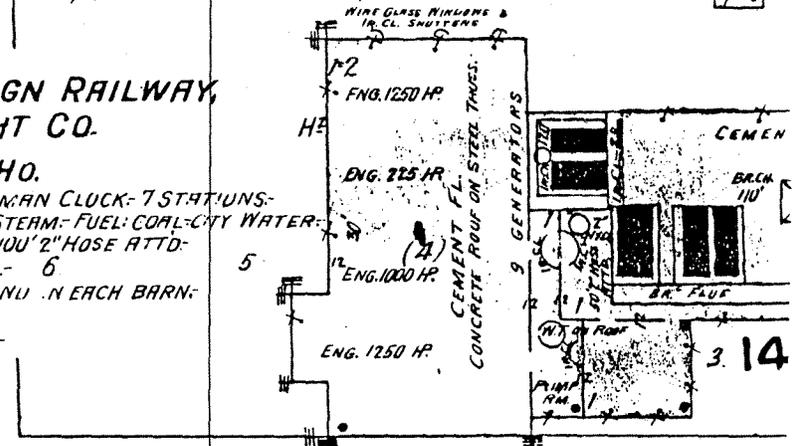
ATTACHMENTS

- 1) 1909 Sanborn Fire Insurance map. First documentation of the property.
 - 2) 1969 Sanborn Fire Insurance map. Recent depiction of the property.
 - 3) Photograph, William B. McKinley.
 - 4) Photograph, Unnamed Interurban barn in Champaign County.
 - 5) Tax Assessor Record for the property
-

E. TREMONT

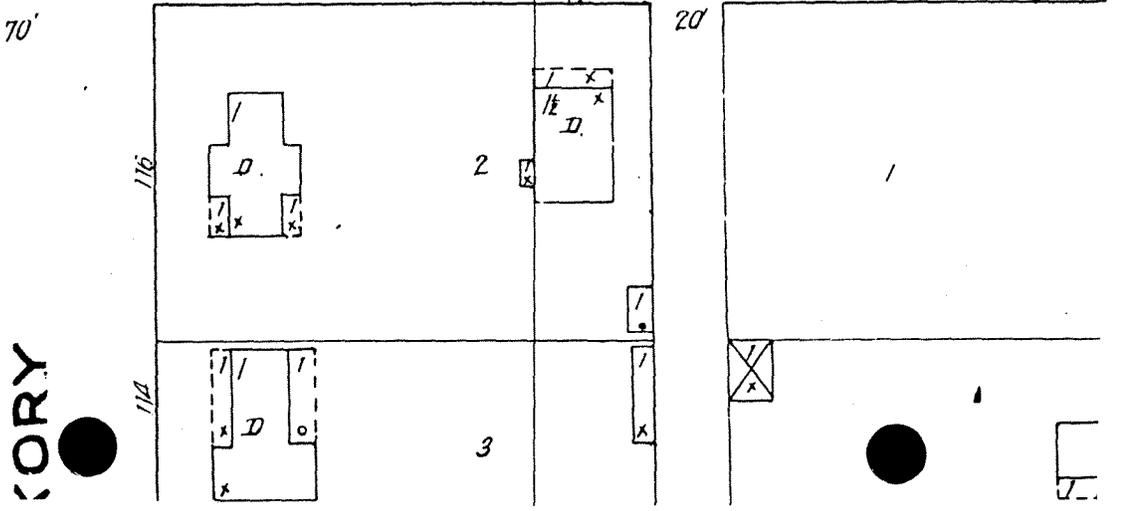
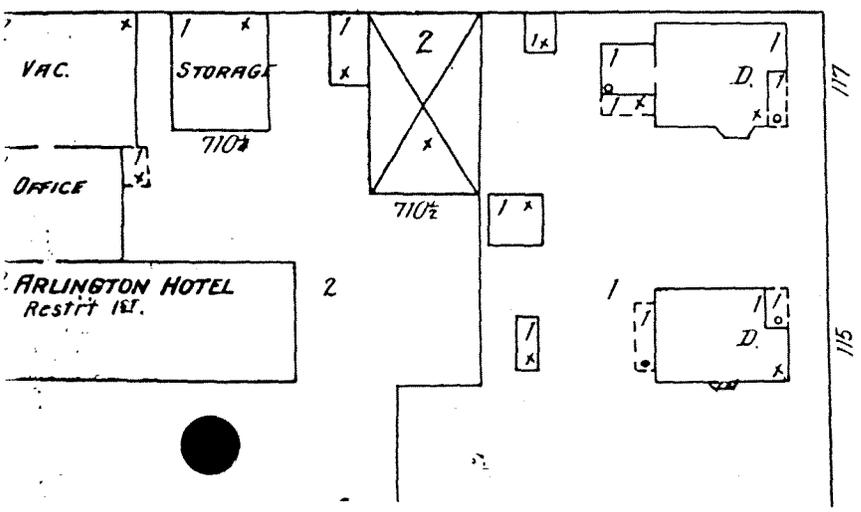


**URBANA & CHAMPAIGN RAILWAY,
GAS & ELECTRIC LIGHT CO.**
CAR BARN & POWER HO.
 ONE NIGHT & ONE DAY WATCHMAN, NEWMAN CLOCK-7 STATIONS-
 11 HOURLY ROUNDS-LIGHTS: ELEC-HEAT: STEAM-FUEL: COAL-CITY WATER-
 THREE 2" CONN. IN CAR BARN WITH 100' 2" HOSE ATT'D-
 ONE 2 1/2" CONN. WITH 100' 2 1/2" HOSE ATT'D- 6
 2-CHEMICAL EXT'RS. & 12 PAILS OF SAND IN EACH BARN-
 250' 2 1/2" HOSE TO ATT'CH UN CITY HYD.
 POWER HO. IN OPERATION CONTINUALLY-



ILLINOIS CENTRAL R. R.

1907 Sanborn



As the non-farm work force grew larger, local passenger transportation needs increased greatly. Utilities magnate William B. McKinley electrified the old horse-drawn street railway in 1891. The following year, he sold the business to Benjamin F. Harris, Jr. The new owner, although only twenty-five years old at the time he bought the company, successfully managed and expanded services of the Urbana and Champaign Railway until 1898. At that time, McKinley repurchased the company, and also acquired the local gas and electric utilities in the Twin Cities. In 1900, he negotiated ownership of the Danville Street Railway, and expanded its system to serve the outlying towns of Catlin and Westville. By masterful planning he had formed the nucleus of an electric railroad called the Danville, Urbana, and Champaign Railway Company. In 1901, the route of this new passenger train was a subject of great interest; when finally revealed, it was cause for celebration in communities which would benefit from improved transportation. Mayview, Ogden, and St. Joseph were included along the route to Danville. A branch line was built from Ogden to Homer in 1904, which was to enhance the economic interests of both communities.



Street Railway Conductor or Motorman (Possibly G. Viles), c. 1905-1910, Urbana and Champaign Railway



The West End Amusement Park was created by Benjamin F. Harris, Jr., on West Church Street at what was then the western city limit of Champaign. (Although he was the grandson of B. F. Harris, Sr., in contemporary accounts, Harris was referred to as Jr.). The park was an inducement to riders on the Urbana and Champaign Railway streetcars. Highlights of the park facilities were a shooting gallery, a six-hundred seat summer theater, and a roller coaster type of ride.

Starting in 1894 and continuing for a number of years, big Fourth of July celebrations were held there with entertainment, picnics, and impressive fireworks displays. The park is now named Eisner Park in honor of the Eisner family of Champaign. The building currently used as a senior citizens center by the Champaign Park District was the #7 Eisner grocery store for many years.

William B. McKinley

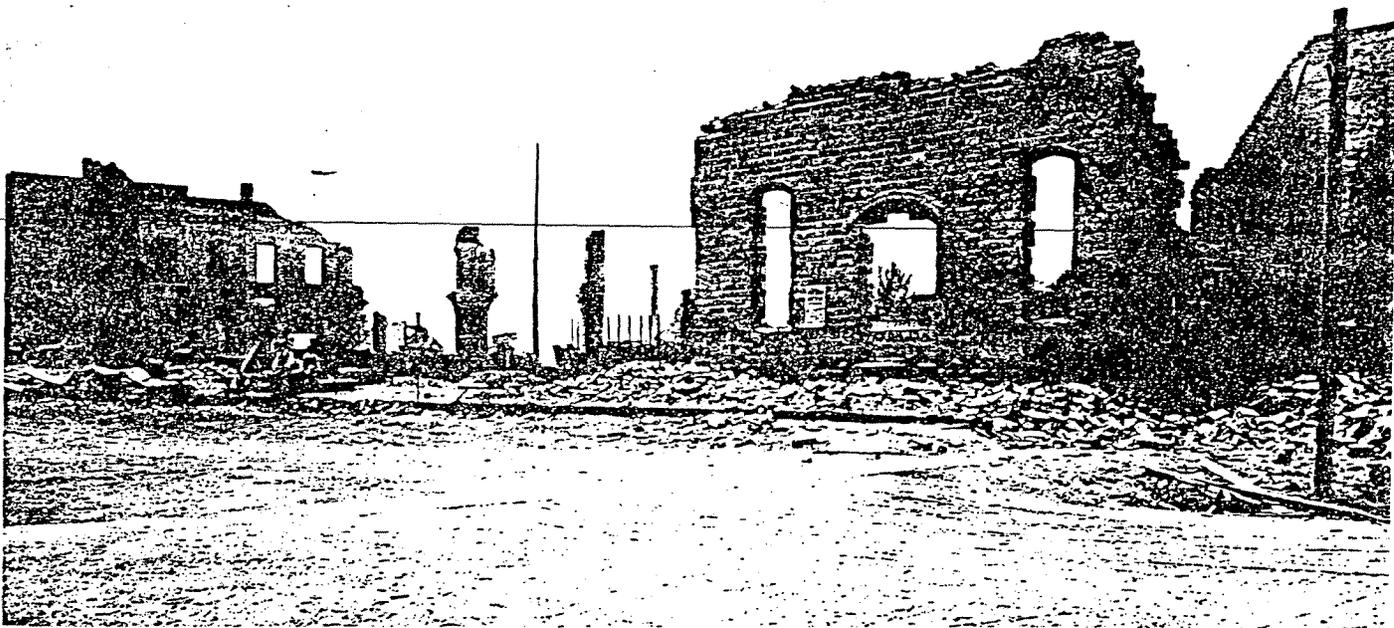


*Interurban cars
No. 47 (c. 1909-1918); No. 33 (c. 1900);
No. 1 (1890's)*

*Persons identified by an "x," left to
right: John Key, Ora Patterson, Walter
Hall, Charley Bartley*

Railroad development at the turn of the century brought about more progress in several Champaign towns. But Rantoul was to suffer its most serious setback from its proximity to the railroad. Sparks from a fast moving Illinois Central train going through town on August 9, 1901, ignited the Goff and Yates elevator; fire swept throughout the business district and beyond to destroy some fifty-four business and professional offices, the Baptist Church, the Catholic Church, and several homes. Within two months Rantoul had cleared the debris from the fire and had more than four hundred workmen busy erecting thirty-five new two-story brick buildings in the downtown area.

Rantoul, after the fire, 1901



42-20-12-229-021

PROPERTY RECORD COMMERCIAL — INDUSTRIAL

OWNERSHIP & MAILING ADDRESS

42-20-12-229-021
 BANNON PETER L/JOSEPH JR.
 SAGMORE PUBLIS.CO
 804 N NEIL ST
 CHAMPAIGN IL 61820-0000

TOWN	VOLUME	TAX CODE	AREA	SEC.	BLOCK	PARCEL	UNIT
C of C		2	42	20	12	229	021
3000 Property Class	Land Use	Zoning	N.H. Code	of Card No.	Condo. Comm.		

RECORD OF OWNERSHIP	DATE	DEED STAMPS	INDICATED PRICE
	5/92		405000
	6/96		425000

Property Address

22 E. North

LAND COMPUTATION							BUILDING PERMIT RECORD						
Unit	Units	Depth	Unit Value	Depth Factor	Infl. Factor	Full Value	DATE	NUMBER	AMOUNT	YR. ASSES	N/C	P/U YEAR	PURPOSE

MEMO

LOT 2, 2-1/2 AC. 1/12 12, 01
 SACRED TRUST BEE
 LOT: 79' x 235' = 23265 @ 0.12

SUMMARY OF ASSESSED VALUES

ITEM	ORG. ASMT. <i>B.R.</i> 19 93		
	FULL VALUE	Asmt. Level	ASSESSED VALUE
LAND			13540
BLDGS.			82800
TOTAL			96340

42-20-12-229-021	RY- 1996	M= 1.0250	LAND	19,770
			BLDGS	121,780
			TOTAL	141,550

ITEM	REV. BY 19		
	FULL VALUE	Asmt. Level	ASSESSED VALUE
LAND			
BLDGS.			
TOTAL			

42-20-12-229-021	RY- 1994	M= 1.0200	LAND	13,810
			BLDGS	84,460
			TOTAL	98,270

42-20-12-229-021	RY- 1997	M= 1.0370	LAND	20,500
			BLDGS	126,290
			TOTAL	146,790

ITEM	REV. BY 19		
	FULL VALUE	Asmt. Level	ASSESSED VALUE
LAND			
BLDGS.			
TOTAL			

ITEM	REV. BY <i>ASSESSOR</i> 19 95		
	FULL VALUE	Asmt. Level	ASSESSED VALUE
LAND	58162		18800
BLDGS	358293		115800
TOTAL		ARE	134600

ITEM	REV. BY 19		
	FULL VALUE	Asmt. Level	ASSESSED VALUE
LAND			
BLDGS.			
TOTAL			

ITEM	REV. BY 19		
	FULL VALUE	Asmt. Level	ASSESSED VALUE
LAND			
BLDGS.			
TOTAL			

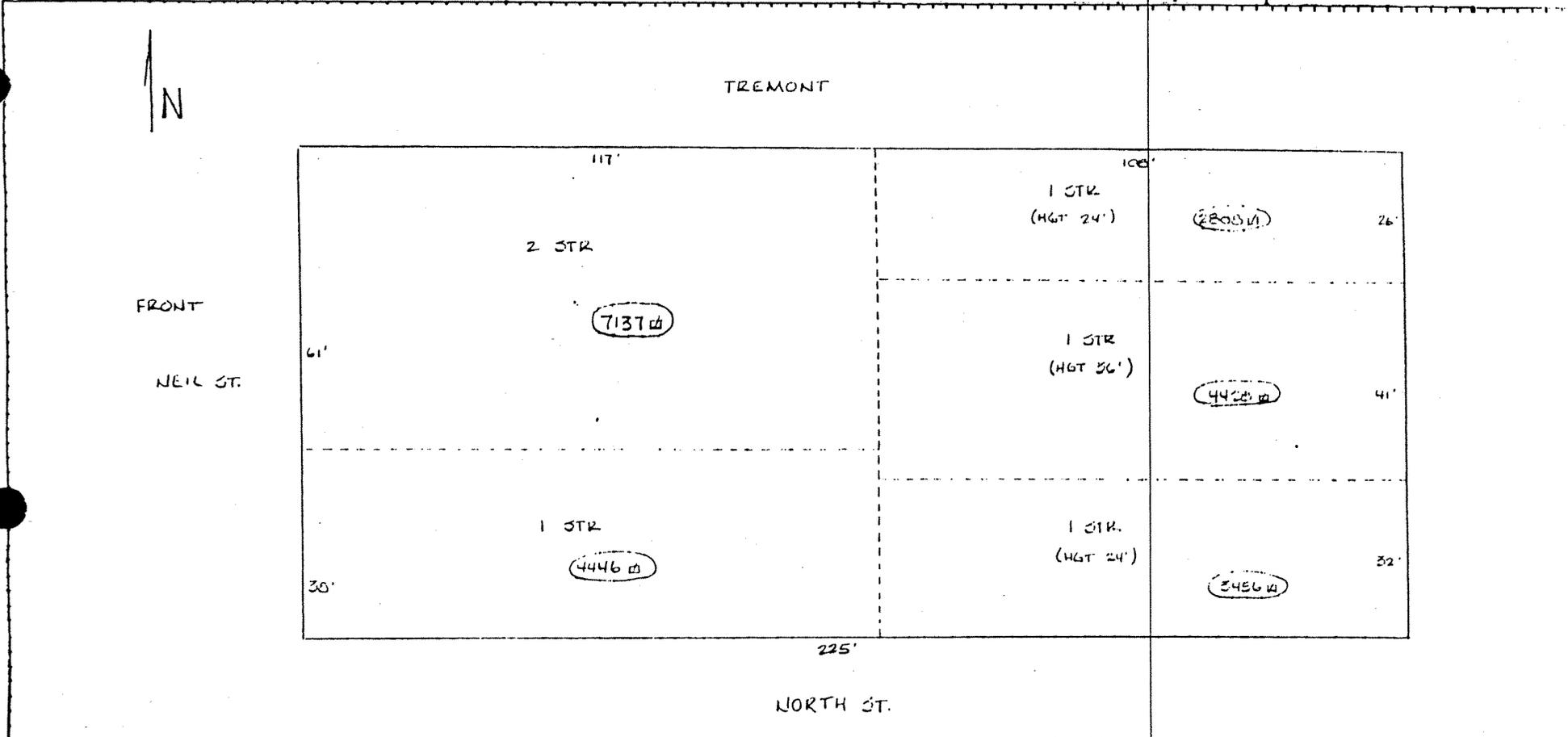
42-20-12-229-021	RY- 1995	M= 1.0260	LAND	19,290
			BLDGS	118,810
			TOTAL	138,100

ITEM	REV. BY 19		
	FULL VALUE	Asmt. Level	ASSESSED VALUE
LAND			
BLDGS.			
TOTAL			

ITEM	REV. BY 19		
	FULL VALUE	Asmt. Level	ASSESSED VALUE
LAND			
BLDGS.			
TOTAL			

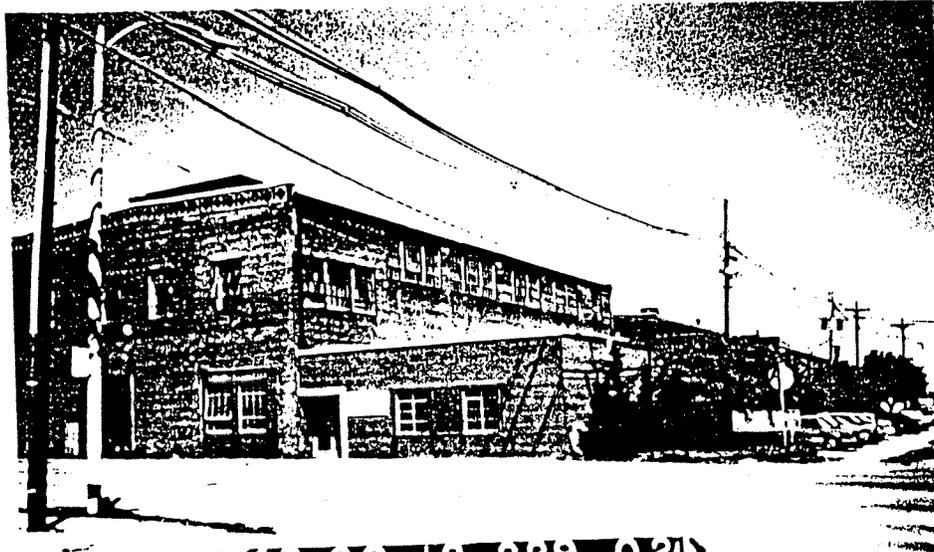
SUMMARY CARD

OWNERSHIP MAILING ADDRESS 804 Partnership C/O William Goldenstein P.O. Box 487 Urbana, IL. 61801-0487	TOWN	VOLUME	TAX CODE	AREA	SEC.	BLOCK	PAR.	UNIT	
	C of C				42	20	12	229	021
	DIVISION:				N.H. Code		of Card No.		Condo. Comm.
					Property Class		Land Use		Zoning
	BUILDING PERMIT RECORD								
	DATE	NUMBER	AMOUNT	YR. ASSES	N/C	P/U YEAR	PURPOSE		
PROPERTY ADDRESS									



SUMMARY OF ASSESSED VALUES

ITEM	ORG. ASMT. 19			REV. BY 19			REV. BY 19		
	FULL VALUE	ASMT LEVEL	ASSESSED VALUE	FULL VALUE	ASMT LEVEL	ASSESSED VALUE	FULL VALUE	Asmt. Level	ASSESSED Value
LAND									
BLDGS.									
TOTAL									



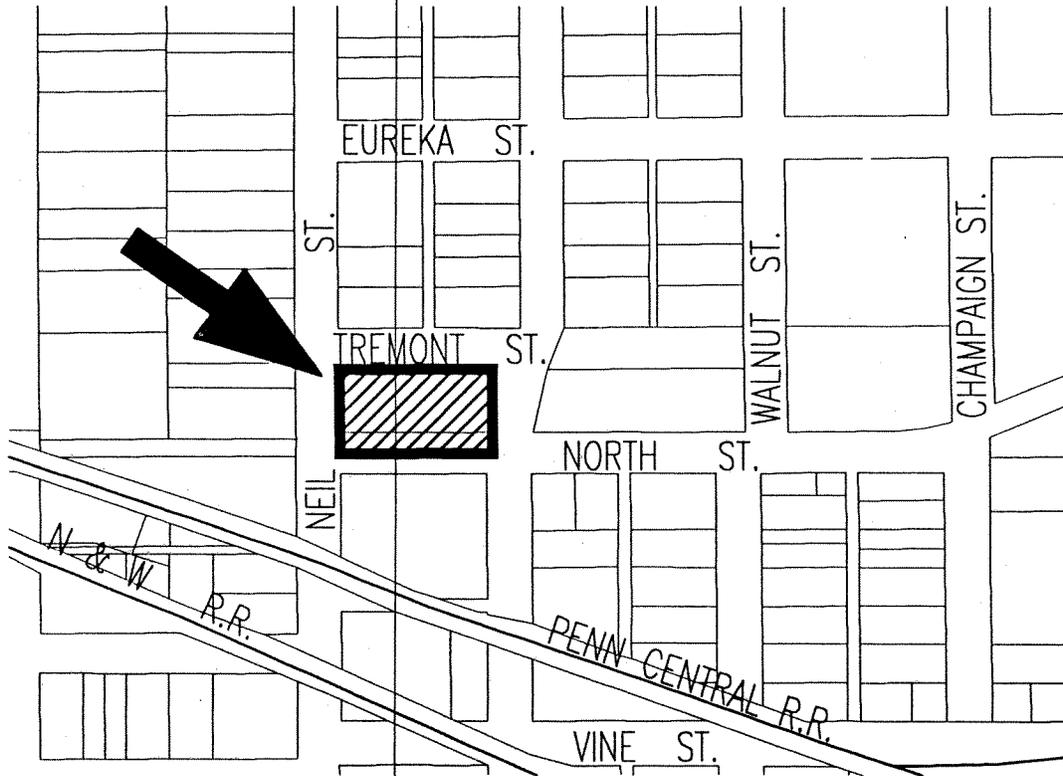
42 20 12 229 021

BUILDING RECORD COMMERCIAL INDUSTRIAL

USE			CONDO. COMM.	DESCRIPTION	COMPUTATION
Office	Vacant		S/F Ground Area	33277	WH
W.H.	Abndnd.		Eff. Perim L/F	1112	Bsmt.
			C/F of Bldg.		1st Floor
			S/F Wall Area	1112	2nd Floor
			Wall Ratio		3rd Floor
			Sty.	Schl.	
% WITH:					
					Base Price
					BPA 9.19%
					Heat
					A/C
					Electrc Light
					Sprinkler
					S/F Price
					S/F
					Subtotal

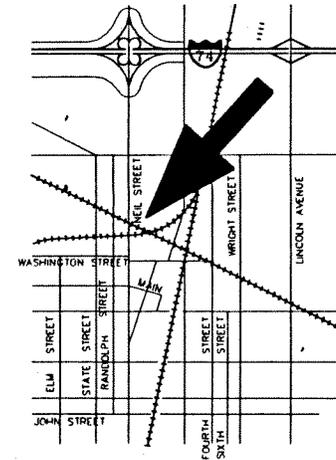
LANDMARK DESIGNATION

804 N. Neil St.
Sagamore Building



For visual reference only - Not for legal purposes

LOCATION MAP



CASE NUMBER:
HPC 98-005

 Subject Property

4/15/98

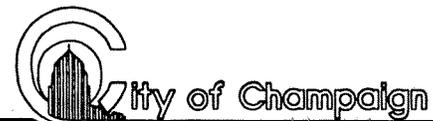


EXHIBIT A

**PLAN COMMISSION REVIEW
FINDING OF FACT - LANDMARK
804 North Neil Street
(Sagamore Building)**

FINDINGS OF FACT ON CRITERION (a), (b), (c), and (d) OF SECTION 37-502 OF THE ZONING ORDINANCE:

- (a) **The extent to which the application meets one or more of the applicable criteria set forth in either Section 37-491, Section 37-492, or Section 37-493.** The application fully meets the criterion set forth in the recommendation of the Historic Preservation Commission.

FINDINGS OF FACT ON CRITERION (a) OF SECTION 37-491 OF THE ZONING ORDINANCE:

- (a) **The property or structure has significant value as part of the historical, cultural, artistic, social, ethnic, or other heritage of the nation, state or community** because the building was originally used as car barns for the inter-urban street railway system (known as the Illinois Traction System). The Illinois Traction System existed from the late 1890s to the 1940s and linked Champaign-Urbana with Danville, Decatur, Bloomington, Peoria, Springfield and St. Louis. The street railway system played an important role in the physical development of Champaign, permitting expansion of the City by opening up new areas for residential development and providing transportation for both people and goods throughout Central Illinois. The inter-urban system allowed Champaign businesses to draw from a regional market, thus contributing towards Champaign's economic development.
- (b) **Whether the designation is consistent with the intent and objectives of this Article, as set forth in Section 37-452, and the intent of the Zoning Ordinance generally.** This application is consistent with the intent and objectives of the Historic Preservation Ordinance and the intent of the Zoning Ordinance generally.
- (c) **Whether the property owner has demonstrated that a reasonable return cannot be obtained on the property if it is so designated.** The property owner has not demonstrated an inability to obtain a reasonable return on the property.
- (d) **Whether the property owner opposes the designation.** The property owner supports the designation of the property as a landmark.

REPORT TO PLAN COMMISSION

FROM: Bruce A. Knight, Planning Director *BAK*

DATE: July 22, 1998

SUBJECT: Case No. HPC 98-004: **APPLICATION FOR LANDMARK DESIGNATION FOR 804 NORTH NEIL STREET (SAGAMORE BUILDING)**

Introduction: The Plan Commission is requested to make a recommendation to City Council on the application to designate 804 North Neil Street (Sagamore Building) as a landmark.

Background:

Applicant: Jeremy Hayes
Owner: Peter Bannon & Joseph Bannon Jr.
Location: 804 North Neil Street (west side of Neil Street between North & Tremont Streets)

Description of Property: This building at 804 North Neil Street is bounded by Neil Street on the west, Hickory Street on the east, Tremont Street on the north, and North Street on the south. Parts of the building have undergone several demolitions and reconstructions over the years and the property is essentially made up of three attached but distinct buildings. The site was originally used as the trolley barns for the inter-urban railway that once linked Champaign-Urbana to other Central Illinois communities. At the time that these buildings were used for inter-urban trolleys, North Street was the location of the right-of-way for the Central Illinois Railroad. The streetcar tracks were located to the north of the site along Tremont Street. Streetcar tracks turned south from Tremont Street and proceeded down Neil Street towards Downtown Champaign where they split again, heading east through Urbana and communities beyond, and west past West Side Park and to communities to the west of the City.

The east half of the property, known as the Hickory Street Barn is the oldest portion of the building. A Neil Street Barn once stood attached to the Hickory Street Barn, but fronting on Neil Street. This structure was demolished and replaced, possibly several times, with other structures. The northwest section of the building remaining today was built in 1927. The date of construction of the southwest section of the building has not been determined, but is estimated at the early 1950s.

Hickory Street Barn (East Section): The Hickory Street Barn dates to before 1909 and possibly as early as 1894. The Hickory Street Barn is of brick construction with little architectural detail except for brick detailing around the windows. This section of the building has a stepped gable roof with light and ventilation windows separating the two portions of the roof to create a two story interior space.

The north and south facades are divided into ten bays. The north facade contains ten windows grouped in pairs. Each window is divided into twelve lights. All windows are detailed with arched lintels. The vertical section separating the two planes of the roof contain windows, but

has been altered over the years by the removal of some windows and the addition of black corrugated metal sheathing.

The south facade currently contains the main entrance for the current tenant of the building. This facade originally matched the north facade with ten 12-light windows. However, some of the windows have been bricked in or altered to support HVAC systems or removed to create the main building entrance. The original outlines of many of the windows are still evident. At the west end of the south facade, two horizontal rectangular windows have been added. The roof top light and ventilation windows on the south facade appear to have the original configuration. Unlike the north facade, no corrugated metal sheathing is found on these windows.

The east facade originally contained the streetcar bay entrances and is characterized by a stepped parapet, capped in either metal or tile. This facade has been altered substantially over the years. The streetcar bays have been bricked in and two new 20-light windows added on the north end of the facade where one of the streetcar bays was once located. Two loading bays with corrugated metal doors, as well as an access door have replaced the streetcar bays on this facade. This facade originally contained a round window, accented with a double row of bricks. This window has also been filled in with brick.

Northwest Section: The northwest section of the building, the tallest in the complex, is a full two stories. Built in 1927, this section of the building is brick construction with a flat roof. This portion was likely oriented toward Neil Street when it was originally constructed. The Neil Street facade (east facade) contains a simple brick two story facade. The parapet wall, accented across the top with a diamond brick pattern, slopes gently to a peak, hiding the flat roof behind. Four upper story windows (16 lights each) are symmetrically placed across the facade. The first floor contains a loading bay door, another access door and a window where an additional loading bay door was originally located.

The north facade contains a corrugated metal loading door, three identical multi-paned window groupings and two smaller windows running from east to west in the first story. The upper story contains five multi-paned windows placed symmetrically above the first story window and door openings. The west end of the north facade contains two billboards. Only the second story of this building is exposed to the south with the same multi-paned window groupings across the upper story as are found on the north facade. One of the window groupings on the south facade has been bricked in.

The original use of this section of the building was for a stock and office building. This section replaced earlier sections that were known as the Neil Street Car Barns and the garage and meter test rooms.

Southwest Section: This section of the building is a single story, flat roof brick structure fronting on to Neil Street. The front (Neil Street) facade is flush with the facade of the northwest section. The front facade contains an entrance door at the north end of the structure and a window grouping similar to those found on the south facade.

The south facade contains 4 bays, each containing a grouping of windows. The window groupings consist of two 16 light windows flanking a brick center portion. The brick center of

each window grouping may originally have been another 16 light window. An entry door is also located along this facade.

This structure was originally used as office space in the complex and currently houses a graphic art business.

Comprehensive Plan: The Comprehensive Plan recognizes historic preservation as a tool for achieving healthy neighborhoods and commercial areas. The Plan encourages the preservation of buildings that have historical and architectural significance as a means of promoting visual environments of high aesthetic quality and variety.

Historic Preservation Commission (HPC) Recommendation: At its meeting on May 7, 1998, the HPC voted (7-0) in favor of findings on Criteria 37-491 (a) and determined that this property is therefore eligible to be designated as a landmark. The criteria for designation that the HPC found favorably upon are as follows:

- (a) **Significant value as part of the historical, cultural, artistic, social, ethnic, or other heritage of the nation, state or community.**

Plan Commission Consideration of Applications for Designations: In the May 28, 1998 report to Plan Commission, Staff proposed a text amendment that would clarify the factors that Plan Commission and City Council should consider when recommending and making decisions on designation cases. Plan Commission forwarded the proposed text amendment to City Council for approval with a modification. The City Council referred the revised text amendment to a joint subcommittee of the Plan Commission and Historic Preservation Commission to resolve differences between the Commissions. On July 21, 1998 the City Council passed an amendment which added the following four factors for consideration:

- (a) **the extent to which the application meets the relevant designation criteria;**
- (b) **whether the designation is consistent with the intent and objectives of this Article, as set forth in Section 37-452, and the intent of the Zoning Ordinance generally;**
- (c) **whether the property owner has demonstrated the designation would prevent the property owner from obtaining a reasonable economic return on the property; and,**
- (d) **whether the property owner opposes the designation.**

Alternatives:

1. Concur with the findings of the HPC and recommend to City Council that the application for landmark designation be approved.
2. Determine that the application for designation meets different criteria in Section 37-491 than determined by the HPC, make findings to this effect, and recommend to the City Council that the application for landmark designation be approved.

3. Determine that the application for designation does not meet any of the criteria in Section 37-502, make findings to this effect, and recommend to the City Council that the application for landmark designation be denied.

Discussion of Alternatives: Alternative 1 should be chosen if the Plan Commission concurs with Plan Commission criterion (a), confirming the HPC findings and reasons set forth in the findings and believes that the property meets the other three Plan Commission criteria. The HPC found that the application met criterion (a) from Section 37-491 of the *Zoning Ordinance* as follows:

- (a) **Significant value as part of the historical, cultural, artistic, social, ethnic, or other heritage of the nation, state or community.** The applicant has supported this criterion by documenting the uses of the building and providing a history of the inter-urban street railway system that linked Champaign-Urbana to other Central Illinois communities. The Illinois Traction System, organized in 1904, was made up of several local street railway companies, who eventually merged by the 1920s into one company (Illinois Traction, Inc.). The system linked Champaign-Urbana with Danville, Decatur, Bloomington, Clinton, Peoria, Springfield, and St. Louis and stopped at many points in between.

From the 1890s to the 1940s, the electrified inter-urban systems played an important part in the physical, economic, and cultural development of Champaign, providing transportation for both people and goods throughout the Champaign-Urbana community and the Central Illinois region. The electrified inter-urban system, and its predecessor the horse-drawn street railways, affected the physical development of Champaign by opening up new areas of the community for development. The street railway systems provided the means for the beginnings of suburbanization, enabling people to live further and further from the City's center to escape the urban congestion and pollution that industrialization brought yet still remain accessible to goods and services found in the City's center.

The inter-urban system also expanded the commercial markets for Champaign businesses, providing easy access to Champaign from other regional communities, thus contributing toward the economic development of Champaign, as well as to the social and cultural development of the community. Many cultural and recreational attractions were located along the street railway lines for accessibility to both local and out-of-town patrons.

The specific Plan Commission considerations are as follows:

- (a) **The extent to which the application meets one or more of the applicable criteria set forth in either Section 37-491, Section 37-492, or Section 37-493.** The application fully meets the criterion set forth in the recommendation of the Historic Preservation Commission.
- (b) **Whether the designation is consistent with the intent and objectives of this Article, as set forth in Section 37-452, and the intent of the Zoning Ordinance generally.** This application is consistent with the intent and objectives of the Historic Preservation Ordinance and the intent of the Zoning Ordinance generally.
- (c) **Whether the property owner has demonstrated that a reasonable return cannot be obtained on the property if it is so designated.** The property owner has not

demonstrated an inability to obtain a reasonable return on the property.

(d) Whether the property owner opposes the designation. The property owner supports the designation of the property as a landmark.

If Plan Commission chooses Alternative 1, the Commission should reference the Historic Preservation Commission findings as a whole in its motion for a recommendation for approval and make findings on the other three criteria for Plan Commission consideration.

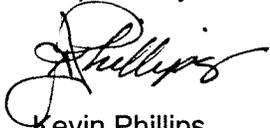
Alternative 2 should be chosen if the Plan Commission feels the property meets different criteria for designation than those criteria found by the Historic Preservation Commission or, if the Plan Commission feels the criteria are met for different reasons than those given by the HPC in its findings. If the Plan Commission chooses this Alternative, it should make findings on specific criteria and include the reasons why the property meets a particular criterion. Choosing this Alternative also provides for the Plan Commission to forward the application to the City Council with a recommendation for approval, but with revised findings.

Alternative 3 should be chosen if the Plan Commission feels the property does not meet any of the criteria in Section 37-502 of the *Zoning Ordinance* or that it is inconsistent with the purpose of the Zoning Ordinance and Historic Preservation Ordinance, and is therefore not worthy as a landmark. The Commission may also consider owner opposition. The owner of this property supports its designation. If Plan Commission chooses this Alternative, it should state reasons why the property does not meet the criteria.

Budget and Staffing Impact: If the property is designated as a landmark, staff time will be required to review any applications for exterior alterations.

Recommended Action: Staff recommends the Plan Commission choose Alternative 1 to adopt the proposed findings as attached, and recommend to City Council that the application for landmark designation be approved.

Prepared by:



Kevin Phillips
Zoning Administrator

KDP:mlm

Attachment: A - Proposed Finding
B - Application for Landmark Designation - 804 North Neil Street

**PLAN COMMISSION REVIEW
FINDING OF FACT - LANDMARK
804 North Neil Street
(Sagamore Building)**

FINDINGS OF FACT ON CRITERION (a), (b), (c), and (d) OF SECTION 37-502 OF THE ZONING ORDINANCE:

- (a) **The extent to which the application meets one or more of the applicable criteria set forth in either Section 37-491, Section 37-492, or Section 37-493.** The application fully meets the criterion set forth in the recommendation of the Historic Preservation Commission.

FINDINGS OF FACT ON CRITERION (a) OF SECTION 37-491 OF THE ZONING ORDINANCE:

- (a) **The property or structure has significant value as part of the historical, cultural, artistic, social, ethnic, or other heritage of the nation, state or community** because the building was originally used as car barns for the inter-urban street railway system (known as the Illinois Traction System). The Illinois Traction System existed from the late 1890s to the 1940s and linked Champaign-Urbana with Danville, Decatur, Bloomington, Peoria, Springfield and St. Louis. The street railway system played an important role in the physical development of Champaign, permitting expansion of the City by opening up new areas for residential development and providing transportation for both people and goods throughout Central Illinois. The inter-urban system allowed Champaign businesses to draw from a regional market, thus contributing towards Champaign's economic development.
- (b) **Whether the designation is consistent with the intent and objectives of this Article, as set forth in Section 37-452, and the intent of the Zoning Ordinance generally.** This application is consistent with the intent and objectives of the Historic Preservation Ordinance and the intent of the Zoning Ordinance generally.
- (c) **Whether the property owner has demonstrated that a reasonable return cannot be obtained on the property if it is so designated.** The property owner has not demonstrated an inability to obtain a reasonable return on the property.
- (d) **Whether the property owner opposes the designation.** The property owner supports the designation of the property as a landmark.



HISTORIC PRESERVATION COMMISSION
C/O PLANNING DEPARTMENT
102 N. NEIL ST.
CHAMPAIGN, IL 61820
PHONE: (217) 351-4486
FAX: (217) 351-6910

For Office Use Only
RECEIVED
MAR 12 1998
PLANNING DEPT.
Designation
Case No.: <u>98-004</u>

APPLICATION
FOR
LANDMARK DESIGNATION

PLEASE PROVIDE THE FOLLOWING INFORMATION (please print or type):

1. Common street address of Property being nominated:

Sagamore Building
804 North Neil Street
Champaign, IL 61820

2. Legal description of property being nominated:

Lot 2, 3, 4, 5 + 6 B1K 13 of Beardsley and Shiver's
Addition. Sec. 12 T 19N. R 8E

3. Property Index Number:

(from tax assessor's roll)

42-20-12-229-021

4. Name of Property Owner:

(from tax assessor's roll)

Bannon, Peter L / Joseph Jr.

5. Address of Property Owner:

(from tax assessor's roll)

Sagamore Publishing Company
804 N. Neil Street
Champaign, IL 61820

6. Attach a map showing the boundaries and location of the property.
7. Attach photographs and slides showing the important features of the property or structure.
8. Indicate which of the following criteria apply to the property or structure (check all that apply):

- The property or structure has significant value as part of the historical, cultural, artistic, social ethnic, or other heritage of the nation, state or community
- The property or structure is associated with an important person or event in national, state or local history.
- The property or structure is representative of the distinguishing characteristics of an architectural type inherently valuable for the study of a period style, craftsmanship, method of construction or use of indigenous materials.
- The property or structure is the notable work of a master builder, designer, architect or artist whose individual genius has influenced an era.
- The property or structure is identifiable as an established and familiar visual feature in the community owing to its unique location or physical characteristics.
- The property or structure is one of the few remaining examples of a particular architectural style or use, or an example which clearly represents a major architectural style, and has undergone little or no alteration since its construction.

9. Attach a general statement describing the property and its historical significance and the reasons why it should be designated as a historic landmark. Include a statement describing how the property meets the criteria listed above in #8. At the end of these statements, please list your sources of information, including bibliographic references.

PLEASE NOTE: Additional detailed information and photographs to support this nomination may be required if the Historic Preservation Commission finds that the property merits consideration.

10. Please provide the following applicant information.

APPLICANTS NAME: JEREMY HAYES PHONE(day): 332-0205
ADDRESS: URH 15 Lundgren Hall CITY: Champaign
1201 S. Fourth Street ZIP CODE: 61820

HOME

17000 Log Cabin Rd
Marion, IL 62959
(618) 982-2754

APPLICANT

SIGNATURE: Jeremy Hayes DATE: 3-10-98

Applications must be received in the Planning Department
three weeks prior to the next Historic Preservation Commission meeting for
consideration at that next meeting.

The Historic Preservation Commission meets the first Thursday of each month
at 4 p.m. in the Council Chambers.

REPORT TO HISTORIC PRESERVATION COMMISSION

FROM: Bruce A. Knight, Planning Director 

DATE: May 21, 1998

SUBJECT: Case No. HPC 98-004: **Application for Landmark Designation for 804 North Neil Street (Sagamore Building)**

Introduction: The Historic Preservation Commission is requested to make a final recommendation to Plan Commission on the application to designate 804 North Neil Street (Sagamore Building) as a Landmark. The Commission is required, by the *Zoning Ordinance* to incorporate all applicable findings in its recommendation.

Background:

Applicant: Jeremy Hayes
Owner: Peter Bannon & Joseph Bannon Jr.
Location: 804 North Neil Street (West side of Neil Street between North & Tremont Streets)

Description of Property: This building at 804 North Neil Street is bounded by Neil Street on the west, Hickory Street on the east, Tremont Street on the north and North Street on the south. Parts of the building have undergone several demolitions and reconstructions over the years and is essentially made up of three attached but distinct buildings. The site was originally used as the trolley barns for the inter-urban railway that once linked Champaign-Urbana to other Central Illinois communities. At the time that these buildings were used for inter-urban trolleys, North Street was the location of the right-of-way for the Central Illinois Railroad. The streetcar tracks were located to the north of the site along Tremont Street. Streetcar tracks turned south from Tremont Street and proceeded down Neil Street towards Downtown Champaign where they split again, heading east through Urbana and communities beyond, as well as past West Side Park and to communities to the west of the City.

The east half of the property, known as the Hickory Street Barn is the oldest portion of the building. A Neil Street Barn once stood attached to the Hickory Street Barn, but fronting on Neil Street. This structure was demolished and replaced, possibly several times, with other structures. The northwest section of the building remaining today was built in 1927. The date of construction of the southwest section of the building has not been determined but is estimated at the early 1950s.

Hickory Street Barn (East Section): The Hickory Street Barn dates to before 1909 and possibly as early as 1894. The Hickory Street Barn is of brick construction with little architectural detail except for brick detailing around windows. This section of the building has a stepped gable roof with light and ventilation windows separating the two portions of the roof to create a two story interior space.

The north and south facades are divided into ten bays. The north facade contains ten windows grouped in pairs. Each window is divided into twelve lights. All windows are detailed with arched lintels. The vertical section separating the two planes of the roof contain windows, but

has been altered over the years by the removal of some windows and the addition of black corrugated metal sheathing.

The south facade currently contains the main entrance for the current tenant building. This facade originally matched the north facade with ten 12-light windows. However, some of the windows have been bricked in or altered to support HVAC systems or removed to create the main building entrance. The original outlines of many of the windows are still evident. At the west end of the south facade, two horizontal rectangular windows have been added. The roof top light and ventilation windows on the south facade appear to have the original configuration. Unlike the north facade, no corrugated metal sheathing is found on these windows.

The east facade originally contained the streetcar bay entrances and is characterized by a stepped parapet, capped in either metal or tile. This facade has been altered substantially over the years. The streetcar bays have been bricked in and two new 20-light windows added on the north end of the facade where one of the streetcar bays was once located. Two loading bays with corrugated metal doors, as well as an access door have replaced the streetcar bays on this facade. This facade originally contained a round window, accented with a double row of bricks. This window has also been filled in with brick.

Northwest Section: The northwest section of the building, the tallest in the complex, is a full two stories. Built in 1927, this section of the building is brick construction with flat roof. This portion was likely oriented toward Neil Street when it was originally constructed. The Neil Street facade (east facade) contains a simple brick two story facade. The parapet wall, accented across the top with a diamond brick pattern, slopes gently to a peak, hiding the flat roof behind. Four upper story windows (16 lights each) are symmetrically placed across the facade. The first floor contains a loading bay door, another access door and a window where an additional loading bay door was originally located.

The north facade contains a corrugated metal loading door, three identical multi-paned window groupings and two smaller windows running from east to west in the first story. The upper story contains five multi-paned windows placed symmetrically above the first story window and door openings. The west end of the north facade contains two billboards. Only the second story of this building is exposed to the south with the same multi-paned window groupings across the upper story as are found on the north facade. One of the window groupings on the south facade has been bricked in.

The original use of this section of the building was for a stock and office building. This section replaced earlier sections that were known as the Neil Street Car Barns and the garage and meter test rooms.

Southwest Section: This section of the building is a single story, flat roof brick structure fronting on to Neil Street. The front (Neil Street) facade is flush with the facade of the northwest section. The front facade contains an entrance door at the north end of the structure and a window grouping similar to those found on the south facade.

The south facade contains 4 bays, each containing a grouping of windows. The window groupings consist of two 16 light windows flanking a brick center portion. The brick center of each window grouping may originally have been another 16 light window. An entry door is also located along this facade.

This structure was originally used as office space in the complex and currently houses a graphic art business.

Comprehensive Plan: The Comprehensive Plan recognizes historic preservation as a tool for achieving healthy neighborhoods and commercial areas. The Plan encourages the preservation of buildings that have historical and architectural significance as a means of promoting visual environments of high aesthetic quality and variety.

Preliminary Review: At its meeting on April 15, 1998, the Commission considered the application worthy of further consideration and approved (4-0, 1 abstaining) findings on Criteria 37-491(a):

(a) Significant value as part of the historical, cultural, artistic, social, ethnic, or other heritage of the nation, state or community

The Commission requested no additional information.

Alternatives:

1. Recommend to Plan Commission that the nomination be approved and make findings on all applicable designation criteria.
2. Determine that the application does not meet any of the criteria for designation and make findings to this effect on all criteria.

Discussion of Alternatives: Alternative 1 should be chosen if the Commission determines that the application meets **at least one** criterion listed in the *Zoning Ordinance, Section 37-491 - Criteria for Designation Landmarks*.

The applicant states the property meets Criterion (a) from Section 37-491 of the *Zoning Ordinance*.

(a) The property or structure has significant value as part of the historical, cultural, artistic, social, ethnic or other heritage of the nation, state or community.

The applicant has supported this criterion by documenting the uses of the building and providing a history of the inter-urban street railway system that linked Champaign-Urbana to other Central Illinois communities. The Illinois Traction System, organized in 1904, was made up of several local street railway companies who eventually merged by the 1920s into one company (Illinois Traction Inc.). The system linked Champaign-Urbana with Danville, Decatur, Bloomington, Clinton, Peoria, Springfield, and St. Louis and stopped at many points in between.

From the 1890s to the 1940s, the electrified inter-urban systems played an important part in the physical, economic, and cultural development of Champaign, providing transportation for both people and goods throughout the Champaign-Urbana community and the Central Illinois region. The electrified inter-urban system, and its predecessor the horse-drawn street railways, affected the physical development of Champaign by opening up new areas of the community for development. The street railway systems provided the means for the beginnings of

suburbanization, enabling people to live further and further from the City's center to escape the urban congestion and pollution that industrialization brought yet still remain accessible to goods and services found in the City's center.

The inter-urban system also expanded the commercial markets for Champaign businesses, providing easy access to Champaign from other regional communities, thus contributing toward the economic development of Champaign, as well as to the social and cultural development of the community. Many cultural and recreational attractions located along the street railway lines for accessibility to both local and out-of-town patrons.

Alternative 2 should be chosen if the Commission feels that the property does not meet any of the designation criteria and should not be designated as a landmark. If the Commission chooses this alternative, it should make a finding regarding **each** criterion in Section 37-491 of the *Zoning Ordinance*. Each finding should state the reasons why the application does not meet the criterion.

Budget and Staffing Impact: If the property is designated as a landmark, staff time will be required to review any applications for exterior alterations.

Recommended Action: Staff recommends the Commission choose Alternative 1 and recommend to Plan Commission that the nomination be approved. Staff recommends the Commission adopt the proposed findings, as attached.

Prepared by:

Christine Newbold
Planner II

CN:mlm

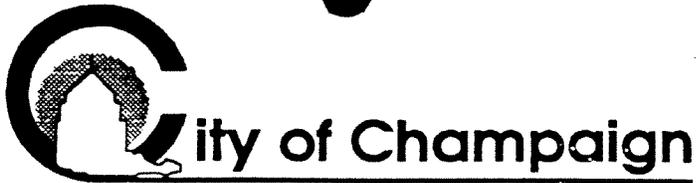
Attachment: A - Proposed Finding for Final Review
B - Application for Landmark Designation - 804 North Neil Street

**HISTORIC PRESERVATION COMMISSION
FINAL REVIEW
PROPOSED FINDING OF FACT - LANDMARK
804 North Neil Street (Sagamore Building)**

**FINDINGS OF FACT ON CRITERION (a) OF SECTION 37-491 OF THE ZONING
ORDINANCE:**

The property or structure has significant value as part of the historical, cultural, artistic, social, ethnic, or other heritage of the nation, state or community because the building was originally used as car barns for the inter-urban street railway system (known as the Illinois Traction System). The Illinois Traction System existed from the late 1890s to the 1940s and linked Champaign-Urbana with Danville, Decatur, Bloomington, Peoria, Springfield and St. Louis. The street railway system played an important role in the physical development of Champaign, permitting expansion of the City by opening up new areas for residential development and providing transportation for both people and goods throughout Central Illinois. The inter-urban system allowed Champaign businesses to draw from a regional market, thus contributing towards Champaign's economic development.

g:\histpres\hpc\98004-f.doc



City of Champaign

HISTORIC PRESERVATION COMMISSION
C/O PLANNING DEPARTMENT
102 N. NEIL ST.
CHAMPAIGN, IL 61820
PHONE: (217) 351-4486
FAX: (217) 351-6910

For Office Use Only

RECEIVED

MAR 12 1998

PLANNING DEPT.

Designation

Case No.: 98-004

APPLICATION
FOR
LANDMARK DESIGNATION

PLEASE PROVIDE THE FOLLOWING INFORMATION (please print or type):

1. Common street address of Property being nominated:

Sagamore Building
804 North Neil Street
Champaign, IL 61820

2. Legal description of property being nominated:

Lot 2, 3, 4, 5 + 6 Blk 13 of Beardsley and Shiver's
Addition. Sec. 12 T 19N. R 8E

3. Property Index Number:
(from tax assessor's roll)

42-20-12-229-021

4. Name of Property Owner:
(from tax assessor's roll)

Bannon, Peter L / Joseph Jr.

5. Address of Property Owner:
(from tax assessor's roll)

Sagamore Publishing Company
804 N. Neil Street
Champaign, IL 61820

6. Attach a map showing the boundaries and location of the property.
7. Attach photographs and slides showing the important features of the property or structure.
8. Indicate which of the following criteria apply to the property or structure (check all that apply):

- The property or structure has significant value as part of the historical, cultural, artistic, social ethnic, or other heritage of the nation, state or community
- The property or structure is associated with an important person or event in national, state or local history.
- The property or structure is representative of the distinguishing characteristics of an architectural type inherently valuable for the study of a period style, craftsmanship, method of construction or use of indigenous materials.
- The property or structure is the notable work of a master builder, designer, architect or artist whose individual genius has influenced an era.
- The property or structure is identifiable as an established and familiar visual feature in the community owing to its unique location or physical characteristics.
- The property or structure is one of the few remaining examples of a particular architectural style or use, or an example which clearly represents a major architectural style, and has undergone little or no alteration since its construction.

9. Attach a general statement describing the property and its historical significance and the reasons why it should be designated as a historic landmark. Include a statement describing how the property meets the criteria listed above in #8. At the end of these statements, please list your sources of information, including bibliographic references.

PLEASE NOTE: Additional detailed information and photographs to support this nomination may be required if the Historic Preservation Commission finds that the property merits consideration.

10. Please provide the following applicant information.

APPLICANTS NAME: JEREMY HAYES PHONE(day): 332-0205
ADDRESS: URH 15 Lundgren Hall CITY: Champaign
1201 S. Fourth Street ZIP CODE: 61820

HOME
17000 Log cabin Rd
Marion, IL 62959
(618) 982-2754

APPLICANT
SIGNATURE: *Jeremy Hayes* DATE: 3-10-98

Applications must be received in the Planning Department
three weeks prior to the next Historic Preservation Commission meeting for
consideration at that next meeting.

The Historic Preservation Commission meets the first Thursday of each month
at 4 p.m. in the Council Chambers.

The structure at 804 N. Neil, currently known as the Sagamore Building has a rich history and significant value as part of the historical and cultural heritage of the community. The building was at one time the streetcar barns for the twin cities' electric streetcar railway, operated by the Urbana and Champaign, Railway, Gas and Electric Light Company. This company was one of the many companies part of the Illinois Traction Company, one of the largest interurban rail systems in the United States, stretching across the entire state of Illinois. City directories from the early part of the twentieth century refer to the building (at 803 Hickory Street) as simply "I.T.S. Barn" (for Illinois Traction System). "Interurban barn" is another common reference. The street railway in Champaign-Urbana is an important part of local history and a prominent part of the development of the two cities. For thirty-seven years this system was the only form of public transportation (Chinn, 1979). The tracks and cars of the interurban have disappeared. The buildings that once housed them are some of the last vestiges of the days of streetcars. Preserving the former car barns is one way to connect present and future generations to Champaign's cultural history.

The over 22,000 square foot building remains in many ways similar to its appearance in the days of the streetcars. Additions to the original Hickory Street Car Barn have been altered, but the main building's exterior remains intact. Other tenants of the space were Champaign-Urbana City Lines Incorporated, a subsidiary of National City Lines, who used part of the building to house twenty of its buses in the 1940's. Illinois Power retained ownership of the building from the streetcar days, going by older names like "Illinois-Iowa Power Company" and "Illinois Power and Light Corporation". Like many of the warehouses of the era, the structure was built to last and remains as a viable industrial and commercial property, recently housing corporate operations of Garcia's Pizza and currently housing Sagamore Publishing (the owner), Management Learning Laboratory, and Rad Art Screenprints.

It is unknown when this building was first constructed. Its presence is first documented in the Sanborn fire insurance maps in 1909 (see attachment). Beginning in the late 1860's, Sanborn Map Company produced maps of cities for the purpose of identifying fire hazardous buildings and industrial sites for insurance companies and underwriters (Manning, 1994). Maps of Champaign prior to 1909 do not provide outlines of the building. It is unsure whether the building existed in those previous years since Sanborn would probably indicate an industrial building such as a streetcar barn, even though it was north of the downtown area typically covered by maps at that time. One source, an article published in the *Champaign-Urbana Courier*, indicates that the building was built in 1893-94 after Benjamin F. Harris, Jr. bought the Urbana-Champaign Railway, Gas and Electricity Company from William B. McKinley (see attachment) in 1892. No other evidence of this construction date is found, though. An age estimate on the Tax Assessor's property record indicates "1920?" as the construction date, but this is apparently much later than the actual date according to Sanborn map documentation.

After 1909, the history of the building is much clearer. Through the use of the Sanborn maps, we can see the changes that took place at this property over the years. Changes in use and ownership, as well, are documented. The first map that documents the property is the 1909 edition. The map shows the building divided into two sections, "Hickory St. Barn" and "Neil Street Barn". Collectively, this and two other properties across Hickory were labeled as Urbana and Champaign Railway, Gas and Electric Light Company. The Hickory Street structure is twice as large as the Neil Street barn. The 1924 Sanborn shows the same arrangement, with the Neil Street section labeled as "Garage and Meter Test Room". Between 1924 and 1927 this part of the building was apparently demolished. 1929 maps illustrate a new addition in place of the old one. This section was flush with the north side of the Hickory Street barn, fronting Tremont Street. The map indicates that the addition was built in 1927. It is labeled as "Stock and Office Building 'Semi F.P.' ". This 1929 map also shows a third section of the building labeled as a garage that fronts North street to give the entire structure its fully rectangular shape it maintains today. This is not to say that the current "southwest section" addition is the original that was constructed between 1924 and 1929. It has undergone significant changes in structure (the exterior material, for instance) and use that may indicate several demolitions and reconstructions. This is all the more likely since it is the smallest and simplest part of the building, having only one story. In addition, Sanborn maps in 1959 and the 1960's label this addition as "OFF. [office] Noncomb - 1956. Concrete floor. Metal deck roof."

The entire structure is currently all brick and as explained above, a connection of three major sections. The entire building has little architectural detail, showing only minor brick detailing around windows and doors. The first section is the rear part fronting Hickory street. This section is distinguished on Sanborn fire insurance maps as early as 1909 as the "Hickory Street Car Barns". Since no known evidence of the property exists prior to 1909, it is entirely possible that it was an independent structure at one time, pre-dating the original Neil Street Barn. It has a stepped front gable roof. This section of the structure is a tall one story with a monitor roof pitch adding a second story space in the middle. The north and south sides have ten bays, five groups of two bays. The north side has particularly well preserved twelve-light single-pane windows. All of this section's windows are treated with triple rowlock segmental arches. Partially intact windows remain on the south side as well. The rear facade was obviously once the focal point of the structure. It is the most detailed, with two large twenty light windows at the northern end and a large round window (now bricked over) at the top center surrounded by double rowlock border. While there are now two loading docks on this facade, the brick pattern suggests that the majority of this rear facade may have been open and covered by doors. This may be supported by a photograph in Baker and Miller (1984, p. 63; see attachment) which does not mention the structure in the background. The photo shows several workmen in front of a barn with cars situated in three of the four large open doorways.

The second section of the structure is the large northeastern corner. This part is the tallest part of the building, with two full high stories and a flat pitched roof. The side walls of

this and the "Hickory Street Barn" section mesh well, the break in roof line providing the best physical indication that the two were separately constructed. In addition, pre-1929 Sanborn maps show an orientation different from today's for either of the two non-Hickory sections. Sanborn documentation later indicates that the second section was added in 1927. This large, two story section has many large multi-light windows, all with rowlock borders above them. The north wall (fronting Tremont Street) has a loading dock and several groups of three adjoining multi-light windows. This second section has a flat roof. The front extends nearly to Neil Street, showing brick detailing at the top of this front facade.

The third and final section of the building is a flat-roofed, newer one-story addition, presumably adding some office space to the warehouse. This section's front face is flush with the previous section's, with its southern side fronting North street. This facade is also flush with the Hickory street section, giving the entire structure its complete rectangular shape. Both exterior fronts are brick in construction. This adds to the difficulty in assessing the date of this addition because maps after the addition was originally made between 1924 and 1927 indicate a concrete block construction. From this time until sometime between 1949 and 1959, it was used as garage. All later indications (including current observation) point to the use of the space as office/reception. The major current difference in this section of the building is the shape of the windows, which are smaller and more modern than the others on the building.

The development of the area north of downtown Champaign in which the street car barns are located is a district heavily effected by the railroads that frame it. The property was bordered on the south by the Illinois Central Railroad's Havana Line. It was just a half-block from the "Big Four", or Cleveland, Cincinnati, Chicago and St. Louis Railroad, and just a few blocks away from the juncture of the North-South line of the Illinois Central and the Big Four. Many of the establishments in this area were formed to serve or be served by the railroads. Just south of the barns was the Arlington/St. James hotel, which once thrived on railroad passengers. Before its demolition, just across Hickory Street from the barns was the power house for the Urbana and Champaign Railway, Gas and Electric Light Co., later the Illinois Power and Light Corporation (Sanborn, 1924). One could easily see why this part of the city was a natural location to house the street cars that ran on electricity generated across the street by the same company.

Street railways were an important part of the operation of the city economically and culturally, playing a formative role in the city's development. In the fall of 1869, the early days of the city, Edward Ater, Daniel Gardner, Clark R. Griggs, and other investors organized the Urbana and Champaign Horse Railway Company to serve the transportation needs of the city (Stewart, 1912). Street railway did exist prior to the formation of that company, though. According to Stewart (1912) mules were used before this corporation's existence. For many years, the street railway was vital to the industrial and commercial needs of the city. With the aid of this system, any of the city's commercial enterprises had access to the city's many railroads, Champaign's economic lifeblood. In these early days, the twin cities' street railway contributed to regional

economic development by providing the only access for Urbana industries to the Illinois Central before the Indianapolis, Bloomington and Western railroad began operation in the 1870's. In 1890, twenty-one years after the introduction of horses, utility magnate and later senator William B. McKinley was elected president of the Urbana and Champaign Railway, Gas and Electric Company (which evolved from Urbana and Champaign Horse Railway Company) and things would soon change for the street railway in Champaign and many other cities in Illinois (Stewart, 1912).

Not long after McKinley took the helm of the railway, he switched from horse to electric power. Only a year after that monumental change, he sold his business to local banker, B.F. Harris, amidst a financial crisis (Chinn, 1979). It was shortly after this sale (1893-94) that a Courier article claimed the Hickory Street Car Barn was erected ("Old Car Barn Being Razed"). In 1898, McKinley repurchased the railway and acquired the local gas and electric utilities. This would soon become a pattern for McKinley in many cities across the Midwestern United States (Chinn, 1979). When he purchased the Danville Street Railway in 1901 and extended it to Champaign-Urbana, the Illinois Traction System had begun. Stringham (1989) points out that

Although Illinois Traction System was lettered on all of the line's equipment, and was used by everyone who spoke of it, there was never a time when that was its official title. The system instead was made of many companies, financed by the same syndicate, organized as the Illinois Traction Company in 1904...But as time went by, some of the smaller companies consolidated with each other until 1923, all electric line became Illinois Traction Incorporated (p. 249).

For forty years, from 1903 when the first trip from Danville to Champaign was made, to the 1940's when parts of the Traction lines were scrapped, the interurban linked Illinois cities, enhancing the mobility of Champaign's residents and shaping the way central Illinois developed. As J.R. Stewart put it in 1918, "The railroads of Champaign County, both steam and electric, have completed its mediums of development, originating in its great wealth of the soil and its remarkable intellectual spirit which received such an early and permanent impetus" (p. 329). This of course, is not to mention the use of the streetcars within the city. The streetcars of the twin cities played an integral role in the everyday lives of many citizens. The streetcars allowed Champaign's residents to have more choice in where they lived, making a daily commute to work a possibility.

Susan Chinn (1979) describes the social importance of the streetcars best, illustrating such events on its cars from college fraternity parties (it was quite fashionable to rent a car and ride around town all night) and funeral processions. The street railway also was important for recreation. Parks, both public and private were built along the streetcar lines, enhancing the lives of the city's residents. When B. F. Harris was running the streetcar operations in the 1890's he built a full-blown amusement park along the line—a common practice in those days designed to enhance ridership. Baker and Miller (1984) describe the West End Amusement Park, "on Church Street at what was then the western city limit of Champaign. The park was an inducement to riders on the Urbana and

Champaign Railway streetcars. Highlights of the park facilities were a shooting gallery, a six-hundred seat summer theater, and a roller coaster type of ride” (p. 61). Chinn (1979) provides reminiscences of the streetcar days when the nightlife of downtown with its theaters and dance halls was always a few minutes away. It was the streetcars that moved the city and made it possible to continue to expand its boundaries.

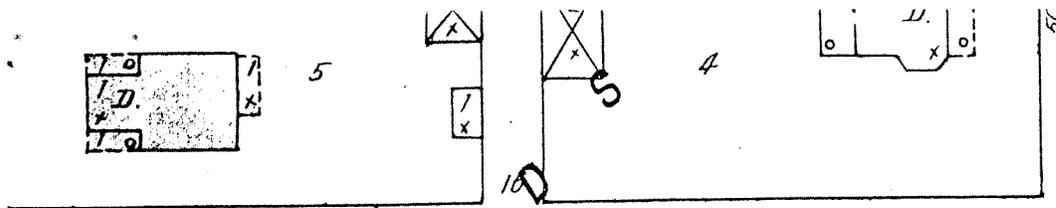
Many other Illinois Traction buildings have been destroyed in other cities. The legacy of the days of streetcars in many cities has been forgotten. Fortunately, citizens of Champaign have showed commitment to preserving its cultural past by saving old railroad facilities, including the one-time ITS station and ticket office. As it moves ahead to the future, the city and region should remember that it was rail that made the city and helped it grow and prosper.

REFERENCES

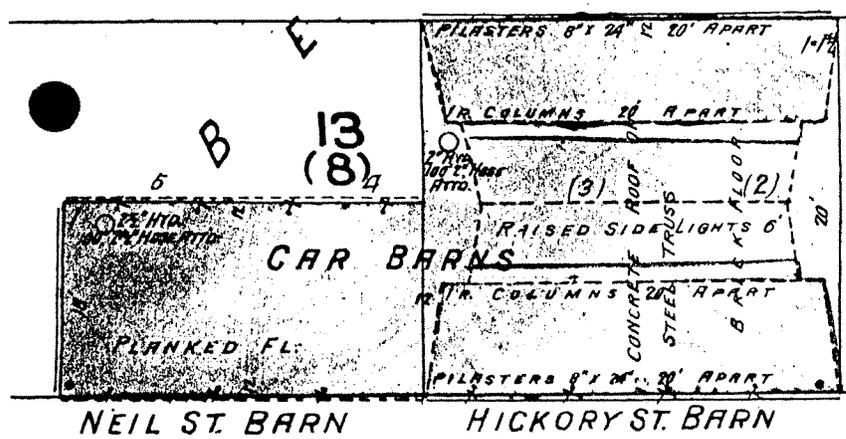
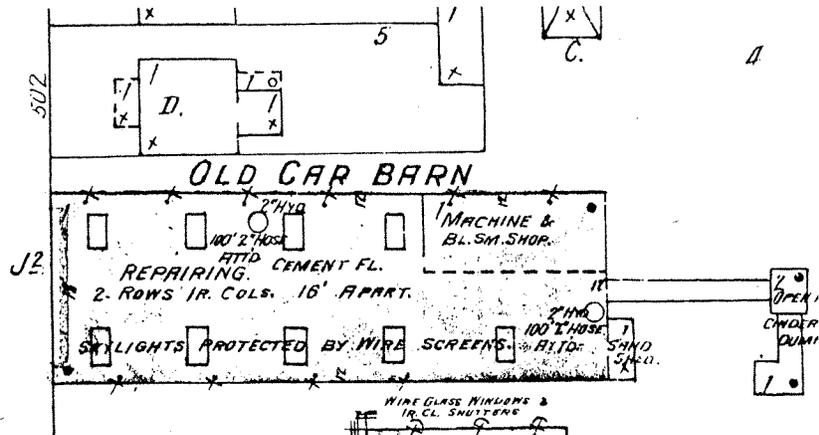
- Baker, Willis C. and Patricia L. Miller. *A Commemorative History of Champaign, County, IL 1833-1983*. Champaign, IL: Illinois Heritage Association, 1984.
- Champaign-Urbana City Directories. Various years.
- Chinn, Susan. *A History of the Champaign-Urbana, Illinois Electric Street Railway*. 1979.
- Manning, Mary. "Sanborn Fire Insurance Maps: An Aid for Genealogists" *Illinois Libraries* 76.2 (1994): 101-104.
- Sanborne Fire Insurance Maps. 1969, 1968, 1966, 1965, 1963, 1959, 1949, 1929, 1924, 1909, and various years prior to 1909.
- Stewart, J.E., editor. *A Standard History of Champaign County*. Chicago: Lewis Publishing Co., 1918.
- Stringham, Paul H. *Illinois Terminal, the Electric Years*. Glendale, CA: The Interurban Press, 1989.
- "Old Car Barn Being Razed." *Champaign-Urbana Courier*. 2 May 1943.

ATTACHMENTS

- 1) 1909 Sanborn Fire Insurance map. First documentation of the property.
- 2) 1969 Sanborn Fire Insurance map. Recent depiction of the property.
- 3) Photograph, William B. McKinley.
- 4) Photograph, Unnamed Interurban barn in Champaign County.
- 5) Tax Assessor Record for the property



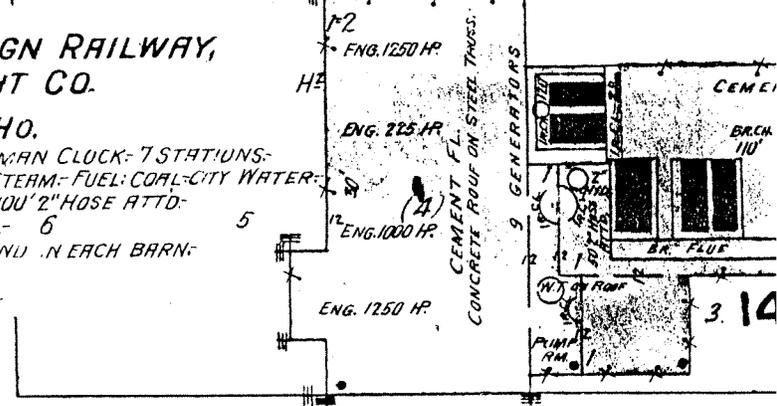
E. TREMONT
R.R.



URBANA & CHAMPAIGN RAILWAY,
GAS & ELECTRIC LIGHT CO.

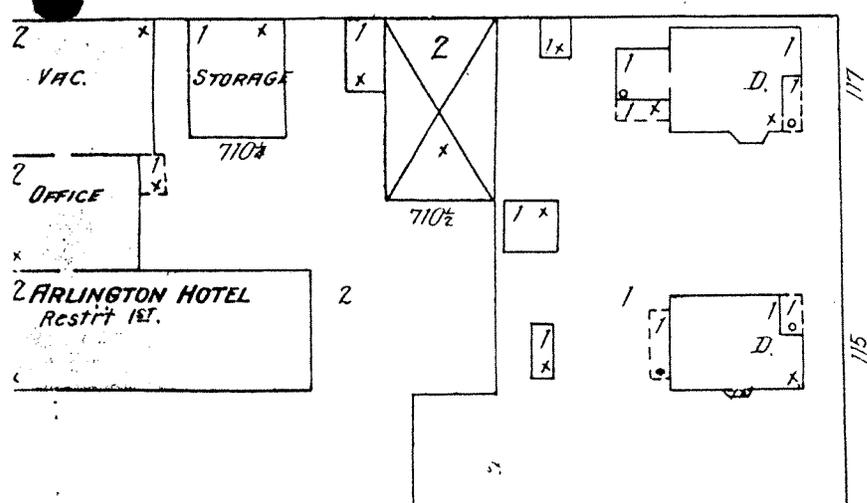
CAR BARNS & POWER HO.

- ONE NIGHT & ONE DAY WATCHMAN, NEWMAN CLOCK- 7 STATIONS-
- 1) HOURLY ROUNDS- LIGHTS: ELEC: HEAT: STEAM: FUEL: COAL: CITY WATER-
- THREE 2" CONN. IN CAR BARN WITH 100' 2" HOSE ATTD-
- ONE 2 1/2" CONN. WITH 100' 2 1/2" HOSE ATTD- 6
- 2- CHEMICAL EXTGRS. & 12 PAILS OF SAND IN EACH BARN-
- 250' 2 1/2" HOSE TO ATTACH ON CITY HYD.
- POWER HO. IN OPERATION CONTINUALLY-

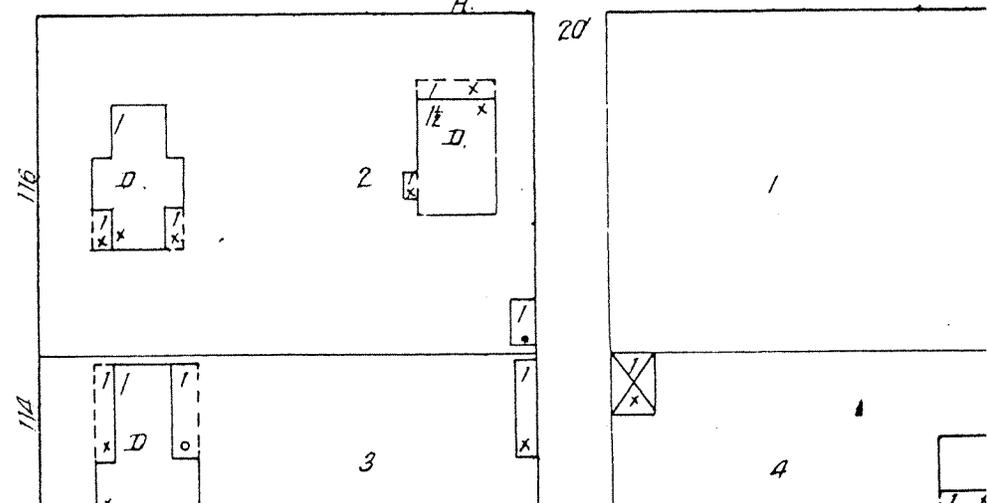


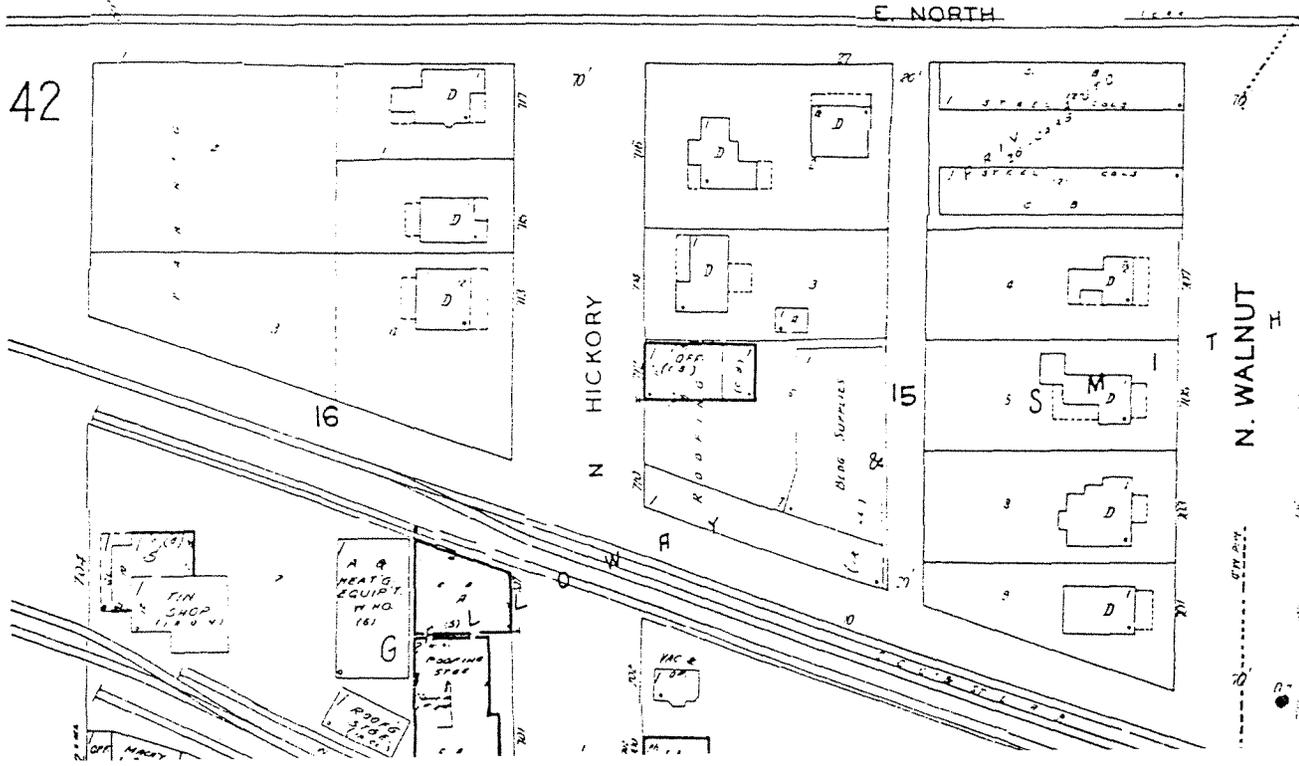
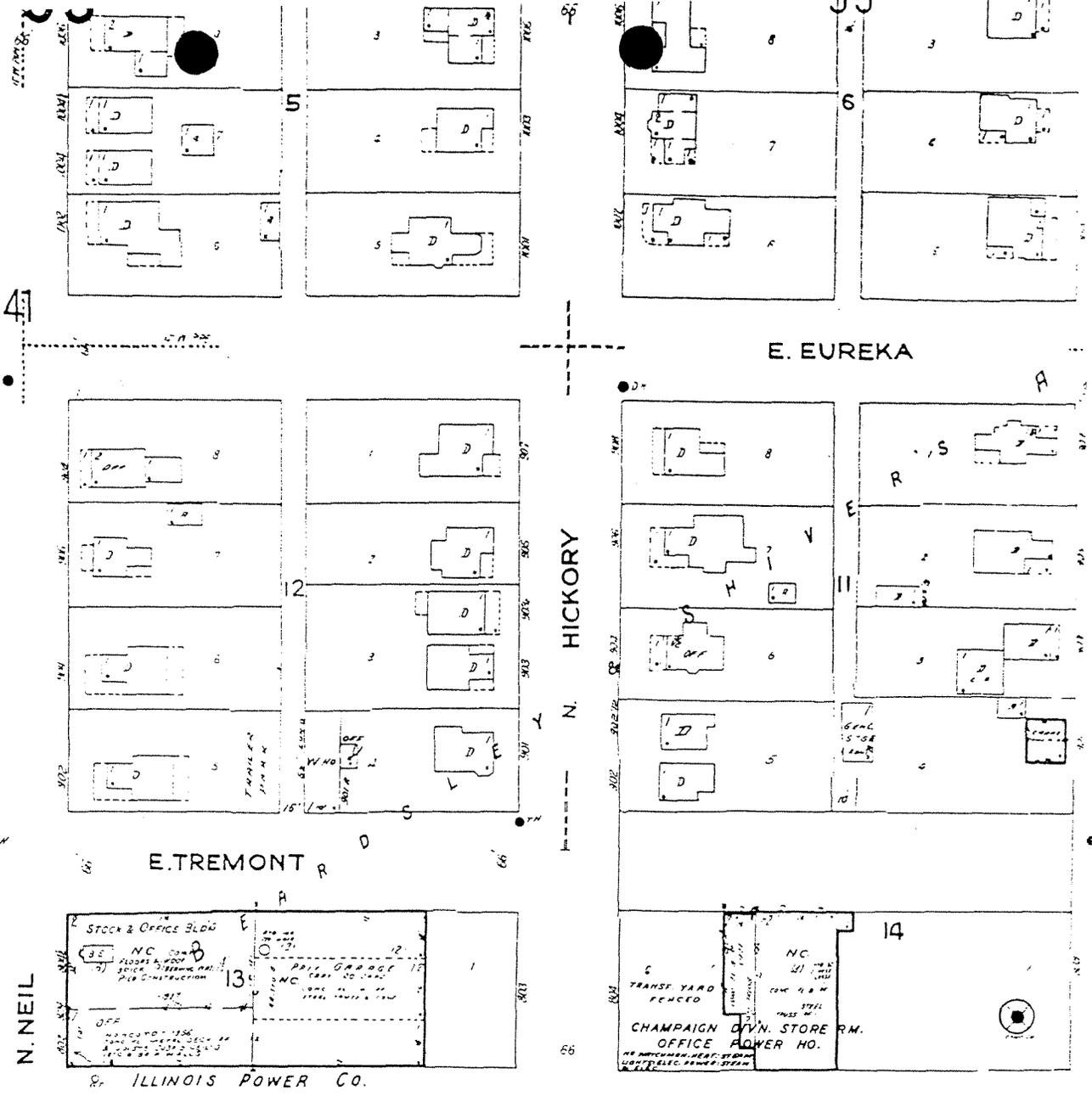
ILLINOIS CENTRAL R.R.

1909 Sanborn



ORY





As the non-farm work force grew larger, local passenger transportation needs increased greatly. Utilities magnate William B. McKinley electrified the old horse-drawn street railway in 1891. The following year, he sold the business to Benjamin F. Harris, Jr. The new owner, although only twenty-five years old at the time he bought the company, successfully managed and expanded services of the Urbana and Champaign Railway until 1898. At that time, McKinley repurchased the company, and also acquired the local gas and electric utilities in the Twin Cities. In 1900, he negotiated ownership of the Danville Street Railway, and expanded its system to serve the outlying towns of Catlin and Westville. By masterful planning he had formed the nucleus of an electric railroad called the Danville, Urbana, and Champaign Railway Company. In 1901, the route of this new passenger train was a subject of great interest; when finally revealed, it was cause for celebration in communities which would benefit from improved transportation. Mayview, Ogden, and St. Joseph were included along the route to Danville. A branch line was built from Ogden to Homer in 1904, which was to enhance the economic interests of both communities.



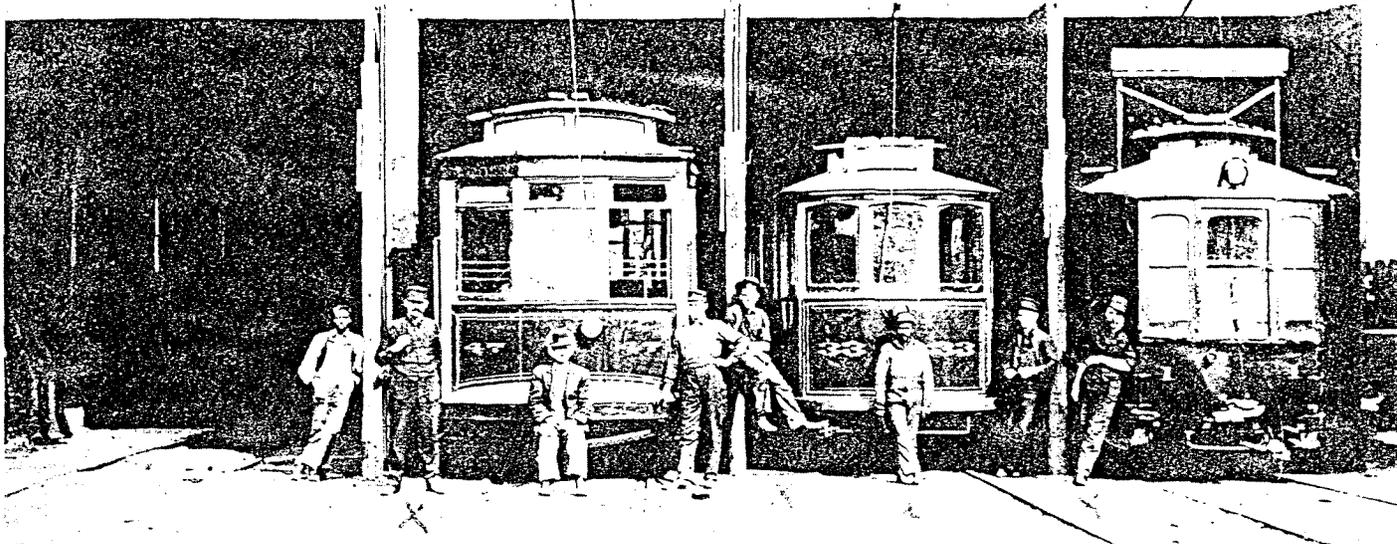
*Street Railway Conductor or Motorman
(Possibly G. Viles), c. 1905-1910,
Urbana and Champaign Railway*



The West End Amusement Park was created by Benjamin F. Harris, Jr., on West Church Street at what was then the western city limit of Champaign. (Although he was the grandson of B. F. Harris, Sr., in contemporary accounts, Harris was referred to as Jr.). The park was an inducement to riders on the Urbana and Champaign Railway streetcars. Highlights of the park facilities were a shooting gallery, a six-hundred seat summer theater, and a roller coaster type of ride.

Starting in 1894 and continuing for a number of years, big Fourth of July celebrations were held there with entertainment, picnics, and impressive fireworks displays. The park is now named Eisner Park in honor of the Eisner family of Champaign. The building currently used as a senior citizens center by the Champaign Park District was the #7 Eisner grocery store for many years.

William B. McKinley

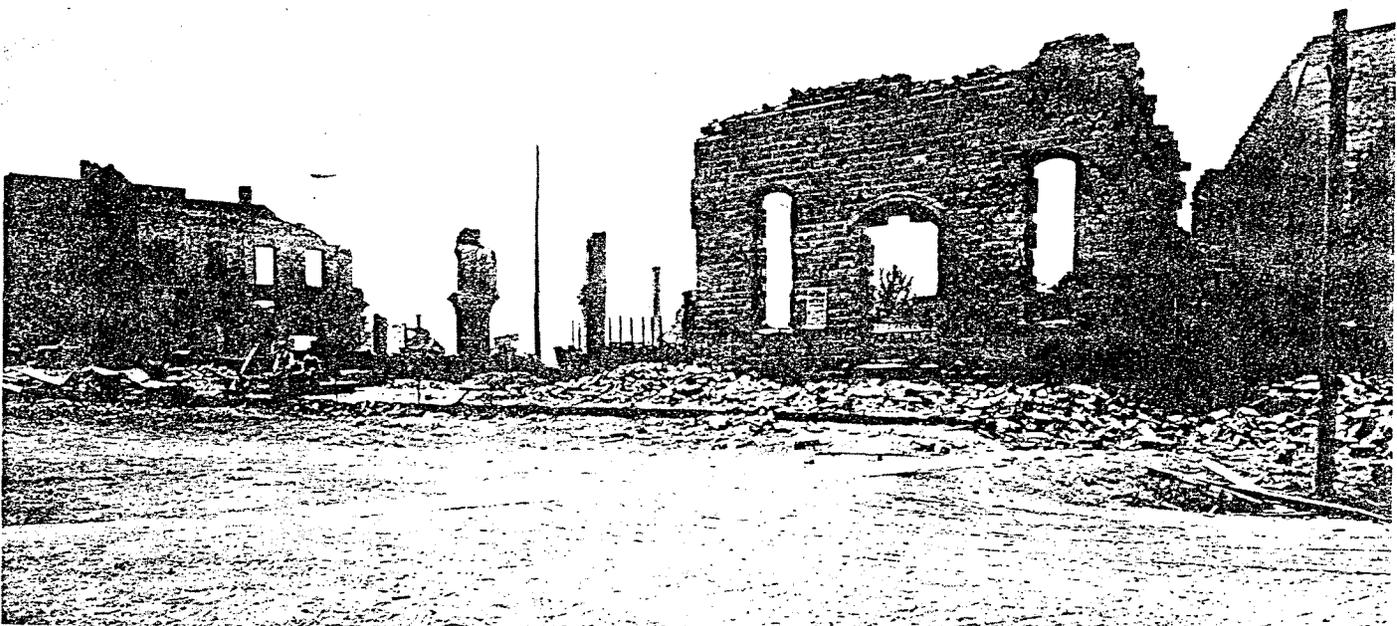


*Interurban cars
No. 47 (c. 1909-1918); No. 33 (c. 1900);
No. 1 (1890's)*

*f
Persons identified by an "x," left to
right: John Key, Ora Patterson, Walter
Hall, Charley Bartley*

Railroad development at the turn of the century brought about more progress in several Champaign towns. But Rantoul was to suffer its most serious setback from its proximity to the railroad. Sparks from a fast moving Illinois Central train going through town on August 9, 1901, ignited the Goff and Yates elevator; fire swept throughout the business district and beyond to destroy some fifty-four business and professional offices, the Baptist Church, the Catholic Church, and several homes. Within two months Rantoul had cleared the debris from the fire and had more than four hundred workmen busy erecting thirty-five new two-story brick buildings in the downtown area.

Rantoul, after the fire, 1901



42-20-12-229-021

PROPERTY RECORD COMMERCIAL — INDUSTRIAL

OWNERSHIP & MAILING ADDRESS

42-20-12-229-021
 BANNON PETER L/JOSEPH JR.
 SAGAMORE PUBLIS.CO
 804 N NEIL ST
 CHAMPAIGN IL 61820-0000

TOWN	VOLUME	TAX CODE	AREA	SEC.	BLOCK	PARCEL	UNIT
C of C		2	42	20	12	229	021
3000 Property Class	Land Use	Zoning	N.H. Code	of Card No.	Condo. Comm.		

RECORD OF OWNERSHIP		DATE	DEED STAMPS	INDICATED PRICE
		5/92		40500
		6/96		425000

Property Address

22 E. North

LAND COMPUTATION

Unit	Units	Depth	Unit Value	Depth Factor	Infl. Factor	Full Value

MEMO

Lot 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000

BUILDING PERMIT RECORD

DATE	NUMBER	AMOUNT	YR. ASSES	N/C	P/U YEAR	PURPOSE

SUMMARY OF ASSESSED VALUES

ITEM	ORG-ASMT. <i>B. R.</i> 19 93		
	FULL VALUE	Asmt. Level	ASSESSED VALUE
LAND			13540
BLDGS.			82800
TOTAL			96340

42-20-12-229-021 RY- 1996
 M= 1.0250
 LAND 19,770
 BLDGS 121,780
 TOTAL 141,550

ITEM	REV. BY 19		
	FULL VALUE	Asmt. Level	ASSESSED VALUE
LAND			
BLDGS.			
TOTAL			

42-20-12-229-021 RY- 1994
 M= 1.0200
 LAND 13,810
 BLDGS 84,460
 TOTAL 98,270

42-20-12-229-021 RY- 1997
 M= 1.0370
 LAND 20,500
 BLDGS 126,290
 TOTAL 146,790

ITEM	REV. BY 19		
	FULL VALUE	Asmt. Level	ASSESSED VALUE
LAND			
BLDGS.			
TOTAL			

ITEM	REV. BY <i>ASSESSOR</i> 19 95		
	FULL VALUE	Asmt. Level	ASSESSED VALUE
LAND	58162		18800
BLDGS.	358293		115800
TOTAL		ARE	134600

ITEM	REV. BY 19		
	FULL VALUE	Asmt. Level	ASSESSED VALUE
LAND			
BLDGS.			
TOTAL			

ITEM	REV. BY 19		
	FULL VALUE	Asmt. Level	ASSESSED VALUE
LAND			
BLDGS.			
TOTAL			

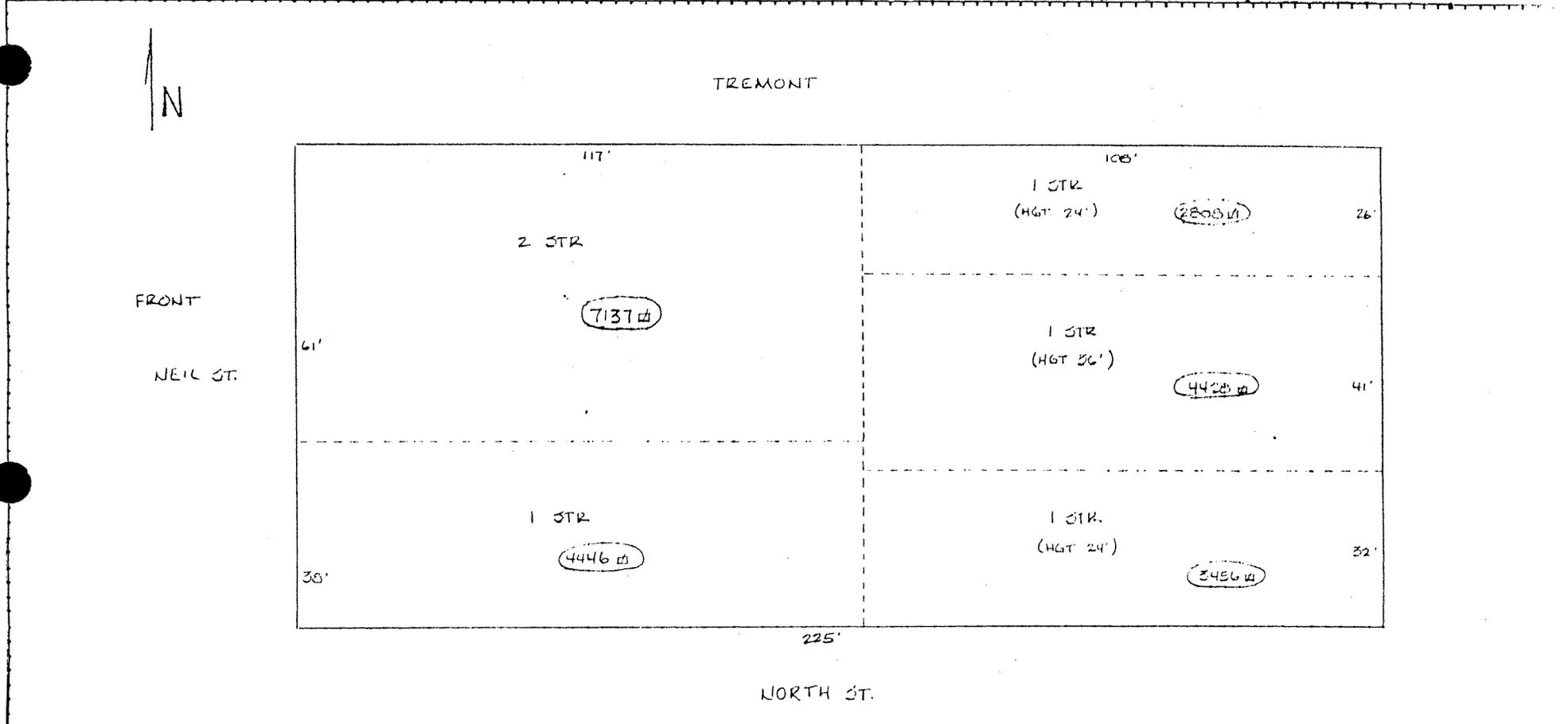
42-20-12-229-021 RY- 1995
 M= 1.0260
 LAND 19,290
 BLDGS 118,810
 TOTAL 138,100

ITEM	REV. BY 19		
	FULL VALUE	Asmt. Level	ASSESSED VALUE
LAND			
BLDGS.			
TOTAL			

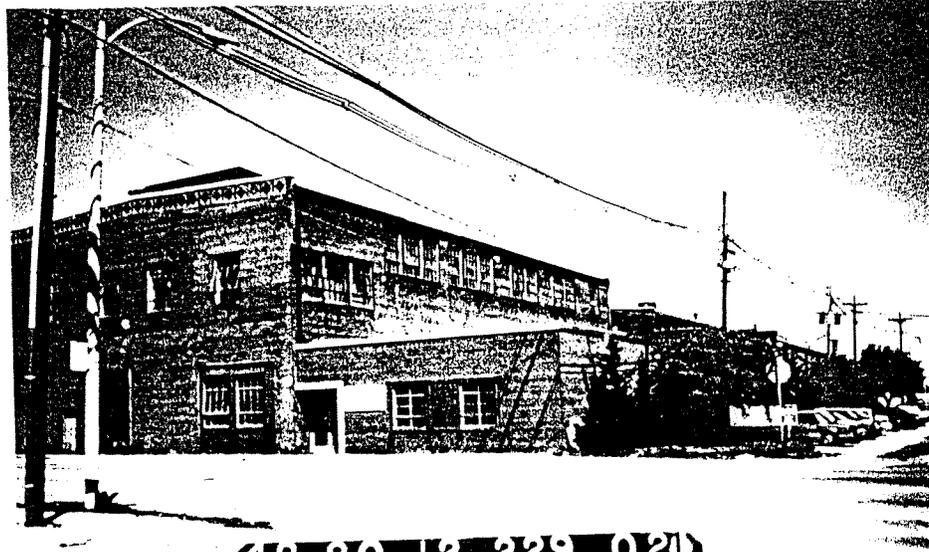
ITEM	REV. BY 19		
	FULL VALUE	Asmt. Level	ASSESSED VALUE
LAND			
BLDGS.			
TOTAL			

SUMMARY CARD

OWNERSHIP & MAILING ADDRESS 804 Partnership C/O William Goldenstein P.O. Box 487 Urbana, IL. 61801-0487	TOWN	VOLUME	TAX CODE	AREA	SEC.	BLOCK	PARCEL	UNIT
	C of C			42	20	12	229	021
	DIVISION:			N.H. Code		of Card No.		Condo. Comm.
				Property Class		Land Use		Zoning
BUILDING PERMIT RECORD								
DATE		NUMBER	AMOUNT	YR. ASSES	N/C	P/U YEAR	PURPOSE	
PROPERTY ADDRESS								



SUMMARY OF ASSESSED VALUES									
ITEM	19			19			19		
	ORG. ASMT. FULL VALUE	ASMT LEVEL	ASSESSED VALUE	REV. BY FULL VALUE	ASMT LEVEL	ASSESSED VALUE	REV. BY FULL VALUE	Asmt. Level	ASSESSED Value
LAND									
BLDGS.									
TOTAL									



42 20 12 229 021

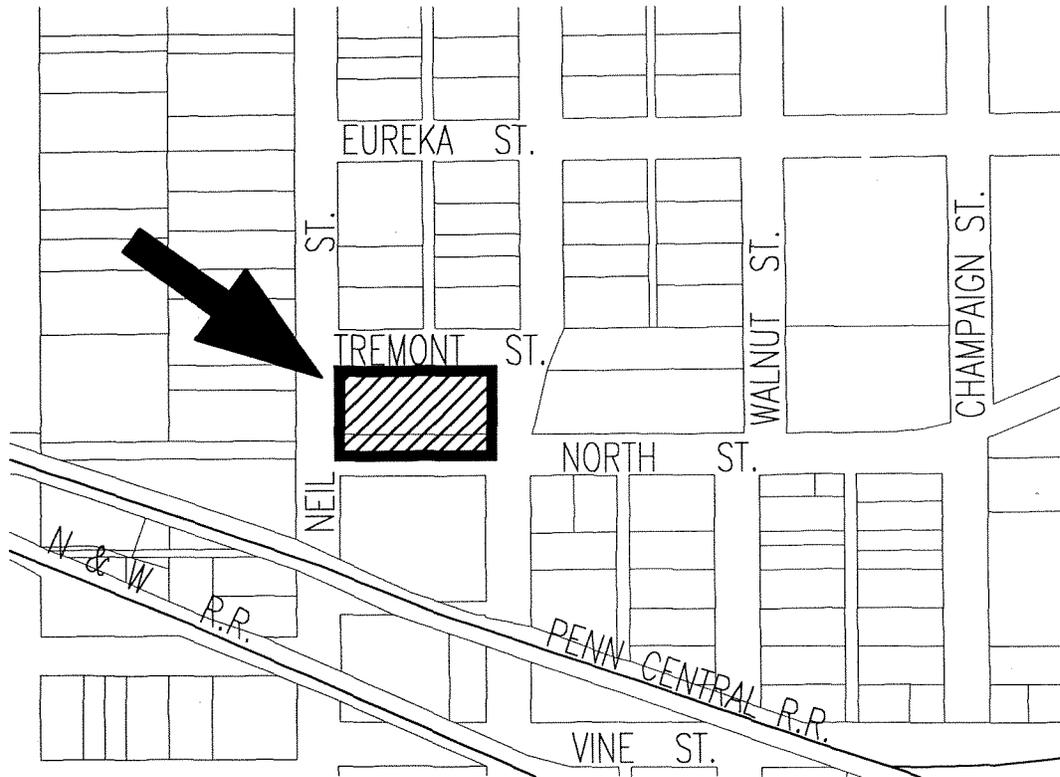
BUILDING RECORD COMMERCIAL INDUSTRIAL

USE			CONDO. COMM.	DESCRIPTION		COMPUTATION
<input type="checkbox"/>	Office	<input type="checkbox"/>	Vacant	S/F Ground Area	24277	WH
<input type="checkbox"/>	W.H.	<input checked="" type="checkbox"/>	Abndnd.	Eff. Perim L/F	6118	Bsmt.
				C/F of Bldg.		1st Floor
				S/F Wall Area	1111	2nd Floor
				Wall Ratio		3rd Floor
				Sty.	Schl.	
% WITH:						
						Base Price
						BPA 9.19%
						Heat
						A/C
						Electrc Light
						Sprinkler
						S/F Price
						S/F

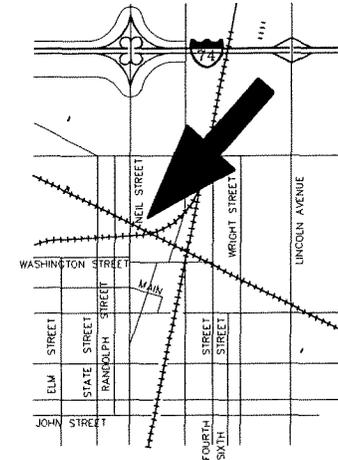
LANDMARK DESIGNATION

804 N. Neil St.

Sagamore Building



LOCATION MAP



CASE NUMBER:
HPC 98-005

 Subject Property

4/15/98



For visual reference only - Not for legal purposes

