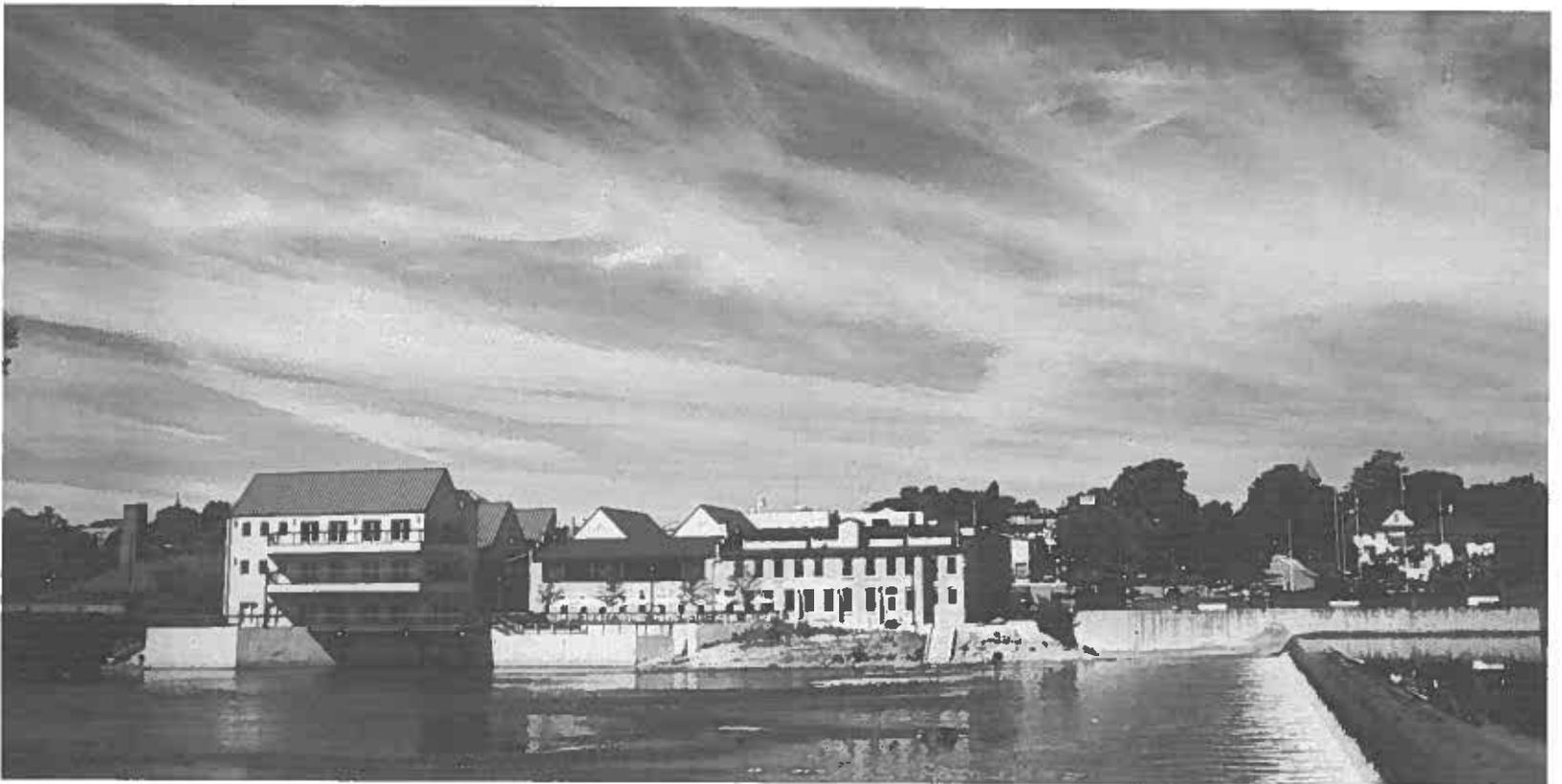


historic resources of northeastern illinois



northeastern illinois planning commission

COVER PHOTO: Geneva on the Dam, Geneva, Illinois — a private, commercial development based upon the rehabilitation of historic resources in the North Geneva Historic District, assisted with historic preservation investment tax credits and tax increment financing.

SOURCES OF INFORMATION AND ASSISTANCE:

State of Illinois
Historic Preservation Agency
Old State Capitol
Springfield, IL 62701
217/785-4512

Landmarks Preservation Council of Illinois
407 South Dearborn Street
Chicago, IL 60605
312/922-1742

National Trust for Historic Preservation, Midwest Field Office
407 South Dearborn Street
Chicago, IL 60605
312/353-3419

Northeastern Illinois Planning Commission
400 West Madison Street
Chicago, IL 60606
312/454-0400

**Historic
District
Key
Symbol***

**Local Sources of
Historic Resources Information**

- A, B Evanston Preservation Commission
c/o City of Evanston, Preservation Coordinator
2100 Ridge Avenue
Evanston, Illinois 60204
312/328-2100
- C LaGrange Heritage and Architectural
Commission
c/o Village of LaGrange
105 West Harris Avenue
LaGrange, Illinois 60525
312/579-2320
- D, E Oak Park Landmarks Commission
c/o Village of Oak Park, Planning Department
1 Village Hall Plaza
Oak Park, Illinois 60302
312/383-6400
- F Historical Society of Oak Park and
River Forest
c/o Mills House Museum
Pleasant and Home Avenues
Oak Park, Illinois 60303
312/848-6755
- G Riverside Historical Commission
c/o Village of Riverside, Planning Department
27 Riverside Road
Riverside, Illinois 60546
312/447-2700
- H Glen Ellyn Historical Sites Commission
c/o Village of Glen Ellyn, Department of
Planning
535 Duane Street
Glen Ellyn, Illinois 60137
312/469-5000
- I Naperville Historic Sites Commission
c/o City of Naperville, Department of
Community Development
175 West Jackson Avenue
Naperville, Illinois 60060
312/420-6111
- J, O Wayne Historic Commission
c/o Village of Wayne, Village Clerk
Box 532
Wayne, Illinois 60184
312/584-3090
- K West Dundee Historic Commission
c/o Village of West Dundee,
Village Administrator
102 South 2nd Street
West Dundee, Illinois 60118
312/426-6161

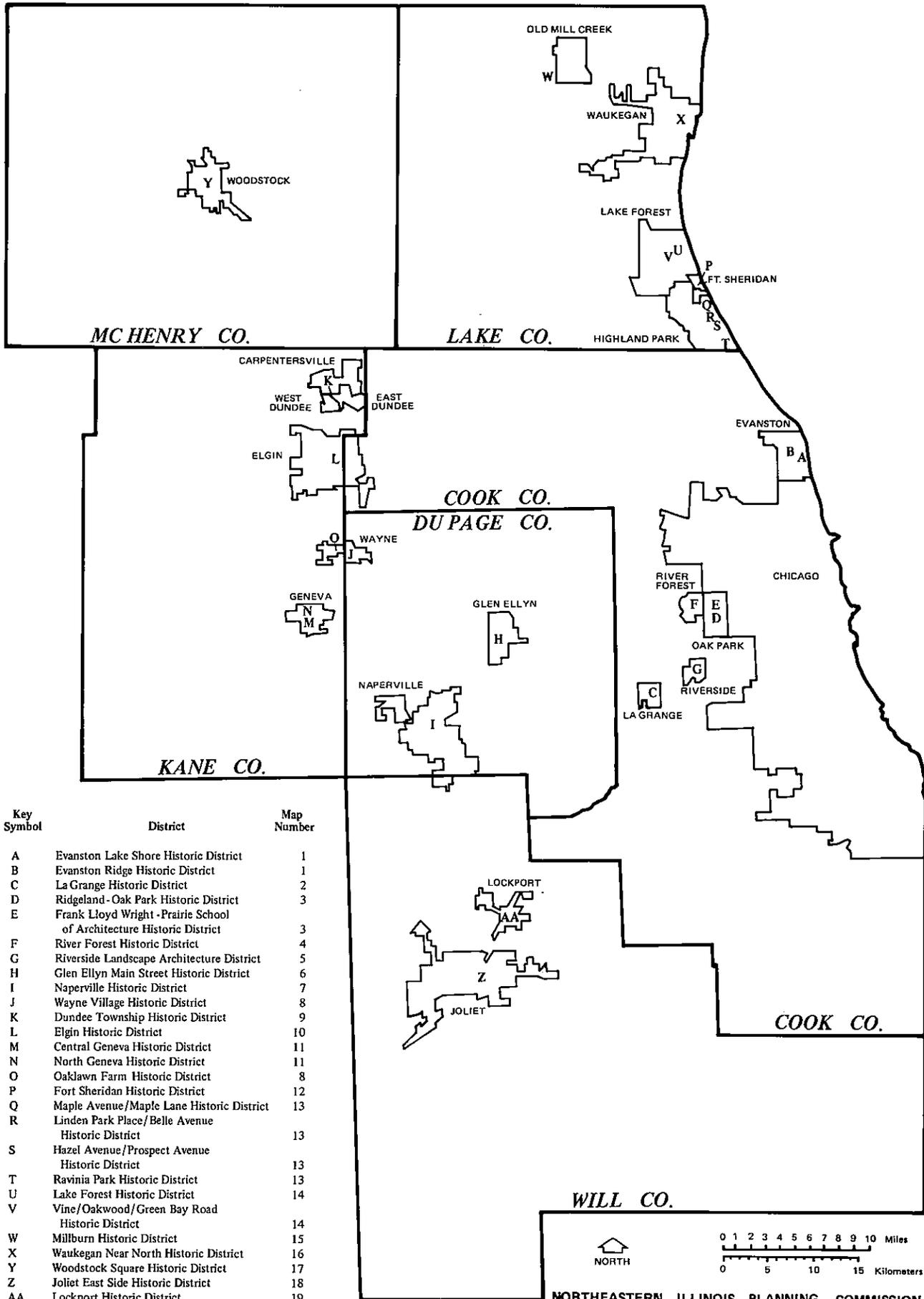
**Historic
District
Key
Symbol***

**Local Sources of
Historic Resources Information**

- L Elgin Heritage Commission
c/o City of Elgin, Department of Planning
150 Dexter Court
Elgin, Illinois 60120
312/695-6500
- M, N Geneva Historical Society
c/o City of Geneva, Community
Development Director
22 South First Street
Geneva, Illinois 60134
312/232-0818
- P Fort Sheridan Museum
Building 33
Fort Sheridan, Illinois 60037
312/926-2173
- Q, R,
S, T Highland Park Historic Preservation Commission
c/o City of Highland Park, Department of
Planning
1707 St. Johns Avenue
Highland Park, Illinois 60035
312/432-0800
- U, V Department of Planning and Development
City of Lake Forest
110 East Laurel Street
Lake Forest, Illinois 60045
312/234-2600
- W Historic Millburn Community Association, Inc.
19610 West Grass Lake Road
Lake Villa, Illinois 60046
312/356-5744
- X Waukegan Historical Society
c/o City of Waukegan, Superintendent of
Public Works
106 North Utica
Waukegan, Illinois 60085
312/360-9000
- Y Environmental Enhancement Commission
c/o City of Woodstock, Assistant City Manager
121 West Calhoun Street
P.O. Box 190
Woodstock, Illinois 60098
815/338-4300
- Z Community and Economic Development
Department
City of Joliet
150 West Jefferson Street
Joliet, Illinois 60431
815/740-2411
- AA Lockport Area Development Commission
222 East 9th Street
Lockport, Illinois 60441
815/838-9500

**See location key map.*

Location Key for the Historic Districts of Northeastern Illinois (suburban locations)



a sense of time and place.....

This document is an atlas of historic districts in suburban northeastern Illinois that had been placed on the National Register of Historic Places as of April 1985. This is a guide to a group of special places where history and architecture enrich the quality of life in northeastern Illinois.* While communities may choose local recognition of historic sites, structures, and districts, the more significant historic resources are usually placed on state or national registers.

These areas have become increasingly appreciated, not only for their intrinsic merit but also for their multiple contributions to the attractiveness of the region and its communities.

- Historic buildings and areas are desirable places to live and work. Real estate markets are strengthened by the strong visual quality and diversity provided by historic resources.
- Commercial revitalization and economic development programs can effectively use the interesting, well-constructed buildings within historic districts.
- Tourism programs can be built around the concentration of historic resources found in historic districts.
- Educational programs benefit from the historical, architectural, and socio-economic fabric of preserved historic areas.

Therefore, it is important to the region that these resources contribute to the vitality of communities as well as preserve the history and values of our culture.

Outside of architectural circles, northeastern Illinois is all too little recognized for this special heritage. A broader awareness will enhance the region's stature and promote investment in areas that withstand the test of time.

*The Commission on Chicago Historical and Architectural Landmarks is preparing detailed maps of districts within the municipal boundaries of the city of Chicago.

1. Evanston Lakeshore Historic District

The 1833 Treaty of Chicago called for the Potawatomi Indians to vacate the area that was to become Evanston. The founding of Northwestern University, the arrival of the Chicago and Milwaukee Railroad, and the establishment of a Drainage Commission, all by 1855, helped southeast Evanston clear its swamps and prepare the area for residential development.

The houses first built in what is now the Evanston Lakeshore Historic District were in the styles common during that time in northeastern Illinois. This district contains architectural styles by some of the same architects as the neighboring Ridge District. Works by Solon Beman, Daniel Burnham, and Joseph Lyman Silsbee, Frank Lloyd Wright's first employer, are common in the Lakeshore district.

In 1871, the Chicago Fire left many residents of Chicago homeless. This, coupled with an ever-northward expanding Chicago, put housing demands on southeast Evanston. Soon after the fire, the Chicago & North Shore Railway Company connected with Chicago, cable cars on Sheridan Road opened, and the Northwestern Elevated Railroad line extended to Central Street, all of which made Evanston more accessible to Chicago. Land speculators subdivided much of the Lakeshore District by 1880, and in 1893 the first building permit for a multi-family residential structure was issued. Population was now growing rapidly, and apartment buildings quickly sprouted up throughout Evanston and, especially, in the Lakeshore District because of its accessibility and proximity to Chicago. Residents of Evanston were strongly opposed to the apartments, and in 1914 Evanston disannexed the land between Calvary Cemetery and Howard Street because the area had become filled with apartment buildings.

To confine the development of apartment buildings in certain neighborhoods, Evanston adopted a 1921 municipal zoning ordinance, the first of its kind in Illinois. The ordinance proved successful in keeping the Lakeshore District virtually free of apartment buildings as the area was zoned for detached, single-family dwellings.

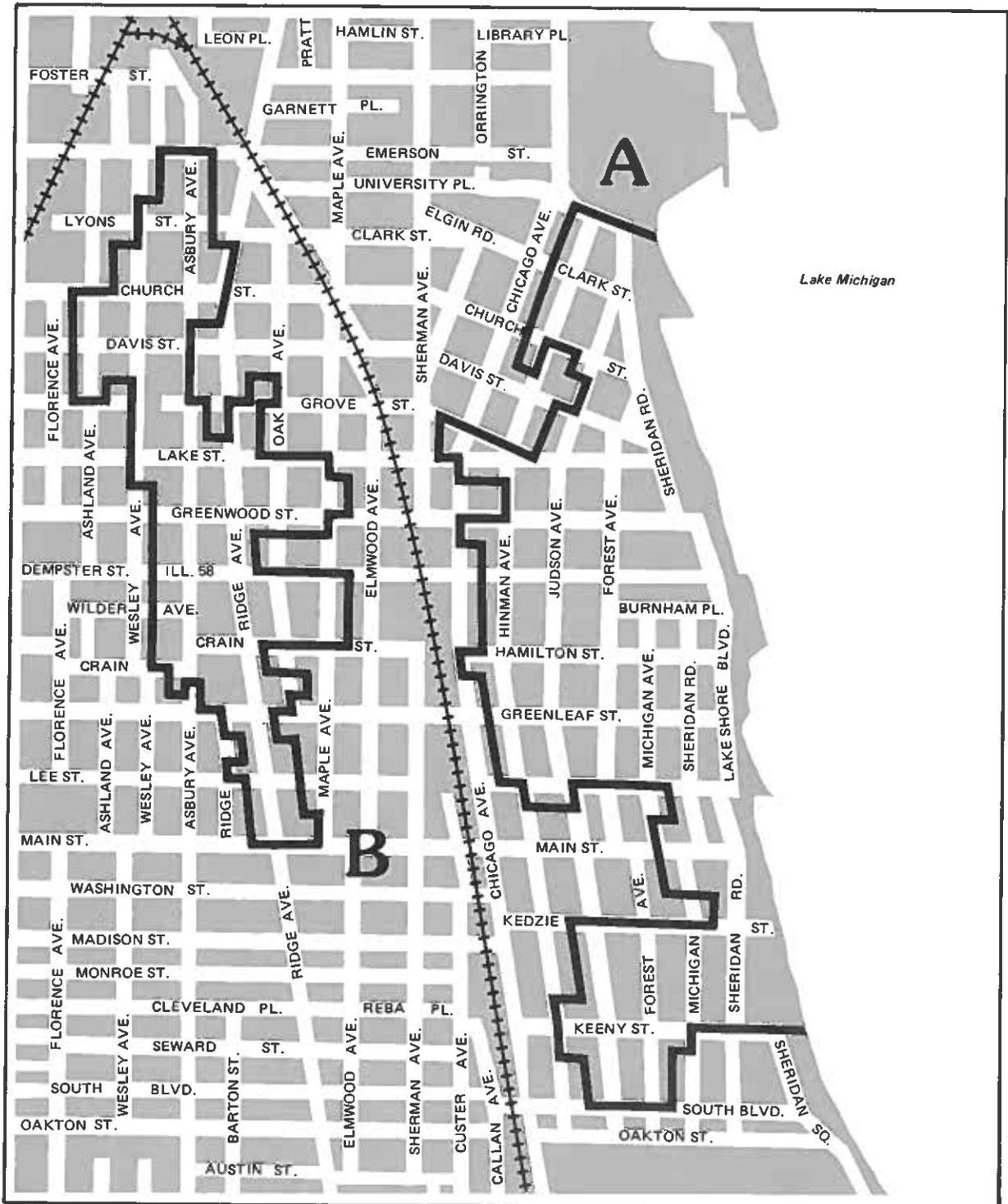
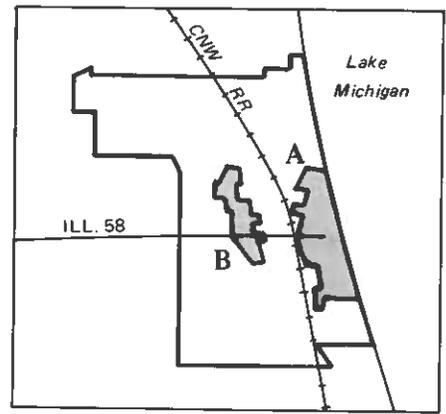
Evanston Ridge Historic District

The Evanston Ridge Historic District developed from a pioneer settlement in the 1830's into one of Evanston's finest residential areas. By the time a group of Chicagoans acquired land for a Methodist university along Lake Michigan in 1853, the settlers had established their farms, built houses and a school, held elections, and named their community *Ridgeville*. Once the railroad made Chicago accessible and the university opened its doors, merchants, manufacturers, and professors came to Ridgeville to live.

Some of the town's wealthiest residents were directly responsible for developing much of the district; therefore, a high standard of architectural design was achieved by the 1860's and maintained through the 1920's. Homes by prominent builders and architects, such as Stephen A. Jennings, Edbrooke & Burnham, Robert C. Fletcher, and William A. Otis, lined the streets of the district and Ridge Avenue soon became recognized as Evanston's most aristocratic street. Architectural styles that add to the character of the district include Victorian Gothic, Italianate, Second Empire, Stick, Queen Anne, Shingle, Prairie School and several revival styles.

Aside from the magnificent array of architecture, beauty within the district is enhanced by well maintained lawns, large lots with generous setbacks, and ornamental street lights designed by architect Thomas Eddy Tallmudge that line the streets. These characteristics may also be found in Evanston's neighboring Lakeshore District.

1. Evanston Historic Districts

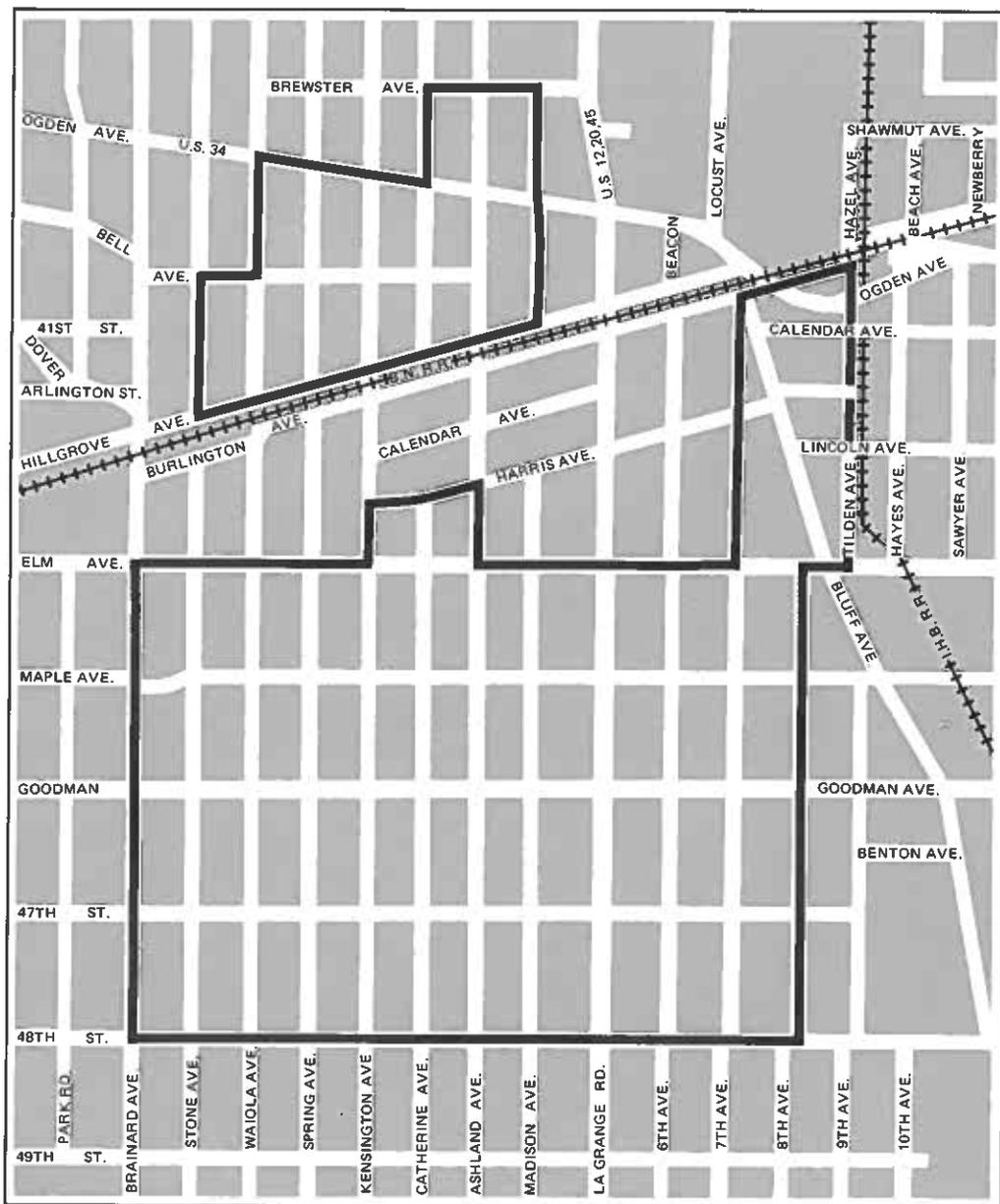
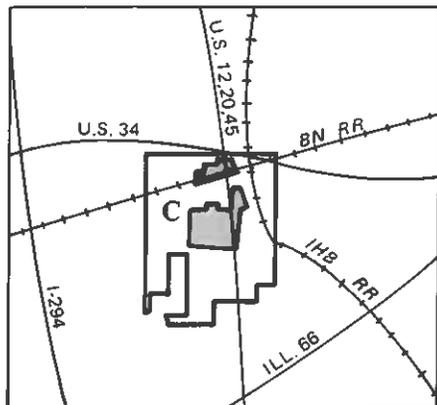


2. La Grange Historic District

With 440 acres in what is now the LaGrange Historic District, Robert Leitch became the town's first settler in 1837. The 1860's saw LaGrange become accessible to the surrounding area and especially the Chicago dairy product market, primarily through the extension of the Burlington Railroad into town.

In 1870, the Leitch tract of land was ultimately sold to Frank D. Cossitt, a real estate developer, who laid streets and planted trees. Cossitt envisaged both a developed and residential area, and donated some land for churches and schools. By 1873, Cossitt helped build two stations for the Burlington line, and in 1879 the town grew to contain 70 families and had incorporated.

The LaGrange Historic District contains many works of architectural significance. Most prominent are the beautiful, wood-frame Victorian homes. Examples of Queen Anne and Italianate styles are also numerous. The district serves as a showcase for the development of Frank Lloyd Wright and his Prairie school of architecture. The 1892 R.G. Emmond house is a fine example of Wright's work prior to developing the Prairie style. Across the street one finds another Wright house built in 1894 that typifies his transitional works. The Stephen B. Hunt house designed in 1907 by Wright is most nearly associated with his famous house designed for *The Ladies Home Journal* in 1906.

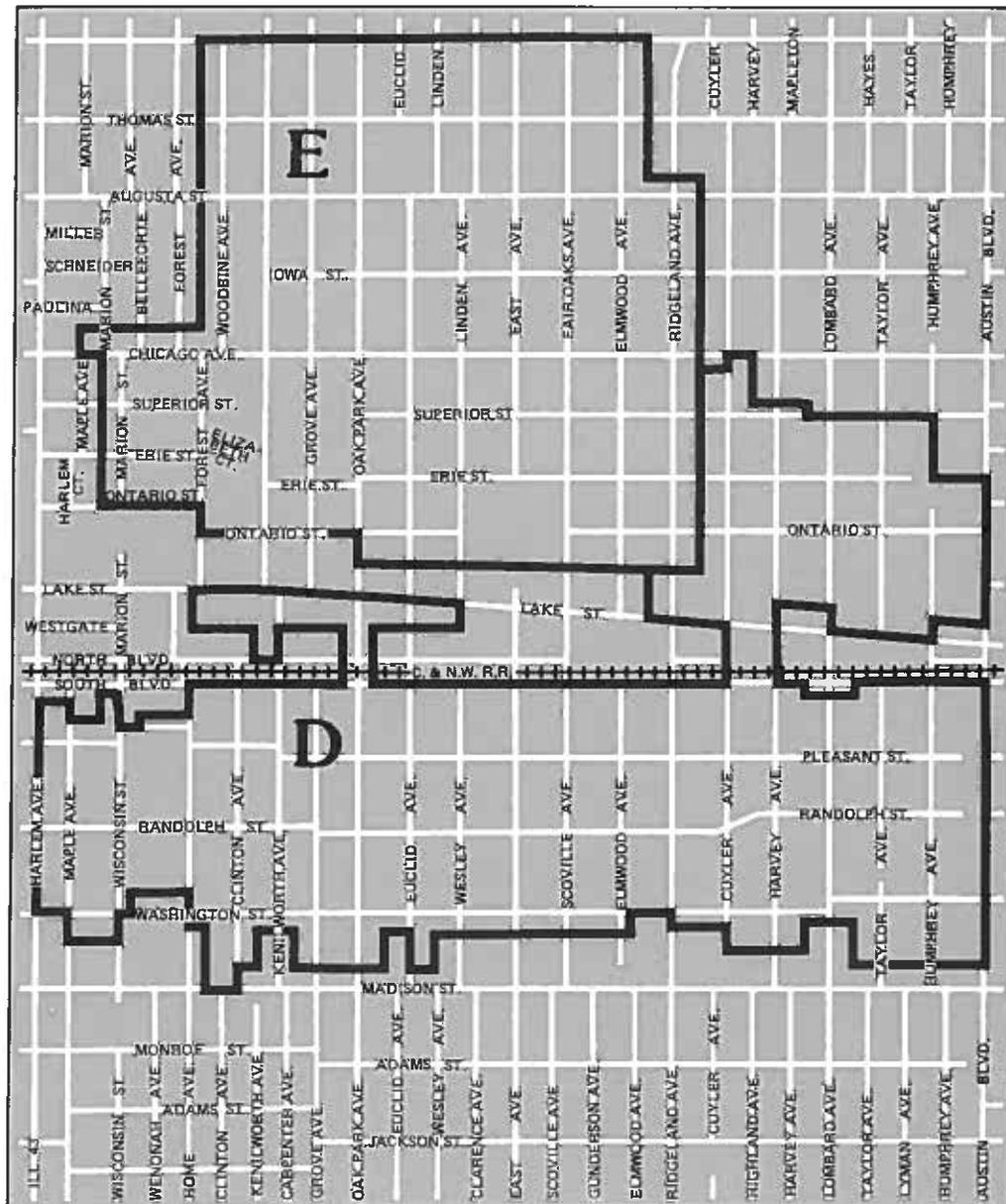
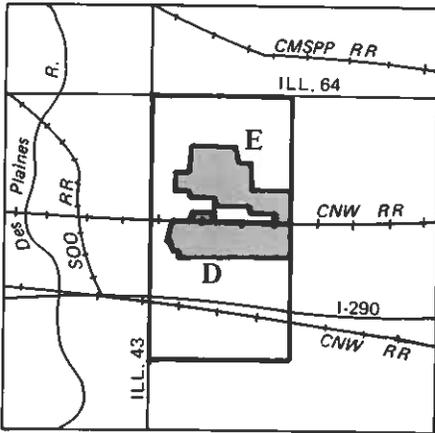


3. Oak Park Historic Districts

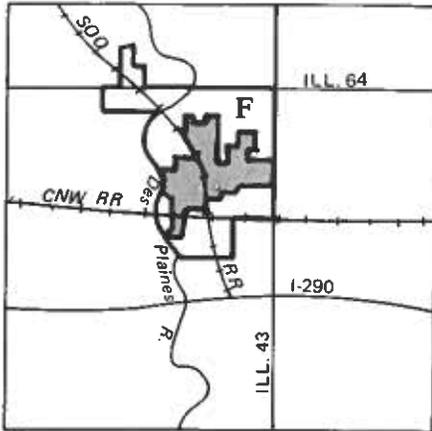
Since the early 1900's, Oak Park has been synonymous with the Prairie Style of architecture. While the Ridgeland-Oak Park Historic District (D) and the Frank Lloyd Wright-Prairie School of Architecture Historic District (E) have perhaps the greatest collection of early modern architecture in the world, they also contain many fine Italianate, Victorian (mostly Queen Anne and Stick), and various revival style homes.

Oak Park began as two towns, Oak Park and Ridgeland. It was not until after 1872 when the area had 500 inhabitants that a rail station was built and the two towns grew rapidly. In 1901, the two towns merged and incorporated as the Village of Oak Park. By 1920, Oak Park had 39,585 residents. To house the growing population, architects turned to apartment building construction, but residents' opposition to the apartments led to a 1921 zoning ordinance, one of the nation's first, that restricted apartment buildings to certain streets. The contrasting housing types in Oak Park has led to interesting and attractive streetscapes.

Although many famous Prairie architects worked here, it is Frank Lloyd Wright, the most celebrated, who is highlighted in Oak Park. Ironically, a rectilinear, shingled Queen Anne home he built for his family in 1889 at 428 Forest is Wright's first work in Oak Park. Next to Wright's house is his studio, at 951 Chicago Avenue, where he developed his own early modern style which is named the Prairie Style. Wright's famous Unity Temple at 875 Lake Street represents an exquisite adaptation of the Prairie Style for a religious building. In all, Oak Park has 25 works by Wright.



4. River Forest Historic District

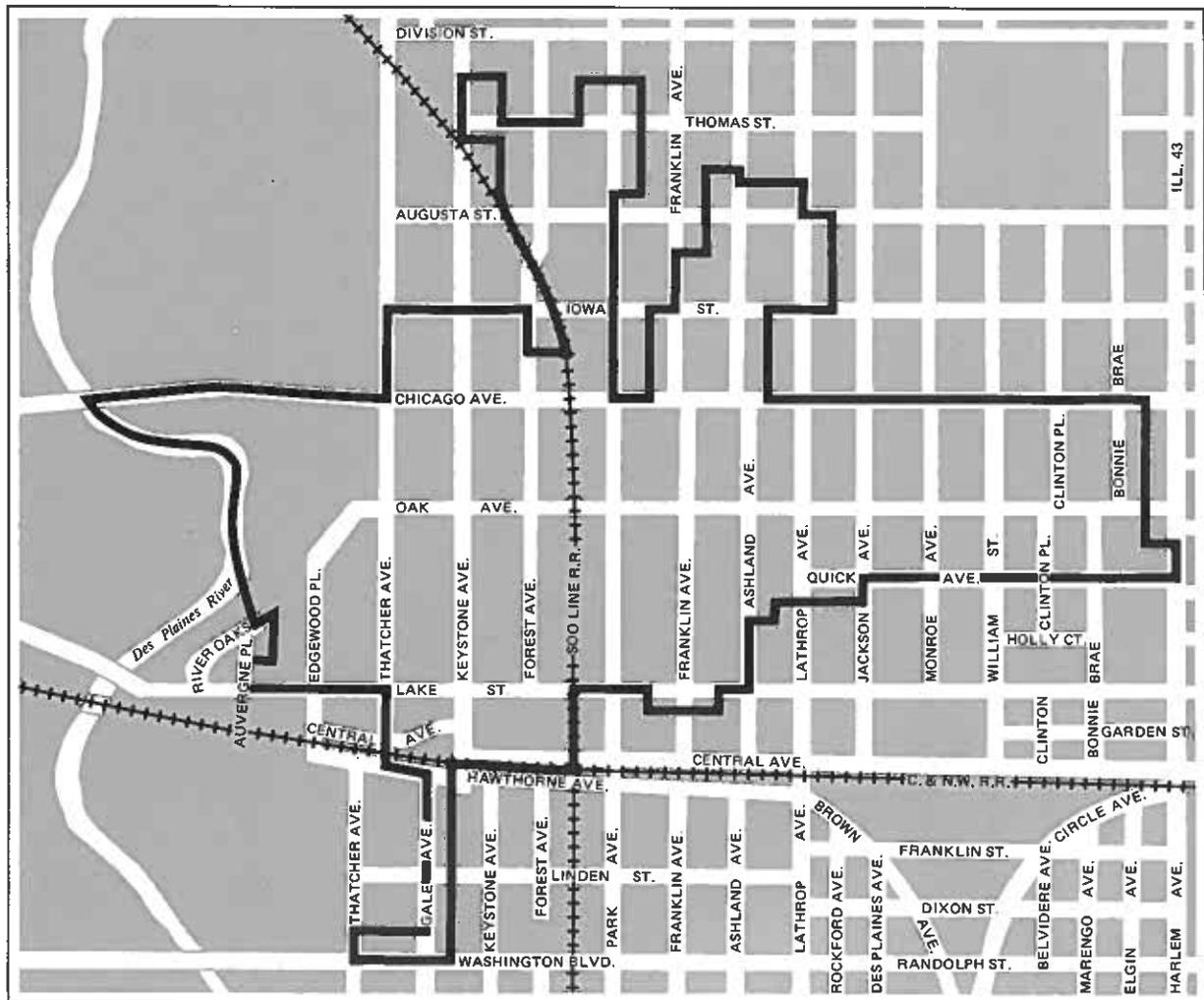


Although it is known for its splendid residential environment, River Forest's origin lies in industry. Its first enterprise was the Bickerdike and Noble stream saw-mill in 1831, whose products were intended for the Chicago market. Lake Street connected River Forest and Chicago, and by 1849 the Galena and Chicago Union Railroad (now Northwestern) had established regular service between the two towns. Improved transportation was the single most important factor in River Forest's growth.

The railroad brought many people; most important among the new arrivals were David C. Thatcher and John Henry Quick. Although the two benefitted greatly from subdividing the land, Quick was reluctant to sell land for commercial uses, therefore the town has always been primarily residential.

Although excellent examples of Italianate, Queen Anne, and Medieval and Classic Revival architecture are numerous, the Prairie School of architecture is most significant in the River Forest Historic District. A progression from early important works of Wright (Winslow and Williams houses), to mature works of Wright, Guenzel and Drummond, Tallmadge and Watson, Harry Robinson, and John Van Bergen, to numerous 1920's works of Drummond and Tallmadge are on display in excellent condition. The district may have the only example of an entire street (the 700 block of William) of moderate-cost housing embodying the principles of Prairie School design.

Important non-residential works include Wright's River Forest Tennis Club and Drummond's River Forest Women's Club, Bank, and Methodist Church.



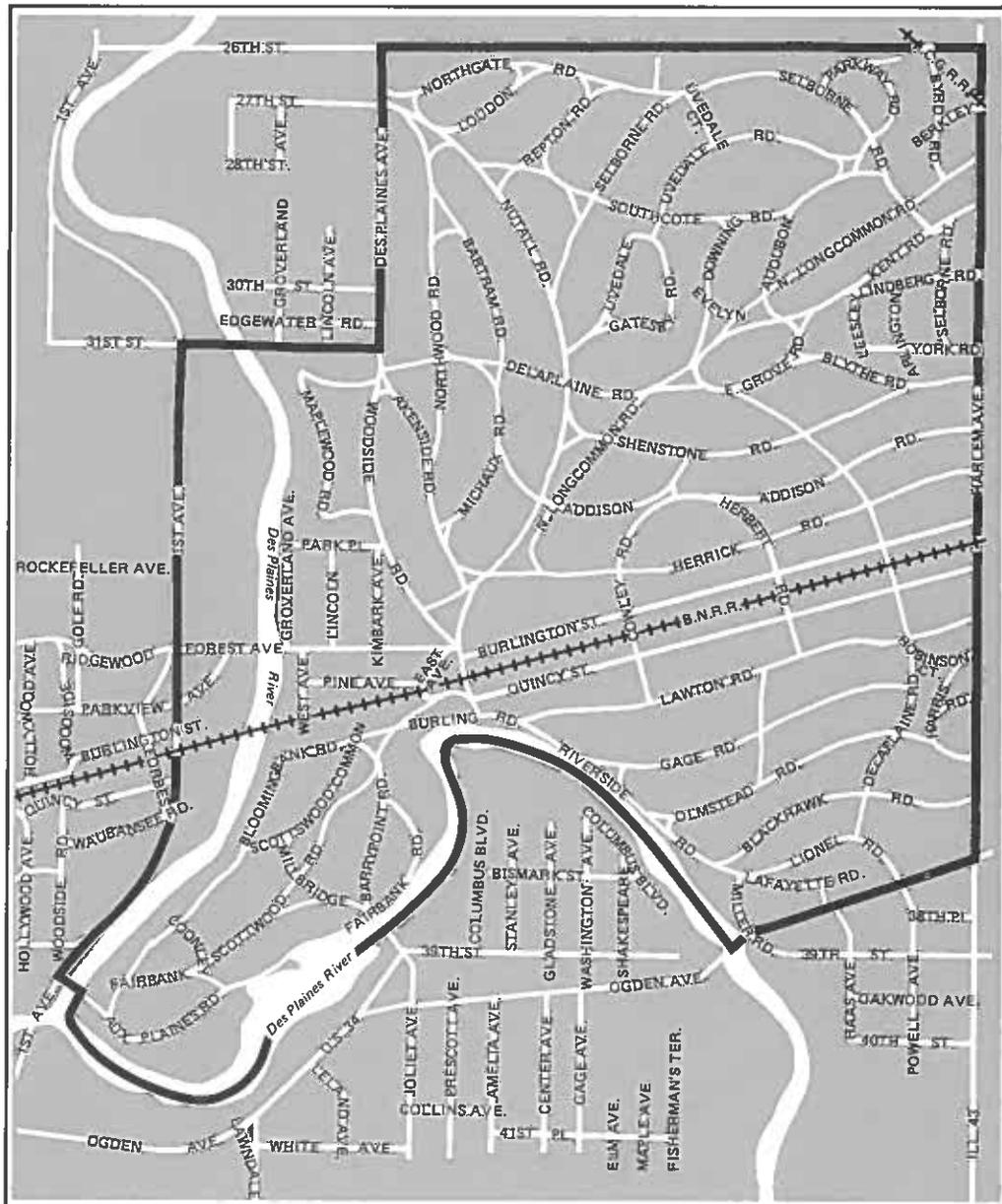
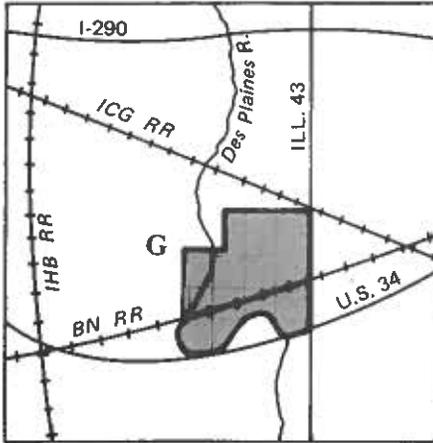
5. Riverside Landscape Architecture District

In 1869, the Riverside Improvement Company invited Frederick Law Olmsted to design a model community. This was to be a historic event since the plan devised by Olmsted would include revolutionary innovations.

In addition to being the first planned model community in the nation, Riverside is a showcase for how an urban setting can combine with nature for truly beautiful residential areas. Perhaps most revolutionary of Olmsted's innovation was following topography to dictate street design. Riverside was the first town to depart wholly from the rectangular grid pattern. Another innovation with the streets to enhance beauty was to depress the roadways as to not interrupt the visual appearance of the natural areas. An innovation to insure new beauty was to use deed restrictions to achieve unfenced, open front lawns. Riverside was first to employ such measures.

Works of architectural significance include many homes designed by W.L.B. Jenny, and one by Guenzel and Drummond. Two homes by Louis Sullivan remain in good condition, and three homes by Frank Lloyd Wright, including his self-proclaimed best, Avery Coonley House, grace Riverside's streets. Gas lamps along the residential streets gracefully illuminate these and other homes in Riverside.

Olmsted's innovations in Riverside were the inspiration for subsequent development throughout the country. Ebenezer Howard saw the value in Olmsted's innovations and used them as the basis for his Garden Cities.



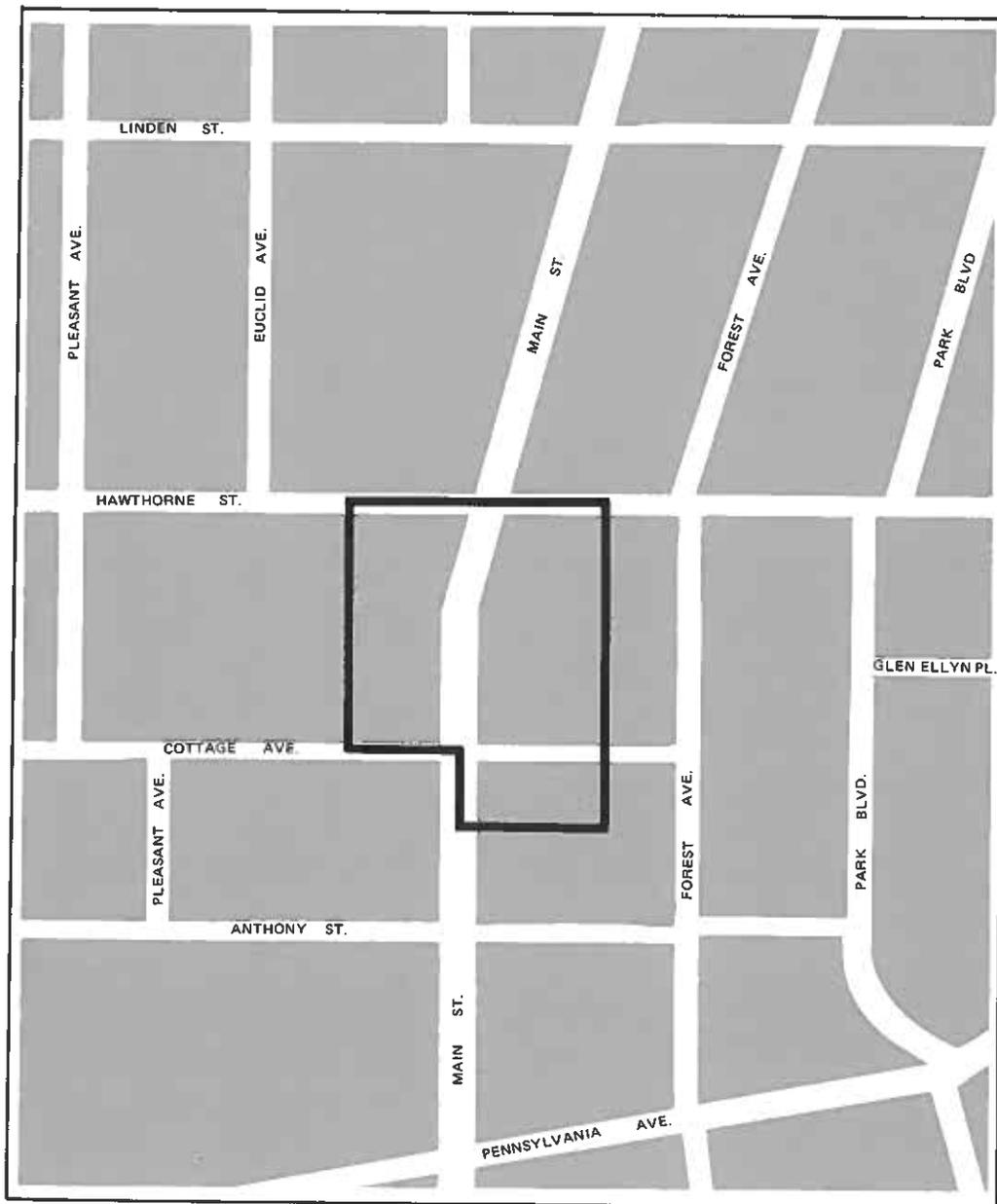
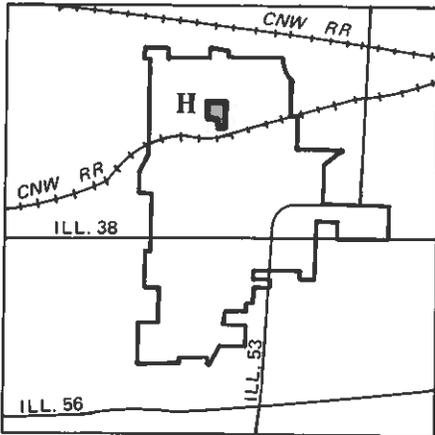
6. Glen Ellyn Main Street Historic District

The Main Street Historic District represents Glen Ellyn's architectural development as a rural community and favorite retirement area for local farmers. It encompasses an area that has retained an extremely fine representation of pre-turn of the century homes. The streetscapes in the district and nearby areas are exceptional with hilly, tree-lined streets displaying a pleasant blend of architectural style.

Architecture in the district covers a period from the 1860's to 1930. There are some classic examples of Italianate, Gothic, and Queen Anne style homes. Queen Annes are probably the most numerous, but even these are unique. Among the more significant structures are the Benjamin Gault House (1890), the Edgar H. McChesney House (1885), the Nelson P. Dodge House (1882), the Henry Fennamore House (1874), the Whittle-Meacham House (1889), and the John Newton Nind House (1876), all located in the 500 block of Main Street.

Glen Ellyn began as a settlement (1840's) known as DuPage Center near the DuPage River and St. Charles Road. Subsequent growth occurred at Stacy's Corners (Geneva Road) and then farther south along Main Street after the construction of the Galena and Chicago Railway. Over the years the settlement was known as DuPage Center, Stacy's Corners, Newton's Station, Danby, Prospect Park and finally, Glen Ellyn.

In the 1880's the flavor of the community changed from country town to resort community with the popularity of mineral springs and the creation of Lake Ellyn and the Lake Ellyn Hotel. Lightning destroyed the hotel in 1906 and ended the community's resort era.



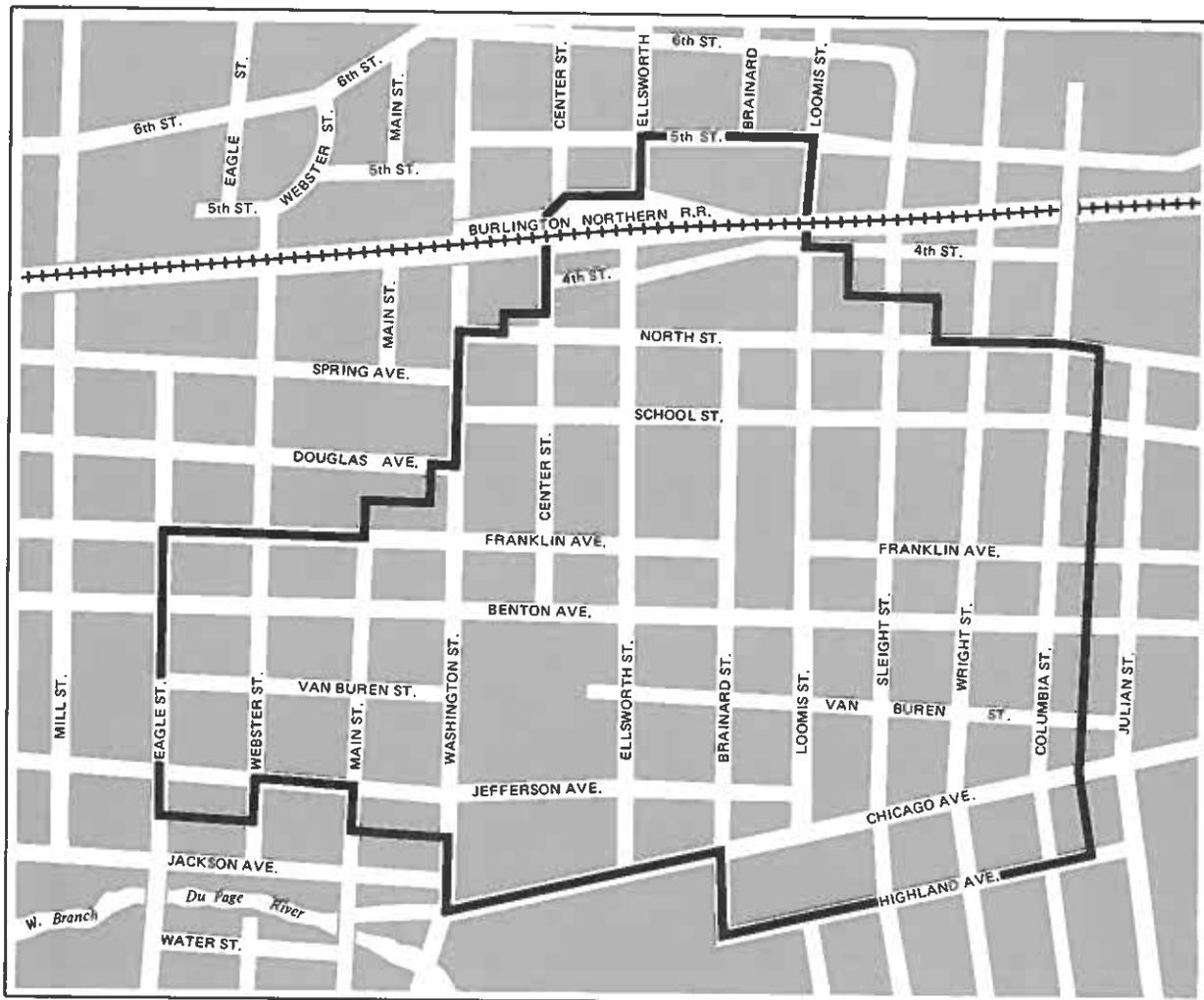
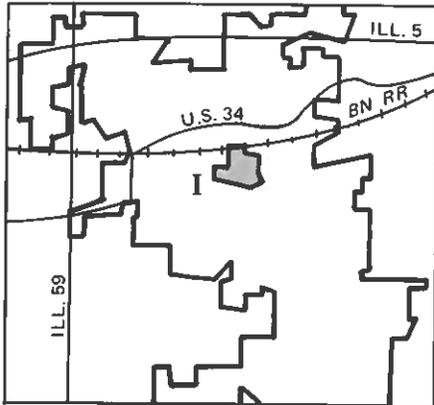
7. Naperville Historic District

In 1831, Captain Joseph Naper brought his brother and both their families to what now is the southeast corner of Mill and Jefferson. By early 1832, the Naper Settlement had 180 people, a trading house, mills, and a school.

The following year saw a post office and frame house erected. Most homes in the area are frame, two-story single-family dwellings, though some of masonry can be found. Earliest homes are Greek Revival in character, but throughout the Naperville Historic District, Italianate styles dominate. Other architectural styles include the Prairie School and examples of various Medieval Revival houses.

Naperville's early development was possible because both a road connecting Chicago and Ottawa and the Galena Road (now Chicago Avenue) passed through the town. Naperville did claim the county seat from 1839 until 1867 when Wheaton contested and gained rights. During the ensuing litigation between the towns, records were housed in Chicago and destroyed during the great 1871 fire. Completion of the Chicago, Burlington, and Quincy Railroad through Naperville in 1864 helped spur growth and was responsible for opening the Chicago market to the town's already flourishing nurseries and breweries. The railroad also enabled the Naperville Manufacturing Company (later Kroehler) to grow into one of the nation's largest furniture manufacturers.

The mid-1900's saw Naperville develop into a true Chicago suburb, but the historic district still reflects the town's development as an independent small city.



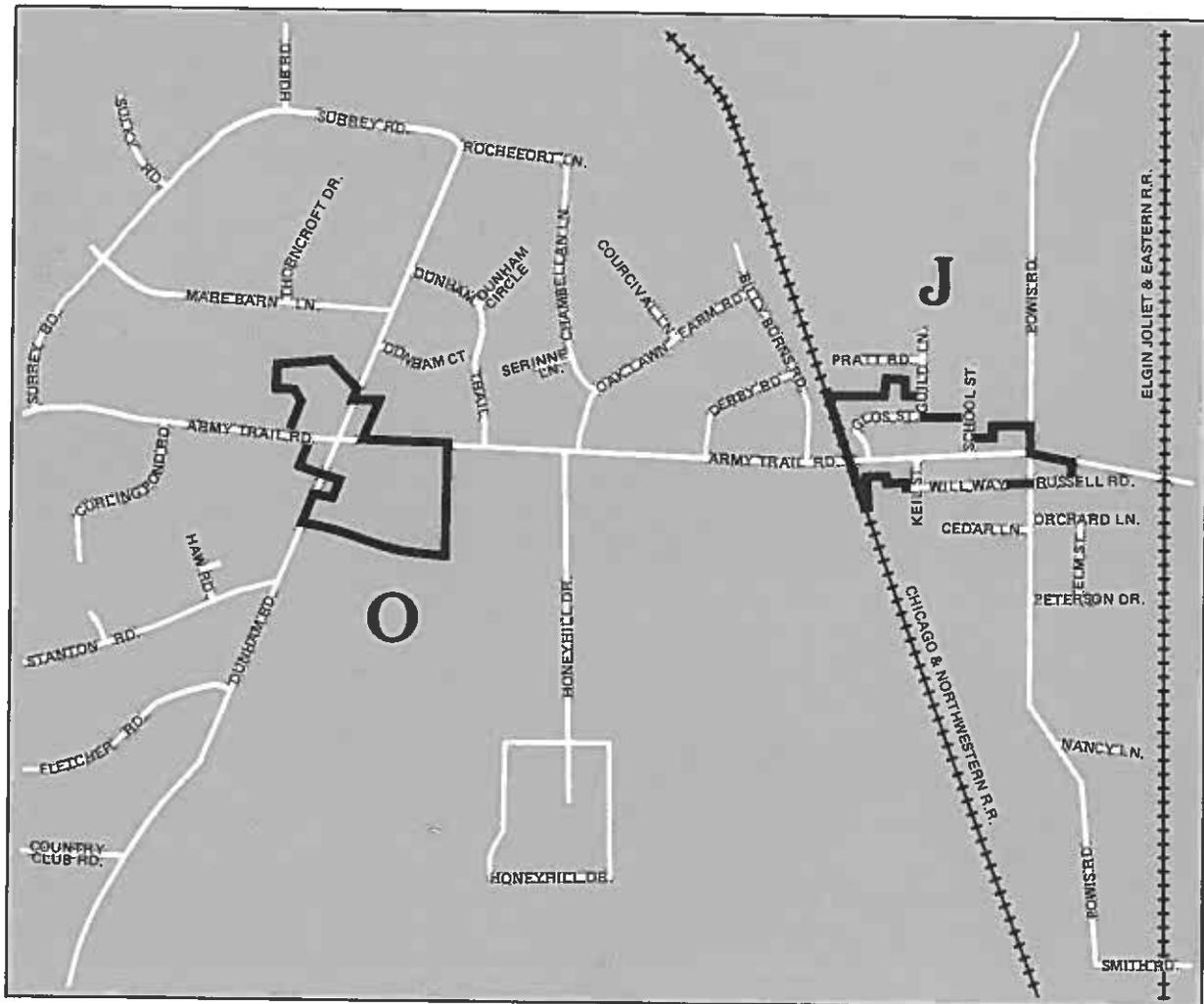
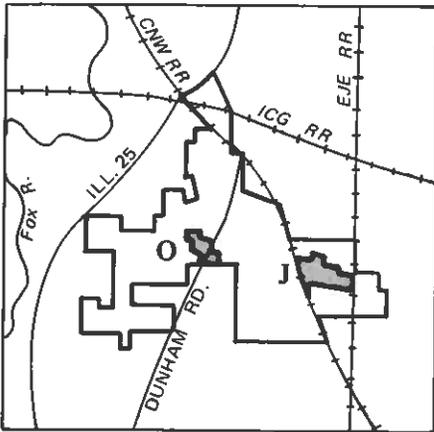
8. Oaklawn Farm and Wayne Village Historic Districts

Located in two counties, Wayne's two historic districts developed under different circumstances but maintained a family tie. In 1835, Solomon Dunham settled one-half mile from Wayne Station on the Galena and Chicago Union Railroad. By 1852, Wayne had become a regular rail stop and Dunham had established a house, a store, and an inn. The town progressed slowly and most growth was halted by 1895. Architecture in the Wayne Village Historic District resembles that of most rural, northeastern towns. A significant number of homes display features which are easily recognizable as being of Italianate, Greek Revival, or Queen Anne

influence.

In 1868, Solomon's youngest son, Mark Dunham, his uncle Mark Fletcher, and area farmers organized the Fletcher-Norman Horse Company. Located around the intersection of Dunham and Army Trail Road, this farm was one of America's largest establishments for the importing and breeding of draft horses, particularly the Percheron. The Oaklawn Farm Historic District contains part of the once 1700 acre farm. This establishment played an incalculable role in the advancement of agriculture in the western prairies.

Commonly known as Dunham Castle, *Oaklawn* is the most imposing feature in either district. This chateausque building covers about 7,000 square feet and rises two and one-half stories. Although interior alterations have occurred, the house makes much the same impression as it did upon completion in 1883.



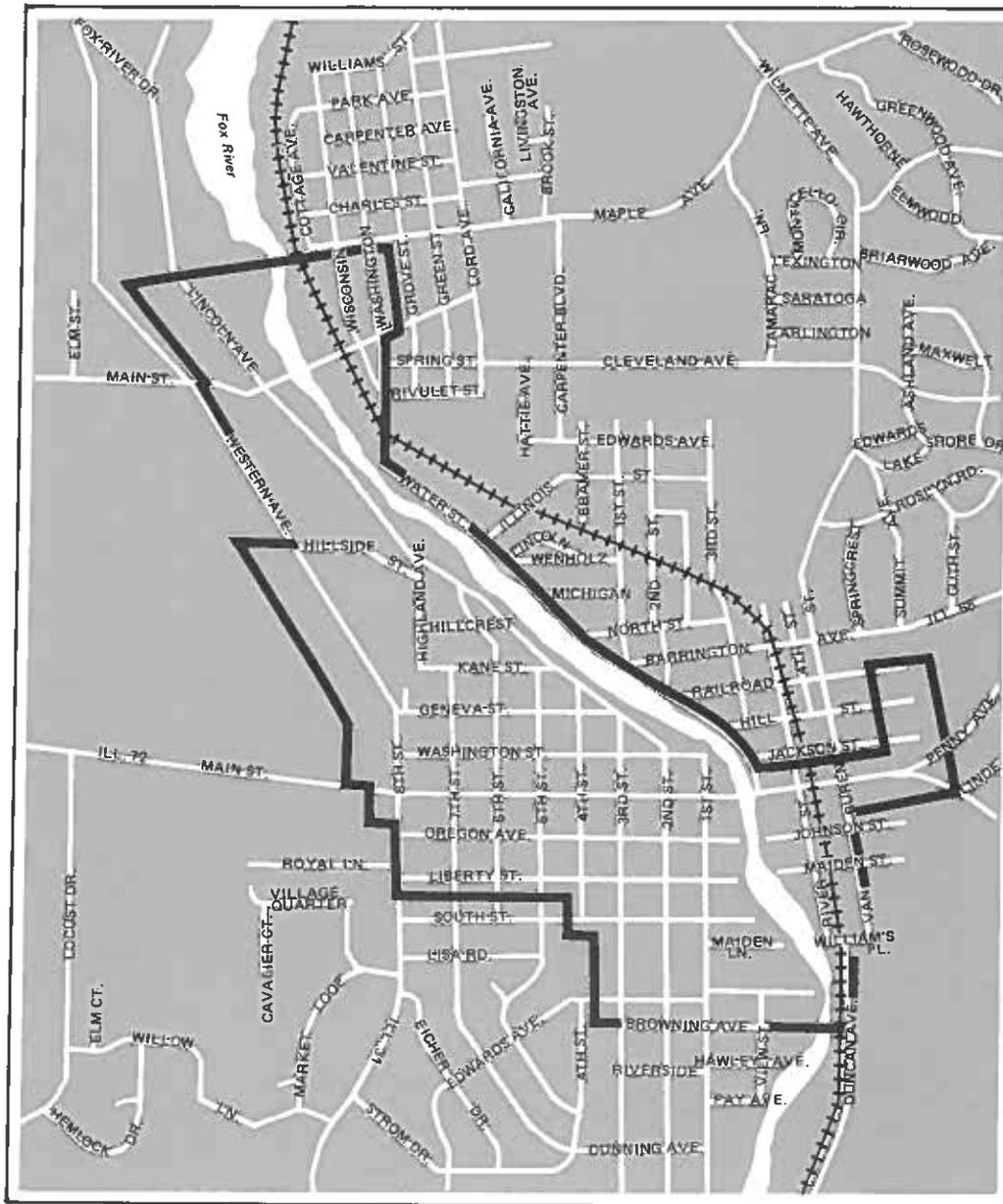
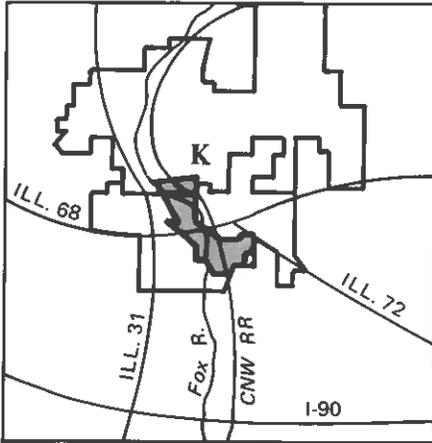
9. Dundee Township Historic District

The Dundee Township Historic District includes parts of East Dundee, West Dundee, and Carpentersville. Jesse Newman and Joseph Russell founded the Dundees in 1834. Realizing the Fox River could provide water power for industry, the early settlers quickly dammed the river and erected mills. In 1852, the Dundee Brick Company opened and became the Dundee's most important industry.

While the Dundees were growing, Daniel and Charles Carpenter settled in what is now Carpentersville in 1837. In 1851, Carpentersville was platted and welcomed its most famous resident, Julius Carpenter who, in 1864, established the township's largest employer, the Illinois Iron and Bolt Company. The factory relocated in 1871 and anchored the Carpentersville industrial area. This area, remarkable in size and state of preservation, is rather unique in Illinois.

The township grew with the coming of the railroads. The Fox Valley line reached the Dundees in 1854, and by 1878 the Carpentersville industrial area had direct rail service via the Northwestern system. Population grew with increased industry and accessibility. Most people in the district worked in the local factories and were of modest means. Their simple houses were of Greek Revival, Italianate, and Queen Anne styles. Many of these homes still stand. The factories run from Renaissance Revival to Queen Anne styles.

The district is bound together by uniformity of homes and factories. Except for some rebuilding and construction of subdivisions at the peripheries, the older areas of the three towns, and especially the historic district, remain much as they were in the early 1900's.



11. Geneva North and Central Historic Districts

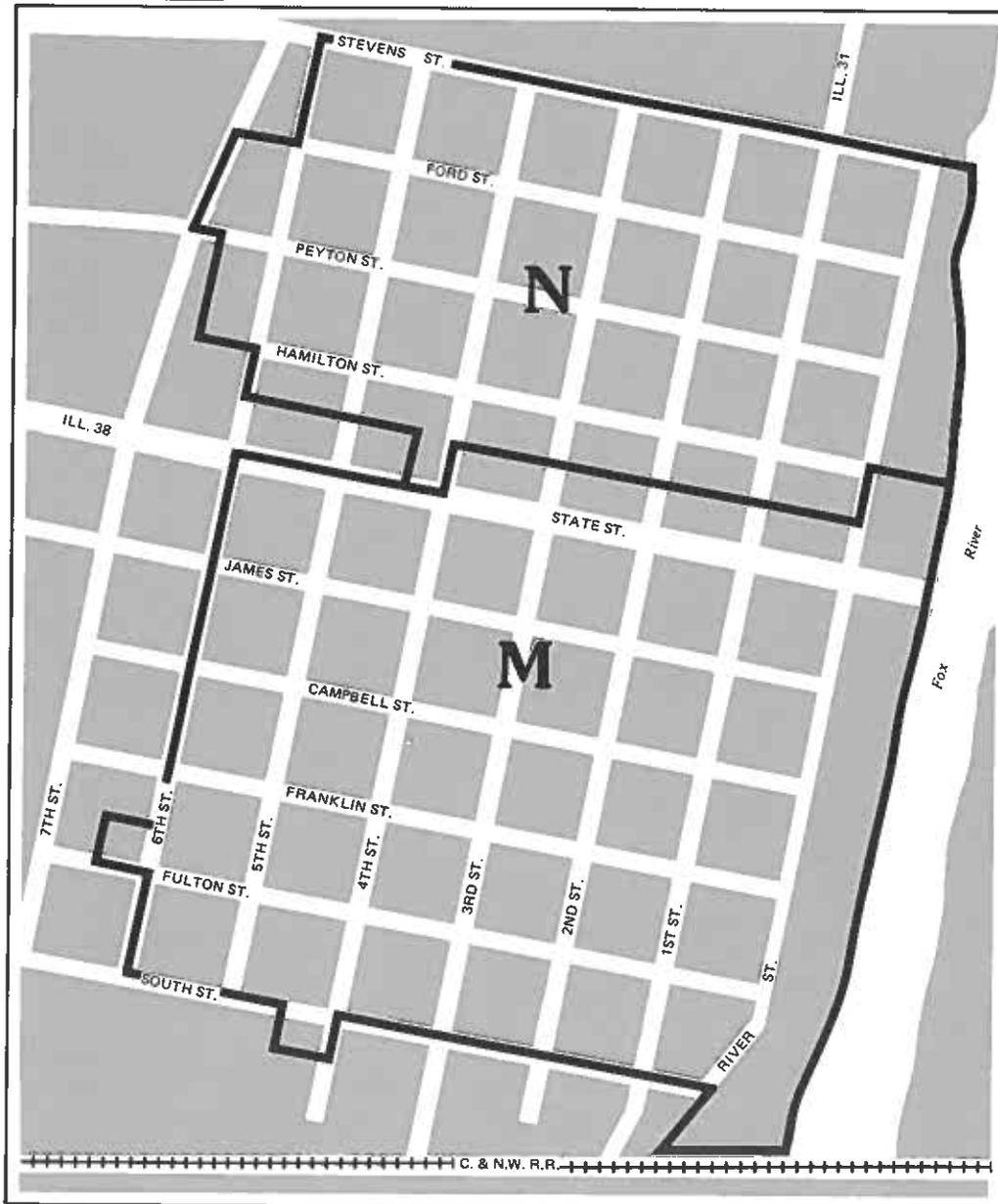
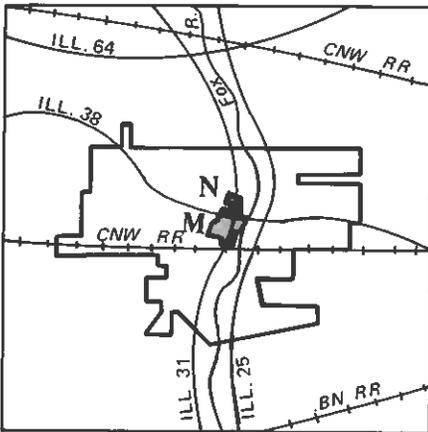
The Blackhawk Wars of 1832-33 led to the settling of the Fox River Valley. One early settler was James Clayton Herrington, who established a store soon after his arrival. Herrington was instrumental to the early growth of Geneva as he used his alliance with powerful Cook County politician, Colonel Richard Hamilton, to locate the seat of Kane County in Geneva. The town was platted in 1837 and incorporated in 1858.

Architecture is of major significance to the Geneva historic districts. The districts have outstanding examples of mid-to late-nineteenth century styles. Most

houses are of two-story frame construction or built of local riverstone. Common architectural styles include Greek, Gothic, and Federal Revivals, Italianate, and Prairie School.

Situated on the heavily-traveled Fox River, Geneva occupied a prime commercial site. By 1840, the town boasted three general stores, two hotels, two blacksmiths, a wood shop, and a sawmill. Large industry came to Geneva in 1853 with railroad connection to Chicago.

The railroad brought many of its Swedish workers to Geneva to live. By 1900, over half of Geneva's residents were of Swedish descent. Geneva, always a leader in cultural amenities, had by 1847 a doctor, a Harvard educated lawyer, and a local newspaper that still exists. Electric railways were in Geneva by 1896, and in 1901 the town became a part of the electric railway system that linked the Fox River Valley with continuous rail service from Aurora to Carpentersville.



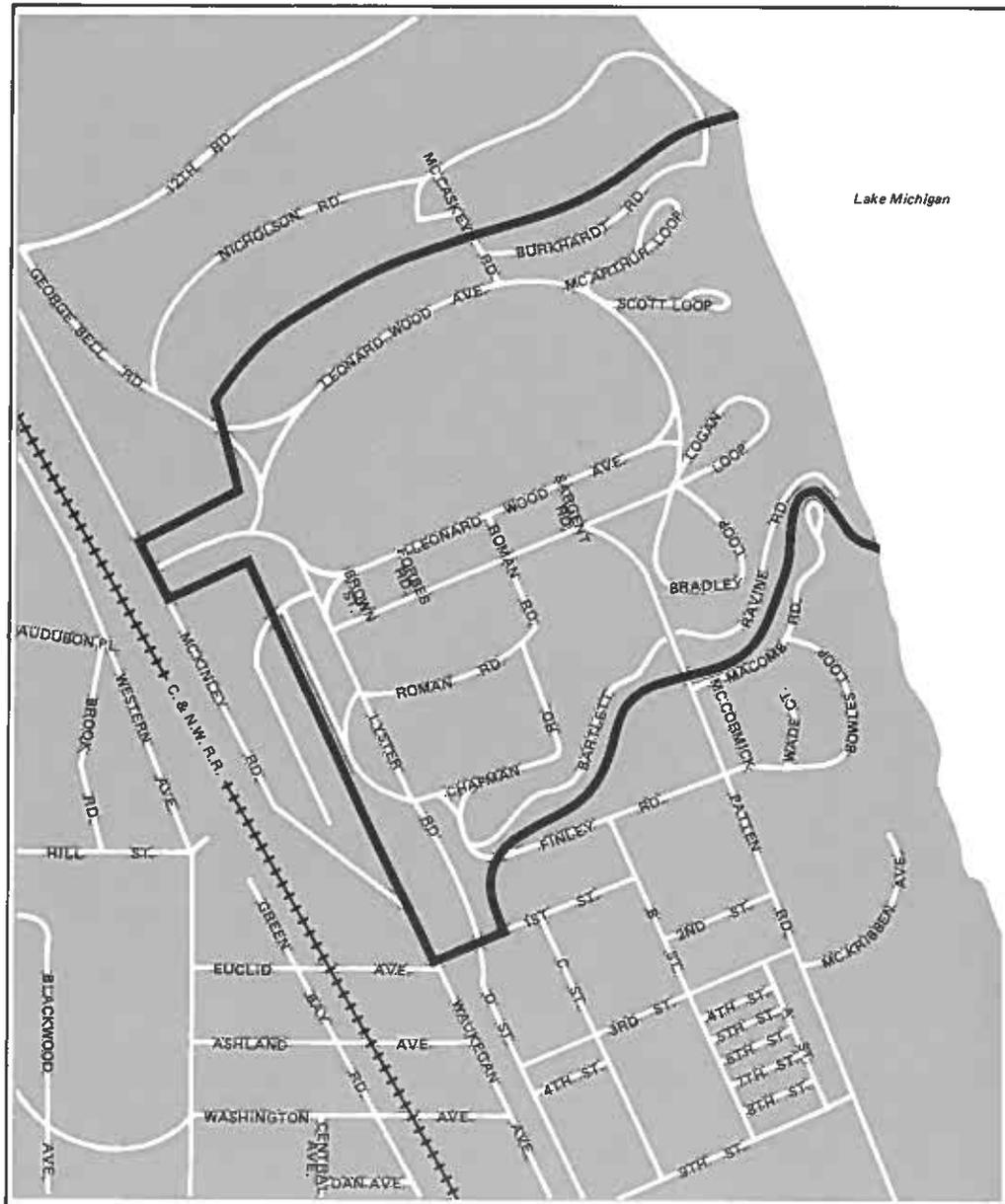
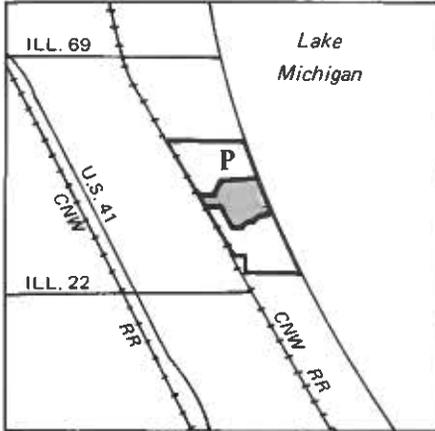
12. Fort Sheridan Historic District

That portion of Fort Sheridan which is designated as a historic district was designed by the nationally significant architectural firm of Holabird and Roche. The firm is responsible for 66 structures in the district. Another 26 were constructed from standardized plans of the office of the Quartermaster General. All of these were constructed between 1889 and 1908. The district is cohesive in design, material, and workmanship.

The post as constructed remains almost complete today with a full complement of traditional military structures. They are typical in design, usage, and physical relationship of military tradition of the turn of the century, exemplifying the importance of the horse and mule to the army, the separation of rank, the growing attention paid to the needs of the soldier and the pomp and ceremony connected with military life at that time. Arranged around the parade grounds and enclosed by two large ravines, and bordered by Lake Michigan, the district is a compact one.

The work of Holabird and Roche at Fort Sheridan was influenced by Richardsonian architecture even though at the same time the firm was designing one of the first high rise skeleton construction office buildings in Chicago. The landscape architect was O.C. Simonds, best known for his landscape design for Graceland Cemetery.

The fort was built as a result of a national policy to close temporary posts and establish permanent garrisons. Other influential factors included labor unrest in the city of Chicago and the fact that Holabird's father was then a Brigadier General and Quartermaster General of the Army.



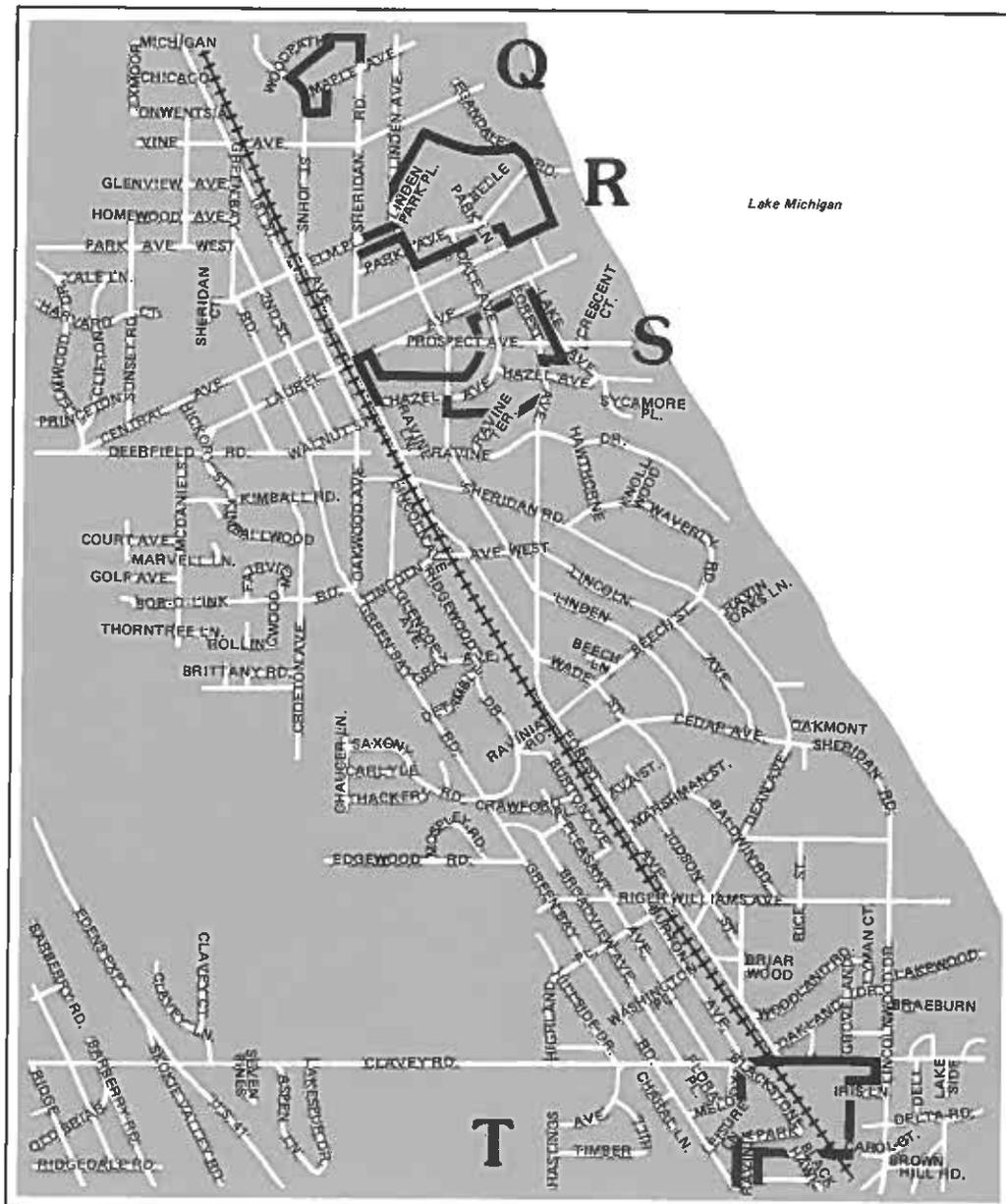
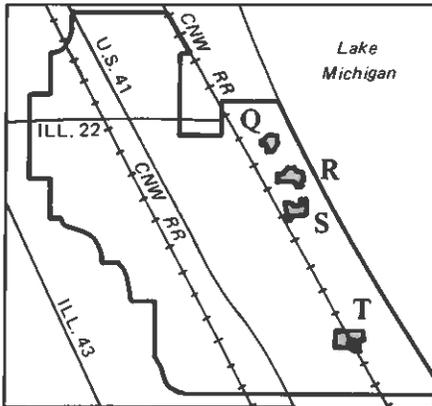
13. Highland Park Historic Districts

Highland Park contains four historic districts, each of architectural significance. From north to south, the districts are Maple Avenue/Maple Lane, Linden Park Place/Belle Avenue, Hazel Avenue/Prospect Avenue, and Ravinia Park.

Platted in 1853, Port Clinton was the first settlement in today's Highland Park. The town failed because the Chicago and Northwestern Railroad put a station south of the town where Central now intersects with First Street. Served by the station, this area began to develop.

Intended for resale, Walter Gurnee purchased much land south of Port Clinton in 1853 and named it Highland Park. Gurnee sold the land to Frank Hawkins, manager of the Highland Park Building Company, in 1867. Hawkins engaged William M.R. French to plot the land and design the town's topographically contouring streets. Hawkins foresaw large homes in eastern Highland Park and built four, for speculation, on Linden Park Place. The beautiful homes, two Victorian Gothics and two Italianates, still remain.

Despite the popularity of the Queen Anne style, the turn of the century brought the Prairie School to the forefront of architecture and landscaping. Jens Jensen and Ossian Simmonds, employing naturalistic designs, fathered the Prairie Style of landscaping in Highland Park. Frank Lloyd Wright built one of his finest works, the Ward Willits House (1902), as well as the Mary W. Adams House, and the George Madison Millard House in Highland Park. Many prominent Prairie architects practiced in Highland Park, including George Maher, Thomas Tallmidge, and John Van Bergen.



14.

Lake Forest Historic District

In 1855, the Reverends Robert Patterson, Harvey Curtis, and Ira Weed came to where Deerpath Avenue now reaches Lake Michigan to establish a Presbyterian college near Chicago. They called the site Lake Forest. The following year the Lake Forest Association was created to purchase land for the school. The town always has been closely associated with the school, ultimately named Lake Forest University, and owes much of its early development and character to the institution as it gave Lake Forest the prestige of a university town capable of luring some of the region's wealthiest people to reside there. Lake Forest became the permanent or summer home to J. Ogden Armour, John T. Pirie, Ebenezer Buckingham, Cyrus McCormick, Edward Cudahy, Louis Swift, Charles Sumner Frost, Harold McCormick, and Reuben Donnelley.

Lot sizes in the Lake Forest Historic District range up to 50 acres and contain palatial estates. All residences are single-family detached, and most are of masonry construction. The earliest buildings in the district, Italianate, Queen Anne, and Stick styles, are of frame construction. Throughout the years, the district's most favored architectural styles are the Tudor, the Classical, and Gothic. Other styles having fewer examples include the Chateausque, the Swiss Renaissance, Norman, and Flemish.

The Northwestern Railroad opened in Lake Forest in 1855, enabling businessmen to commute daily to and from Chicago. Though the rail service was important, Lake Forest was primarily an automobile town as Green Bay and Sheridan roads stretched into Chicago. By 1890, many commuters were driving to the train station daily. The importance of the car to Lake Forest holds, as it was the site of the country's first planned shopping center geared to the automobile. This Market Square Commercial Center is also architecturally significant in its own right.

Much of Lake Forest's beauty resides in its native forest and deep ravines. Noted topographer, Jed Hotchkiss, laid out the streets of Lake Forest with great concern to the landscape. The planned streets of 1857 wind through the district and have many bridges spanning the ravines in order to avoid steep grades.

Vine/Oakwood/ Green Bay Road Historic District

Situated on high, well-drained ground, bordered by Green Bay Road, and near the Northwestern Railroad, the Vine Avenue area of Lake Forest was a natural for settlement when Jed Hotchkiss planned the town's streets in 1857. The simple grid pattern of this area's streets gives it contrasting character as most other parts of town contain winding roads with no right angles. The modest homes of the Vine Avenue area (which contains the Historic District) also contrast with the large homes to the east in Lake Forest.

While a common perception of Lake Forest is one of imposing mansions occupying large estates, the Vine/Oakwood/Green Bay Road Historic District has modest homes on half-acre lots. The district has houses that date to the 1850's, but all houses within the district were built by the 1920's. This quiet residential area has house styles including Italianate, Queen Anne, Stucco, and Classical and Medieval Revival. Symbolic of the unassuming nature of the houses in the district is the Clow House, an early work by David Adler, who is best known for his later estate houses. The Clow House is as simple and elegant as the houses that surround it.

Although this area catered to residents of lesser means in Lake Forest, it still has beauty and charm. Well preserved homes, gas lamp and tree-lined streets, all lend distinction to a neighborhood within walking distance to downtown.

15. Millburn Historic District

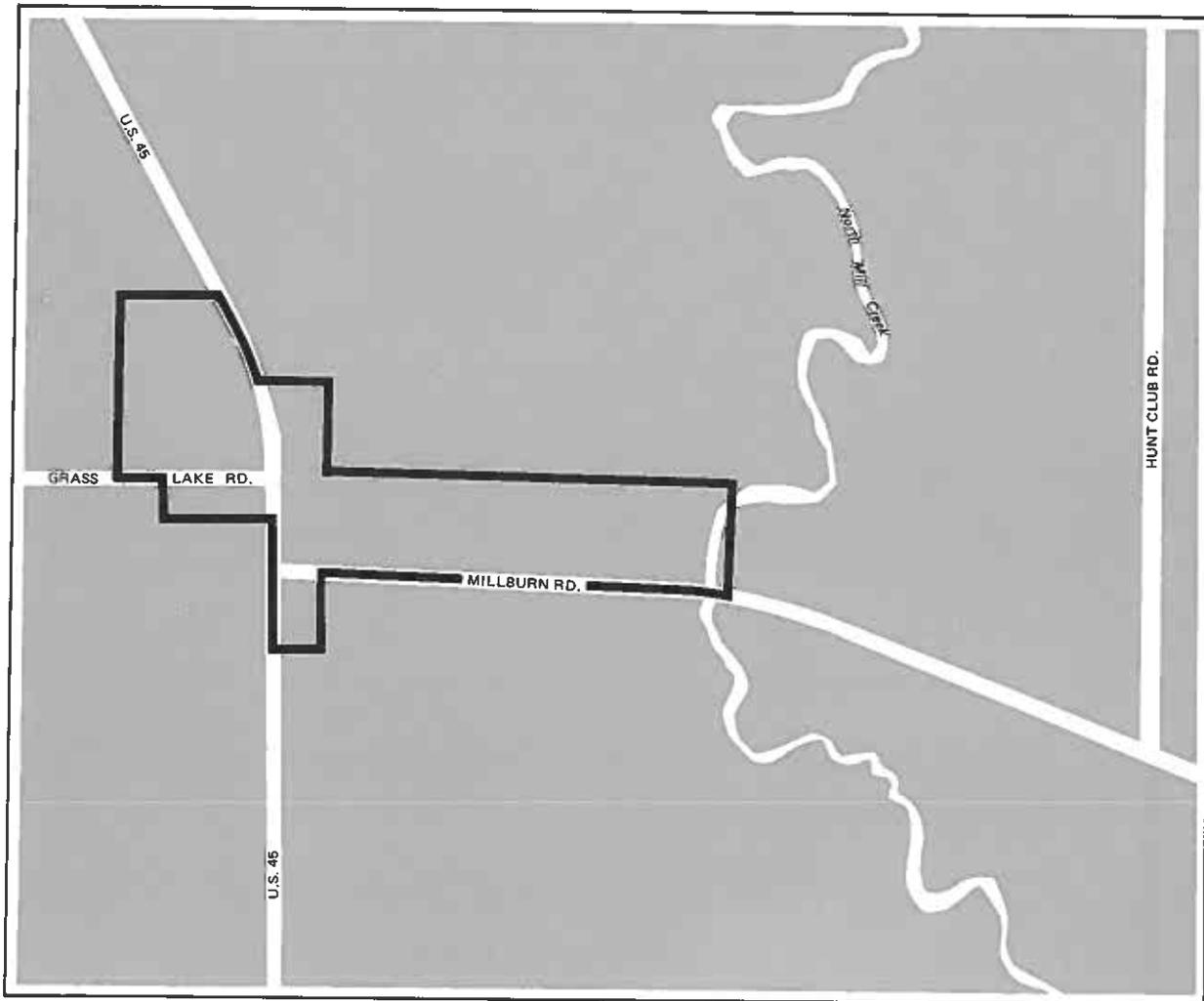
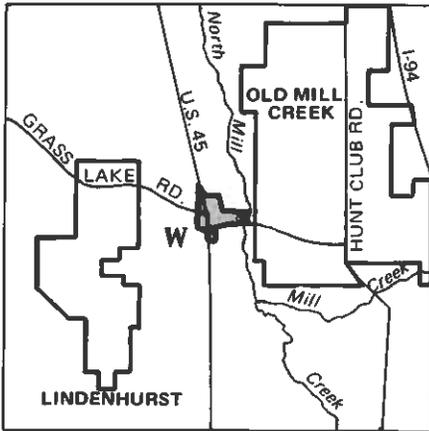
Most towns in northeastern Illinois whose origins lie in the 19th Century have changed much since their inceptions, but Millburn looks much like it did in the 1800's. Since the mid-1800's when several stores adorned its Main Street, Millburn has remained essentially the same rural settlement.

The Strang brothers claimed the land on which Millburn is located in 1838, and settled with their families in 1839. A year later many people from the family's native Scotland arrived. A church was organized, and the settlement became known as Strang's Corners.

Established in the early 1840's, the Robert Strang General Store was the nucleus of the town. The structure occupying the site dates to 1856. By the mid 1880's, along with several shops, Millburn had a creamery and a public hall, but further development stalled.

The oldest surviving structures in Millburn date to 1856 and are Greek Revival in character. Two of the more famous structures, the Robert Strang house of 1867, and the John Strang house of 1880, are examples of Italianate and early Queen Anne architecture, respectively.

Growth in Millburn after the late 1800's was stunted because the town was not served by branch lines of the Chicago, Milwaukee, and St. Paul, and the Wisconsin Central railroads. Growth was directed to towns receiving the rail service. Even today, the unincorporated Millburn can boast its historic nature, as it is a living remnant of an early northeastern Illinois settlement.



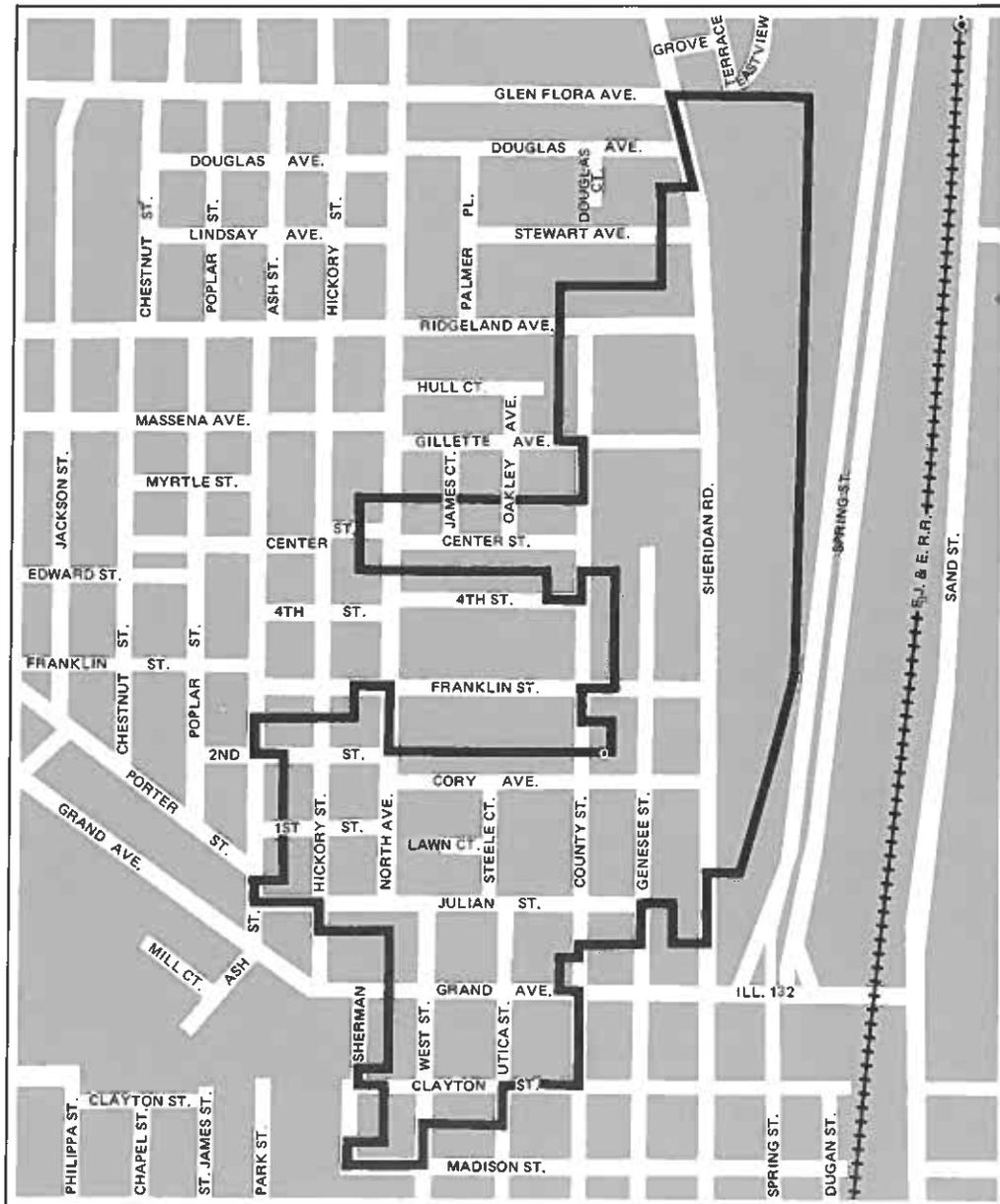
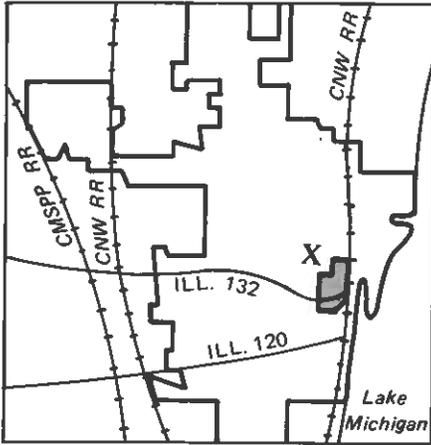
16. Waukegan Near North Historic District

Visited by Marquette in 1673, Waukegan is one of the oldest sites in Illinois. The site was known by the French trading post of Little Fort when settlers began moving to the area in 1835. Little Fort incorporated and became Lake County's seat in 1841. Early growth was slow, but construction of a courthouse (1844), congressional appropriations for harbor improvements (1852), and opening of the extension of the Illinois Parallel Railroad (now Chicago and Northwestern) in 1855 helped the newly-named Waukegan to expand and become the most important port between Chicago and Milwaukee.

The Near North Historic District contains the oldest part of town. Land use in the district is almost exclusively residential with churches, parks, and schools. Commercial activity is confined to the district's southern end. Most houses are single-family (a few converted to multi-family) and of frame construction, but a good number are of masonry and stucco.

Common architectural styles include Italianate, Queen Anne, and Greek Revival. The Swartout House is among the finest Greek Revival homes in Illinois. There are also a few homes representing the Georgian, Renaissance, Tudor Revival, Romanesque, and Stick styles.

Much of Waukegan's growth occurred after 1900. Population at that time was 10,000 and the town had yet to industrialize. Although the growth is fairly recent, the district itself has not changed much since about 1900. The integrity of the Near North Historic District remains intact as a visual textbook of the 1800's Waukegan.

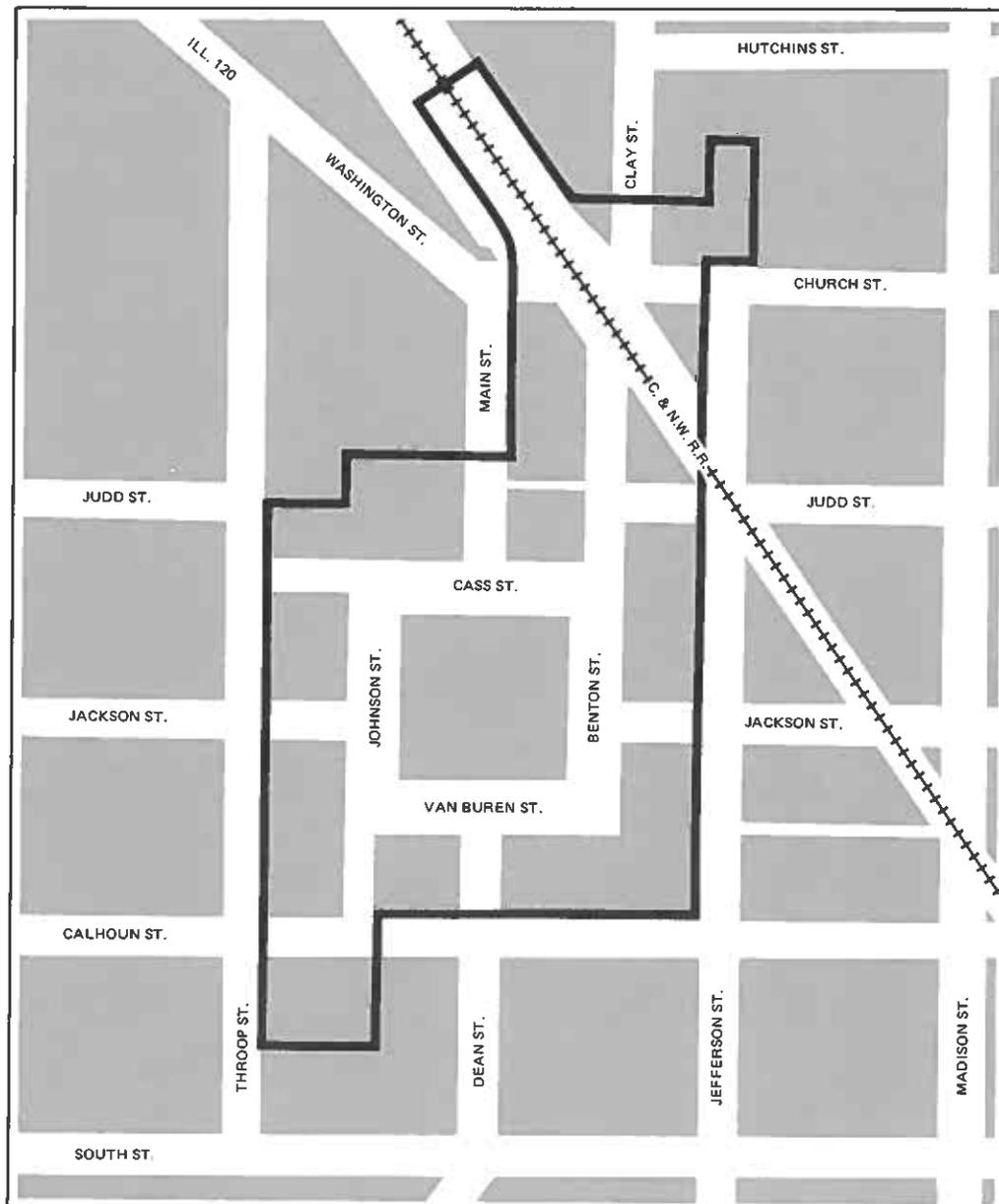
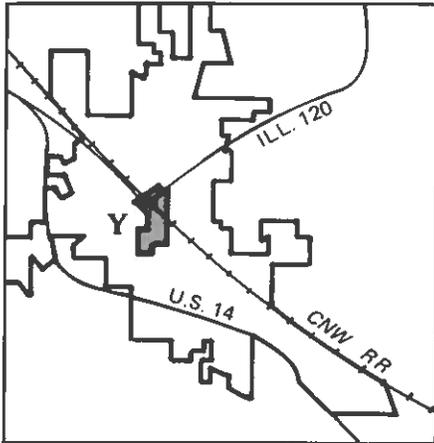


17. Woodstock Square Historic District

After McHenry County and Lake County became separate counties in 1839, a new town was platted in the center of the new McHenry County. In 1844, this new town Centerville, became the official seat with a county building on the town square. Early in 1845, Centerville changed its name to Woodstock.

Development in Woodstock, although slow at first, did produce by 1860 one- and two-story frame, Greek Revival buildings around the square. The coming of the Chicago, St. Paul and Fond du Lac Railroad (later part of the Northwestern system) in 1855 caused development to occur toward the tracks north and east of the square. By the early 1900's, the town had electric lights, gas pipes, and a completed water and sewer system.

The latter half of the 1800's saw the streets around the square plagued with fires, each fire requiring a complete rebuilding of the affected block. On the same day as the Chicago Fire of 1871, VanBuren Street west of Dean experienced a fire that cleared the area for perhaps the district's most impressive building. Finished in 1889, the Romanesque-style opera house became woodstock's prominent structure. The huge building originally held a 640-seat theatre, city hall, the fire department, and the public library. Development around the square was complete by World War I and except for the addition of the post office in 1931, the town square has retained the same buildings for the last 70 years. The court house and jail on the square have been skillfully rehabilitated and adopted to commercial uses.



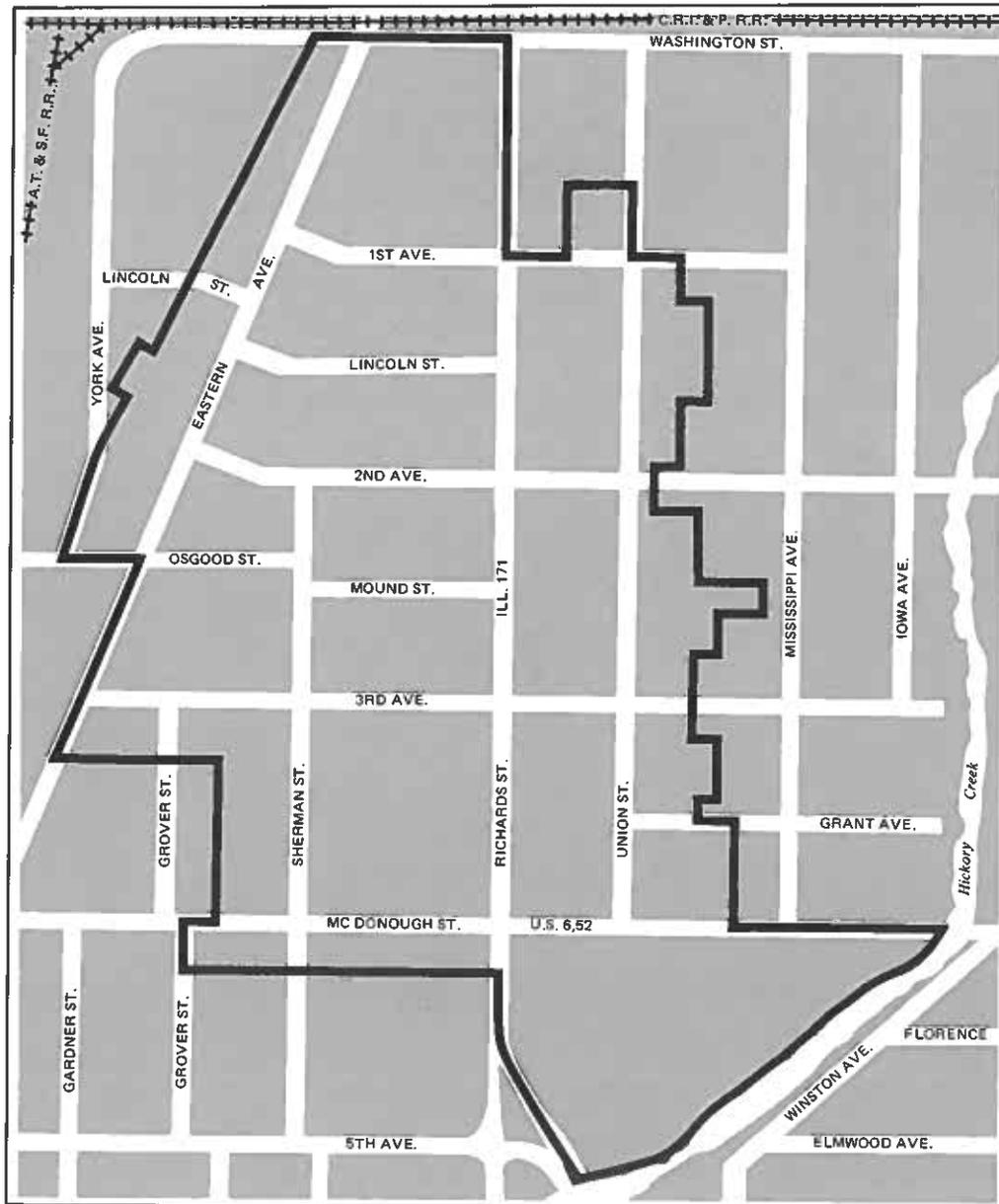
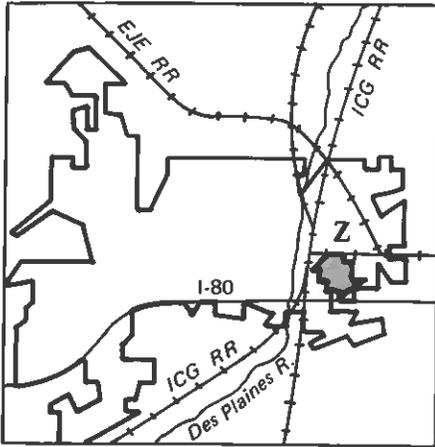
18. Joliet East Side Historic District

In 1831, fertile soil, soft coal, and limestone deposits lured settlers to what is now Joliet. The Joliet East Side Historic District played an important role in developing the town as it attracted the area's most wealthy people. Most of the architecturally notable residences were constructed between 1873 and 1900 when the neighborhood was the silk stocking district.

Much development in the area took place after 1873 when wealthy railroad magnate Jacob A. Henry built his imposing Second Empire mansion. Henry's arrival and his mansion created the impetus for other wealthy people to move in and create more residential development. The mansion itself covers 16,800 square feet, is constructed with some of the largest limestone slabs ever locally quarried, and was listed on the National Register in 1978.

Numerous examples of Queen Anne in pure and modified forms are in the district, as are many homes of Italianate and Georgian Revival styles. A smaller number of residences of Victorian/Collegiate Gothic, Mission/Spanish Colonial Revival, and Prairie School styles may also be found.

Among the old houses in the district is Joliet's only surviving, intact block of 19th Century commercial row buildings. Built in the 1880's, these Washington Street buildings once housed a grocery, bakery, drugstore, hardware store, and barbershop. Beauty within the district is enhanced by original limestone curbs, street names in sidewalk tiles, and decorative Victorian streetlights.



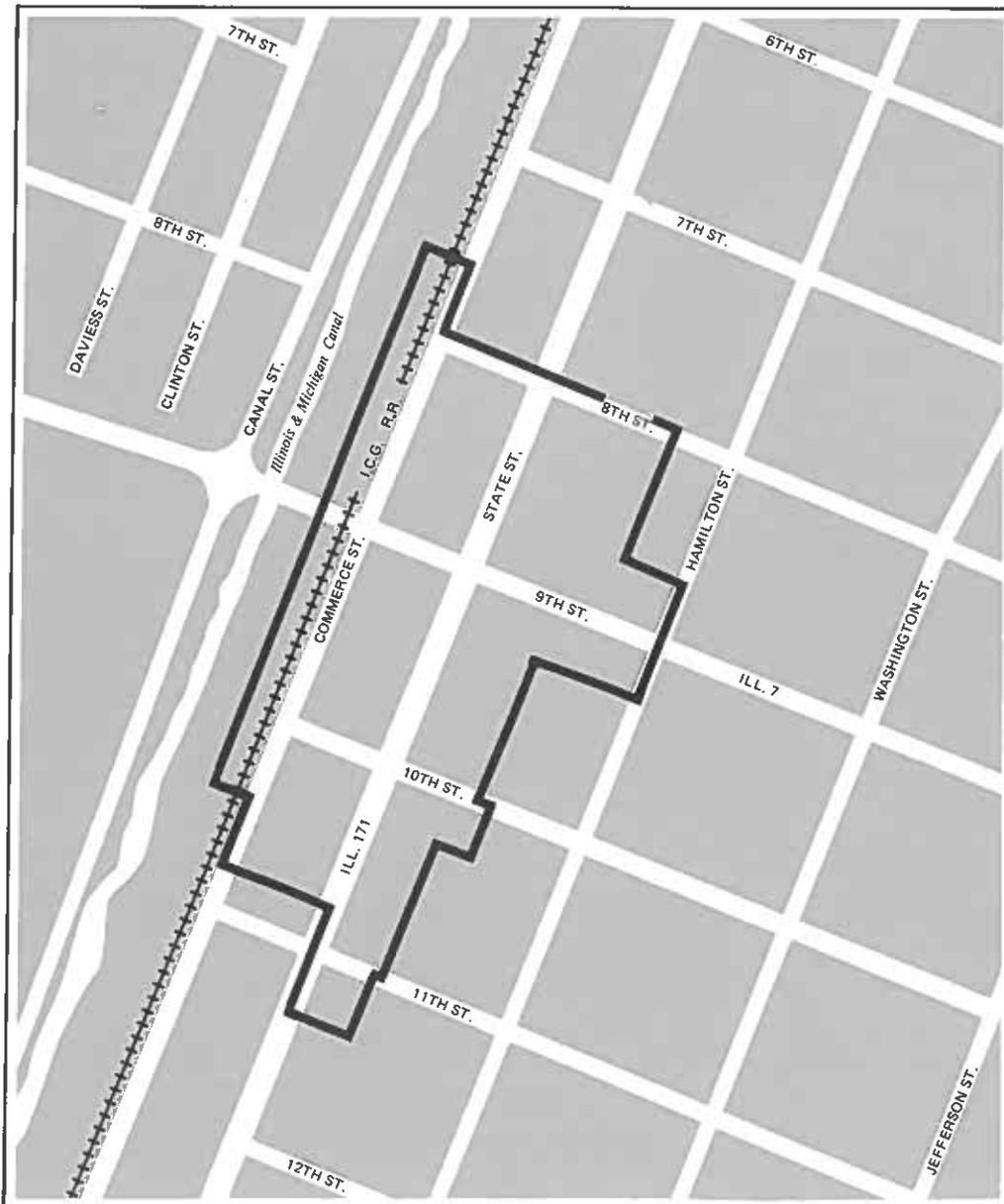
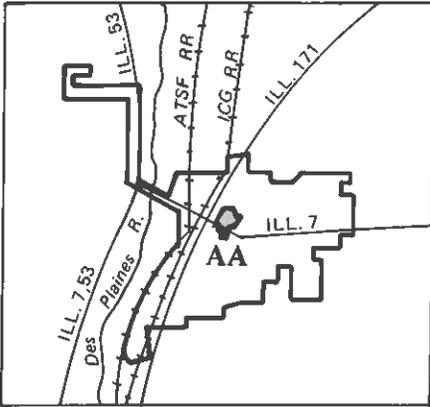
19. Lockport Historic District

Lockport and the Illinois and Michigan Canal were both laid out in 1836. The close tie between town and canal was strengthened as Lockport became the canal's headquarters two years later. The downtown area which comprises the historic district is unique in design from other canal towns with the main thoroughfare (State Street) being parallel to, and one-half block away from, the canal. The rest of the town is also oriented with respect to the canal.

Early development of Lockport is due principally to the canal. Nearby limestone quarries provided building material for the entire state, being shipped via the canal. In 1848, work began to make the canal a source of waterpower. Hiram Norton & Company obtained sole waterpower rights and erected one of the largest milling operations in the state. By this time, Lockport and the canal became major shipping routes for products moving between the Great Lakes, Chicago, and points west and south.

The large volume of products circulating about Lockport gave rise to many merchants occupying buildings along Commerce and State streets. The majority of the building along State Street was completed within a year after the 1895 fire that destroyed a one-block section of the street. Today, many buildings in the district look as they did in the late 1800's, while along the canal all structures except two retain their original 1850 appearance.

The Illinois and Michigan Canal, originally extending from Chicago to La Salle, Illinois, is listed on the National Register in eight segments between Lockport and La Salle. Contained within the designated segments are the canal proper, the canal locks, lock tenders' houses, aqueducts and other historic structures related to the canal.



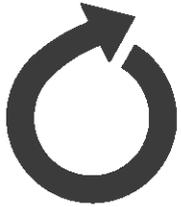


Northeastern Illinois is diverse in its land use and complex in its political structure. It has some of the most productive farms on earth — also one of the world's greatest cities. It contains 3,714 square miles of land and 38 square miles of water. It is home to 7 million people, organized in more than 1,250 units of government.

In 1957, following a decade of rapid urbanization in the Chicago suburban area, the Illinois General Assembly created the Northeastern Illinois Planning Commission (NIPC) to conduct comprehensive planning for the six-county greater Chicago region.

The Commission has three statutory charges: conduct research and collect data for planning; assist local government; and prepare comprehensive plans and policies to guide the development of the counties of Cook, DuPage, Kane, Lake, McHenry and Will.

By necessity, regional planning deals with general development policies not local land use detail. NIPC supports and coordinates county and municipal planning. The Commission has advisory powers only and relies upon voluntary compliance with its plans and policies.



northeastern illinois planning commission

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