

**United States Department of the Interior
National Park Service**

SENT TO D.C.

9-28-06

**NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM**

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "X" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

Name of Property

Historic name Lake Bluff Uptown Commercial Historic District

Other name/site number _____

Location

Street & number 20, 31-113 (odd) E. Scranton; 26-40 (even) E. Center Ave; and 550 N. Sheridan

not for publication

City/town Lake Bluff

vicinity

State Illinois

code IL

county Lake

code _____

zip code 60044

State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination Request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Walter L. Chue
Signature of certifying official/Title

15 HPS 9-27-2006
Date

State or Federal Agency or Tribal government _____

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of commenting official/Title _____

Date _____

State or Federal agency and bureau _____

National Park Service Certification

I hereby certify that this property is:

Signature of the Keeper _____

Date of Action _____

entered in the National Register.

see continuation sheet.

determined eligible for the National Register

see continuation sheet

determined not eligible for the National Register

see continuation sheet

removed from the National Register

see continuation sheet

other (explain:) _____

5. Classification

Ownership of Property

(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property

(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
6	2	buildings
1	0	sites
0	2	structures
1	2	objects
8	6	Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

1

Function or Use

Historic Functions:

(Enter categories from instructions)

- Commercial/Trade: specialty store
- Government: city hall
- Government: fire station
- Government: post office
- Landscape: city park
- Recreation and Culture: monument/marker
- Transportation: rail-related
- Domestic: multiple dwelling

Current Functions:

(Enter categories from instructions)

- Commercial/Trade: specialty store
- Government: city hall
- Landscape: city park
- Recreation and Culture: monument/marker
- Transportation: rail-related
- Commercial/Trade: financial institution
- Commercial/Trade: professional
- Domestic: multiple dwelling

Description

Architectural Classification:

(Enter categories from instructions)

- Colonial Revival
- Tudor Revival
- Prairie School
- Late Victorian
- Late 19th and 20th Century Revivals

Materials:

(Enter categories from instructions)

- foundation Brick, Stone, Concrete, Concrete Block
- walls Brick, Stone, Wood
- roof Asphalt, Wood Shingle, Composite Shingle
- other Glass

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

See attached Continuation Sheets

I. Statement of Significance

Applicable National Register Criteria

Mark "X" in one or more boxes for the criteria qualifying the property for National Register listing.)

A Property is associated with events that have made a significant contribution to the broad patterns of our history.

B Property is associated with the lives of persons significant in our past.

C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

Mark "X" in all the boxes that apply)

Property is:

A owned by a religious institution or used for religious purposes

B removed from its original location.

C a birthplace or grave.

D a cemetery.

E a reconstructed building, object, or structure.

F a commemorative property.

G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

Architecture

Transportation

Commerce

Entertainment/Recreation

Period of Significance

1900-1956

Significant Dates

1904, 1905, 1913, 1924-1927

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Frost, Charles and Granger, Alfred, architects

Tomlinson, Webster, architect

Anderson, Stanley, Architect

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

See attached Continuation Sheets

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

Primary location of additional data:

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey
- recorded by Historic American Engineering Record # _____

- State Historic Preservation Office
 - Other State agency:
 - Federal agency
 - Local government
 - University
 - Other
- Name of repository:
Viet Center, Lake Bluff, Illinois

10. Geographical Data

Acres of Property 4.66

UTM References

(Place additional UTM references on a continuation sheet.)

16 430365 4680938
 Zone Easting Northing

3 _____ _____
 Zone Easting Northing

4 _____ _____

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

The boundary is drawn, based on legally recorded boundary lines, to include the land surrounding the building that has been historically associated with the building and conveys the property's historic setting.

11. Form Prepared By

Name/title Alison Jerris Chalom

Organization _____ date August 7, 2006

Street & number 466 Orchard Lane telephone 847-681-0291

City or town Highland Park state IL zip code 60035

Additional Documentation

(Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location

A Sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items)

Lake Bluff Uptown Commercial Historic District
Name of Property

Lake County, IL
County and State

Property Owner

(Complete this item at the request of SHPO or FPO.)

Name/title see continuation sheets

Street & number _____ telephone _____

City or town _____ state _____ zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.) A federal agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a valid OMB control number.

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Keeper, National Register of Historic Places, 1849 "C" Street NW, Washington, DC 20240; and the Office of Management and Budget, Paperwork Reduction Project (1024-0018), Washington, DC 20503.

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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section Number 7 Page 1

Lake Bluff Uptown Commercial Historic District, Lake County, Illinois

Location and Setting

The Lake Bluff Uptown Commercial Historic District includes eight buildings (six contributing, two non-contributing), a park (contributing), three objects (one contributing, two non-contributing) and two structures (non-contributing). The Lake Bluff Uptown Commercial Historic District is located within the Village of Lake Bluff, Illinois. The district is located at between 680 feet and 695 feet elevation. A sketch map of the district can be found after Section 10 in this document.

The buildings in the district were built between 1900 and 1927. The buildings are built primarily of brick, wood, and concrete. The buildings are generally two-story. Two of the contributing buildings are single use structures; four of the buildings have mixed-uses including commercial, office and residential. The village park was created in the same time period that the buildings in the district were built. Integrity of the district is excellent. The buildings encompass a range of Revival styles including Colonial, Tudor, as well as two eclectic buildings with strong references to Prairie Style and medieval architecture; there are also examples of vernacular architecture of the time.

Lake Bluff, Illinois, is situated on the east side of Lake County in Shields Township. It is the northernmost of Chicago's eight North Shore Towns. The Lake Bluff business district is located just east of the Metra Commuter rail tracks, approximately $\frac{3}{4}$ mile west of Lake Michigan. Most businesses are located along both the north and south sides of Scranton Avenue, with the 1920s buildings generally located on the south side of the street. Newer structures, dating from the 1960s through the 1990s are generally found on the north side. The village's oldest commercial establishment, Rosenthal and Helming Groceries, was located in a brick storefront building at 20 East Scranton. To the south of Scranton Avenue is Center Avenue, where the Village Hall and Fire Station are located.¹

The settlement history of Lake Bluff extends back to 1836, but its development as a village where high-style architecture was built dates from the mid 1870s, when the Lake Bluff Camp Meeting Association of the Methodist Episcopal Church was established. Lake Bluff was built as a Midwest cultural and religious summer resort, similar to camp meeting grounds in Des Plaines, Illinois; Martha's Vineyard; and Bayview in Petoskey, Michigan. Small cottages, largely Gothic Revival or vernacular gable-front houses, were built on 25-foot lots surrounding a huge tabernacle tent. The first business district consisted of frame one and two story buildings, mostly replaced in the teens and 1920s by the masonry structures in the district today.²

Architectural drawings for the Village Hall façade completed by the offices of Harry Weese can be found in the archives of the Vliet Center in Lake Bluff. Also stored there are blueprint drawings for the

Susan Benjamin, John Griffith Store Building National Register Nomination, 2002. This text is adapted and quoted from the Location and Setting portion of Section 7 with permission from the author.
Ibid.

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Lake Bluff Uptown Commercial Historic District, Lake County, Illinois

Lake Bluff Train Station. These drawings give life to the exquisite details found on the historic buildings of the Lake Bluff Uptown Commercial Historic District.

Chicago & North Western Railway Depot, Lake Bluff, 550 N. Sheridan Road, contributing #1

The property, located at 550 N. Sheridan Road, includes the train depot and platform located on the east side of the tracks. The train depot, built in 1904, was designed by Charles Frost and Alfred Granger for the Chicago & North Western Railway. The building is best described as eclectic with references of both Medieval Gothic Revival and Arts and Crafts architectural styles. The building is made of red brick with stone accents and details and a limestone block and rubble foundation. The bond is American bond that has five rows of stretchers followed by one row of headers. The brick on the building is structural. The original roofing material was slate, but is now a wood shingle. The massing of the building is asymmetrical with all of the major sections of the building being slightly askew and creating an interesting assemblage of architectural details.

The building is anchored by a squat two-story tower that sits asymmetrically on axis with the rest of the building. The first story contains the entrance, a large rectangular opening trimmed in limestone. The opening contains double wooden doors. Each door has two horizontal rectangular panels on the lower half of the doors. The upper half of the doors have glass with wood inlay decoration that separates the three panes of glass in each door into long rectangular units. On the top and bottom of each rectangle are wooden criss-crossing mullions creating an X design. The doors have brass hardware. Flanking the doors are two sidelights. The sidelights are glass on the top half with the same pane decoration as on the door. The lower half of the sidelight is a wooden coffered panel. The sidelights are painted grey, as is all of the wood trim on the building. Above the doors and sidelights is a transom window with twelve fixed-divided lights. There is a concrete pad and two concrete steps leading up to the doors. The trim on the large stone entryway has stones set in a quoin arrangement abutting a wide lancet arched decoration.

The second story has three narrow rectangular three-paned fixed windows on each of three sides: east, north and south. These windows have stone sills and lintels that are made up of two stretcher rows and a header row beneath an overhanging pyramidal roof with a weathervane on the top. The weather vane has a train decoration, as well as the cardinal directions on it. The roof of the tower was designed to give the building a more finished nature, after previous renovations left a flat tar roof at the top of the tower. When built, the tower had wide stone-trimmed crenellations that were removed presumably following a fire that took place sometime after the 1940s. The remainder of the building sits back from the tower with a gable roof.

On the south elevation of the tower, there are two openings. The first is an opening in the wall that has a lintel with brick segmental arch comprised of brick headers three courses wide. There is also a 4/4 double hung rectangular window that opens into the train station building. On the north elevation of the tower, there is a brick archway that leads to the covered portico. Historic pictures and plans indicate that this once served as a covered driveway and drop off area in the pre-automobile era. The landscaping and curb cuts now just make this a covered porch area. The portico is the most

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Lake Bluff Uptown Commercial Historic District, Lake County, Illinois

architecturally detailed portion of the building. It has two tiered posts made of brick. The bases of the posts are trimmed with stone and set over ashlar-faced limestone. The large opening has stone lintels in an arched configuration, four rows high. Above the arched lintels is an intricate carved stone medallion. Its design is of four leaves within a diamond that is framed by a rectangle. A lancet shield overlies the leaves. This decoration is located on the portico, which meets in a point and levels out on each side. It is trimmed with segmentally arched stone with wide mortar joints. The portico has a thin wood paneled ceiling painted white. A gable roof pitches north - south with overhanging eaves. There is also a brick archway on the north side of the portico, as there is on the south side of it. The back wall of the portico abuts the outer wall of the train station. On that wall, but not centered within the portico, is a complex window arrangement. The window is multi-paned. The central portion has sixteen glass panes, the bottom twelve are square, the top four are longer with a curved top that matches a slight arch in the window. Above are two fixed-transom lights with inverted arched bottoms. On either side of the window are 4/4 double-hung windows topped by two divided light transoms. There is a stone sill beneath the window and no header. This window configuration is repeated on the façade of the building to the north of the portico. Another window, a 6/6 double hung window on the northern section of the façade is obscured by ivy. Lastly, hidden behind trees and landscaping is a fourth 6/6 double-hung window. On this northern section of the building the roof is cut by a large rectangular chimney, as well as a metal chimney and two air vents.

The southern section of the building has two doorways on the façade. The first door is a single wood door with six glass panes in the upper section and two rectangular panels in the lower section. A three-light divided transom tops it. To the south is a set of double doors with the same configuration as the single door though it is topped by a five-light transom.

The rear elevation is just as important as the façade that faces the village, since it is the view of the building from the train tracks. A wood shed-roof porch dominates the rear elevation. This porch roof extends over the platform towards the tracks. It has eleven wooden posts with Y shaped brackets attaching the posts to the header strips. Above each bracket is a rectangular metal support that connects the two header beams that meet at each post. There are also seven long brackets that attach to the support posts that run from the building to the wooden posts. These terminate into simple curved stone corbels. The eaves have scalloped decorative wood trim set about four inches apart. There are also four megaphone speakers attached to the ends of the roof. There is also a sign in the center of the shed roof facing the tracks. The sign has the words LAKE BLUFF written in gold lettering. This hangs down from the roof.

Similar to the façade, the rear elevation is asymmetrical; however, it has a regular rectangular footprint. It is punctuated by five openings. From the south these openings are as follows: A set of double doors match the double doors on the south side of the façade. In line with the tower and the entry door is a bay window. In the bay there are three 9/9 double hung windows that have wrought iron window guards. The window guards are listed in the 1903 plans to the building, so are most likely original. Above these windows is a cross gable pediment that abuts the center of the tower. In the pediment is a narrow six-paned divided-light window that matches the windows in the second story of the tower.

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Out from the pediment extends a parapet on either side. The pediment is decorated with wood trim. Behind the pediment, the pyramidal roof of the tower extends from the roofline. Further north is the main entryway on the rear elevation. This entry is raised three steps and has been made handicapped-accessible with a concrete ramp. The doors and sidelights of the entry are directly across from the front entry doors in the tower of the façade. The fourth opening contains a window that matches the multi-paned windows on the façade of the station. It also lines up with the second window located on the facade. The fifth opening has a double door that matches the doors of the front entryway, with sidelights and transoms that match third opening of the rear elevation and the main entryway on the façade. The tower roof, the pediment, brick parapets that extend above the roofline on either end of the building, a brick chimney, and a roof vent, break the roofline. The platform area has newer brick pavers as well as three wood benches, two metal garbage cans, four newspaper vending machines, a pay phone and signage pertinent to the use of the train station.

The south elevation of the building has a rectangular façade that is cut by the shed roof that covers the platform to the west. It also has a triangular pediment that is centered on the wall, but that extends down from the roofline approximately ten brick courses. In the center of the pediment on the second story is a six light window with a stone sill. The first story has a 6/6 double hung window with a stone sill that is covered by wrought iron window guard. The back end of the roof over the platform cover has the same decoration on this side as it does on the trackside.

The ceiling of the platform roof has thin wood paneling painted white like the roof of the portico. On the south elevation of the shed roof over the platform, there is wood siding and a wood sign with LAKE BLUFF written in gold letters. The sign is attached to the shed roof with metal brackets so that it stands out from the edge. The paint is peeling and in need of maintenance.

The north elevation has the same shape and massing as the south elevation. There is a six-pane fixed window with a stone sill. Beneath are two segmental arched 6/6 double hung windows, each with inverted arched double transoms. These windows match the central window on the façade except that they are double hung not fixed. The north elevation also has a metal railing that cordons off a basement area that reveals the foundation block. There are also newer bike racks that are set between the basement areaway and the parking lot. The areaway has fourteen concrete steps leading down to a large metal door and a metal access panel, which is imbedded into the stone wall. From the north side of the building, you can also see the north ends of both the tower and the portico. The south ends of the tower and the portico are not visible from the south elevation due to the landscaping.

The interior of the building has seven rooms. The south section of the building was designed as a baggage room and measures 20 feet by 22 feet. Today it is used for storage. The vestibule is part of the tower and opens off the front entryway. The ticket office, west of the vestibule, is 15 feet by 16 feet. This room had a ticket counter and, in the bay window that faced the platform and the tracks, a telegraph desk. The waiting room is the largest room and measures 24 feet by 38 feet. The room features wood wainscot, trussed rafters and benches for seating. On the north side of the building is a bathroom and a closet in the place where the original plans show two bathrooms that each had a 6/6

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double hung window on the façade. The women's toilet had an entryway off the waiting room, while the men's toilet had an entryway off of the smoking room. The smoking room was in the northwest corner of the building. The room measured 15 feet by 20 feet.³ The walls of the spaces remain unchanged.

Village Market, 20 E. Scranton, contributing #2

The Village Market, located at 20 E. Scranton is the oldest standing building in the Lake Bluff Uptown Commercial Historic District. According to records in the Vliet Center, the building was built in approximately 1900. It is a two part commercial block, which is, according to Richard Longstreth in his book, The Buildings of Main Street, "...the most common type of composition used for small and moderate-sized commercial buildings throughout the country. Generally limited to structures of two to four stories...characterized by a horizontal division into two distinct zones."⁴ The building is vernacular in style.

The building is a two-bay brick structure with a brick foundation. The brick has for years has been painted white, although a renovation, begun in Spring 2006, has revealed the original brick on the sides of the building. The brick is Chicago common brick, beige in color with brown, white and black color flecks throughout the brick, laid in an American bond. The basement level has an exterior entrance located on the southeast corner of the building. The storefront level includes two picture windows that flank a recessed entry with double glass doors. A single door entry to the west of the main retail entry leads to the upper floors, which will contain offices once the renovation is complete. The front entry is raised with new brick steps leading to the first floor.

The second floor façade has two 1/1 double hung replacement windows, which are spaced proportionally on the building. There is decorative course of corbelled brick to appear like dentils that runs across the top of the façade. The cornice of the building is constructed of a red brick that differs from the bulk of the brick, some of which was repaired and repointed during the 2006 ongoing renovation. The historic portion of the building is approximately 24 feet wide and 50 feet long. The non-contributing rear addition is approximately 24 feet wide and 52 feet long. The addition is made of concrete block with a concrete block foundation. The new renovation will insert a new storefront on the eastern elevation of the building in the concrete block section of the building. The new renovation also includes covering the concrete block with grey stucco.

Sankey Building/Merchant Block, 26-28 Center Avenue and 30-33 E. Scranton Avenue, contributing #5

The Sankey building, sometimes known as the Merchant Block is a nine-bay Tudor Revival two-part commercial block that wraps around the corner of Center Avenue and E. Scranton Avenue. The building has an irregular footprint, with the two sections of the building converging at an acute angle, which opens to the interior of the block. The building includes six retail storefronts and three exterior entryways to the second story. The building was most likely built between 1925 and 1926. The

Frost and Granger, "Station At Lake Bluff: Plan of Main Floor." February 24, 1903.
Longstreth, The Buildings of Main Street, 1987.

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Lake Bluff Uptown Commercial Historic District, Lake County, Illinois

building is constructed of brick and wood, with stone accents and wood decorative beams and trim that have been covered with sheet metal. The brick is a dark red laid in a stretcher bond with a contrasting grey mortar. The building can be separated into three vertical sections. The first story contains storefront windows and entrances; the second-story portion contains offices and apartments and has double hung windows and decorative brick work. Some of the windows are original in poor condition. Other of the double hung windows are vinyl replacements dating to 1995. The storefront windows are either original in poor condition or replacement with like materials in 2005. The top section consists of a cornice with decorative half timbering and parapets. Between the first story and second story is a stone course which delineates the two lower parts of the building. Between the second story and the cornice is the half-timber decoration. All of the half-timber decoration is deteriorating wood covered by brown sheet metal.

The building is best described starting at the corner of Center Avenue and Scranton Avenue. This bay, the fourth from the east and the central bay of the building sits oblique to the building with a corner entry. The door is a replacement steel door with thermal glass, which was installed in order to comply with building codes for the operation of a restaurant. The door is set in from the leading edge of the building. On either side of the door are fixed-pane windows that angle in between the exterior of the building and the door. The windows and the door are topped with fixed light transoms. Decorative pilasters separate each of the bays of the building frame the doors and windows. These are stone lined and filled with brick laid in the same bond as the brick of the building. They extend the height of the building, with each story having its own rectangular section. The corner section has two sets of pilasters, while a single pilaster separates other bays. This doubling of the pilasters, along with the angled entry provides the building with architectural detail appropriate to its prominent corner location.

Above the front door is a course of stone that matches the stone decoration on the pilasters. The second story of the fourth bay has two adjacent 6/1 double hung windows. They are separated by a brick course and have stone sills. The tops of the windows are adjacent to the cornice section with the decorative half-timbering.

The façade on E. Scranton Avenue has three bays. Bay one, the easternmost bay, connects the building with the new infill building at 45 E. Scranton Avenue. The first floor storefront window has three fixed plate glass windows with rectangular transoms above, separated by a panel with the name of the retail establishment. Adjacent to the storefront is a new entryway with steel doors that have thermal glass insets. The entryways have a sidelight and two transoms above. This new entryway, which is flush with the storefront, has been reconfigured from the original design, which had an inset doorway. Above the windows is a stone course. Two sets of twin 6/1 double hung windows are placed equidistant in the second story of bay one. As with all of the second story double hung windows on the building, they have stone sills and the lintel of the window is adjacent to the half timbering above. The bay is framed by two pilasters. The cornice has a pediment with a shallower angle that frames and marks the end of the building.

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Bays two and three have identical first floor designs, with three plate glass sections with six rectangular transoms each. They are separated again by a plate with the name of the retail establishment. They are also framed by the pilasters, as are the other bays. The cornices have the same decorative half-timbering. The second stories of the bays each have three 6/1 double hung windows. In bay two, these windows are set adjacent to one another, while in bay three, there is a coupled window and a single window, separated by brick courses.

Bays five through eight are located on Center Avenue, as the building turns the corner of the block. Bay five has replacement plate glass windows that match the façade on the first stories of bay two and three. Originally in that opening there was window with nine rectangular fixed lights. The trim around the window was vertical wood sheathing. This window was replaced during the rehabilitation of the building to create a uniform look in all of the windows in the retail space that would become the restaurant. Adjacent to the window is an entryway to three offices located on the second floor of the building. The entryway has a wood door with glass inlay. It is surrounded by stone and brick pilasters that match those of the building. The pilaster on the north side of the door is only one story, while the pilaster on the south side of the door continues up the elevation of the building to the second story to separate the bay from bay six. There is also a stone lintel over the entryway with five curved keystones. Above the door is a transom window and a metal awning with etched decoration is supported by carved stone corbels. The second story of bay five has three 6/3 double hung windows separated by brick courses. The stone sill extends all the way across the windows, even under the brick courses. The half timbering design matches that of bays two, three and seven.

Bay six has an entry that is inset at an angle. There are two plate glass windows with six transoms above. The second story contains three 6/1 double hung windows set adjacent to each other. The cornice has a pediment and design similar to bay one and bay eight. This pediment configuration is the same that marks the ends and centers of the building on the façade facing E. Scranton Avenue. There are other clues, including floorplan and exterior brick on an interior wall, that reveal that bay six may have been the original edge of the building. This is described in greater detail in Section 8.

Bay seven and eight have original exterior windows and doors throughout. Each have central inset doorways with two plate glass windows flush with the building edge and two sidelights inset between the front window and the doorway. In bay seven, there is one retail space that was created by connecting two interior spaces. There are two retail spaces in bay eight. Bay seven also has an entryway to the second story apartments above. The design of this doorway is similar to that in bay six. There is a pediment above the second story of bay eight marking stylistically the end of the building. Above the doors, where transoms once were located, there are now in-window air conditioners.

The second story interior floorplan is complicated. The second story contains three separate sections, two with apartments and one with offices. These spaces remain relatively intact spatially. Floorplans can be found in the included materials. In particular, finishes and floorplan space of 28A Suite 1 and 3

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have undergone little change throughout the years. Prior to the building of 45 E. Scranton, the building had two separate basements, which were connected in the infill project.

The first story is flush between the two sections of the building seen between bays six and seven (the junction occurs inside the storefront addressed as 32 Center). However, the second story has a gap between the two sections to allow exterior windows in the office addressed as 28A Suite 1 and 34 Center Apartment 4. This complicated floorplan and rear façade further lends credence to the theory that the building was constructed in two sections.

The south elevation of the building has the face brick laid in stretcher rows. The base row and the top row are headers. The west corner has brick and stone pilasters that form the edge of the building. Abutting that on the first floor is a storefront window with a transom light that is painted. The stone course that separates the first and second stories extends around the corner past the trim of this window. There is a wooden staircase that starts approximately at the midpoint of the south elevation and leads to a doorway that is inset from the façade. This doorway has rough stucco walls that match the cornice stucco decoration. There are two square, three-light casement windows that sit near the ceiling of the first story. They have wood trim painted dark brown and a simple stone sill. The second story has six double-hung windows. On the western half of the building is a single 6/1 double hung window with unpainted wood trim, replacement screens and a simple stone sill. This window appears to be original. On the eastern half of the elevation there are three 1/1 double hung windows with a stone sill beneath and wood trim painted brown. Further east are two double-hung windows with the same trim treatment. A metal vent pipe extends along the eastern edge of the three windows. The wood trim on this elevation is not covered by sheet metal, as is the decorative half-timbering, and is probably the original treatment on the building. This also indicates what lies beneath the sheet metal covering on the rest of the building.

The rear elevation of the building does not reflect the high style nature of the façade. Its face is that of Chicago common brick. Until the completion of the addition associated with the infill project, the windows were a combination of original wood 1/1 double hung variety and 1/1 double hung vinyl replacements. The windows had stone sills and brick lintels that formed a segmental arch. There were original and replacement wood panel doors at the rear of the storefronts. The windows on the second story and on the southern half of bay eight retain their original placements. The rear elevation is also not flush, with sections corresponding with the southern most half of bay eight extending four feet longer than the other portions. The infill project created a brick wall that attached the edge of this longer section back with the rear of the new building. The addition can be clearly delineated by the choice of brick, which is different from that of the remainder of the building. This wall only extends one story, and the original rear elevation is preserved behind the addition that connected the spaces.

The rear elevation is a combination of original finishing and a non-contributing addition. The southernmost section of the rear elevation is original. This section extended past the other section of the building. This section contains a double hung window with an air conditioner and a wood door with a metal screen door on the first story. There is also a small 1/1 double hung window. The

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windows have simple stone sills and brick curved header rows. The second story has one 1/1 double hung window. The northern half of the building contains a new wall that connects 45 E. Scranton infill project with the Sankey Building. There is one entry door that matches the doors found on the Post Office building rear elevation. This door has a stone lintel. There is also a new metal stairway with handrails that extend to the second story. The addition, which is only one-story has a garden terrace above. The second story rear elevation maintains its original configuration and includes a collection of irregular spaced original and replacement double hung windows and entry doors to the apartments.

Post Office Block, 71-89 E. Scranton Avenue, contributing #6

The Post Office Block is located at 71-89 E. Scranton Avenue is a two-story, asymmetrical five-bay brick commercial block. The building must be considered in two parts. The original part of the building includes the eastern two storefronts, or 2/3 of the building on the first story and the eastern half of the building on the second story. The second part is a non-contributing addition to the building and is a result of the reconstruction of the building due to the building collapse in November 2004 that is described in Section 8. The collapsed portion of the building was built using similar materials and finishes to the original. Matching brick treatment was obtained through CPS Masonry. The doors and windows of the new storefront are in the same configuration as they were before the wall collapsed.

The building was also substantially remodeled in the early 1920s after a fire. Described in detail in Section 8, the building previously had a second story only over half of the building; and, when it was rebuilt, it was done so with the current configuration and architectural details.

The building is built with a poured in place concrete foundation. It does not contain any rebar or other reinforced structures. The walls of the building are wood-framed with a façade that consists of red brick with a stretcher bond. The building is partitioned into three storefronts, with the two eastern storefronts being smaller than the western storefront. Each storefront has a different treatment of windows and doorways. The easternmost storefront, bay one, has one picture window with a inset door abutting the window connected with a diagonal window to create a small bay. The door and window unit is topped with a transom that has five small square lights. The central storefront, bay three has two smaller windows, with a central door separated from the windows with brick courses. Two smaller transom lights top each of the picture windows and the door is topped by one smaller transom light. The westernmost storefront, bay five, is the largest storefront with two large picture windows with an abutting door connected by a diagonal window resembling the eastern storefront. Every storefront glass window is topped with fixed light transoms. Bay one and bay five have divided light transoms, while all of the other windows and doors have single light transoms. The three storefronts are also topped with new green canvas awnings. A doorway leading up to the second floor further separates each storefront. These doorways make up bay two and bay four. The second story of the Post Office Box has offices and apartments.

The roofline of the façade has a parapet on either edge and has a shallow rise to a point in the center. The coping of the roofline is stone and there is also an ornamental stone decoration above the second story. The design includes two long rectangular stone inlays projecting out from a central square stone

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medallion. The second story has five bays. Proceeding from east to west, in the original portion of the building: bay one has three adjacent 3/1 double hung windows; bay two has a single 3/1 double hung window; and bay three has three adjacent 6/1 double hung windows. There is then a gap between bay three and bay four. Bay four is where the noncontributing addition to the building begins. Bay four has a single 3/1 replacement double hung window and bay five has three adjacent 3/1 replacement double hung windows.

The exterior dimensions of the building are 30.8 feet along E. Scranton Avenue and 23.6 feet deep to the south. The building footprint is rectangular. Interior floorplan changes included a new rear stairway and a storage room for the Scranton Alley structure.

The rear elevation wall is a new non-contributing addition wall that sits back approximately 5 feet from the original wall, which is still in place. The elevation is finished with stucco and wood painted a dull beige-grey color. The rear elevation has three bays. There are three steel doors with two coffered panels on the bottom two-thirds of the doors and six light windows on the upper third of the doors. The doors have silver metal hardware. The doors are located on the end bays and the western middle bay. There are globe lamps above the two western doors and centered on the easternmost bay. The upper story has decorative half timbering forming six unequal rectangles in each bay. In the eastern bay there are paired 6/1 double hung windows. In the two middle bays there are single 6/1 double hung windows. The rear elevation is flush with the infill building rear elevation at 45 E. Scranton.

The interior consists of three storefronts. The easternmost storefront in bay one has been completely rehabbed with original wood flooring and a replacement tin ceiling that matches the ceiling in the central storefront. The central storefront is the most intact, with the original flooring and ceiling with historic finishes. The western storefront is the reconstructed one. The walls are all intact, except for an opening between the central and western storefronts so that one retail business can use both spaces.

Scranton Alley, structure, non-contributing (E)

Scranton Alley is located at 91 E. Scranton Avenue between the Post Office Block and the John Griffith Store Building. The structure encompasses the space between the buildings. It is designed to function as an outdoor market place. The alley consists of an ironworks marquee spanning between the buildings. There are decorative features as well as "SCRANTON ALLEY" in the iron. There are also outdoor lighting attached to the Post Office Block to light the area. This structure was built in 2005.

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John Griffith Store Building, 103-113 E Scranton, contributing #7

Built in 1925, the John Griffith Store Building is located at 103-113 East Scranton Avenue. It was designed by Stanley Anderson of Anderson, Ticknor & Fox, Architects, Lake Forest. Susan Benjamin describes the John Griffith Store Building in Section 7 of the National Register Nomination for the building written in 2002. An unabridged description of the building can be found in the full text of the National Register Nomination for the John Griffith Store Building.

Designed in the Colonial Revival style, this two-story brick commercial block contains three businesses in four storefronts on the first floor and four apartments on the second floor. The front entrances to the apartments are through two recessed Classical Revival wood doorways located between the storefronts. Each of the four apartments is a different size and has a different floor plan. ...Two units have one bedroom, the other two have a second bedroom and a pantry. The comparatively few changes include creating a large opening in the wall between the center two stores to make one large store for Lawrence Interiors, the removal of a wrought iron balcony on the second floor window located second from the west end bays and the 1994 remodeling of 103 East Scranton, the storefront on the west end of the building for the Lake Forest Bank & Trust Co.⁵

Ms. Benjamin further describes the façade of the building,

The building has one primary elevation, which faces north onto Scranton Avenue. Its facade is faced with a dark red variegated red brick of a Bonner and Marshall's kiln run called "Colonial."⁶ The brick is laid in a bond that consists of five rows of continuous stretchers and one row of continuous headers. Ornamental cut stone trim is made from "#1 Buff Bedford (Indiana)" limestone. Wood trim is yellow pine that is currently painted white. At the base of the building is a stone water table.

At the top of the building is a brick parapet wall that projects slightly beyond the plane of the rest of the wall. The parapet wall is topped by molded stone coping. Beneath the parapet wall, across the front of the building, is a molded stone cornice with modillions that have three dentils at the bottom. These modillions are set under a molded stone band. The center section of the wall, over the center three bays of the second floor, extends slightly forward of the rest of the parapet wall. Over the second and eighth second floor bays is a rectangular stone panel containing an ornamental pattern of swags laid out symmetrically.

The building is seven bays wide on the first floor and nine on the second. Four of the bays are storefronts, one is an entrance to the third storefront from the east and two are entrances to the second floor apartments. The storefront at the east end of the building, located at 113 Scranton...a recessed cant configuration, a vernacular storefront arrangement, which contains a central recessed entrance door located between two large display windows. Each display window has two faces. One face is parallel to the front of the building, and is typically a single large plate glass window. A second narrow window at a 45 degree angle to first window, angles in creating a recess where the front entrance door is located. In the John Griffith Store Building, both the plate glass windows and the narrower angled windows are topped by a five-light and single-light transom window respectively. A narrow wood entablature with a shallow projecting wood cornice spans the width of the storefront. The entrance door is topped by a six-light transom window. The windows are edged with narrow strips of metal molding. Narrow wood trim is found on all sides of the windows except the lower which has a cut stone sill.

The second bay of the Scranton Avenue elevation contains the entrance to the two apartments located on the east side of the building. This entrance...contains a recessed four-paneled door topped by a rectangular

Susan Benjamin, John Griffith Store Building, National Register Nomination, 2002.

Specifications for Store Building. February, 1925. Collection of Griffith, Grant and Lackie.

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window with three lights. The entrance has a classical design that includes a broken pediment and pilasters with Doric capitals supporting the horizontal sections of the pediment. Just under the pediment is a glazed wood fanlight with radiating spokes projecting from a small semicircle. The ends of the spokes are connected by wood arcs. Beneath the fanlight is a molded wood cornice connecting the pilasters. The third bay, which consists of a storefront numbered 109, is identical to that of the café. A sign that reads Lawrence Interiors, Inc. hangs in front of the entrance door transom window. The entrance door is wood with a single large light, and it is stained and varnished.

Immediately to the west of this storefront opening is a doorway leading to the third storefront space. It contains a recessed stained wood door with six glazed openings. It is surrounded by wood moldings and topped by a shallow wood cornice. Above the cornice is a rectangular recessed window with three rectangular glazed sections. The storefront window, the fifth bay, is just west of the entrance door. It is made up of a single opening containing 24 rectangular glazed panels. ...

The sixth bay contains the entrance to the two apartments on the west side of the building. Its address is 105 East Scranton. Topping the door is a horizontal wood panel with three brackets. The two end brackets are curved with a turned base. The center bracket is flat. All three are topped by Doric capitals supporting a segmentally-arched pediment. A wood surround, painted white, frames the door. The entrance is recessed and has a door jamb with consists of molded rectangular wood panels, three on each side and one on the top. The wood entrance door is stained and varnished and has eight rectangular glass panels.

The west storefront, 103 East Scranton, does not retain its original entrance door and windows and, though wider than the two storefronts on the east side of the building has the same recessed cant configuration. It had been unsympathetically remodeled over the years and was most recently reworked in 1994 by Nagle, Hartray and Associates...⁷

The second story of the façade is equally well described by Benjamin in the nomination for the building,

The second floor of the front elevation of the Griffith Store Building is nine bays wide, with the bays of windows grouped in sets of three. The first three bays, at the east end of the building, consist of two oriel windows flanking a single window. The two oriels are centered over the entrance doors of the two storefronts on the east side of the building. Each oriel has a center 8/8 window flanked by two narrow 2/2 windows set on the diagonal. The oriels are topped by a simple wood entablature and a projecting cornice. All the wood trim is painted white. The bases of the oriels are faced with smooth poured concrete whose profile follows the configuration of the windows but has curved edges. The two oriels flank a window that is 6/6, topped by a splayed stone lintel with four stone voussoirs and a center-raised keystone. The window has an ornamental wrought iron railing under it and louvered shutters. It is centered beneath the stone panel on the parapet wall.

The center set of windows consists of two narrow 4/4 windows topped by splayed brick lintels, with a three-part opening in the configuration of Chicago Window, in the center. This window has a 6/6 window flanked by two narrow 2/2 windows and is topped by splayed brick lintels. All of these windows are painted white. There are two rectangular ornamental carved stone panels, located at the lintel line of the windows, centered between the windows. These three windows rest on a stone stringcourse and are topped by the section of the parapet that projects forward of the plane of the wall.

The west grouping of windows is almost identical to the center window in the east set of three windows. Each is 6/6 and topped by splayed stone lintels with four voussoirs and a raised keystone. All three windows

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have louvered shutters and rest on the stone stringcourse that is found under the center set of windows. The middle window is located just over the entrance to the storefront below and under the rectangular ornamental stone panel in the parapet. This is the window that originally has a shallow wrought-iron balcony that matched that on the second floor window located second from the east end of the building.⁸

Benjamin describes the eastern elevation, of the John Griffith Building,

“The east elevation of the building has a common brick wall with a parapet topped by the same glazed brown tile coping found on the west and south elevations. Attached to this wall is a small building of brick and glass that was designed and built in 1988 by Balfour, Ames and Lanza, Architects. The newer 1988 building, though two stories tall, is shorter than the two-story historic building and partially covers a second story open lightcourt that is located in the east wall of the John Griffith Store Building⁹”

The building has an L-shaped floorplan. This building also has a small patio off the rear of the building. The building currently houses a church. This building is a non-contributing addition to the John Griffith Building.

There have been changes since to the exterior of the building since the National Register Nomination was submitted. The primary change was the addition of the bank drive-through to the rear elevation of the building. In order to complete this project, designed by Ruggles Architecture and completed in 2005, the garage of the building was removed and the gravel parking lot was paved and reconfigured.

The 2005, non-contributing addition to John Griffith Building is a new bank drive-through complex. The exterior structure is constructed of brick, wood and concrete. It has a flat roof and two drive-through stalls for the bank. The south wall is comprised of brick meant to match the rear brick of the building. The south wall of the drive-through extends above the roof and commences in a small pediment. New landscaping, signage, lighting and fencing also accompany this addition. The drive-through addition walls have three openings topped with brick lintels composed of two arched header rows. The openings have closed louvered shutter in place of glass windows.

Village Hall, 40 E. Center Avenue, contributing #8

The Village Hall is located at 40 E. Center Avenue was constructed in 1905 and designed by architect Webster Tomlinson. The architectural style is best described as eclectic with strong influences from the Prairie School of architecture with the buildings broad overhangs, low-pitched roof-line and simple and geometric forms in its massing. The building is also designed with references to both Tudor Revival, with decorative half-timbering and stucco surfaces and Italian Villa, with the suggestion of a bell tower that is places asymmetrically in the footprint. This said, no style dominates the building and its design is highly inventive and original example of Webster Tomlinson's craft.

The building has an irregular footprint and roofline and contains four sections: the tower and central column make-up the main section, an east section, and two western sections. The western sections include the original west side of the building and a 1998 addition built to expand the building.

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The central section is composed of reddish brown face brick laid generally in a stretcher bond. The section is three stories tall and topped with a reconstructed octagonal tower. It contains the entrance to the building, which is located in western side of the central block. There is a cornerstone laid in the western corner of the central tower. This limestone plaque has the date of 1905, as well as names of the village president and other officials who served when the village hall was built. Three narrow 1/1 double hung windows with wood panes and stone sills are located diagonally rising to the east on the tower. This follows an interior staircase in the building. The second story has a picture window flanked on either side by narrower double hung windows. Most of the double hung windows, while being 1/1 lights, have a top light smaller than the bottom light of the windows. The windows open to a black wrought iron balcony. Above the windows is a stone panel that has inscribed in capital letters, VILLAGE HALL. The third story of the central tower is comprised of four sets of three windows, each set on one side of the central tower. Each set of windows is a fixed light window separated by a brick pilaster with a corbelled top and resting on a stone sill. Beside the windows is the top of the tower with larger brick corbelled pilasters. The tower has a hipped style roof on which sits the replicate octagonal tower. This tower was replicated from designs for the tower that was removed in the 1930s. The tower has geometric vertical and horizontal decorative half timbering painted grey on a white stucco background. Each octagonal edge has a square window. The tower is topped by another hipped roof with a wide eave. The replacement tower was designed as a Carillon tower with bells by architects Altman, Saichek, Adams LTD. and built in 1997.

The eastern section of the building sits under the wide hipped roof that encompasses two-thirds of the building. The first story has four double hung newer wood windows; the two central wide windows are inset in vertical wood paneling painted grey. Two globe light fixtures flank the windows. Outside the light fixtures are two thin 1/1 double-hung original windows. These windows originally flanked a garage door that was the opening for the fire engine bay. In later years, this was an entry and had a steel and glass entry door with sidelights. Above the first story windows is a frieze board with vertical half timbering that forms into five equal size rectangles. This lines up roughly with the balcony in the central tower. The second story of the eastern façade section has a large shed roof dormer. The dormer contains two double casement windows with molding that forms a square. They are separated by the same size square finished with stucco within the dormer.

The original western section of the façade is slightly smaller in scale than the eastern section. The first story has a wood with glass inlay entry door with a fixed light transom above. There are two windows separated by a narrow brick mullion. The windows have a stone sill and no decorative header. Between the first and the second story is a metal awning suspended by four wire cables. This feature seems to be original, as it can be found on pictures dating back to the 1930s. The awning is black with intricate decoration throughout the piece. It also has a glass covering made of textured glass. Globe light fixtures are found between the door and the windows. The second story, which is in line with the second story of the central tower, but not the eastern section of the building, is white stucco and has two double casement windows topped by fixed-light transoms. Alongside the windows in the wood

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trim is a vertical bead decoration made of wood. These windows also appear to be in their original configuration.

The western elevation and westernmost section of the façade is a non-contributing addition to the building. While the addition has similar stucco and half-timber decoration as the façade of the building, its shape is distinctly different from the original portion of the building. This addition is a octagonal structure with a conical roof, that juts from the western side of the building. The addition was designed by David Woodhouse and dedicated July 4, 1998. Each edge of the octagon has square stucco sections with decorative half-timbering that forms four squares topped by a ribbon windows composed of square lights. The windows have thin metal rods that cross at the window center, covering them on the exterior. The trim on the windows is wood and painted dark grey and white. The first story has eight openings with similar trim treatments that contain alternating wood doorframe with glass inlay and windows. They are separated by thin rectangular sidelights and topped by a single glass transom. Between them is a white wooden decorative treatment that is a battered cone that narrows at the level of the transoms that widens out. Each window section has a light above. The bases of the addition are stone curbs underneath the doors and windows. There are also two low decorative landscape walls that are curved, one that mirrors the curve to the addition, and another that sits west of the village hall with fountain.

Village Square, Block 48, North Addition to Lake Bluff Plat, contributing site #3

The Village square is maintained as a public park within the Uptown Commercial Historic District. The village square is bordered by Scranton Avenue to the north, Sheridan Avenue to the west, Center Avenue to the east and Rockland Road to the south. The property includes a World War I Memorial and the Bicentennial Gazebo. In addition to the War Memorial and the gazebo, there are also seven benches located around the park, a water fountain offset by stone walls topped with dark grey slate, a flagpole and numerous flowering deciduous trees.

World War I Memorial, contributing object #4

The World War I Memorial is located on the northeastern corner of the village square. It is a contributing object in the district. The grey granite memorial consists of three tablets. There are two rectangular pieces of granite that flank a taller, central granite slab with a rounded top. The two side pieces are clean-cut faced on the front and ashlar faced on the top, sides and rear of the slabs. The central piece has a course cut finish. The central portion of the monument reads, "AS A TESTIMONIAL TO THE VALOR AND PATRIOTISM OF ITS CITIZENS WHO SERVED IN THE WORLD'S WAR 1914-1917 THIS TABLET IS ERECTED BY THE VILLAGE OF LAKE BLUFF." The inscription is followed by 56 names in two columns. The bottom of the tablet reads, "died in the service." The inscription is carved into a copper plaque that has a green patina. There is no dedication date on the monument; however, it is estimated that it was dedicated around 1919. The flanking granite slabs each have two bronze plaques with additional names from World War II, the Korean War and the Vietnam War. These plaques match each other and were installed at a later date than the central tablet. The World War II names were added shortly after that war. The Korean War and Vietnam War names were added recently.

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Gazebo, non-contributing structure (A)

The gazebo is an octagonal metal structure on a concrete and brick paver foundation. The gazebo was built in 1976 in honor of the nation's Bicentennial. The roof is constructed green sheet metal. There are two sets of stairs on its northern side. The structure of the gazebo is supported by eight round metal posts and has a white metal railing around the circumference and metal latticework hanging from the roof. The ceiling of the gazebo has grey painted wood in a pattern set off by eight triangular sections. It also has electric lights and outlets inlaid into the ceiling. There is a weathervane topping the metal roof. The gazebo is a non-contributing structure in the district.

Flagpole and drinking fountain, noncontributing objects (B)

Behind the war memorial is a metal flagpole flying the American flag on a concrete pad. While the flagpole is not historic, it is suspected that there was historically one in this location. A drinking fountain is located south of the war memorial, along the sidewalk. The fountain is flanked by two short stone walls topped with dark grey slate. The drinking fountain is made of cobblestone concrete. The walls appear to be historic are made of light coloured limestone. These are non-contributing objects to the Lake Bluff Uptown Commercial Historic District.

45 E. Scranton, noncontributing (C)

The infill building at 45 E. Scranton Avenue was built in 2005. Previously, the lot between the Post Office Block and the Sankey building was vacant. The completion of this project unifies the streetscape along Scranton Avenue by connecting buildings, as was traditional in small downtowns such Lake Bluff. Architecturally, the infill project borrows architectural elements from the other buildings, particularly the John Griffith Building to help blend the old and the new buildings together in form and function.

45 E. Scranton Avenue is a five bay, two-story building in the style of a two part commercial block. The building shares many stylistic designs of the John Griffith Building, a colonial revival building, most notably the cement oriel windows located on the second story.

The building is divided into three main parts. The central three bays of the building are a unified block. The brick is a dark red brick with a noticeable grey mortar. The brick is laid in a stretcher bond. On the first story, the second and fourth bays of the building have large picture window storefronts with a fixed nine-light rectangular transom above each storefront window. The storefront windows are flush with the building. The trim around the windows in wood painted white with little embellishment. Between the picture window and the transom is a frieze board with room to put a sign for the stores located in the retail spaces. In the central bay on the first story, there are two steel-framed glass entrance doors to the two retail spaces. These doors are offset at an acute angle toward the façade of the building. Above each door is a single transom. On either side of the doors are sidelights. Above each door and its corresponding side light are fixed six-light rectangular transoms that are in line with the transom above the storefront windows.

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In bay two and four on the second story are two oriel windows with curvilinear stucco bases. Each oriel has three double hung windows with the outer windows being set at a 45-degree angle towards the façade. Each window is surrounded by simple wide moldings and topped by a stone lintel. The central bay of the building contains one 3/1 double-hung windows with stone sill and lintel. The roofline of the central three bays of the building is topped with a stone coping with posts and finials.

The central three bays of the building are flanked by off-set bays that link 45 E. Scranton with its neighboring buildings. The westernmost bay (bay five) is designed to correspond with the storefronts in the Sankey building and includes a continuation of the restaurant in this space. Its storefront includes three fixed-plate glass windows topped by signage and a large six light-divided transom. The upper story contains a balconette with a black wrought iron gate in front of paired 6/1 double hung windows topped by a stone lintel. The roofline of the building is brick with a decorative stone course in line with the decorative treatments on both the Sankey Building and the central portion of 45 E. Scranton. The easternmost bay one of the building is built of the same darker brick as the other offset section with a darker mortar that blends with the brick. This bay contains an entrance to the upper floor of the building. Its door is surrounded by a classical entablature with simplified doric pilasters, a fanlight above the door and a pediment. The upper story contains one 6/1 double hung window with stone sill and lintel. Beneath the single double hung windows in bay one and bay three are white flower boxes. This building contains features from the three other historic buildings on the streetscape to make it an appropriate infill in the Lake Bluff Uptown Commercial Historic District.

These descriptions make up the six contributing buildings, one contributing site, one contributing object of the Lake Bluff Uptown Commercial Historic District as well as the two non-contributing buildings, two non-contributing structures and two non-contributing objects that support and highlight the historic resources in the area.

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The Lake Bluff Uptown Commercial Historic District is eligible for the National Register of Historic Places based on criteria A and criteria C. The areas of significance that apply are architecture, transportation, commerce and government. These areas, particularly as they apply to the local history and development, are all represented by the buildings of the district. The district includes the train station, which is vital to the regional transportation network, the village hall that has been the seat of local government since the turn of the 20th century, five commercial buildings – four of which have been the center of commerce within the district for at least 80 years, and the village square that serves as an area of civic pride and community use for the village. In addition to their uses, the buildings in the district represent major architectural movements of their time, including Prairie Style, Tudor Revival, Colonial Revival, and Arts and Crafts. Two additional vernacular buildings represent the generic commercial tradition that exists in small village downtowns. The characters and stories that encompass these buildings represent local color, as well as regional and national figures. The period of significance of the district is from 1900, the construction of the first building to 1956, the fifty-year cut-off for significance within a historic district.

Susan Benjamin, in her nomination of the John Griffith Building in Lake Bluff, Illinois, describes the early settlement of Lake Bluff,

The settlement history of Lake Bluff extends back to 1836, but its development as a village where high-style architecture was built, dates from the mid-1870s, when the Lake Bluff Camp Meeting Association of the Methodist Episcopal Church was laid out. Originally consisting of approximately 200 acres, Lake Bluff was built as a Midwest cultural and religious summer resort similar to camp meeting grounds in Des Plaines, Illinois, another Chicago suburb, and in the Northeast. Other examples include Oak Bluffs on Martha's Vineyard ... [and Bayview near Petosky, Michigan]. Small cottages, largely Gothic Revival or vernacular gable-front houses, were built on 25' lots surrounding a huge tabernacle tent. During the late 19th century and first two decades of the twentieth century, most of the commercial buildings in Lake Bluff were located in simple one-story wood structures. The businesses housed in them included a drug store, bakery, grocery and meat store and post office. The largest structure, the Merchant Block, stood two stories. Built c.1900, it contained the Village Drug Store and Warren Miller & Co. Groceries and Meats. This building functioned into the teens, though [it burned down] was ...replaced by a masonry structure [the Sankey Building]...¹⁰

After 25 years of operation and dominating civic life in Lake Bluff, the Camp Meeting Association closed and the development of the village shifted to that of a residential center with a core downtown business area. The Camp Meeting Association's impact to Lake Bluff continued as many key players continued to influence the village's development. The evolution of this business district occurred as the residents of Lake Bluff required additional services, as well as with the investment and disinvestments of the principal landowners in the downtown area. Benjamin continues to describe the core downtown business district,

The Lake Bluff downtown business district is located just east of the Metra commuter railroad tracks, is walking distance from the train station and approximately 3/4 mile west of Lake Michigan. The western boundary of the

¹⁰ *ibid.*

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business district is Sheridan Road. Most businesses are located along both the north and south sides of Scranton Avenue, with the 1920's buildings generally on the south side of the street. Newer structures, dating from the 1960s through the 1990s, generally are found on the north side. In 1988, a small "L" shaped two-story brick and glass office building was constructed adjacent to the east wall of the Griffith Store Building. The village's oldest commercial establishment, Rosenthal and Helming Groceries, was located in a brick storefront building at 20 East Scranton; today it is the Village Market. Some commercial buildings extend north a short distance on the east side of Sheridan Road. To the south is Center Street, where the Village Hall and Fire Station are located.¹¹

In addition, new infill projects were completed in 2005, adjacent to the Post Office block. The Village Market building is undergoing renovation as of Summer 2006. This picture of the downtown area, the area that is included in the Commercial Historic District boundaries, is a second-generation business district. The first generation consisted mainly of one story wood structures along Scranton Avenue that were built in the late 1800s. They included the original Village Market building, the J.C. Merchant Building and additional buildings that were located along the north side of the village square. Their businesses served both the Camp Meeting Association and the permanent residents of Lake Bluff. Pictures of this first generation of buildings are available at the Vliet Center. These buildings suffered from a variety of fates, including fire and demolition. The Commercial Historic District in this nomination is anchored by the masonry structures that were built in the second phase of the downtown development starting with the Village Market in the early 1900s.

Each building and business has its own history and story that flavors the character of the Lake Bluff Uptown Commercial Historic District.

Parkland and Civic pride in the Village Square

The evolution of the village green dates back to the early history of the village and includes many influential members of the town and of Chicago society. James Hobbs was the president of the Lake Bluff Camp Meeting Association. One of his projects included drilling an artesian well to a depth of 2,000 feet in approximately 1883.¹² The well was located south of the village green and village hall. This spring was dammed to create the 10-acre Artesian Lake. This created a source for drinking water that was easier to obtain than Lake Michigan water, since Lake Michigan was lower in elevation than the settled portion of Lake Bluff. Artesian Lake covered a large area including Artesian Park, Route 176, the Fire Station area and the village square. The only part of the village square that was not inundated by Artesian Lake were the six platted lots (Lots 1-6, Block 48, North Addition to Lake Bluff) along the south side Scranton Avenue on the northernmost portion of the village square. These lots contained a variety of buildings that were part of the first generation of the Commercial Historic District.

¹¹ *ibid.*

¹² Vliet, Elmer, Lake Bluff: The First 100 Years, 1985.

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Artesian Lake was a central part of the Lake Bluff area used for recreation and civic purposes, as well as the water supply. In addition, an ice block business cut ice during the winter into blocks to sell during the warmer months. In 1904, as the area around the dam was being improved for the use of the railroad and the electric railway to include a below grade crossing of the track junction, the dam broke catastrophically and the Lake drained.¹³ The area north of Rockland Avenue would become the village green, the area to the south would deteriorate into a garbage dump for at least 30 years. Since then this area has been redeveloped as Artesian Park, the Lake Bluff Fire Station, Public Works and other recreation facilities.

The platted lots are described as Lots 1-6, Block 48, North Addition to Lake Bluff Plat 1896.¹⁴ The buildings that were located on these lots were a collection of wood framed single-story buildings that held small local businesses in the late 1890s and early 1900s. The businesses included the post office, ice cream parlor, bakery, and a real estate office. The details of the ownership history of these lots prior to 1904 are not known. From 1904-1913, there are links missing in the ownership chain of title, but what we do know gives us a picture of the property throughout this time period: Lot 2 and 3 were owned by William and Clara Weimers, who sold the lot 2 to the Village of Lake Bluff in 1904 for \$1, and lot 3 to Ernest Gail in 1911 for \$350.¹⁵ Harlow Higginbotham, best known as the chairman of the World's Columbian Exposition of 1893, was a real estate investor in the Village of Lake Bluff. His involvement in Lake Bluff was due to his association with James Hobbs and other members of the Camp Meeting Association, since he did not live in the area. He owned lots 4-8 of Block 48; which he sold in 1911 to William Wallace.¹⁶ James and Mary Hobbs sold Lot 6 to Frederick Cornish in 1904 for \$1200.¹⁷

James and Mary Hobbs became influential figures in Lake Bluff. James Hobbs was a businessman and served as the Treasurer and President of the Lake Bluff Camp Meeting Association. He also served as President of the Chicago Board of Trade. He even tried his hand in politics, running for Governor of Illinois on the Prohibition Ticket in 1884. He and his wife also founded the Lake Bluff Children's Home.¹⁸ Fred Cornish was the president of the Village of Lake Bluff board when the Village Hall was built.

According to county and village records, and the Vliet Center, the Village of Lake Bluff obtained all of the properties located on the south side Scranton Avenue between Center Avenue and Sheridan Road by 1913. Elmer Vliet describes that the Lake Bluff Welfare Association, formed in 1911, announced that they would obtain the land for a village green at about that time. He described the fates of the buildings located on the lots mentioned above,

¹³ *Ibid.*

¹⁴ Lake County Register of Deeds Office (get name of book that the plat was in).

¹⁵ Warranty Deed #134589, recorded March 25, 1911 Book 183, page 289 and Warranty Deed #96372 recorded September 9, 1904, Book 140 page 459.

¹⁶ Warranty Deed #134332, recorded March 14, 1911, book 177 page 490.

¹⁷ Deed # 119492 Recorded November 6, 1908, book 165 page 350.

¹⁸ Nelson, Janet eds, Lake Bluff, Illinois, A Pictorial History, 1995.

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"...Enlisting the aid of villagers, they [Lake Bluff Welfare Association] set out to acquire the land and remove the buildings. A two-story building with an ice cream parlor and pool room downstairs and a residence above stood at the southeast corner of present day Sheridan Road and Scranton Avenue. This was moved to 130 Scranton...where it remained until it was demolished in 1985. East of the old pool hall, a little structure that housed Margaret Virtue's Bakery, was torn down. Next in line [to the east] was the small post office building, which was moved across the street to a lot west of [the village market building]. Finally, Hobbs' old real estate office, at the southeast corner of the block, in which the Village Board had met in earlier years, was moved to 502 North Avenue..."¹⁹

The village green served many uses throughout its early history in Lake Bluff, a water source, a commercial center, and a governmental center (housing the post office and meetings of the village board). Its importance as a village green became apparent early, as it was continually used for civic functions, including a rally in 1917 for troops serving in World War I. A summer market continues the commercial tradition of the land. The village green also functions as a home for monuments and memorials by housing the War Memorial and the Bicentennial (1976) gazebo.

The War Memorial was installed in two or three different phases starting after World War I, probably around 1919. The village of Lake Bluff had raised \$2200 in 1917 to buy an ambulance to send to France to help with the war effort.²⁰ The money that was remaining was used for the first installment of the War Memorial, which included only the center tablet. The other tablets were installed after World War II, when this war's names were added. The names from the Korean and Vietnam wars were added in 1985. According to a caption in the book Lake Bluff Illinois: A Pictorial History, the War Memorial was rededicated on Memorial Day 1985, after its redesign. The redesign was completed by Howard West and was funded by the American Legion.²¹ The gazebo, located in the southeastern quadrant of the village square was erected for the Bicentennial celebration for the United States in 1976.

The village green is significant historically to the development of the Lake Bluff Uptown Commercial Historic District due to its historic functions for governmental and commercial use and its role as the central water supply of the area during the late 1800s. It continues to be significant to this area as the landscaped center of the district and holds the important role of maintaining civic pride with the War Memorial, gazebo and other current civic functions.

Transportation History of Lake Bluff

To the west and north of the Village Green is the largest building in the district, the Lake Bluff Train Station. The rail history of this small town is extensive and important to the evolution of this area as the Uptown

¹⁹ Vliet, 1985.

²⁰ Vliet, 1985 and Personal Communication, Janet Nelson, Director of the Vliet Center October 2005.

²¹ Nelson, Janet, eds, et al, Lake Bluff, Illinois: A Pictorial History, Vliet Center, 1995.

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Commercial Historic District. Lake Bluff, sits along the main route between Waukegan (the Lake County Seat) and Chicago. While the village developed as a summer camp meeting, it is now well established as a residential bedroom community serviced by the railroad.

The development of the Chicago & North Western Railway was a crucial element in the development of the Commercial Historic District of Lake Bluff, as well as many of the other North Shore communities. The railroad that would soon run the line that travels through Lake Bluff became the Chicago & North Western Railway in 1864. Prior to that the Chicago & North Western Railway was known as the Galena and Chicago Union Railroad, which began in 1836. The Chicago and Milwaukee line was acquired in 1866, when the Chicago & North Western Railway leased the line from another rail operator.²² A unique aspect of the Chicago & North Western Railway is that it had left-tracked operation, which was the opposite of the other railroads in the country at the time. While speculation was made that this was because of British investors in the Railroad, this has been proven false. Instead, the left-handed track operation, which began in 1855, was initiated when the railroad laid a second line of track out of Chicago. This line was laid between the old track and the stations, causing all of the stations to be on the wrong side using traditional track directions. Instead of rebuilding or relocating all of the stations, the railroad instead began left-handed track operation so that inbound Chicago passengers could wait in the warm station instead of outside next to the track.²³

The North Shore suburbs were developed in an economic climate of real estate speculation. The investment in the railroad infrastructure was primarily at the hands of large land-owners along the railroad line. In their book on the North Shore, Susan Benjamin and Stuart Cohen explain,

All nine towns making up the North Shore owe their existence to the rail line...Two-term Chicago mayor Walter S. Gurnee was president of the railway. As ambitious a man as any of the residents who were to populate the North Shore, his real focus was land speculation. In the early 1850s, while the railroad was being constructed, Gurnee purchased real estate near where the stations of Winnetka, Glencoe, Highland Park, and Lake Bluff were to be built. His unwillingness to build passenger stops at the existing settlements...erased them from the map...²⁴

The railway shaped local development as well. Elmer Vliet describes the impact of the railway to the Lake Bluff area,

...The new railroad was to have only one depot between Highland Park and Waukegan, located on the west side of the tracks across from the present Lake Bluff Station. Henry Ostrander owned that land and agreed to donate a site for the depot if it were called Rockland. Gurnee, who was also a native of Rockland County in

²² "Chicago and North Western - A Capsule History" in Chicago & North Western Historical Society Website, http://www.cnwhs.org/ch_cnw.htm, last visited November 28, 2005, page 1.

²³ *Ibid.* page 2.

²⁴ Cohen and Benjamin, *North Shore Chicago*, page 17.

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New York, gladly accepted....Gurnee anticipated that Rockland station would service Libertyville and places to the west and that area around the depot would grow and develop. Hence, in 1853 and '54 he acquired nearly 400 acres in seven tracts of land near the depot...²⁵

This land was primarily adjacent to the Lake Bluff Uptown Commercial Historic District on the north side, on both sides of the railroad tracks. Rockland station became Lake Bluff, when the village changed its name. Vliet continues, "The inaugural train celebrating completion of the railroad left Chicago at 9:30am on January 11, 1855. It ran the 35 miles to Waukegan in three hours."²⁶ The original station was used until the new train depot, on the eastern side of the tracks was built by the Chicago & North Western Railway in 1904.

Another important railroad existed in Lake Bluff. The Chicago and Milwaukee Electric Railway grew out of Bluff City Electric Railway, which constructed a narrow gauge track in 1898, west of Sheridan Road but east of the Chicago & North Western Railway track.²⁷ This was eventually linked with a line that ran from Evanston to Chicago that provided an alternate to the Chicago & North Western Railway service. The Chicago & North Western Railway opposed the development of the electric line vehemently, stalling but not preventing its development.²⁸ There were two covered platforms for the electric line that were located to the east of the Lake Bluff Train Station and slightly to the north. There was no station, and the Lake Bluff Train Station also serviced this line by providing ticketing service. There was also an electric line that ran from Lake Bluff to Libertyville. This track was depressed below grade to prevent at-grade crossings of two train lines. The electric railway remained in operation until 1963. Since then, all of the tracks and platforms associated with the electric railway have been removed.

The early development of the railroad in Lake Bluff is important, not only because of its connection with the train station, but also it is significant to the evolution of the village. The train provided easy access in the early years of the Lake Bluff Camp Meeting Association programs in Lake Bluff. It also served as a means of transportation for commuters to Abbott Laboratories, as well as to Waukegan or Chicago. The village's legacy as a bedroom community today would not be possible without this train service.

Frost and Granger designed the Lake Bluff Train Station in 1904. The style of the train station is a combination of Medieval Gothic Revival and Arts and Crafts. In the book, A Guide to Chicago's Train Stations: Past and Present, Ira Bach and Susan Wolfson note that Frost and Granger's inspiration for the train station were the Gothic country churches of England.²⁹ This is most evident in the tower, which once had crenellations instead of the hipped roof we see today. Bach and Wolfson note that this interpretation is inappropriate and differs greatly from other representations of Gothic country churches that we see in the United States at that time.

²⁵ Vliet, page 20-22.

²⁶ *Ibid*, page 22.

²⁷ *Ibid*, page 83.

²⁸ Ebner, Creating Chicago's North Shore, 1988, pages 114-116.

²⁹ Bach and Wolfson, A Guide to Chicago's Train Stations: Present and Past, 1986, page 234-237.

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They also say that Frost and Granger wandered from their more typical work in the eclectic style that was popular and used in their designs for the train stations at Glencoe and Rogers Park.³⁰

The train station today appears far grander than its current use might indicate; however, its design harkens the visitor back to a time when even the suburban train station was a building of importance. The firm of Frost and Granger had a long-standing relationship with the Chicago & North Western Railway. However, as Susan Benjamin aptly describes, this was not the only reason for their selection to build the Lake Bluff Train Station,

A more compelling explanation would be their relationship to Marvin Hughitt, the president of the railroad. Each had married one of his daughters. Frost and Granger, however, evidenced talent in the many handsome small suburban stations the firm designed for the railroad. Hughitt's selection of Frost and Granger was prudent because they proved themselves as excellent designers. An article in the August 1905, issue of the *Architectural Record* confirmed his choice. It stated that their design of buildings "reflected moderation and was praised for its civilized home-like air and gentility and was even more valuable socially than architecturally." It also noted, regarding railroad stations, that "the new building promoted by the American railroads was at last falling into the hands of competent architects with the result that from the comparative standpoint there has been possible greater improvement in this class of buildings than any other..."³¹

Frost and Granger designed over 80 structures for the Chicago & North Western Railway.³² A great deal is known about the station because from 1916-1920, the United States Government required a valuation of everything the railroads owned that was of substantial size. Thus began a comprehensive audit of the railroad including, the buildings, their size and condition. Most records were lost, although some records do remain at both the national archives and individual railroad archives. The valuation sheets from the Lake Bluff Train Station were available at the Chicago & North Western Railway Archives. The inspection occurred June 24, 1919.³³ The examiner went through the entire building and compared what he has observed to the original drawings. He stated that the following items were built to specification found in the plans: foundation, roof, exterior details, interior details, doors and windows, sheet metal, chimneys, paint, and platform. The following items were built by contract: lights, heat, plumbing, and piping, again all according to original specifications. The contractors were Chicago Gas and Electric for lighting; Fixture Manufacturing Company for fixtures;

³⁰ *Ibid.*

³¹ *Architectural Record*, August, 1905. This information quoting the *Architectural Record*, is from an unpublished essay, "Frost and Granger, Depot Architects" by Thornton Waite, 1324 Corinne Avenue, Idaho Falls, ID 83402. also, from Benjamin, Susan "Chicago & North Western Railway Power House", National register of Historic Places Registration Form, Washington D.C., United States Department of Interior, National Park Service, December 2004.

³² Benjamin 2004.

³³ Personal Communication, Joe Pierson, archivist, Chicago & North Western Railway archives, December 2004; documents obtained include plans to the station and the valuation sheets.

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Kohler Brothers for electrical wiring; C.S. Gindelle Co. as the general contractors; and P. Haley Co. for plumbing, gas piping and steam heating.³⁴

The train station has undergone two renovations. The early renovation occurred when the crenellations were removed. It is unknown when this happened, although there are pictures in the 1940s that have the crenellations, and pictures in the 1960s that do not have the crenellations. There is some speculation, based on photographic documentation available at the Vliet Center, that they were removed after a fire damaged them in the 1940s, although this could not be substantiated. The roof was just clipped off near the tops of the headers of the windows. The second renovation of the train station occurred in the 1970s. After the operating railroad threatened to tear down the train station and rebuild a much smaller non-descript utilitarian train station, the village agreed to assist in the renovation and the ongoing maintenance of the train depot. This renovation included adding a hipped roof on top of the tower and a complete interior restoration. Plans for this renovation exist in the Vliet Center Archives.³⁵

The train is not the only important means of transportation in the Lake Bluff Uptown Commercial Historic District. Important roads to both Lake Bluff and the region also cut through the area. Scranton Avenue, where many of the buildings in the district are located, was named for Abner Scranton, who was the secretary and treasurer of the Lake Bluff Camp Meeting Association and its superintendent under Hobbs. Mr. Scranton was the founder of Grace Church on LaSalle Street in Chicago. He also owned the property to the north of Scranton Avenue that Hobbs turned into a subdivision after a property transfer in June 1885. This area became the North Addition to Lake Bluff.³⁶ Sheridan Road, where the Lake Bluff train depot is located is another important thoroughfare. It was named for the Civil War General Phillip Sheridan, who died in 1888. Vliet proclaims that, "By 1896 all streets running north from the statue [in Chicago's Lincoln Park] to Fort Sheridan [to the south of Lake Bluff and Lake Forest] had been named for him."³⁷ Lake Bluff continued this pattern when Ben Cloes, a village trustee, proposed in 1898 to name some streets for Sheridan. The connection between Lake Bluff, Lake Forest and Fort Sheridan, of roads named Sheridan was completed in 1904.³⁸ Sheridan Road became a prestigious address for many homeowners near the Lake Bluff Uptown Commercial Historic District.

Governmental History in the Lake Bluff Uptown Commercial Historic District

The Lake Bluff Uptown Commercial Historic District is important to local history as the historic center of Village government. Several of the buildings have served the village as post offices (multiple), sites for meetings of the village board, site of the village administrative offices, the fire department, the police

³⁴ Loekauf, B.M. and C. Bleresau, "Lake Bluff Illinois, Passenger Station, Acct 16" Chicago & North Western Railway Valuation Sheets, June 24, 1919, in the Chicago & North Western Railway archives.

³⁵ The Vliet Center Archives has numerous historical photos of the train station including colour postcards from 1909. They also have plans for the renovation and copies of plans of the original station.

³⁶ Vliet, 1985. page 59, 63.

³⁷ *Ibid.* page 82.

³⁸ *Ibid.*

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department and the library. The Village Hall is the current location for the village administrative offices and for meetings of the Village Board. Other governmental functions occur in locations adjacent to the Lake Bluff Uptown Commercial Historic District. The fire department, and police department have moved to the south of the Lake Bluff Uptown Commercial Historic District to 45 E. Center Avenue. The Post Office has moved to the north of the District to 26 E Scranton Avenue. The Library has moved to 123 E Scranton Avenue. The Village Hall even has its own mysterious intrigue. On October 30, 1928, a woman was found near death in the basement by the boiler. She died later and the case was never solved. In a small town such as Lake Bluff, this murder rocked the residents, and is still an important part of the local history.

As new areas were being settled, addition of a post office was often a sign that the area was important enough to be recognized by the federal government. It also would provide a meeting place or a focal point of the town, if few others existed. In June of 1846, the first postmaster of Lake Bluff was appointed. The post office was originally located in Roundout, the junction of three rail lines located west of Lake Bluff, roughly half way to Libertyville; however, it was moved to Lake Bluff and since then, there has been a post office presence in or adjacent to the Lake Bluff Uptown Commercial Historic District. At its inception, the post office was located outside the Commercial Historic District. No documentation has been uncovered that indicates when the post office was moved into the Lake Bluff Uptown Commercial Historic District. Until 1913, it was located on lot 4 or 5 of Block 48, currently part of the Village Green;³⁹ the post office was then moved across the street west of the Village Market. The post office moved when the Lake Bluff Welfare Association acquired the land for the village green development.⁴⁰ According to the Sanborn Fire Insurance Map of 1928 and 1937, the post office was located in a storefront of the Sankey Building, with the storefront along Scranton Avenue. The post office block is aptly named for one of its tenants, first in the easternmost storefront, then in the western storefront. The Post Office moved to a new building at 26 E. Scranton Avenue in 1955.

The village library also was located in the district at one time. According to the Sanborn Fire Insurance Maps of 1937 and 1944, the library was housed in the Sankey Building, in the southernmost storefront on Center Avenue. The library moved just east of the district, on the southern side of Scranton Avenue (123 E. Scranton Avenue) and east of Oak Avenue in 1958.

As the village grew, it was able to obtain money from the Chicago & North Western Railroad to fund the construction of the Village Hall. The funds to build the hall were approved by the village board on December 9, 1904.⁴¹ Webster Tomlinson, also known as Henry Webster Tomlinson, is the architect responsible for the design of the Village Hall building. His biography was compiled in a memo by Paul Bergmann and is kept in the records of the Vliet Center. A founding member of the Prairie School of architecture, Tomlinson was an

³⁹ *Ibid*, 1985.

⁴⁰ *Ibid*, and Nelson 1995.

⁴¹ Vliet, 1985.

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associate of acclaimed architect Frank Lloyd Wright. Bergmann describes Tomlinson's relationship to other prairie school architects,

Tomlinson is also known as a founding member of the "Prairie School" of architecture that flourished in Chicago and the Midwest from the turn of the last Century to 1914-1916. He was a member of a special group of architects that includes Frank Lloyd Wright—Wright and Tomlinson were partners, along with such other well know architects as Walter Burley Griffin, Dwight Perkins, Arthur Heun, Richard Schmidt and Hugh Garden, James Gamble Rogers and others.

This group of "The Eighteen," as they called themselves, practiced in the Steinway Building in Chicago. The Steinway Building was a place where many young and ambitious architects gathered to share office space and ideas. It is said that the offices at the Steinway Hall building were a "highly stimulating environment" for young architects. Architectural historian Thomas E. Tallmadge said "an ideal artistic atmosphere pervaded the colony in the old lofts of the Steinway Hall." Out of this group grew the Prairie School of architecture...⁴²

In addition to the Village Hall, Tomlinson designed two houses in Lake Bluff: the J.H. Howard summer cottage at 710 East Prospect in 1903 and the house at 618 Maple Avenue. In addition to the work in Lake Bluff, and some buildings in Chicago, Tomlinson was influential in his contributions in Joliet, located to the southwest of Chicago. Bergmann asserts,

"...Tomlinson is principally known for his work at Stateville Penitentiary in Joliet, Illinois. While designing Stateville Tomlinson patented several design techniques, including a wall anchoring system for economically building freestanding walls that reach 33 feet in height. In addition to building the Penitentiary, Tomlinson designed the Presbyterian Church and several commercial buildings in Joliet..."⁴³

Tomlinson's contribution to the Lake Bluff Uptown Commercial Historic District in his design for the Village Hall has left an important Prairie Style monument in the community.

Elmer Vliet describes the evolution of the Village Hall in his history of Lake Bluff. The cornerstone of the building was laid February 1905. The president of the Village Board at the time was Fred Cornish, the protégé of James Hobbs during the days of the Camp Meeting Association. He and his wife, Alice, deeded the land on which the Village Hall was being built (Lots 1 and 2 of Block 45, North Addition to Lake Bluff). According to the deed, the property was transferred from Alice and Fred Cornish to the President of the Village Board of Lake Bluff, who was Fred Cornish, on April 25, 1905. A sum of \$3000 was transacted at this time for the property⁴⁴. No ownership information prior to 1905 was ascertained at the Lake County Recorder of Deeds office. The village moved into its new offices in September 1905, from its old office on the second floor

⁴² Bergmann, Paul, SDA Memo: Webster Tomlinson, 2004.

⁴³ *Ibid.*

⁴⁴ Warranty Deed, Vliet Center, Lake Bluff, Illinois

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meeting room of the J.C. Merchant Block. Contractor Henry Odenbreit built the village hall. He was paid \$6500 plus \$161.50 for extras above the approved specifications. Tomlinson was paid \$185.09 for the architectural plans and design of the building.⁴⁵

When the building opened, it housed the office of the village clerk, the meeting room for the village board, the fire department and the police department. It also contained a tower to dry fire hoses, two lock up cells, and a garage area for the fire engine. According to a timeline in the Vliet Center archives, the interior was remodeled in 1909, when the building was being used primarily as a clubhouse for the firefighters, to better suit this purpose.

Several sources discuss the removal of the tower on the Village Hall. Built originally in order to dry the fire hoses, it was suffering from lack of maintenance. In 1935, after it was determined that the fire department never used the tower to dry its hoses, nor did it need the tower to do so, the city chose to remove the tower, rather than repair the stucco that had deteriorated.⁴⁶ The removal of the tower was remedied in 1997, when a tower was reconstructed and placed back on top of the building. The reconstruction was paid for by a major Centennial fundraiser in 1995.

The building's evolution continued when the fire department moved across the street to their new building in 1948, followed by the removal of the police department and expansion of the administrative offices in 1977. At this point, the Village Hall was used primarily to house administrative offices. The moves of the departments, and the reallocation of space within the building was accompanied by interior and exterior renovations. The exact nature and timeline of these renovations is not clear; however, it is clear that the interior of the building has evolved throughout time to meet the needs of the building's occupants.

Two additional changes have been made to the building during the late 1990s. The first is an interior renovation to comply with the Americans with Disabilities Act that was completed in 1997. The second is an addition built in 1998 on the west elevation. The addition is a two-story structure, that matches the Tudor exterior decoration, however does not match the horizontal roof lines that were prevalent in the Prairie Style. The addition was designed by David Woodhouse.⁴⁷

Tomlinson is not the only influential architect to impact the Village Hall. Harry Weese, of Weese Associates evaluated the village hall infrastructure in 1973. In addition to supplying scaled drawings of the elevations of the building (available at the Vliet Center), he said of the village hall, "It has a symbolism and bespeaks local government stature in a manner that could not be achieved today."⁴⁸ Mr. Weese was a significant figure in

⁴⁵ Vliet, 1985.

⁴⁶ Vliet, and Timeline

⁴⁷ Timeline and Personal Communication, Susan Benjamin June 2006.

⁴⁸ *Ibid.*

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Chicago architecture. His designs have left an impact on modern design. A short biography of Harry Weese was written for the Institute of Art Oral History project of Chicago Architects. It is included below,

Harry Mohr Weese was born in 1915 in Evanston, Illinois, and studied architecture at the Massachusetts Institute of Technology, receiving his bachelor's degree in 1938. After graduation, Weese was awarded a fellowship in city planning at Cranbrook Academy in Bloomfield Hills, Michigan, where he worked closely with architect Eero Saarinen. In 1940, Weese joined the Chicago office of Skidmore, Owings & Merrill [SOM]..., but left to open his own office, Harry Weese Associates, in 1947. Throughout his career, Weese was an outspoken advocate for architecture and planning that embraced the social, political, and economic realities of contemporary urban life. Among his most recognized designs are the Washington, DC, metro rail system; the United States embassy in Accra, Ghana; and the Arena Stage complex near Washington, DC. Weese also led the restoration of Louis Sullivan's Auditorium building in Chicago....He died in Manteno, Illinois, in 1998.⁴⁹

It is undeniable that praise of a building such as the Village Hall from this renowned architect is meaningful.

The Village Hall is significant for having housed the Lake Bluff Fire Department until 1948. After fire had destroyed many important buildings in the community, including hotels and the first Village Market building located within the boundaries of the district, it became clear that a permanent fire department was needed. The fire department started as a volunteer force in April 1900.⁵⁰ The volunteers were allotted space in the new Village Hall in 1905. In 1909, the village hall was redecorated and much of the space became a clubhouse for the fire department, with the village treasurer paying for the renovation. The fire department first only had a push-cart fire truck, however, they later upgraded to a gas powered truck. Village resident and local businessman, Charles Helming was appointed the chief in 1911, after the force grew to 12 members.

Commercial/Business History of Lake Bluff Uptown District

While governmental history and transportation have both been important aspects of the development of the Lake Bluff Uptown Commercial Historic District, the area's primary significance as the central business district of the Village of Lake Bluff can not be ignored.

Village Market

The Village Market building is the oldest brick building located in the Lake Bluff Uptown Commercial Historic District. It was also the first brick building built in an area that had experienced considerable destruction due to fires. The precursor to this building, a wood-framed three-bay, two-and-a-half story structure that served as Rosenthal Groceries and Meat Market, beginning around 1888, suffered this fate.

⁴⁹ Author unknown, The Art Institute of Chicago, Chicago Architects Oral History Project: Benjamin Horace Weese (sic), page 1.

⁵⁰ Vliet, 1985

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The first record of the property being transferred was when Warren Ellis granted a release deed to James Horen Loren in 1877.⁵¹ A release deed is generally for a mortgage, but no mortgage was mentioned on the deed. At the very least, we know that Mr. James Loren owned the property at that time. We do not know when Mr. Loren sold the property; however, James and Mary Hobbs sold the property, along with other lots in the Commercial Historic District to Harlow Higinbotham in July of 1886.⁵² It is unknown when the first building was built; however, there are pictures of the property ca. 1888, when the Rosenthal Grocery opened, so presumably, it was constructed at about that time.⁵³ Adolph Rosenthal ran the grocery at this time. In his Historic Structures Report, architect and current owner of the building, Robert Douglass said that Mr. Rosenthal built the building, however, he did not acquire the property until November 1892, when Harlow Higinbotham and his wife Rachel sold the property to A.S. Rosenthal.⁵⁴ Sometime in the late 1890s, the original wood structure burned. An exact date is not known. It was replaced by the current two-part commercial block structure that stands today. The building is dated as ca. 1900, as it is suspected that it was rebuilt rather quickly. The first picture of the brick building is that of Charles Helming (Adolph Rosenthal's son-in law) standing on the stoop of the grocery in 1900, when it was called Rosenthal and Helming Grocers.⁵⁵

According to Mr. Douglass, Charles Helming ran the market for 45 years starting in 1902.⁵⁶ The property was still owned by Minnie Rosenthal (Adolph Rosenthal's widow) at the time of her death. Her heirs placed the property in a trust in October 1930, with a value of \$2000.⁵⁷ Those heirs, a list of 22 relatives including 10 residents of Lake Bluff deeded the property with a Quit Claim deed to William and Evelyn Darlene Hanson in July of 1951.⁵⁸ Bill and Darlene Hanson ran the grocery as Bill's Food Mart for 26 years.⁵⁹

The Hansons sold the property to Marvin Hackbarth on October 28, 1978, for \$10 and valuable considerations.⁶⁰ Mr. Hackbarth ran the store for 18 years.⁶¹ Mr. Hackbarth sold the property to Laura and August Aviza in August 1994.⁶² Mr. Aviza ran the store as the Village Market, until he sold the property to Robert Douglass in November 2005.⁶³ After renovations in 2006, the building will house the Village Market, which as previously noted, has been a market or grocery under several different names since 1888, as well as another retail establishment. There will be two offices upstairs.

⁵¹ Release Deed #18446 recorded December 18, 1877, Book 40M Page 447

⁵² Warranty Deed, recorded July 17, 1886, book 84 page 199.

⁵³ Nelson, *Pictorial History of Lake Bluff*, 1995.

⁵⁴ Warranty Deed #63567, recorded December 9, 1895, book 112 page 548.

⁵⁵ Nelson, Vliet Center archives, Vliet and Douglass.

⁵⁶ Douglass, Historic Structures Report, 2005.

⁵⁷ Trust Deed #361733, recorded October 30, 1930 book 496M page 89.

⁵⁸ Quit Claim Deed #743875 recorded November 16, 1951, book 1079 page 31.

⁵⁹ Personal Communication, Janet Nelson, December 2005.

⁶⁰ Warranty Deed #1963726 recorded November 28, 1978.

⁶¹ Douglass, Historic Structures Report, 2005.

⁶² Trust Deed #3583601, recorded August 23, 1994.

⁶³ Personal Communication Robert Douglass, Lake Effects Development LLC, November 2005.

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The Village market is significant locally since it is the oldest brick building in the central business district. It is also remarkable, that it has housed the village grocery or market for the entire history of the building. It is rare that there is such longevity in businesses such as these today.

Sankey Building

The Sankey Building, which sits on the southeast corner of E. Center Avenue and E. Scranton Avenue, diagonally from the Village Market, was built between 1925 and 1926. The property originally was the site of two other buildings important to the history of Lake Bluff: The first building for Grace Church, and the Merchant Block. James Hobbs, former President of the Lake Bluff Camp Meeting Association owned the property prior to 1896. At that time, he sold Lot 9 (the corner lot) to the Trustees of Grace Methodist Church for \$1.⁶⁴ This gift, allowed the members of the church to build on the property. The trustees of Grace Church sold the property on April 5, 1902 to James C. Merchant Jr. and Ambrose Merchant, who constructed the Merchant Block store building.⁶⁵ After James' death, Ambrose and Mary Merchant and Anna Merchant sold the property to Charles and Anna Rickert for \$10.⁶⁶ After changing hands two more times each for \$10, Mildred Bessel transferred the property into a Trust held by Chicago Trust and Title by a Trust Deed, on June 20, 1925, noting that the property was worth \$6500.⁶⁷ The next transaction of the property was made in May 1926, when Chicago Title and Trust Company granted an indenture to Chester and Rose Sankiewicz with a mortgage of \$70,000, with the property being worth \$120,000.⁶⁸ The dramatic increase in the property value between June 1925 and May 1926 leads us to believe this is the time period in which the current building was built. Chester A. Sankey and his wife Rose sold the property to Hastings Building Corporation on June 28, 1955.⁶⁹ It is understood, that Chester and Rose shortened their name from Sankiewicz to Sankey. After additional short-term property transfers, Willie and Hildegard Osterlein purchased the property on December 28, 1983.⁷⁰ The Osterleins, in turn sold the property to Center Avenue Partners in October 2000.⁷¹

Grace Church, formed in 1887, in response to the growing need of a year-round Methodist church in Lake Bluff. Hobbs, a member gave the land to build the church building.⁷² The church was built within two years, after they outgrew their previous meeting space. When Lake Bluff incorporated in 1895, a map showed that the church was built within the roadway of Center Avenue. After the Grace Church chose to move to the corner of Center and Glen, east of the Lake Bluff Uptown Commercial Historic District, on land once again donated by

⁶⁴ Warranty Deed #65761 recorded August 24, 1896 Book 114 page 261

⁶⁵ Warranty Deed #86101 recorded May 13, 1902, Book 130 page 498

⁶⁶ Warranty Deed #23655 recorded December 15, 1923 Book 256 Page 490.

⁶⁷ Trust Deed #259872 recorded June 23, 1925, Book 351 page 636.

⁶⁸ Indenture Document #280147 recorded June 4, 1926 book 294 page 622.

⁶⁹ Warranty Deed #872121 recorded June 30, 1955 book 1359 page 17.

⁷⁰ Warranty Deed #2259098 recorded December 30, 1983.

⁷¹ Warranty Deed #4600035 recorded October 25, 2000.

⁷² Vliet, 1985.

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Hobbs; J.C. Merchant purchased the building at the corner of Center and Scranton. According to Vliet, the lumber from the old church was used to construct the wood-framed two-story block facing Scranton Avenue.⁷³ The Merchant Block, which was built in 1902, held a grocery and a drug store on the lower floors and offices and a meeting room on the upper floors. The Village Board used the meeting room before the Village Hall was built in 1905. The Merchant Block building completely burned to the ground in 1917 and was not rebuilt. The Merchant Block's importance to the development of the Commercial Historic District is evident in the fact that the current building is sometimes still referred to as the Merchant Block, even though it does not resemble that property in footprint or design, only location. To the best of our knowledge, the property remained vacant after 1917, until approximately 1925, when the large mortgage was taken on the property, presumably to construct the current building. Pictures as early as 1927 show a new brick building in roughly its current configuration.

The building's footprint raises questions regarding how and when the building was built. All pictures and knowledge that we have of the current building is that it was built in one construction episode to wrap around the corner and have storefronts on both Center Avenue and on Scranton Avenue. However, there are clues that perhaps the building was actually built in two pieces. There is an awkward junction located in a storefront on Center Avenue. The northerly wall is made of exterior brick, while the southerly wall is constructed of filler brick or interior wall brick. Also, this storefront has a very awkward shape, as if the builders had to make due when the building footprint was increased. The exterior design of the building also lends to this belief, since there are three sections with the pediment in the cornice area of which marks the ends of the building; this pediment exists in the bay that has this awkward junction and exterior brick on the interior wall. Furthermore, the building, until the 2005 renovation, had two different basements that did not connect, suggesting that the foundations for the two sections of the building were dug at different times. This awkward junction is also evident in the upper floors that do not connect through the different stairwells and have an odd skylight and window configuration where the two building sections meet. While the design of the building suggests two different construction phases, there is at present no historical evidence to corroborate this theory.⁷⁴ According to Vliet, soon after the building was finished, Mr. Sankiewicz wanted to continue his building along center to where the Village Hall sat. Mr. Sankiewicz had purchased land to the east of the current location of the Village Hall and his proposal included moving the Village Hall to the new parcel of land. The Village Board turned down this proposal.⁷⁵ The tenants Sankey Building in the 1920s included a pharmacy on the corner, office space in the storefront along Scranton and five stores along Center Avenue. For many years, one of the tenants of the office space was a dentist, whose office floorplan remains intact. It remains a multi-use building with offices and apartments above the storefronts.

Current retail tenants of the building include a restaurant, a lunch café, and a video store. The tenants of the office space include an architecture firm, a building contractor and a real-estate developer.

⁷³ *Ibid*

⁷⁴ Personal Communication, Rob Ruggles, Center Avenue Partners; Field Visit, AJ Chalom, March 2005.

⁷⁵ Vliet, 1985, page 135.

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The size and prominent location of the Sankey building keeps this property a significant part of the Lake Bluff Uptown Commercial Historic District, as well as local Lake Bluff history. It is the largest commercial building in the district and rests on land that previously held two other important buildings. The design of the building is typical of a town center that is present of all the North Shore villages. These town centers were inspired by Market Square in Lake Forest (1915-16). The Sankey building's design, wrapping around the corner, with no setback from the sidewalk, establishes the character of a small town center.

John Griffith Building

The following abridged excerpt was written by Susan Benjamin, in her National Register Nomination for the John Griffith Building,

The history of the ownership of the John Griffith Store Building dates back to April 22, 1925, when the Security Title & Trust Co of Waukegan wrote John Griffith an official letter stating that the title was clear for the parts of Lots 5,6, and 7 that he intended to buy in Block 45, in the North Addition to Lake Bluff. He did not purchase the west 30' of Lot 7, where there was an alley and an earlier building or the east 28' of Lot 5.⁷⁶ Griffith also did not purchase the northeast corner of the lot, which explains why the property is "L" shaped. This small section today is occupied by a glass and brick structure that was built in 1988. His new building was to occupy all of Lot 6 and the portions of Lots 5 and 7 that he could have clear title to.⁷⁷ The title report was issued so that Griffith could receive an Owner's policy for \$30,000 and a Mortgage Policy for \$30,000 for the land he was purchasing. The property John Griffith purchased for his new development was purchased by Frederick W. Cornish in 1891. On November 28, 1914, he sold it to Griffith. ...

Griffith set out to build a handsome, conveniently-located store building with small apartments above for those who didn't wish the permanence and maintenance of a house when he commissioned Anderson, Ticknor and Fox, to begin drawings. The specifications, which are in the Griffith, Grant and Lackie Collection, are dated February, 1925, and the prints, which are owned by Lawrence Interiors and reproduced from drawings in the Paul Bergmann Collection, are dated February, March, 1925. This was the Anderson office's Job #23⁷⁸, and the firm's commissions numbered to 1700.⁷⁹ After the job went out for bids, F. O. Johnson was selected as general contractor. All of the sub contractors were listed in Anderson's job summary, which is in the Anderson Collection owned by Paul Bergmann. Payouts continued until December 1, 1925, when the general contractor closed out the project. The summary of the contract amounts came to \$46,598.39.⁸⁰ Cost overruns came to about

⁷⁶ The document from the Security Title & Trust Company addressed to John Griffith in Lake Forest, Illinois, is found in the collection of Griffith, Grant and Lackie, ...y in possession of Shirley Paddock, Lake Forest. ...

⁷⁷ Papers in the Griffith, Grant and Lackie Collection indicate that there was a two-story building, 50.20' x 28.25 all in Block 45 in the North Addition to Lake Bluff according to a plat recorded May 6, 1886 as Doc. 33760 in Book A of Plats. p. 57, in the Village of Lake Bluff.

⁷⁸ The Job No. (23), as well as the list of sub contractors, is on the expense summary that came from Anderson's office.

⁷⁹ Phone interview, Paul Bergmann. August 25, 2002.

⁸⁰ The total projected cost also is indicated in the expense summary. The actual contracted amount by the general contractor was \$3,927.71 more than contracted.

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10 percent.

Griffith's selection of Anderson, Ticknor and Fox was astute. Stanley Anderson (1895-1960) the firm's designer, was born in Lake Forest and received a B.A. from Lake Forest College in 1916. He attended the University of Illinois and the Sorbonne to receive his architectural and engineering training... He received excellent training in the office of Howard van Doren Shaw...Between 1919 and 1925, during the time that Anderson was employed by Shaw, he had a considerable amount of responsibility. He supervised all of Shaw's construction in Lake Forest and finished much of Shaw's work after his death in 1926. Many of Shaw's draftsmen went to work for Anderson and Ticknor.⁸¹

Stanley Anderson's training with Shaw was invaluable. Architect and architectural historian Thomas Tallmadge saw Shaw as a master architect, noting that his work, particularly in domestic architecture, exerted a powerful influence on younger architects and on taste in general. Tallmadge praised Shaw for his learning, taste and originality and was a great admirer of the simplicity of his work.⁸² ... The simplicity, attention to detail, sensitivity to materials and respect for historical architecture that was commonly found in Shaw's work clearly had a profound impact on Anderson. The John Griffith Store Building reflects these qualities.

While Anderson worked for Shaw, he moonlighted with James Hotchkiss Ticknor and Elmer Fox, under the name of "Anderson, Ticknor and Fox." Paul Bergmann has pointed out that during the period 1924-25, Stanley Anderson was actually doing more moonlighting than he was work for Shaw. In the summer of 1925, there was a complete legal change. Stanley Anderson left Shaw and opened his own office, Anderson and Ticknor. ...After Stanley Anderson and James Ticknor set off on their own in 1945, the name of the firm was Stanley D. Anderson, Inc. Anderson continue to practice until his death in 1960. During most of this period William Bergmann served as his Associate and Partner. ...

In a company history that William's son Paul put together in connection with a lecture he gave on "The Public and Commercial Architecture of Stanley D. Anderson Associates in Lake Forest and Lake Bluff", he notes that during the years Stanley Anderson practiced, his firm designed some 30 public and commercial buildings in Lake Forest and Lake Bluff. The John Griffith Store Building was among his earliest, the 5th on Bergmann's list.⁸³ Bergmann also mentioned during a phone interview that the firm favored the English Georgian style, which served as inspiration for many of their designs.⁸⁴ This is particularly evident in Anderson's design for Lake Forest High School (1935). Bergmann noted in the short history, however, that "Stanley Anderson, ...and the other members of the firm always referred to their style of Georgian architecture as 'Country Georgian.' This reference was usually accompanied by a grin or a wink. This was the firm's way of not getting overly caught up in slavish devotion to following true English Georgian style." Bergmann adds, "The Firm's body of work in this style, especially the residences, range in style from early Georgian (1714 to

⁸¹ Bergmann, phone interview, August 25, 2002.

⁸² Thomas E. Tallmadge. "Howard Van Doren Shaw." *The Architectural Record*. July, 1926.

⁸³ Paul Bergmann. "The Public and Commercial Architecture of Stanley D. Anderson Associates in Lake Forest and Lake Bluff." From Bergmann's lecture on March 8, 1998, sponsored by the Lake Forest-Lake Bluff Historical Society.

⁸⁴ Paul Bergmann, phone interview, August 25, 2002.

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1760) to American Colonial (1740 to 1776) to late Georgian/Regency (1760 to 1830).⁸⁵

Anderson's first three commercial buildings that Paul Bergmann describes as "Country Georgian", were retail with apartments and designed by Anderson during the period he was moonlighting for Howard Van Doren Shaw. ...[One of these buildings] is Lake Bluff's John Griffith Store Building, which is considerably more substantial than Stanley Anderson's first two "Country Georgian" structures....

John W. Griffith, the developer for the Colonial Revival block in the heart of Lake Bluff, Illinois, was arguably the most important and successful real estate developer of his time in the Lake Forest- Lake Bluff area. His advertisements indicated that he handled all aspects of real estate transactions--purchasing land, establishing and managing rentals, financing loans and providing insurance.⁸⁶

Starting in 1905, when he entered the real estate business, Griffith began to accumulate large parcels of land that later became some of the large estates around Lake Forest. In 1912, he was hired to acquire the property necessary to build Lake Forest's Market Square, often considered to be the country's first automobile-centered shopping center.⁸⁷ Also in 1912, John J. Halsey, who edited *A History of Lake County, Illinois*, wrote, "He has handled most of the large transactions of the last ten years within a range of five miles from Lake Forest."⁸⁸

John W. Griffith was born in North Wales in 1863. He came to Chicago in 1888 and to Lake Forest in 1893. He started in the coal business, then went into building supplies. In 1904, John Griffith built the John Griffith Block, at 732 Western Avenue, Lake Forest, and moved in. The next year he established his real estate business at that location.⁸⁹ Griffith's foremost contribution lay in the role he played in the construction of Market Square, which established the character of the business district of Lake Forest. Griffith served as the agent for Arthur Aldis, a partner in one of Chicago's foremost real estate and management firms, and for architect Howard Van Doren Shaw, the two men who, in 1912, originated the idea of Market Square. ...Agent and tenant, Griffith's firm became one of the first residents of the Square and his successor firm remains in the same location at 678 N. Western Avenue. It is the only original business still in the Square.⁹⁰ The exterior vestibule, with "John Griffith Real Estate" written in mosaic serves as a reminder of the firm's long continuous history. The firm continued to manage Market Square until 1968. ...

Anderson completed 103-113 East Scranton Avenue for Griffith at the end of 1925 or early in 1926, and Griffith continued to own and manage the building until 1945, when he sold it to Clyde E. Jacobs. The Grantor-

⁸⁵ Bergmann, March 8, 1998, paper.

⁸⁶ *Lake Forest Cemetery: Lake Forest, Illinois*. Lake Forest: Lake Forest-Lake Bluff Historical Society, 1994. P. 50

⁸⁷ "Variety of Business Opportunity Shows Success for Years." *The Lake Forester and Lake Forest News*. Friday, July 27, 1945. Architectural Historian Richard Longstreth has commented that "Market Square was perhaps the first business district to be laid out specifically to accommodate motor vehicles." Richard Longstreth. *City Center to Regional Mall: Architecture, the Automobile, and Retailing in Los Angeles, 1920-1950*. Cambridge, Massachusetts, The MIT Press, 1997.

⁸⁸ John J. Halsey (ed.) *A History of Lake County, Illinois*. Chicago: Roy S. Bates, Publisher, 1912. p. .

⁸⁹ This background information on Griffith was provided by Shirley Paddock, Lake Forest....Based on material from the collection of Griffith, Grant & Lackie.

⁹⁰ *Ibid.* P. 81.

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Grantee Index at the Lake County Recorder of Deeds indicates that Jacobs transferred the property to Florence C. Gourley in 1954. ... Arthur J. and Elizabeth B. Gourley purchased other property in Lake Bluff between late 1949 and 1953. Arthur J. Gourley probably retained some kind of ownership in the Griffith Store Building because John L. and Doris R. Lawrence purchased the property from the estate of Arthur Gourley in 1979. The Lawrence family continues to own it.

It is impossible to determine who were the first tenants in the building. Because Lake Bluff was such a small town with such a limited business district, directory listings for businesses didn't necessarily give addresses, just the street. The June, 1926, phone directory for Lake Forest and Lake Bluff showed no listings at 103-113 East Scranton. The next year's directory showed residents in the apartments. It appears that these apartment units were always residential, except that at some point there was a dentist's office in the apartment over 109 East Scranton.⁹¹ Still, available material does convey a considerable amount of information regarding occupants of the stores over the years, and sometimes addresses were shown.

It appears that until 1994, when 103 was turned into a banking facility, it had very likely always served as a grocery store. It not only had the widest space, but contained the "L", which in the original floorplan was designated for "storage" at the rear. A 1929 lease found in the Griffin, Grant & Lackie collection shows that the Great Atlantic & Pacific Tea Company (the A & P) contracted to rent the space for three years. Plans dated May 4, 1938, show Anderson & Ticknor adding on to the "L" at the rear for the A & P. A glass policy from the Great American Indemnity Company of New York still finds them at this spot in 1941. A building permit dated 1966 was taken out by Arthur Gourley to remodel the front of the A & P store. It is interesting to note that the permit specifies that there would be "no structural changes, just change front to the Early American style, the same as Great Atlantic and Pacific Tea Company has been doing to their stores in other areas." Following use by the A & P, an independent grocer, Lake Bluff Finer Foods, occupied the space.

Murrie Cleaners was listed as occupants of 107 listed in the 1932 telephone directory for Lake Forest and Lake Bluff. In 1942, the E.T. Harlan Company built a plant for the cleaners in back of the John Griffith Store Building; its address was 107-1/2 East Scranton. This concrete block structure faced in brick, designed to be "explosion proof", was later converted into a four-stall garage.⁹² It is not known when Murrie Cleaner moved out of 107, but by the 1970s this store and the adjacent one to the east, at 109, were occupied by White's Variety Store. In 1979, a wall was built and Whites retained the west store at 107 while Lawrence Interiors occupied the east half at 109. In 1986, White's moved out, Lawrence Interiors cut an opening in the wall and expanded the business into both stores. Lawrence Interiors continues to occupy both spaces.

The earliest business shown to occupy the storefront at 109 was the Pan-Tree Bakery also known as "Ye Village Pan-Tree" in a postcard.⁹³ The insurance policy with Great American Indemnity Co. shows 109 as vacant in 1941. Later this space was occupied by Whites and Lawrence Interiors. The store located at 113

⁹¹ Doris and Gary Lawrence. Interview October 4, 2002.

⁹² This information came from a 1937 Sanborn Map of Lake Bluff, that had later paste-overs and from information in the collection of the Griffith, Grant & Lackie collection.

⁹³ *Lake Bluff, Illinois: A Pictorial History*. p.88.

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had a variety of occupants. It is possible that in the early years the Lake Bluff Public Library occupied the space.⁹⁴ Between 1959 and 1984, there was a laundromat in this space. After that, a restaurant opened, the Scranton Café. In 1997, a building permit indicates that the restaurant was remodeled. It was then renamed "Bluffingtons". ...

What sets apart the John Griffith Store Building from its two early 20th century store buildings to the east is its style and integrity. Stylistically, it is the only Colonial Revival commercial building in Lake Bluff's business district. It has the highest level of integrity and is distinguished by having been designed by the well known, highly respected architect Stanley Anderson.⁹⁵

Since 2002, there have been some changes to the property where the John Griffith Building sits. The rear concrete building was torn down in order to make room for a drive-through for the bank. This development was done in conjunction to the improvements made to the Post Office Block, the Sankey Building and the new development by Center Avenue Partners. The bank drive-through is located in the rear of the building, using right of way for a driveway between the Village Hall and the retail establishments that front Scranton Avenue. All changes have been sympathetic to the historic character of Lake Bluff's Uptown Commercial Historic District.

Post Office Building

The history of the property on which the Post Office Block was built has formidable gaps. James Hobbs sold the property to Harlow Higginbotham in November of 1898.⁹⁶ This was one of many real estate transactions between the two men. The next record that could be located regarding the ownership of the property was a Quit Claim Deed transferred from Fred and Edith Buck, of Waukegan, to Melville Lackie of Lake Forest (of the firm Grant, Griffith and Lackie, a real estate firm in Lake Forest and Lake Bluff), in October of 1930.⁹⁷ From this point until 1972, all of the records found were Trust Deeds or mortgages between Mr. Lackie and a Mr. Lester Peterson and the 1st National Bank of Lake Forest.⁹⁸ In 1972, Donald Barns transferred a Warranty Deed and a Quit Claim Deed into a trust at the 1st National Bank of Lake Forest, as well. This Trust was # 3697.⁹⁹ In 2001, the Northern Trust Company #3697 sold the property to Center Avenue Partners LLC, the current owners and developers.¹⁰⁰

⁹⁴ This information is from Janet Nelson, the Vliet Center. The center is Lake Bluff's primary repository of many documents on the history of the community. No documentation has as yet turned up noting the location of the library in this building.

⁹⁵ Benjamin, Susan "John Griffith Building", December 2002.

⁹⁶ Warranty Deed #74531, recorded June 2, 1899, Book 121, Page 246.

⁹⁷ Quit Claim Deed #361094, recorded October 29, 1930, Book 350, page 415.

⁹⁸ Trust Deed #562507, recorded May, 17, 1945, book 706, page 584; Trust Deed and Quit Claim Deed #1351845-6, recorded September 16, 1967.

⁹⁹ Trust Deed and Warranty Deed #1567798-9, recorded June 30, 1972

¹⁰⁰ DTR#4832058, recorded December 13, 2001.

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Lake Bluff Uptown Commercial Historic District, Lake County, Illinois

Melville Lackie was an associate of John Griffith in his realty business that now bears the name Griffith, Grant and Lackie. He was Mr. Griffith's nephew and helped build the business. Both Mr. Lackie's son and his grandson worked for the same company, making the business a home-grown family enterprise.¹⁰¹

The Post Office Building was built in the early 1920s. The building's façade was shaped like an L, with the eastern bays being one-story and the western two bays were two stories. The building held Esther Tartar's tea room, Royal Blue Store, a grocery store and a restaurant. The building burned in 1923.¹⁰² A subsequent building was rebuilt on the same floor plan and footprint as the building that burned; however, the second story was extended across the entire building, and the roofline was changed. This building, while vernacular in style, represented solid building and stood as an important part of Lake Bluff's commercial center during its entire existence. The governmental post office stood in the westernmost storefront for many years. Today in the western and central storefronts resides a gift store and in the eastern storefront is a hair salon. These businesses continue the retail tradition within this building. The upper floors of the building are offices.

The exterior of the Post Office building remained virtually unchanged from its construction until November 2004. The interior of the westernmost storefront had been greatly altered, the central storefront maintained its original flooring and tin ceiling decoration. The easternmost storefront has been rehabilitated to include many architectural elements that are present in the unaltered central storefront. However, on November 17, 2004, the western most wall brick wall buckled and collapsed around 1:30 in the morning.¹⁰³ The brick foundation and wall's structural integrity was compromised due to digging to lay the new foundation in the lot to the west. The western third of the building collapsed. The collapsed section ended at the bearing wall separating the storefront to the west and the central storefront. The entire western third of the building had to be demolished.¹⁰⁴ Rebuilding began shortly afterwards. Similar building materials were used throughout the reconstruction of the addition. Furthermore, the floorplan and façade were restored to their original configuration.

45 E. Scranton

45 E. Scranton is a new building built between the Sankey Building and the Post Office Block. The property previously was a vacant lot and a parking lot. The infill construction was built by Center Avenue Partners LLC. The building was designed by Ruggles Architecture and the contractor was James LaDuke and Associates. The architect and the contractor both have offices in the second story of the Sankey Building. Construction of the building began in November 2005 when the footings were installed for the foundation. The property was completed in 2005 and occupancy began in Fall of 2005. The building currently holds part of the restaurant from the Sankey Building (the building are connected on the interior); a vacant retail space on the lower floor; a

¹⁰¹ Personal Communication, Shirley Paddock, December 23, 2005.

¹⁰² Nelson, page 86. 1995.

¹⁰³ Personal Communication, Bob Ruggles, December 2005.

¹⁰⁴ Kuczka, Susan, "Building wall tumbles in Lake Bluff" *Chicago Tribune*, November 18, 2004.

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yoga studio and an office on the upper floor. The infill construction was built with architectural details reminiscent of the John Griffith Building and its Colonial Revival style. This building continues the retail history of the Lake Bluff Uptown Commercial Historic District with another building built in the form of a two-part commercial block.¹⁰⁵

The uses found today in the buildings within the Lake Bluff Uptown Commercial Historic District are typical of the uses found in other local town centers. Also, many of the buildings continue to serve their original use and purpose, despite changes. The train station has only served one use, that as the local transportation hub since its construction. The Village Green park, has contributed open and green space since the late 1800s, and has served primarily as an open gathering place since 1913. The village market has remarkably held a grocery since it was built at the turn of the 20th century. The Village Hall has held a variety of village departments including the fire department, the village board and the police station, and continues to be the administrative center of the village. The three large commercial blocks – the Sankey Building, the Post Office Building and the John Griffith Building anchor the commercial and retail sectors within the Village of Lake Bluff. Additional historic uses, such as the Post Office, Library, and fire and police departments, while no longer housed in historic buildings within the district, have relocated adjacent to the district creating the quintessential town center in both form and function for the Village of Lake Bluff. The integrity of the buildings historic and current functions throughout time is what makes the Lake Bluff Uptown Commercial Historic District eligible for the National Register of Historic Places.

Furthermore, the district is anchored on three sides by architectural examples by three important architects in North Shore architecture. These three buildings - the train station by Frost and Granger, the John Griffith Building by Stanley Anderson and the Village Hall by Webster Tomlinson – add an architectural heritage to the district not found in many small town centers. While none of the buildings is pristine, their form, decoration and exterior massing is much as they were when they were built. The changes made to the buildings have been sympathetic to their historic sources. The three additional historic buildings, the Sankey Building, the Village Market, and the Post Office Building remain in their original locations and maintain the streetscape styling they did when they were built. The infill project at 45 E. Scranton has a good blend of new and historic elements that blends the entire streetscape of the south side of E. Scranton together. Furthermore, the architectural styles that are present within the district including, Prairie Style, Colonial Revival, Tudor Revival and Arts and Crafts were the most popular styles in building when these buildings were designed. The styles that are present are a cross-section of design that is present in many town centers in the North Shore region of Illinois.

The variety of architecture, uses and important figures that have intertwined not only with each building or resource, within the district or within the Village, but also within the entire region. The downtown is emblematic of small downtown districts that exist throughout northern Illinois, each adding flavor to the

¹⁰⁵ Longstreth, The Buildings of Main Street. 2000.

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individual communities. This district has influences from government, commercial entrepreneurship, transportation, entertainment and recreation, and architectural importance.

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Lake Bluff Uptown Commercial Historic District, Lake County, Illinois

Geographical Data

Verbal Boundary Description

The northwest corner of the district begins at the east edge railroad tracks 25 feet north of the building line of the Lake Bluff Train Station continuing to the east to the west curblineline of N. Sheridan Road. From N Sheridan Road, the district boundary continues to the south to the north curblineline of Scranton Avenue, then east along Scranton Avenue. The property located on the north side of Scranton Avenue addressed as 20. E. Scranton Avenue and commonly known as the Village Market is included within the district boundary; therefore the district turns north along the lot western line of Lot 6, Block 47 of the North Addition to Lake Bluff, then east along the north lot line of Lot 6 to the curblineline of Walnut Avenue. The district then continues south along Walnut Avenue to the southern curblineline of E. Scranton Avenue. The district continues along E. Scranton Avenue until the curblineline of Oak Avenue. The district boundary then continues south, to the boundary between Lot 5 and Lot 4, Block 45 of the North Addition to Lake Bluff. The district boundary then continues west along the southern lot line of Lot 5 and 6, then south along the eastern lot line of Lot 2, Block 45 of the North Addition to Lake Bluff, to the north curblineline of Center Avenue. The southern boundary of the district extends west along Center Avenue until it turns into Rockland Avenue along the arced southern extent of the village green to the eastern curblineline of Sheridan Road, then north to the southern curblineline of Scranton Avenue, and west again to the eastern edge of the train tracks, and north to the starting point,

The legal descriptions of the properties include lots designations within the district. The village market has a parcel ID # of 12-21-109-012 from Shields Township. The property description is Lot 6, Block 47 of the North Addition to Lake Bluff. The Sankey Building has a parcel ID # from Shields Township of 12-21-115-001. Its property description is North Addition to Lake Bluff lot 9 and 10 of Block 45. The Post Office Block was previously addressed as 37-43 E Scranton Avenue. The parcel ID # supplied by Shields Township is 12-21-115-002. The Post Office Block property description is North Addition to the Village of Lake Bluff, W 30 feet of Lot 7 and all of Lot 8, Block 45. The building at 45. E Scranton is located at 45-61 E Scranton Avenue in Lake Bluff. It was built on the vacant portion of the property adjacent to the Post Office Building, generally described as Lot 8 of Block 45, North Addition to Lake Bluff. An application has been made to combine the properties of the Sankey Building, 45 E. Scranton and the Post Office Block buildings into one parcel ID#¹⁰⁶. The Village Hall is platted North Addition to Lake Bluff, Lots 1 and 2 of Block 45. The village square property includes all of Block 48 of the North Addition to the Lake Bluff Plat as well as property to the south that is unplatted.

Boundary Justification

The boundary was drawn to include all of the buildings built between approximately 1900 and 1930 that anchor the core business district of Lake Bluff, Illinois, as well as infill structures that were built along the south side Scranton Avenue between Center Avenue and Oak Avenue.

¹⁰⁶ Personal Communication, Robert Ruggles, via Email, May 16, 2006.

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Lake Bluff Uptown Commercial Historic District, Lake County, Illinois

Photographs

Photo #1A

Chicago & NorthWestern Railway Train Station, Lake Bluff Uptown Historic District
Lake County, Illinois (for all photographs)
AJ Chalom, Photographer (for all photographs)
June, 2006
Vliet Center, Lake Bluff Illinois (for all photographs)
Train station façade viewed facing west

Photo #1B

Chicago & NorthWestern Railway Train Station Rear, Lake Bluff Uptown Historic District
June, 2006
Rear elevation viewed facing southeast

Photo #2

Village Market, Lake Bluff Uptown Historic District
June 2006
Façade viewed facing north

Photo #3

Village Square, Lake Bluff Uptown Historic District
November 2005
Village square and gazebo viewed facing northwest

Photo #4

War Memorial, Lake Bluff Uptown Historic District
June 2006
War memorial viewed facing west-southwest

Photo #5

Sankey Building, Lake Bluff Uptown Historic District
November 2005
Façade viewed facing southeast

Photo #6

Post Office Block, Lake Bluff Uptown Historic District
June 2006
Façade viewed facing south

Photo #7A

John Griffith Store Building, Lake Bluff Uptown Historic District
November 2005
Façade viewed facing south

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Photo #7B

John Griffith Store Building, Rear, Lake Bluff Uptown Historic District
November 2005
Rear of building, new bank drive-through addition, viewed facing east

Photo #8

Village Hall, Lake Bluff Uptown Historic District
November 2005
Façade, viewed facing north

Photo #C

45 E. Scranton Avenue, Lake Bluff Uptown Historic District
June 2006
Façade, viewed facing south

Photo #E

Scranton Alley, Lake Bluff Uptown Historic District
June 2006
Alley between John Griffith Store Building and Post Office Block, viewed facing south

Property Owners

Lake Bluff Train Station (550 N. Sheridan Road)

Union Pacific Railroad
Chicago Field Office
Thomas Zapler, Special Representative
101 North Wacker Drive, Suite 1910
Chicago, IL 60606
Phone: (312) 777-2002
Fax: (312) 777-2020

Village Square and Village Hall (40 E. Center Avenue)

Village President and Board of Trustees
40 E Center Avenue
Lake Bluff Illinois 60044
Cc: Village Administrator

Sankey Building, 45 E. Scranton, and Post Office Block

Center Avenue Partners
Attn. Robert Ruggles
28A E. Center Avenue
Suite 2
Lake Bluff Illinois 60044

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Village Market Building (20 E. Scranton)

Lake Effect Development II, LLC

Attn. Robert D. Douglass

615 N Sheridan Road

Lake Bluff, IL 60044

John Griffith Building (103-113 E. Scranton)

Doris Lawrence

109 East Scranton Avenue

Lake Bluff IL 60044

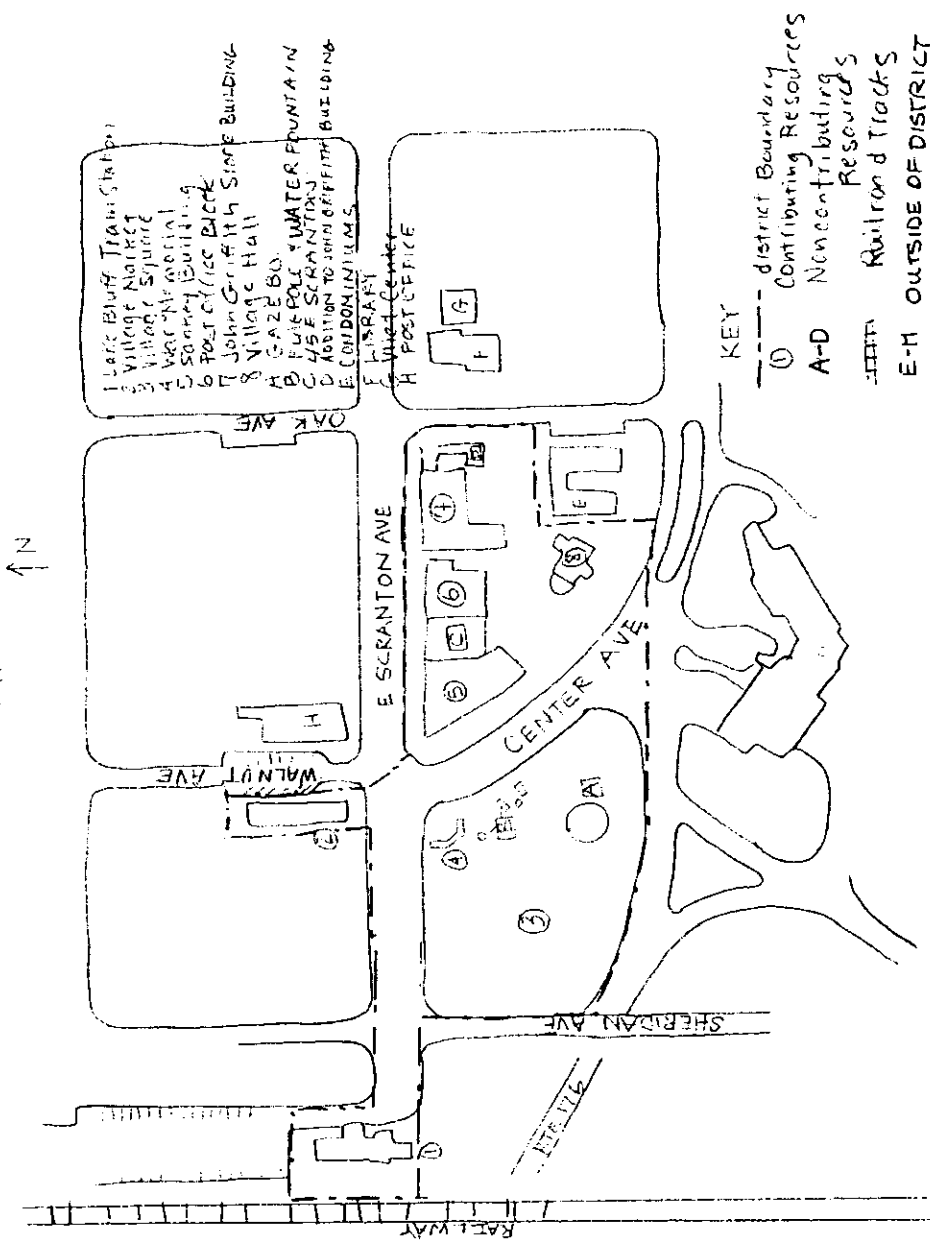
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Lake Bluff Uptown Commercial Historic District
Lake County, Illinois

Lake Bluff Uptown Commercial District
Sketch Map



Note: map not to scale
from Existing Downtown Street System



Thomas A. Zapler
Special Representative Government Affairs, Central Region

August 21, 2006

Mr. Theodore Hild
Deputy State Historic
Preservation Officer
Illinois Historic Preservation Agency
1 Old State Capitol Plaza
Springfield, IL 62701-1512

RE: Lake Bluff Train Station
550 N. Sheridan Road
Lake Bluff, Illinois

Dear Mr. Hild:

The Union Pacific Railroad is the sole owner of the Lake Bluff Train Station located at 550 N. Sheridan Road, Lake Bluff, Illinois. The Union Pacific Railroad is opposed to and objects to our Lake Bluff Station being placed on the National Register of Historic Places.

In our view, the Lake Bluff Station does not meet any of the National Register Criteria to be placed on the National Register of Historic Places. The criteria were attached to your letter of August 10.

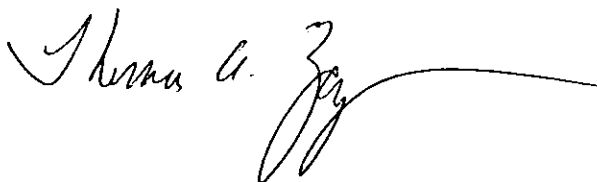
The Lake Bluff Station is used on a daily basis as part of our Metra commuter service by commuters on our North Line. At all of our Metra stations, ridership is subject to change on a regular basis. Future ridership may require a larger or smaller Lake Bluff Station. Placing our current station on the National Register would prevent the demolition of the station in order to replace it with a station designed to accommodate a changed ridership level, including improved station amenities.

Also, historic designation can significantly delay station repairs that could impact commuter safety. Our goal is for our stations to be as functional as possible so

that they can be operated in the most economical way.
Historic designation can be contrary to this goal.

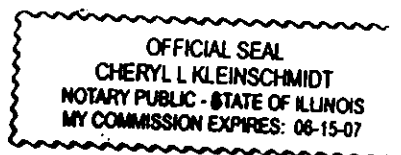
The Union Pacific Railroad will not be represented at the September 15 meeting. We are requesting that the Historic Preservation Agency include the letter opposing the Lake Bluff Station being placed on the National Register of Historic Places in the proceeding and transcript of the September 15 meeting. Also, please let me know the results of that meeting.

Sincerely,



Subscribed and Sworn to
Before me this 21st day
Of August, 2006.


Notary Public



cc: Tracey Sculle ✓
James Harrel
Michael Payette
Ron Cuchna
J. Patrick McAtee
James Peffer
Joseph Lorenzini

(TAZ\081606-003)



WEEKLY LIST OF ACTIONS TAKEN ON PROPERTIES: 11/13/06 THROUGH 11/17/06

KEY: State, County, Property Name, Address/Boundary, City, Vicinity, Reference Number, NHL, Action, Date, Multiple Name

DISTRICT OF COLUMBIA, DISTRICT OF COLUMBIA STATE EQUIVALENT, Streetcar and Bus Resources of Washington, DC MPS, Washington, 64500948, ADDITIONAL DOCUMENTATION APPROVED, 11/14/06 (Streetcar and Bus Resources of Washington, DC MPS)

DISTRICT OF COLUMBIA, DISTRICT OF COLUMBIA STATE EQUIVALENT, Washington and Georgetown Railroad Car House, 770 M St. SE, Washington, 06000516, LISTED, 11/14/06 (Streetcar and Bus Resources of Washington, DC MPS)

ILLINOIS, COOK COUNTY,
Austin Town Hall Park Historic District, Roughly bounded by West Lake St., N. Central Ave., N. Parkside Ave., and West Race Ave., Chicago, 06001015, LISTED, 11/15/06

ILLINOIS, COOK COUNTY,
Goldblatt Bros. Department Store,
4700 S. Ashland Ave.,
Chicago, 06001016,
LISTED, 11/15/06

ILLINOIS, LAKE COUNTY,
Lake Bluff Upton Commercial Historic District, 20, 31-113 E. Scranton, 26-40 (even) E. Center Ave., and 550 N. Sheridan, Lake Bluff, 06001021, LISTED, 11/15/06

ILLINOIS, MCLEAN COUNTY,
Cedar Crest Addition Historic District,
Roughly bounded by Constitutional Trail, Division St., Highland Ave. and Fell Ave., Normal,
06001022, LISTED, 11/15/06

ILLINOIS, MONTGOMERY COUNTY,
Brown Shoe Company Factory,
212 S. State St.,
Litchfield, 06001019,
LISTED, 11/15/06

IOWA, CLAY COUNTY,
Ross, Seymour, Round Barn,
Off IA 374,
Gillet Grove vicinity, 86001422,
REMOVED, 11/15/06
(Iowa Round Barns: The Sixty Year Experiment TR)

MASSACHUSETTS, FRANKLIN COUNTY,
Colrain Center Historic District,
Main, Greenfield, and Jacksonville Rds., Streeter Ln., River and Coburn Sts., Colrain, 06001057,
LISTED, 11/15/06

MICHIGAN, DELTA COUNTY,
Minneapolis Shoal Light Station,
In northern Green Bay 6.6 mi. S of Peninsula Point, NW of Lake Michigan, Bay de Noc vicinity,
06001025, LISTED, 11/15/06 (Light Stations of the United States MPS)

MICHIGAN, LIVINGSTON COUNTY,