

United States Department of the Interior
National Park Service

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 National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any 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.

1. Name of Property

Historic name: Lemont Downtown Commercial District

Other names/site number: _____

Name of related multiple property listing: _____

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

2. Location

Street & number: Roughly bounded by Main, Stephen, Illinois, River, Front Street

City or town: Lemont State: IL County: Cook

Not For Publication: Vicinity:

3. 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 at the following level(s) of significance:

 national statewide local

Applicable National Register Criteria:

 A B C D

<p>_____</p> <p>Signature of certifying official/Title:</p> <p>_____</p> <p>State or Federal agency/bureau or Tribal Government</p>	<p>_____</p> <p>Date</p>
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Lemont Downtown Commercial District
Name of Property

Cook County, IL
County and State

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official: _____ **Date** _____

Title : _____ **State or Federal agency/bureau or Tribal Government** _____

4. National Park Service Certification

I hereby certify that this property is:
___ entered in the National Register
___ determined eligible for the National Register
___ determined not eligible for the National Register
___ removed from the National Register
___ other (explain:) _____

Signature of the Keeper Date of Action

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
-

Lemont Downtown Commercial District
Name of Property

Cook County, IL
County and State

Site

Structure

Object

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing

Noncontributing

64

10

buildings

sites

1

structures

objects

65

10

Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

Commerce/Trade _____

Social _____

Domestic _____

Current Functions

(Enter categories from instructions.)

Commerce/Trade _____

Social _____

Domestic _____

Lemont Downtown Commercial District
Name of Property

Cook County, IL
County and State

7. Description

Architectural Classification

(Enter categories from instructions.)

Late Victorian

Late 19th & 20th Century Revivals

Modern Movement

Late 19th and 20th Century American Movements

Materials: (enter categories from instructions.)

Principal exterior materials of the property:

Walls: Wood, Stone (Granite, Sandstone, Limestone), Terra Cotta, Stucco, Ceramic Tile,

Glass, Synthetics * (Aluminum), Limestone

Roof: Metal, Asphalt Shingle

Foundation: Limestone, Sandstone, Concrete, Brick

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The majority of information contained in this application was prepared by Granacki Historic Consultants, 1105 West Chicago Ave., Chicago, IL 60622, under contract to the Village of Lemont Historic Preservation Commission in 2006. Funding was provided by a Certified Local Government Grant administered by the Illinois Historic Preservation Agency and by the Village of Lemont.

The Lemont Downtown Commercial District consists of 14 blocks and 16 acres located along Stephen St., Main St., and Canal St. The district remains vital to the historical significance of the town and over time this area has reinvented itself without destroying its heart and history. Almost every period is represented in the area's wide variety of high-style architecture and common 19th-century vernacular and 20th-century popular types. In 2005, Granacki Historic Consultants were retained by the Village of Lemont to conduct an intensive architectural resources survey of the Lemont Historic District. Lemont is one of the canal towns included in the Illinois and Michigan

Lemont Downtown Commercial District

Cook County, IL

Name of Property

County and State

(I&M) and Canal National Heritage Corridor designated as I&M Canal and canal-related historic resource in 1984. Although the heart of the district is commercial, it does include a number of historic mixed use properties. The majority of buildings are either of the One-Part or Two-Part Commercial Block building type. Overall, the district has good integrity for listing in the National Register.

Narrative Description

Lemont is located in Cook County, Illinois, approximately 24 miles west and south of Chicago's Loop. Although first platted as two early communities, Keepataw in 1836 and the town of Athens in 1839, the village was not officially incorporated until 1873. Now a southwest suburban community of Chicago with a growing population of more than 16,000, Lemont is located at the boundary between Cook, DuPage, and Will counties. General characteristics of the downtown commercial core include a street wall of structures built up to the front property line and to the side property lines with party walls; sidewalks with street trees; curbs and gutters; streetscape improvements including brick pavers, benches, period appropriate lighting, disabled access ramps, and on-street parallel parking. Some narrow service alleys run behind properties.

Most of the Lemont Downtown Commercial District is situated on a grid street pattern oriented to the Illinois and Michigan Canal, but there are irregularities determined by the natural and variable topography of the area. Midwestern towns of the mid- to late 19th century often have either a linear configuration, where commercial buildings are lined up along a street or streets that parallel a major transportation route such as railroad (or, in this case, the canal), or have a T- or perpendicular configuration, where buildings are located on a street that intersects the transportation route. Lemont has both configuration types. The downtown area was originally platted on a grid into very narrow, long, rectangular lots suitable for lot-line-to-lot-line commercial structures. The automobiles triggered the need municipal parking lots; however they were restricted to select areas on the fringes of the downtown so as not to disrupt the rhythm of the street.

Lemont's downtown is a well-preserved traditional small-town business district with its commercial buildings densely clustered on small blocks. These clustered small blocks stimulate pedestrian oriented storefronts that exist today on Canal Street, Stephen Street, and Main Street developed over time. When the automobile became a significant force in the 20th century, newer commercial development occurred on the fringes of the core and at the southern edge of the downtown along State Street.

The district has sufficient integrity for listing in the National Register. Of the 64 total buildings in the survey area, only 4 buildings have been built since 1960. A full 83% (54) of the properties – 53 buildings and 1 bridge --in the survey area are considered contributing to the character of the historic district. The non-contributing structures include the 4 that were built after 1959 as well as historic structures that have been extremely altered so that their historic character is no longer discernible.

Lemont Downtown Commercial District

Cook County, IL

Name of Property

County and State

There have been some demolitions of historic buildings in the downtown, but only one since the survey was completed in 2005. The area that has suffered the greatest loss has been in the 300 block of Main Street. The properties on either side of the Lemont National Bank were demolished sometime after 1985. The area east the the bank is now green space; the west side is surface parking. However, this section was included in the district because it is located in the center of the district, near the intersection of Stephen and Main, and also includes the oldest building in the downtown Wend's Tap and Restaurant (1858). The building is non-contributing since it was remodeled in the 1970s, but hopes are that it can be restored to its original appearance.

Some of the buildings at the end of the 200 Main St. block were leveled when the State Street Bridge – at the westernmost boundary of the district – was constructed in the 1980s, and there was a very bad fire in one of the buildings in that area too that was torn down. Regardless, the overall streetscape still retains much of its historic character. The area that has suffered the greatest loss has been in the 300 block of Main Street. The properties on either side of the Lemont National Bank were demolished sometime after 1985. The area east the the bank is now green space; the west side is surface parking. A building at 204 Stephens was demolished after 1985 as well. It was a small, one-story building, and reportedly was in poor condition.

Perhaps the most substantial loss was the Fischbach Building property on the southeast corner of Lemont and Canal, which was demolished between 1971 and 1985. The three-story Romanesque Revival building was never replaced; the space now serves as a small urban park.

Despite these losses, the district is remarkable intact and displays a wide variety of historic building types and styles from the 1850s to the 1950s.

Lemont Downtown Commercial District
 Name of Property

Cook County, IL
 County and State

No.	SITE ADDRESS	Historic Name	TYPE	STYLE/Details	DATE	RATING	ARCHITECT
305	Canal St.	Holster Building	Garage		1920	C	
307	Canal St.		Gable-Front Commercial Block		1861	C	
308	Canal St.	Lemont Building and Loan Association	Two-Part Commercial Block		c.1890	C	
309	Canal St.	Fishbach's Saloon	False-Front Commercial Block		1886	C	
310	Canal St.		Two-Part Commercial Block		c.1890	C	
311	Canal St.	T.F. Friedley Hardware Store	False-Front Commercial Block	High Victorian Italianate	1879	C	
312	Canal St.	J. Hennebry Hall	Two-Part Commercial Block	Italianate	1886	C	
313	Canal St.		False-Front Commercial Block	Italianate	1886	C	
314	Canal St.	Eagle Building	False-Front Commercial Block	Italianate	1880: 2000	C	
315	Canal St.	Matt Lingen General Store	Gable-Front Commercial Block		1865	C	

Lemont Downtown Commercial District

Cook County, IL

Name of Property

County and State

316	Canal St.		One-Part Commercial Block	Commercial	1926	C	
317	Canal St.		False-Front Commercial Block		c. 1875	C	
315	Illinois St.		No Style		1855; 1915	C	
170	Lemont St.		Industrial - garage		c.1925	C	
206	Main St.		Two-Part Commercial Block		1970	NC	
208	Main St.	A. Werdelin Store	Two-Part Commercial Block		1905	C	
210	Main St.	Slahetka's Saloon	False-Front Commercial Block	Italianate	1875	C	
212	Main St.		One-Part Commercial Block		c. 1925	C	
214	Main St.	Fozley's General Store	False- Front Commercial Block	Italianate	1880	C	
216	Main St.		False- Front Commercial Block	Italianate	c. 1886	C	
218	Main St.	Stanley's Market	Two-Part Commercial Block	Craftsman	c. 1921	C	
219	Main St.		One-Part Commercial Block	Commercial	1923	C	

Lemont Downtown Commercial District

Cook County, IL

Name of Property

County and State

220	Main St.	Woods General Store	Two-Part Commercial Block	Italianate	c. 1890	C	
221	Main St.		False-Front Commercial Block		c.1870	C	
226	Main St.	Geharz Furniture	False-Front Commercial Block	Italianate	1863-65	C	
236	Main St.		False-Front Commercial Block		1873	C	
238	Main St.		False-Front Commercial Block	Italianate	1886	C	
302	Main St.	Main Inn	False-Front Commercial Block	Italianate	c. 1886	C	
310	Main St.		Freestanding Commercial		1958-60; 1978, 1985	NC	
326	Main St.	Wend's Tap and Restaurant	Two-Part Commercial Block	Neo-Colonial	1858; 1970s	NC	
400	Main St.	Budnik Building and Annex	Two-Part Commercial Block	Italian Renaissance	1927	C	
406	Main St.		False-Front Commercial Block		1871; c. 1950	C	
408	Main St.		False-Front Commercial Block		1995	NC	

Lemont Downtown Commercial District

Cook County, IL

Name of Property

County and State

410	Main St.		False-Front Commercial Block		2001	NC	
416	Main St.	Lemont Public Safety Facility	Civic Building		1956; 1980	C	A. Dalpoe & Sons
418	Main St.	City Hall	Civic Building	Richardsonian Romanesque	1893	C	H. Boemas
223-225	Main St.		One-Part Commercial Block	Commercial	1920	C	
42	Stephen St.	Post Office	Government Building	Moderne	1936	C	Louis A. Simon
43	Stephen St.	Village of Lemont Waterworks	Utility Building	Romanesque Revival	1890-91	C	
44	Stephen St.	Wileys-Knight Dealership	Garage and Showroom		c. 1925	C	
47	Stephen St.	Ordman's Park & Shop	Freestanding Commercial		c. 1920; 1953	C	
102	Stephen St.	Tedens and Dyetrup, Blesch and Welter	False-Front Commercial Block	Italianate	ca. 1895 - 1913; post 1985	C	
103	Stephen St.	S. W. Norton General Store	False-Front Commercial Block	Classical Revival	1870; 1886	C	
105	Stephen St.	Hayes and Sons Service Station	Garage		1957	C	
106	Stephen St.	J. H. Tedens and Company	Two-Part Commercial Block	Queen Anne	1861; 1895	C	John Tedens
107	Stephen St.	Charles Fruhauf Store	False-Front Commercial Block	Italianate	1871	C	

Lemont Downtown Commercial District

Cook County, IL

Name of Property

County and State

108	Stephen St.	Boe's Tavern/Lemont Savings	Two-Part Commercial Block	Mid-Century Modern	1902; 1958	C	
110	Stephen St.	Alex and Ray's Tavern	One-Part Commercial Block	Commercial	c. 1915	C	
111	Stephen St.	Budnik Pharmacy	Two-Part Commercial Block	Italianate	c. 1865-7	C	
112	Stephen St.		False-Front Commercial Block	Italianate	1874	C	
113	Stephen St.		Two-Part Commercial Block	Italianate	c.1890: ca. 1920-35	C	
114	Stephen St.	Forzley's General Merchandise	False-Front Commercial Block		1855; ca. 1970	NC	
115	Stephen St.		Two-Part Commercial Block		c.1924	C	
116	Stephen St.		False-Front Commercial Block		c. 1870	C	
117	Stephen St.	Ordman's Grocery	Two-Part Commercial Block	Italianate	1865-1867	C	
118	Stephen St.	J. G. Bodenschatz Drug Store	False-Front Commercial Block	Italianate	1876;1972	NC	
119	Stephen St.		One-Part Commercial Block		1939; 1990s	NC	

Lemont Downtown Commercial District

Cook County, IL

Name of Property

County and State

202	Stephen St.		One-Part Commercial Block	Commercial	1894-1895; c. 1940	C	
207	Stephen St.		One-Part Commercial Block	Mid-Century Modern	1959	C	
209	Stephen St.		False-Front Commercial Block		1997	NC	
213	Stephen St.		False-Front Commercial Block		c.1870/1950s	C	
206-208	Stephen St.		False-Front Commercial Block		c. 1886; c. 2000	NC	
210-212	Stephen St.		False-Front Commercial Block		1884	C	
	Stephen St.	Stephen Street Bridge	Bridge		1925	C	

Lemont Downtown Commercial District
Name of Property

Cook County, IL
County and State

11. 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.)

- 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 old or achieving significance within the past 50 years

Lemont Downtown Commercial District
Name of Property

Cook County, IL
County and State

Areas of Significance

(Enter categories from instructions.)

COMMERCE/TRADE

ARCHITECTURE

Period of Significance

1858- 1959

Significant Dates

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

John Tedens

Hugo Boehme

Alex Wolcott

Louis A. Simon

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Lemont Downtown Historic District is eligible for listing in the National Register of Historic Places under criterion A for local significance for its associations with commercial and business development, first as a canal town and later as a railroad community. From canal-oriented industries, saloons, and early shops of the 19th century, to the arrival of chain stores in the early to mid-20th century, the historic downtown served as the first major business center of the community. It was also the governmental heart of the community, with its Village Hall, United States Post Office, and municipal service buildings. The district is eligible also under criterion C

Lemont Downtown Commercial District

Name of Property

Cook County, IL

County and State

for its architecture, with significant historic commercial structures in designs representing a 19th and 20th century urban business district in a smaller Illinois city. The district has sufficient integrity for listing in the National Register. The period of significance is 1861, the date of the oldest contributing building, until 1959, the date of the last commercial building constructed in the district that is less than 50 years old.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

The Limestone Industry in Lemont (1848-1900)

The arrival of the I&M Canal prompted development of one of Lemont's important 19th-century industries—limestone quarrying. The excavation required for the building of the I&M Canal, which opened in 1848, uncovered limestone stone beds. Local contractors were awakened to the potential richness of high-quality stone that could be so easily removed. Buff white when freshly quarried, dolomite can be polished to a smooth finish and was marketed as “Athens Marble” and “Joliet Marble.” Three stone products came from the Joliet/Lemont quarries—dimension stone cut to specific sizes, uncut flagstone split into thin slabs, and crushed stone. Lemont stone was particularly sought after for dimension stone since it was free from visible fossil bodies, had a fine grain and standard color without streaks, and was found in layers thick enough to be cut into blocks.

Lemont owes much of its early growth to the development of the stone quarries. With demand for high-quality building stone growing in Chicago and elsewhere, Lemont was in a key location to meet this need. The stone was used throughout Lemont for a number of its commercial and institutional buildings throughout the 19th century. There were a number of quarries located in the valley, including Illinois Stone and Lime, the Horace Singer Quarry (later Singer & Talcott), and the Chicago and Lemont Stone Company.

Significant buildings such as City Hall located on 418 Main St. and Waterworks located on 43 Stephen St. were developed during this era. Several buildings located on Stephen Street and 315 E. Illinois Street were also built during this era that highly significant to the commercial district.

The Railroad and 19th-Century Development (1858-1900)

Also contributing to the town's 19th-century economic growth and development was the canal's biggest competitor, the railroad. When the Chicago, Alton, and St. Louis Railroad station was opened in 1858 at 101 Main Street, the downtown spread outward from lands adjacent to the canal to Main Street adjacent to the railroad station. The railroad offered a second transportation alternative to the canal, particularly for local farm products. The arrival of the railroad also led to the tripling of population of Lemont and further economic growth. As the town grew, developers in Lemont continued to subdivide land, attracting more residents and small-scale businesses to the town. In 1874, the Village of Lemont was incorporated, and on July 17, 1874, Lemont's village

Lemont Downtown Commercial District

Cook County, IL

Name of Property

County and State

plat, drawn up by County Surveyor Alex Wolcott, was approved by the Board of Trustees (Cook County Recorder of Deeds Tract and Microfilm Library). By 1878, two hotels, 15 saloons, two meat markets, and five general stores, as well as other typical businesses that served Lemont's residents including a milliner, a blacksmith, a shoemaker, and a druggist (Polk, R. L., 1878). The decade also brought the late-arriving Atchison, Topeka, and Santa Fe Railroad through town in 1888, extending this once westward-oriented railroad from Kansas City eastward to Chicago.

Multiple developments in the southeast section of the district, along Stephen St., occurred during this era. Several highly significant buildings such as the Canal Pub sited at 309 Canal Street were also built during this era as well.

Smokey Row Days (1892-1897)

The Sanitary and Ship Canal, begun in September 1892 and opened in 1900 (was an engineering feat that reversed the flow of the Chicago River and ran 28 miles from Chicago to Lockport. Its purpose was sewage treatment and water quality improvements in the Chicago area while offering another water transportation route. The construction of the Sanitary and Ship Canal substantially impacted Lemont's economic, social, and labor history. The patronage by transient canal construction workers strengthened and expanded a small, established "red-light" district in Lemont's downtown, known as Smokey Row, a strip that developed during the 1860s along the northeast side of the I&M Canal, "offered gambling, liquor, drugs, and women." She also equates Smokey Row with similar red-light districts in America's seaport cities (Kallick, p. 257). For Lemont's burgeoning transient population, the saloon became the center for social life, while offering beer and liquor sales and sometimes questionable and illegal activities. By 1895, over 100 taverns and saloons were located within Lemont's downtown, expanding from its isolated location by the I&M canal onto principal downtown streets. Entertainment venues were also located in Smokey Row, such as Brown's Hall, which offered live comical shows, and Kimek's, which had dancing girls

Although Smokey Row generated revenues for Lemont, resulting in improvements such as the Village Hall, many residents were torn by resulting morality and crime issues. A raid on Smokey Row in 1895 was the first of a series of events and efforts that led to the demise of the red-light district. During this time, 106 Stephen St. was constructed for Tavern. Currently, the building is used as an office space. 202 Stephen St. was also constructed during the Smokey Row Era.

The Early 20th Century in Lemont (1900-1945)

With the arrival of the 20th century, Lemont's economy began to shift. The Sanitary and Ship Canal, first built to improve water and sewer facilities, eventually assumed water transportation service. As a result, by 1912, the 19th-century Illinois and Michigan Canal was abandoned. Existing local businesses suffered since the Ship Canal had basically bypassed the village. Facing an uncertain economic future, Lemont looked to attract new industries as the quarries and other canal-related industries closed. It diversified its industrial interests with the Illinois Pure Aluminum Company, soda and beer bottling companies, and clothing and shoe manufacturing businesses.

Lemont Downtown Commercial District
Name of Property

Cook County, IL
County and State

Little change occurred in the business district in the early 20th century, retaining the established historic cluster of commercial buildings in the heart of the community. Very few buildings were constructed in the downtown, and businesses continued to include retailers and service-oriented businesses such as dry goods stores, tailors, drug stores, bakeries, butchers, and hardware stores. Most of these businesses were individual or family-run operations in two-story, single-storefront buildings, with living quarters or often storage on the second floor.

The 1920s brought about a new kind of retailing to rival the existing individual or family-run stores. Arriving in small town business districts across the country were grocery, drug, and variety chain stores such as National Tea, A&P, Jewel Tea, Walgreens, and Ben Franklin. Often these chain stores and developers constructed one-story buildings with multiple storefronts, occupying one space and leasing out the remaining stores. This type of multi-storefront building was constructed along Main Street, particularly the one-story, two-storefront buildings constructed in 1923 at 217-19 Main and the one-story, three-storefront building constructed in 1920 at 223-25 Main. One chain store, the A&P, opened up on Stephen Street during the era of the chain store.

Recreational opportunities and large-scale institutional retreats also began to spring up in Lemont, bringing visitors to the area by the 1920s. By the 1930s, the district began to experience the impact of the automobile. Its first car dealerships and gas stations were opened, and on lands formerly occupied by canal-related businesses. During this time, Lemont also received its first post office building in 1936 at 42 Stephen.

Post–World War II Era in the Lemont Historic District (1945-Present)

The changing habits of both the merchant and the shopper following World War II produced a new kind of retailing. Small pedestrian-oriented, historic commercial centers were considered overcrowded, and as people became more dependent upon the automobile, limited available parking could not meet demand. Retailers were looking for larger spaces to incorporate wider aisles, larger displays, and deeper shelves. Historic commercial districts were supplanted by auto-oriented shopping centers that could meet modern retailing needs. Business owners and developers began purchasing properties outside the periphery of downtown; chiefly south along State Street, to create new strip shopping centers that provided challenges for the downtown's continued viability. Also providing a challenge was the opening of the Lemont Road Bridge Overpass that towered over and changed the face of the western portion of the historic district. It was dedicated in 1984 after 10 years of planning, development, and construction.

Fortunately, despite changes in retailing, historic downtown Lemont has been rejuvenated in recent years. Village-funded streetscape improvements and the arrival of specialty stores, restaurants, and boutiques have kept many storefronts occupied. During this time four buildings which include the former Lemont police station located on 416 Main Street. Many buildings were constructed mostly along Stephen and Main Street.

Lemont Downtown Commercial District
Name of Property

Cook County, IL
County and State

Architecture in the Lemont Downtown Commercial District

As the heart of the community, the Lemont Historic District contains the oldest buildings in the village, representing commercial and residential architectural styles and types spanning over 150 years. The district does not feature just one era of construction in Lemont, but depicts an evolution of residential and commercial building types throughout its history. This collection of commercial buildings and residences has a strong presence within the Village of Lemont. The district should be considered as a whole rather than in part, even though there are individually solid representatives of particular styles of architecture. Fortunately, the “teardown” phenomenon that has gripped many of Chicago’s suburbs has not been especially troublesome here, keeping older residential parts of the village and the downtown’s historic structures intact. Although modernizations over the years have altered some buildings in ways that are inconsistent with the area’s historic character, the overall character of a mid-19th- to 20th-century community remains.

The commercial building, as a distinct architectural form, did not develop until the 19th century, even though trading centers and market halls have been around since antiquity. Within Lemont’s historic commercial core, the evolution from single-storefront buildings, providing space to an individual retailer, to multiple-storefront buildings that provided space to a series of tenants, such as chain-store grocers, variety stores, and druggists, is apparent. A collection of buildings built for particular uses such as banks, gas stations, and public buildings are also represented in the district.

Commercial buildings characteristically have a storefront on the first floor that has often been remodeled due to changes in architectural fashion, marketing, and technology through the years. Historic storefront configurations usually follow a three-part system of bulkhead at the base, display window, and transom above. Historic display windows are often flush or recessed, with single panes and some sort of subdivision. Entry doors are usually centrally placed, off-center, or at the corner and can be either flush or recessed. Historic storefront materials are generally limited to wood or metal, with supporting columns and piers. Decorative storefront elements include molded cornices, column capitals, brackets, canopies, ceramic tile entries, and fascia boards. When a commercial building has more than one story, the entry door to the upper stories of the building is also integrated into the design of the storefront. The upper stories of a commercial building usually reflect some high-style elements, notably found at the cornice, in window treatments, or as applied ornament.

There is limited scholarly work that classifies the various types of commercial buildings that have been constructed in American business districts in the last 150 years. In *The Buildings of Main Street*, one of the few sources, Richard Longstreth has developed a classification system for historic commercial structures built within compact business districts prior to the 1950s. His system uses building mass as the determining factor. He classifies most commercial structures under four stories tall as either One- or Two-Part Commercial Blocks regardless of apparent architectural stylistic elements. The distinction between the two classifications is in whether there is a strong horizontal cornice, stringcourse, or other architectural feature that visually divides the facade into one or two stacked horizontal bands. A One-Part Commercial Block is

Lemont Downtown Commercial District

Cook County, IL

Name of Property

County and State

almost always one story, while a Two-Part Commercial Block may be two or more stories tall. Most historic commercial buildings fall into one or the other of these two classifications. Generally these types were built before 1950, but occasionally a contemporary commercial structure may be built on an infill parcel on a traditional commercial street. Whether or not they share party walls with the adjacent building, generally only the front of a Commercial Block has any architectural detailing. The building is located at the front lot line, along a public sidewalk, and has display windows facing that sidewalk. There are usually no display windows, public entrances, or architectural treatment on the side facades, although occasionally a larger Commercial Block, located on a corner, may have part or all of the side facade treated similarly to the front.

Longstreth classifies newer, commercial structures that sit apart from surrounding buildings as Freestanding, or Drive-In. This survey classifies all commercial buildings first by the massing types defined by Longstreth and second by the architectural stylistic features.

The historic commercial buildings in the Lemont Historic District are equally split between mid-to late-19th-century frame, Gable Front, and False-Front buildings and masonry (limestone or brick) One- or Two-Part Commercial Blocks. Many distinctive false fronts, elaborate cornices, and handsome window surrounds on many of the buildings give the district a sweeping historic character that is visually appealing. Many of the commercial buildings have been rehabilitated in recent decades due to the efforts of community leaders, local history groups, and Lemont's historic preservation commission.

The commercial buildings in downtown Lemont are no more than three stories in height. The majority of buildings are either of the False-Front, One-Part, or Two-Part Commercial Block types in 25-foot widths (considered here as one unit), based on a typical lot size. Some of the buildings are one unit wide, while others are in 25-foot multiples that extend no more than four units wide. This unit of measure gives the historic commercial area a sense of visual rhythm. The basic rhythm is also related to early construction practices in which the most efficient single span of a wood joist was 22 feet. The width of a typical storefront mirrored this span and has become a universal proportion in commercial areas across America.

The earliest buildings are found along Canal and Stephen Streets and are mainly modest, two-story, frame False-Front and Gable-Front Commercial Blocks and Two-Part Commercial Block types dating from 1860 to 1888, the year fire restrictions were implemented. Substantial limestone buildings are also from this era, impressing visitors with their imposing presence within the downtown. As with many modest small-scale commercial buildings, architectural detailing consists of applied stylistic ornament reflecting the fashion of its period of construction. Earliest buildings in the district have Italianate detailing in its bracket and cornice detail, followed by those at the end of the Victorian era with Queen Anne influences in their projecting bay windows.

The prevalence of masonry construction after 1888 reflects not only the building restrictions but also the improving economic status of the community. Commercial-style buildings, with

Lemont Downtown Commercial District

Cook County, IL

Name of Property

County and State

prevalent ornamental brickwork friezes, were constructed in the 1890s and first decades of the 20th century. With the arrival of the 20th century there was a steady increase in brick multiple storefront buildings, peaking in construction by the 1920s. Some of these early-20th-century buildings show the onset of historic revival styles, such as Colonial Revival and Renaissance Revival, and the introduction of terra cotta ornament to facades. Lastly, one sees the influence of the automobile on the pedestrian-oriented district with the arrival of freestanding structures.

FALSE-FRONT COMMERCIAL BLOCK

The False-Front Commercial Block is a mid- to late-19th-century storefront building type that is not typically found in Illinois but is prevalent in Lemont. Often depicted in movies of the Western genre and in “Wild West” theme-designed parks of recent memory, these False-Front buildings evoke feelings or associations with the American West and its pioneer towns. It is not surprising that Lemont, as a mid-19th-century canal town of hardworking immigrants with its notorious and less than civil “Smokey Row,” would have buildings that express images of the American frontier. With its characteristic tall parapet or false front on the street façade, this architectural type allowed a storeowner to construct an affordable building, while projecting an image of stability and monumentality to attract consumers. Wood frame construction is typical, with a front-gable roof hidden behind the tall wood parapet that rises above the roofline on the street facade. These buildings can be one or two stories tall, often are three bays across with a rectangular plan, have applied façade surface materials such as cast iron, and are topped with an elaborate cornice. All of the False-Front Commercial Blocks in the Lemont Historic District predate the passage of an 1888 ordinance that prohibited wood construction in the central business district. Thirty buildings in the historic district can be classified as False-Front Commercial Blocks, built between 1855 and 2001. In recent years, many infill buildings have been constructed as False-Front types to be compatible with the historic buildings in the downtown. The best examples of the False-Front type are found at 311 Canal, 238 Main, and 107 Stephen.

The Charles Fruhauf Store at 107 Stephen, also known as the Emil Wend Tavern, is the district’s finest example of the False-Front Commercial Block in local limestone. Although its irregularly coursed, rusticated limestone façade is impressive, it is its elaborate wood cornice on its tall front parapet that is visually arresting. The cornice with a central arch and rectangular paneled frieze with decorative brackets cap this substantial Italianate style building. As is typically found in False-Front Commercial Blocks, this two-story building built in 1871 has a parapet that hides a front-gable roof.

Another eye-catching False-Front Commercial Block is the T. F. Friedley Hardware Store Building at 311 Canal. Although it has an incompatible west-side addition, its architectural significance comes from its high-relief ornamental cast iron storefront. Built in 1879, it has a tall parapet with an elaborate projecting cornice with foliated caps, pendants, and scroll brackets, frieze with dentils, rectangular panels with recessed diamond and geometric moldings, projecting

Lemont Downtown Commercial District

Cook County, IL

Name of Property

County and State

arched lintels with high relief and keystones, and ornamental grouped columns between windows with composite capitals and egg and dart molding.

A more typical False-Front Commercial Block is found at 238 Main. The Edward Gay Building, constructed around 1886, is a two-story, frame example with a false front and simple wood cornice at the top of the parapet. Frame false-front commercial types are the most common in the district. Although there has been some material replacement at the building at 238 Main, the building is historically significant as one of the former saloons on Smokey Row.

GABLE-FRONT COMMERCIAL BLOCK

Another early commercial building type in Lemont is a two-story commercial building called Gable Front structures built with display windows across the first floor and a residential unit on the second floor. These structures could also be classified as Two-Part Commercial Blocks of the Gable Front variation. Three buildings in the historic district are of the Gable-Front Commercial Block type, but none is architecturally significant. Although covered in artificial siding, the most intact example in the survey area is the Gable-Front Commercial Block at 307 Canal.

ONE-PART COMMERCIAL BLOCK

One-story commercial buildings are almost always One-Part Commercial Blocks. Two or more-story Commercial Blocks may be classified as One-Part Commercial Blocks if the facade can be read as a single design element, with no projecting cornice or other strong horizontal design element dividing the first floor from the upper floors. Fourteen commercial buildings in the survey area have been classified as One-Part Commercial Blocks. They were built between 1863 and the 1970s and mainly display stylistic features of the Commercial style. Historic One-Part Commercial Blocks can lack a great degree of integrity if they have been altered, since it is common to change the storefront details, configuration, and display windows of retail commercial structures.

With its intact storefronts, Alex and Ray's Tavern, commonly known as Tom's Place, is Lemont's most significant example of the One-Part Commercial Block. This one-story brick and terra cotta building, located at 110 Stephen, was constructed around 1915. Of note is its terra cotta ornament and detailing found in its coping, frieze with a decorative course of horizontal and vertical panels, inset square panels, and quoins. As is common in 20th-century masonry commercial buildings, a short brick parapet wall adds interest to the top of the building. Also of note is its historic neon signage and storefront configuration with recessed central entries and flush plate glass display windows and granite bulkhead below.

Lemont Downtown Commercial District

Name of Property

TWO-PART COMMERCIAL BLOCK

Cook County, IL

County and State

The Two-Part Commercial Block is considered the most common type of commercial building in America. Found principally in small and moderate-sized communities between the 1850s and 1950s, the building is always a two- to four-story building characterized by a horizontal division into two clearly separated zones. These zones reflect differences of use on the interior, with the ground-floor level possessing public places such as a store or lobby and the upper stories having the more private spaces of the building, including offices, living spaces, or a meeting hall. The upper stories often reflect domestic high-style architecture in ornamentation.

Seventeen Two-Part Commercial Blocks are found in the district and date from as early as the 1860s through 1970. There are some excellent examples across several different high styles, from the late 19th century through the first three decades of the 20th century. Those that are significant designs include 310 Canal, 311 Canal, 400 Main, 106 Stephen, 111 Stephen, and 117 Stephen.

The Italianate-style Two-Part Commercial Block at 111 Stephen, known as the Anderson Building or Odin Hall, is a locally designated landmark. Built between 1865 and 1867, it is one of the oldest buildings in the district and one of the most historically significant buildings for its associations as a saloon in Smokey Row, the site of a Swedish fraternal organization, and the home of Lemont National Bank from 1937 until 1960. Commanding a strong presence on a corner lot, this rusticated Lemont limestone building is four bays across and five bays deep, with a decorative projecting wood cornice with paired scroll brackets that is a hallmark of the Italianate style. Also in the Italianate style is the limestone Two-Part Commercial Block at 117 Stephen, similarly constructed between 1865 and 1867. It also has a prominent Italianate-style wood cornice with decorative paired brackets.

A few distinguished Queen Anne–style Two-Part Commercial Blocks are found within the historic district. The Queen Anne style is characterized by asymmetry and irregularity in form, with a variety of surface materials and textures. The Queen Anne style is usually evidenced in commercial buildings by applied stylistic ornament, corner towers, and projecting bay windows on the upper floors. Although 106 Stephen does not have corner towers and projecting bay windows, it does have applied Queen Anne–style ornament. Its decorative metal pediment and cornice, foliated ornament and 1895 cartouche, and decorative brackets are Queen Anne in style. The two-story limestone building, which is a long 10 bays across, was constructed in 1895 by John Tedens, who operated an important local dry goods store in the building.

One of the Lemont Historic District's most architecturally significant buildings with excellent integrity is the Budnik Building at 400 Main. Built in 1929, this Two-Part Commercial Block with Italian Renaissance Revival detailing has housed mixed uses including a drug store that operated for many years on the first floor and residences above. Tall and anchoring, the building combines symmetrical façades with ornamental terra cotta features. Of note is its ornamental parapet wall with terra cotta coping, urns and scrolled panels, projecting cornice and dentilled frieze, terra cotta quoins, and other decorative terra cotta panels with urn motifs.

Lemont Downtown Commercial District

Name of Property

Cook County, IL

County and State

The storefront's historic configuration remains intact with angled corner entry, stone bulkhead panels, and wood display windows. Even the signage at the sign board level is historic. Lastly, an elaborate entry to the second and third floors is found on the north façade, with an arched blind panel, sidelights, and wood entry door.

TRANSPORTATION-RELATED BUILDINGS

The history and architecture of Lemont are tied to its transportation routes: the Illinois and Michigan Canal, the Chicago and Alton Railroad, and the system of roads and highways. Some buildings remaining in the Lemont Historic District are directly related to these routes. The existing Lemont Station at 101 Main is the village's first depot, dating from 1858. The station, built by the Chicago and Alton Railroad, was essential to the post-canal development of the Lemont Historic District. According to Ira J. Bach and Susan Wolfson in their book, *A Guide to Chicago Train Stations, Present and Past*, the Lemont depot is the oldest surviving masonry depot in the Chicago area. Utilitarian in design with stick-style bracketing and "Athens Marble," it was restored in 1983. Although window and door replacements have lessened its architectural integrity, the building is both historically and architecturally significant and eligible for the National Register of Historic Places under Criteria A and C.

The evolution from horse-drawn transportation to the automobile in the early 20th century also shaped the development of the downtown. With the growing popularity of the automobile in the 1920s and a major road-building campaign, buildings serving automobile traffic and sales, such as the gasoline station, the commercial garage, and automobile showrooms, emerged along America's expanding network of roads and highways. Two state highways serving the Lemont vicinity, including Illinois Route 83 that lies to the east and Illinois Route 171/Archer Avenue (formerly Illinois Route 4A in the 1930s and 1940s) that lies to the south and west, connected with major thoroughfares such as Main and State. These roads brought automobile traffic to and from the community. As motoring grew from a hobby for the wealthy to a more popular mode of transport in the 1920s, automobile-related businesses began to open in Lemont. Desiring to be close to downtown, owners of an automobile dealership, service stations, and garages constructed their businesses on available land. For this reason, the existing downtown expanded outward from the existing commercial core.

To meet the needs of Lemont's automobile consumers, a showroom and garage was opened just north of the canal at 44 Stephen. The Willys-Knight Building was built c. 1925 on the vacated site of the Singer & Talcott/Western Stone Company. This one-story brick building with stone detailing is a handsome design that combines historicism with modernism in its style. Functionally, it combined the sales of cars and Goodyear tires with auto repair into one building. When built, it had a display room with expanses of glass in segmentally arched openings to lure passersby, offices, and a trussed garage with bay openings toward the rear. The Willys-Knight building is a significant building in the district illustrating the early development of the automobile sales industry in a small Illinois town.

Lemont Downtown Commercial District

Name of Property

Cook County, IL

County and State

GOVERNMENT AND UTILITY BUILDINGS

The commercial district in Lemont was also the heart of village government. Although in some communities historic governmental buildings are grouped together in the heart of town, Lemont's government buildings are scattered throughout the commercial core. The Lemont Village Hall, Lemont Water Works, and United States Post Office are the most notable governmental buildings in the district.

Major governmental buildings were often built in architectural high styles, and their designs expressed the monumentality and permanence of government. Two of the late-19th-century government buildings were constructed in local Athens Marble, or Lemont limestone, a highly valued and substantial building material. The first limestone building, Lemont Village Hall, was designed by licensed architect Hugo Boehme of Joliet and constructed in 1893 at 418 Main. For this important building that also once housed the volunteer fire department, jail, and public library, Boehme selected the Richardsonian Romanesque style, fashionable in public buildings of the Victorian era. Inspired by the powerful work of architect Henry Hobson Richardson, the style is characterized by the use of masonry, usually rough-faced stone, and wide round arches. The building had a wood bell tower between its steeply pitched gables that was later removed. The Village Hall is a locally designated landmark, noted for its solid limestone design and as the center of village government from 1893 through today.

The Village of Lemont Waterworks at 43 Stephen is another monumental village building but is spare in detail when compared with the Village Hall. Built in 1890-91, the Waterworks is also in rusticated Lemont limestone, with a series of round arch openings across its street façade. The building is historically significant for its associations with village water engineering. Water supply mains were first installed between 1883 and 1885 and served both the business and residential areas of Lemont (Kallick, p. 206). A newly established board of health combined with an awareness of the causes of disease epidemics brought engineering developments in water sanitation to the Village. A bond issue was passed to complete the waterworks, culminating with the erection of the Stephen Street building by 1890. The waterworks stands today as a reminder of how engineering helped to ensure safe, drinkable water for village residents.

Just down the street from the Waterworks is the U.S. Post Office–Lemont Station. During the 1930s, many communities across the country received a new post office building under the federal Works Progress Administration. In 1936, under supervising architect Louis A. Simon, Lemont's first post office building was constructed at 42 Stephen in the Art Moderne style. This brick and stone building is one story in height with a symmetrical façade. It was dedicated on Independence Day 1937. Of note is a canal-themed mural on the north wall of the lobby by Art Institute of Chicago–trained artist Charles Turzak (b. 1899, Streator, IL–d. 1986, Orlando, FL). Charles Turzak is best known for his stylized figure and geometric abstraction work (biography of Charles Turzak from the www.AskArt.com web site). It is believed that the WPA mural in the post office was taken from his woodcuts of Illinois history produced for the 1933 Century of Progress Exposition in Chicago.

Lemont Downtown Commercial District
Name of Property

Cook County, IL
County and State

CONCLUSION

For over 160 years, the Lemont Downtown Commercial District has been the historic heart of the community. It is a retail and municipal center, a locus for civic meeting and events, a place for informal gatherings, and a transportation hub. At a time when many other village downtowns have emptied out and been seriously eroded by demolition and parking lots, downtown Lemont has stayed remarkably intact. It retains the historic vision of its early civic leaders as a compact, pedestrian-oriented community center that is just as vital today as it was then. Lemont's downtown represents an image and identity for this suburban community to residents and outsiders alike that is clearly linked to its architectural and historic significance as a historic district. Likewise, its residential areas retain much of their historic appearance, with a few teardowns that so far have not tremendously impacted their streetscapes. With the establishment of the historic district, combined with this survey, the Historic Preservation Commission can further promote the preservation and rehabilitation of its architecturally and historically significant structures.

Lemont Downtown Commercial District
Name of Property

Cook County, IL
County and State

12. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

Biography of Charles Turzak. Ask Art web site, accessed March 16, 2006 at www.askart.com.

Tract Book Number 8. Cook County Recorder of Deeds Office, Chicago, IL.

An Inventory of Historic Structures within the Illinois and Michigan Canal National Heritage Corridor. 1985. Volume III: Lemont. HABS/HAER Division, National Park Service, U.S. Department of the Interior.

Jackson, Mike. Storefronts on Main Street: an architectural history. *Illinois Historic Preservation Series Number 19*. Springfield, IL: Illinois Historic Preservation Agency, undated.

Kallick, Sonia Aamot. *Lemont and Its People*. Louisville, KY: Chicago Spectrum Press, 1998.

Lemont: 125th Anniversary Edition, 1873-1998.

Longstreth, Richard. *The Buildings of Main Street: A Guide to American Commercial Architecture*. Washington, D.C.: Preservation Press, 1987.

Polk, R. L. & Co. *Illinois State Gazeteer & Business Directory*. Directory Listing for Lemont and Sag Bridge. Detroit, MI: R. L. Polk & Co., 1878.

Previous documentation on file (NPS):

- 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 # IL-311
- recorded by Historic American Engineering Record # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

Lemont Downtown Commercial District
Name of Property

Cook County, IL
County and State

State Historic Preservation Office

Other State agency

Federal agency

Local government

University

Other

Name of repository: _____

Historic Resources Survey Number (if assigned): _____

13. Geographical Data

Acreeage of Property Approximately 16 acres

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

- | | |
|-----------------------------|--------------------------|
| 1. Latitude: °41°40'22.71"N | Longitude: -88° 0'5.85"W |
| 2. Latitude: 41°40'28.88"N | Longitude: -88° 0'7.57"W |
| 3. Latitude: 41°40'38.39"N° | Longitude: 88° 0'0.73"W- |
| 4. Latitude: 41°40'27.05"N | Longitude: 87°59'48.93"W |

Verbal Boundary Description (Describe the boundaries of the property.)

LEGAL DESCRIPTION:

THAT PART OF SECTION 20 TOWNSHIP 37 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN IN COOK COUNTY, ILLINOIS, VILLAGE OF LEMONT DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF LOT 9 IN BLOCK 2 IN TRUESDELL'S ADDITION TO ATHENS, RECORDED FEBRUARY 20, 1883 AS DOCUMENT 447687, THENCE NORTHEASTERLY ALONG THE SOUTHERLY LINE OF LOT 9 AND 10 TO THE SOUTHEAST CORNER OF THE WESTERLY 12-1/2 FEET OF LOT 10;

THENCE NORTHWESTERLY, ALONG THE EAST LINE OF THE WEST 12 1/2 FEET OF LOT 10 TO THE SOUTH LINE OF LOT 5 (SAID SOUTH LINE OF LOT 5 BEING ALSO THE NORTH LINE OF LOT 10)

Lemont Downtown Commercial District

Cook County, IL

Name of Property

County and State

THENCE NORTHEASTERLY ALONG THE SOUTH LINE OF LOTS 2, 3, 4 AND 5 TO THE SOUTHEAST CORNER OF LOT 2;

THENCE NORTHWESTERLY ALONG THE EASTERLY LINE OF LOT 2 TO THE NORTHEAST CORNER OF LOT 2;

THENCE SOUTHWESTERLY ALONG THE NORTH LINE OF LOT 2, 3, AND 4 TO THE NORTHWEST CORNER OF LOT 4;

THENCE NORTHWESTERLY, CROSSING MAIN STREET AND RAILROAD RIGHT OF WAY TO THE SOUTHEAST CORNER OF LOT 5, IN BLOCK 1 IN SINGER AND TALCOTT'S FIRST ADDITION TO LEMONT, RECORDED JULY 18, 1876 AS DOCUMENT 94738;

THENCE NORTHWESTERLY, ALONG THE EASTERLY LINE OF LOTS 1, 2, 3, 4, AND 5 IN SAID SINGER AND TALCOTT'S FIRST ADDITION, TO THE NORTHEAST CORNER OF LOT 1;

THENCE CONTINUING NORTHWESTERLY, CROSSING TALCOTT AVENUE, TO THE SOUTHEAST CORNER OF LOT 1 IN CHAS. FREEHAUF'S RESUBDIVISION OF LOT 3 AND PART OF LOT 4 IN BLOCK 1, RECORDED JULY 10, 1894 AS DOCUMENT 2071111,

THENCE NORTHWESTERLY, ALONG THE EAST LINE OF LOTS 1, 2 AND 3 IN SAID CHAS FREEHAUF'S RESUBDIVISION, TO THE NORTHEAST CORNER OF LOT 3

THENCE CONTINUING NORTHWESTERLY, ALONG THE EXTENSION OF THE LAST DESCRIBED LINE, 40 FEET, TO A POINT IN LOT 1 OF HERBERT NORTON ADDITION TO LEMONT, RECORDER SEPTEMBER 25, 1884 AS DOCUMENT 576601;

THENCE SOUTHWESTERLY, PARALLEL WITH THE SOUTHERLY LINE OF THE ILLINOIS AND MICHIGAN CANAL TO THE WEST LINE OF STEPHEN STREET;

THENCE NORTHWESTERLY, CROSSING THE ILLINOIS AND MICHIGAN CANAL, ALONG THE EASTERLY LINE OF STEPHEN STREET TO THE SOUTHWEST CORNER OF LOT 1 IN BLOCK 3 IN SINGER AND TALCOTT'S STONE COMPANY SUBDIVISION, RECORDED JUNE 4, 1872 AS DOCUMENT 34986;

THENCE NORTHEASTERLY ALONG THE SOUTHERLY LINE OF SAID LOT 1 TO THE SOUTHEAST CORNER OF LOT 1;

THENCE NORTHWESTERLY ALONG THE EASTERLY LINE OF LOTS 1, 2, 3, AND 4 IN SINGER AND TALCOTT'S STONE COMPANY SUBDIVISION TO THE NORTHEAST CORNER OF LOT 4;

THENCE SOUTHWESTERLY ALONG THE NORTHERLY LINE OF SAID LOT 4 TO THE EAST LINE OF STEPHEN STREET;

THENCE NORTHWESTERLY, CROSSING STEPHENS STREET, TO THE NORTHEAST CORNER OF BLOCK 5 IN SAID SINGER AND TALCOTT'S STONE COMPANY SUBDIVISION, SAID POINT BEING ON THE WEST LINE OF STEPHENS STREET AND THE SOUTH LINE OF RIVER STREET;

THENCE SOUTHWESTERLY, ALONG THE NORTH LINE OF BLOCK 5 BEING ALSO THE SOUTHERLY LINE OF RIVER STREET, 180 FEET;

THENCE SOUTHEASTERLY ALONG A LINE 180 FEET WEST OF AND PARALLEL WITH THE WESTERLY LINE OF STEPHEN STREET TO THE SOUTH LINE OF SAID BLOCK 5;

Lemont Downtown Commercial District

Cook County, IL

Name of Property

County and State

THENCE NORTHEASTERLY ALONG THE SOUTHERLY LINE OF BLOCK 5 TO THE SOUTHEAST CORNER OF SAID BLOCK 5;

THENCE SOUTHEASTERLY, CROSSING THE ILLINOIS AND MICHIGAN CANAL, ALONG THE WESTERLY LINE OF STEPHEN STREET TO THE NORTHEAST CORNER OF LOT 3 IN THE SUBDIVISION OF THAT PART OF THE NORTH 1/2 OF BLOCK 28 OF KEEPATOW, RECORDED MARCH 3, 1888 AS DOCUMENT NO. 928549;

THENCE SOUTHWESTERLY ALONG THE NORTHERN LINE OF SAID LOT 3 TO THE NORTHWEST CORNER OF SAID LOT 3;

THENCE SOUTHERLY ALONG THE WESTERN LINE OF SAID LOT 3 TO THE NORTHEAST CORNER OF LOT 17 IN COUNTY CLERK'S DIVISION OF SECTION 20, TOWNSHIP 39 NORTH, RANGE 11, RECORDED APRIL 30, 1880 AS DOCUMENT 269440;

THENCE SOUTHWESTERLY, ALONG THE NORTHERLY LINE OF SAID LOT 17 AND 18 IN SAID COUNTY CLERKS DIVISION, TO THE TO THE EAST LINE OF LEMONT STREET;

THENCE SOUTHERLY, CROSSING CANAL STREET (ALSO KNOWN AS LAWRENCE STREET, ALSO KNOWN AS TALCOTT STREET), ALONG THE EAST LINE OF LEMONT STREET TO THE NORTHWEST CORNER OF LOT 4 IN SUBDIVISION OF LOT 3 IN THE SUBDIVISION OF PART OF LOTS 4 AND 5 IN BLOCK 34 IN KEEPATOW SUBDIVISION, RECORDED JANUARY 20, 1891 AS DOCUMENT 1406009;

THENCE SOUTHWESTERLY, CROSSING LEMONT STREET, TO THE WEST LINE OF BLOCK 10 AT A POINT ON THE SOUTH LINE OF TALCOTT STREET (ALSO KNOWN AS CANAL STREET) IN THE VILLAGE OF LEMONT, RECORDED AUGUST 8, 1874 AS DOCUMENT 184242,;

THENCE CONTINUING SOUTHWESTERLY, ALONG THE SOUTH LINE OF TALCOTT STREET TO THE NORTHWEST CORNER OF PIN 22-20-308-017;

THENCE SOUTHEASTERLY, ALONG THE WESTERLY LINE OF PIN 22-20-308-017 TO THE NORTHERLY LINE OF THE G M & O RAILROAD (ALSO KNOW AS ILLINOIS CENTRAL GULF RAILROAD);

THENCE CROSSING AFORESAID RAILROAD, TO THE NORTHWEST CORNER OF LOT 8 OF BROWN TRUSTEE'S RESUBDIVISION OF LOTS 1 THRU 13, BOTH INCLUSIVE, IN BLOCK 10, SOUTH OF THE G M & O RAILROAD, RECORDED JUNE 4, 1908 AS DOCUMENT 4212695;

THENCE SOUTHEASTERLY ALONG THE WESTERLY LINE OF SAID LOT 8 TO THE SOUTHWEST CORNER OF SAID LOT 8;

THENCE CROSSING MAIN STREET, TO A POINT ON THE MIDLINE OF THE NORTH LINE OF LOT 12 IN BLOCK 3 IN VILLAGE OF LEMONT SUBDIVISION RECORDED AUGUST 8, 1874 AS DOCUMENT 184242

THENCE SOUTHWESTERLY, ALONG THE NORTH LINE OF SAID BLOCK 3, TO THE NORTHWEST CORNER OF LOT 20 IN BLOCK 3 AND THE WEST LINE OF STATE STREET;

THENCE SOUTHEASTERLY ALONG THE WEST LINE OF SAID LOT 20 TO A POINT ON SAID WEST LINE SUCH THAT A MEANDERING LINE FROM SAID POINT EXTENDED NORTHEASTERLY WILL ENCOMPASS MAIN STREET ADDRESS OF 206 TO 238, BOTH INCLUSIVE;

THENCE NORTHEASTERLY, ALONG SAID MEANDERING LINE TO THE EAST LINE OF LOT 1 IN BLOCK 3;

Lemont Downtown Commercial District

Cook County, IL

Name of Property

County and State

THENCE CROSSING LEMONT STREET, TO THE SOUTHWESTERLY CORNER OF LOT 2 IN POWALISZ SUBDIVISION OF PARTS OF BLOCK 34 AND 41 IN KEEPATOW TOGETHER WITH VACATED STREETS, RECORDED OCTOBER 28, 1912 AS DOCUMENT NO. 5070250;

THENCE NORTHEASTERLY ALONG THE SOUTHERLY LINE OF LOTS 1 AND 2 IN SAID POWALISZ SUBDIVISION TO THE SOUTHEASTERLY CORNER OF SAID LOT 1;

THENCE NORTHWESTERLY ALONG THE EASTERLY LINE OF SAID LOT 1 IN POWALISZ SUBDIVISION TO THE NORTH LINE OF LOTS 2, 3 AND 4 IN SINGER AND TALCOTT'S RESUBDIVISION RECORDED JUNE 14, 1872 AS DOCUMENT 37149;

THENCE EASTERLY, ALONG THE NORTH LINE OF LOTS 2, 3, AND 4 IN SINGER AND TALCOTT'S RESUBDIVISION TO THE NORTHEAST CORNER OF SAID LOT 2;

THENCE, CROSSING AN ALLEY, TO THE NORTHWEST CORNER OF LOT 4 IN BLOCK 3 TRUESDELL'S ADDITION TO ATHENS RECORDED FEBRUARY 20, 1883 AS DOCUMENT 447687;

THENCE SOUTHERLY, ALONG THE WESTERLY LINE OF LOT 4 TO THE SOUTHWEST CORNER OF LOT 4;

THENCE NORTHEASTERLY ALONG SOUTH LINE OF SAID LOT 4 AND LOT 5 IN TRUESDELL'S ADDITION TO ATHENS TO THE SOUTHEAST CORNER OF LOT 5;

THENCE NORTHEASTERLY, CROSSING STEPHEN STREET, TO THE POINT OF BEGINNING,

Boundary Justification (Explain why the boundaries were selected.)

The boundaries for the Lemont Commercial Historical District include the most significant concentration of the city's historic commercial structures. District boundaries were drawn to minimize the number of non-contributing resources, as well as to exclude structures outside the period and areas of significance.

14. Form Prepared By

Name/title: Heather Valone, Village Planner

Organization: Village of Lemont

Street & number: 418 Main Street

City or town: Lemont state: IL zip code: 60439

E-mail hvalone@lemont.il.us

Telephone: (630) 257-1582

Date: May 23, 2016

Lemont Downtown Commercial District
Name of Property

Cook County, IL
County and State

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Name of Property: Lemont Downtown Commercial District

City or Vicinity: Lemont

County: Cook County

State: IL

Name of Photographer: Adewale O. Adetunji

Date of Photographs: April 2016

Location of Original Digital Files: #1 Lemont Downtown Commercial District

Number of Photographs:

Lemont Downtown Commercial District
Name of Property

Cook County, IL
County and State



311 Canal Street, camera facing northwest, ca. 1985.

Lemont Downtown Commercial District
Name of Property

Cook County, IL
County and State



312 Canal Street, camera facing north, ca. 1985.

Lemont Downtown Commercial District
Name of Property

Cook County, IL
County and State



313 Canal Street, camera facing north, ca. 1985.



Lemont Downtown Commercial District

Name of Property

102 Stephen Street, camera facing northeast, ca. 1985.

Cook County, IL
County and State



111 Stephen Street, camera facing northeast, ca. 1985.



Lemont Downtown Commercial District
Name of Property

Cook County, IL
County and State

113 Stephen Street, camera facing northeast, ca. 1985.



Lemont Downtown Commercial District
Name of Property

Cook County, IL
County and State



Lemont Downtown Commercial District
Name of Property

Cook County, IL
County and State



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Cook County, IL
County and State



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Cook County, IL
County and State



Lemont Downtown Commercial District
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Cook County, IL
County and State



Lemont Downtown Commercial District
Name of Property

Cook County, IL
County and State



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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.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including 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 Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.