NPS Form 10-900 OMB No. 1024-0018

716

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

RECEIVED 2280
AUG - 2 2013
NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

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: Glen Ellyn Downtown North Historic District
Other names/site number: N/A
Name of related multiple property listing:
N/A
(Enter "N/A" if property is not part of a multiple property listing

2. Location

Street & number: Main Street between Crescent Blvd. & Pennsylvania Ave., north side of Crescent Blvd. between Main St. & Forest Ave.; south side of Pennsylvania Ave. between Main St. and Glenwood Ave.
City or town: Glen Ellyn State: Illinois County: DuPage
Not For Publication: ☐ Vicinity: ☐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 X 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 X 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** X **local**

Applicable National Register Criteria:

X **A** ___**B** X **C** ___**D**

Anne E Haaker OSHPO 7/24/13

Signature of certifying official/Title: **Date**

State or Federal agency/bureau or Tribal Government

Glen Ellyn Downtown North Historic District
Name of Property

DuPage, 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:) _____

for Edson K. Beall 9.18.13

Signature of the Keeper Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private: [x]

Public – Local [ ]

Public – State [ ]

Public – Federal [ ]

Category of Property

(Check only **one** box.)

Building(s) [ ]

District [x]

Site [ ]

Structure ☐

Object ☐

Number of Resources within Property
(Do not include previously listed resources in the count)

Contributing	Noncontributing	
28	6	buildings
0	0	sites
0	0	structures
0	0	objects
28	6	Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use
Historic Functions
(Enter categories from instructions.)
COMMERCE/TRADE – business
COMMERCE/TRADE – financial institution
COMMERCE/TRADE – professional
TRANSPORTATION – road-related (vehicular)
RECREATION AND CULTURE - theater

Current Functions
(Enter categories from instructions.)
COMMERCE/TRADE - business
COMMERCE/TRADE – financial institution
COMMERCE/TRADE - professional
COMMERCE/TRADE - restaurant
COMMERCE/TRADE – specialty store
RECREATION AND CULTURE - theater

7. Description

Architectural Classification
(Enter categories from instructions.)
LATE 19TH AND 20TH CENTURY REVIVALS – Classical Revival
LATE 19TH AND EARLY 20TH CENTURY REVIVALS – Queen Anne
LATE 19TH AND EARLY 20TH CENTURY REVIVALS – Tudor Revival
LATE 19TH AND EARLY 20TH CENTURY REVIVALS – Renaissance Revival

Materials: (enter categories from instructions.)
Principal exterior materials of the property:

BRICK
STONE – limestone
STUCCO
GLASS
WOOD
METAL- Aluminum

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 Glen Ellyn Downtown North Historic District is a roughly two-block area in the village's commercial district north of the former Galena and Union Railroad tracks (now the Metra – Union Pacific Line). The district includes Glen Ellyn's earliest commercial blocks dating from the 1890s, as well as a substantial number of commercial buildings from the early decades of the 20th century. Architectural styles range from Queen Anne in the 19th century to Commercial Style and historic revival styles in the early 20th century, with many buildings bearing Tudor-Revival style features favored by Glen Ellyn's Planning Commission from the 1920s and early 1930s. Although most buildings exhibit at least minor alterations, overall integrity in the district is good.

Narrative Description

The Glen Ellyn Downtown North District is located in the Village of Glen Ellyn in DuPage County, Illinois, approximately 25 miles west of Chicago's Loop. Incorporated in 1873, Glen Ellyn is now a suburban community with a population (as of 2010) of 27,450. Glen Ellyn is part of the area commonly referred to as Chicago's western suburbs. Surrounding Glen Ellyn are the communities of Glendale Heights to the north; Lisle to the south; Lombard to the east, and Wheaton to the west. Glen Ellyn is served by the Metra - Union Pacific West railroad line, which runs east-west through what is now the north half of the village. Glen Ellyn is principally single-family residential in use, with a small, historic central business district straddling the railroad tracks that caters primarily to local residents. Another business district stretches along Roosevelt Road south of the historic downtown.

Downtown Glen Ellyn grew up along the railroad tracks built by the Galena and Chicago Union Railroad in 1848, and is located within the original Town of Danby plat that established the village in the mid-1850s. Early commercial development within Glen Ellyn was limited to a small area north of the railroad tracks, concentrating along Main Street south of Pennsylvania Avenue and the north side of Crescent Boulevard facing the railroad. The area of the business district south of the tracks remained a sparsely-inhabited residential area until the mid-1920s, when development pressure led village officials to re-zone the blocks for commercial use. Between these north and south sides of the downtown are the tracks for the original Galena and Union line (now used by Metra), as well as the Illinois Prairie Path, which lies on the right-of-way for the former Chicago, Aurora & Elgin Railway between the Metra tracks and Duane Street. Other land that was formerly included as the right-of-way for both railroad lines and what was once Stewart Street between the Galena and Chicago Union tracks and the Chicago, Aurora & Elgin tracks is now filled with parking lots. The 1966 station for the Metra – Union Pacific line is also located on this land, south of the intersection of Crescent Boulevard and Forest Avenue. The downtown on both sides of the railroad remains a vital commercial presence in the community today, with local businesses making up the majority of the district.

THE GLEN ELLYN DOWNTOWN NORTH DISTRICT

The Glen Ellyn Downtown North Historic District consists of a roughly two-block area containing 34 buildings. Twenty-eight buildings are contributing to the character of the district and four buildings are considered non-contributing. The historic district is almost wholly commercial in character, with most structures originally erected for business or commercial functions. Eighty-two percent of the properties (28) were built for commercial use. Of the other properties, four (12%) were built for road-related transportation uses, and two (6%) were built for recreational and cultural uses.

The commercial architecture of the Glen Ellyn Downtown North district fits into a roughly orthogonal street grid pattern on a north-south/east-west axis. Most of the community follows this grid pattern; however, there are areas in town that were planned with larger, irregularly shaped lots and irregular street patterns determined by the natural and variable topography of the

area. Crescent Boulevard, which makes up the southern boundary of the Downtown North district, is the only exception to the grid pattern within the district, curving gently east of Main Street to follow the line of the railroad.

General characteristics of the district include a street wall of structures built up to the front and side property lines with party walls; sidewalks with street trees; curbs and gutters; and on-street diagonal or parallel parking. A narrow service alley runs behind Main Street between Crescent Boulevard and Pennsylvania Avenue at the western edge of the district. The block of Main Street within the district is one-way running south across the railroad tracks. A dedicated left-hand turning lane leads from Main Street to Crescent Boulevard, which is one-way running east from Main Street to Forest Avenue. Commercial properties east and west of the district boundaries shows the imprint of later development patterns, with post-war, freestanding commercial structures fronted by parking lots along Crescent Boulevard and more recent mixed-use commercial and multi-residential buildings east of Forest Avenue.

The commercial buildings in downtown Glen Ellyn generally are masonry construction and no more than three stories in height. The majority of buildings are of the One-Part or Two-Part Commercial Block type encompassing from one to three storefronts. The oldest buildings are found along North Main Street and are two-story masonry blocks constructed in the 1890s. Like many small-scale commercial buildings found in towns and villages in the Midwest and throughout the country, architectural detailing for buildings in the district consists of applied stylistic ornament reflecting the fashion of its period of construction. The earliest buildings in the district, such as 490-492 North Main Street, have Queen Anne detailing such as projecting bay windows and stained glass transom windows. Early 20th-century buildings are simple Commercial Style structures with minimal Classical ornament. Tudor Revival-style architecture was adopted by the Village of Glen Ellyn following the Plan of Glen Ellyn in the mid-1920s, and many commercial buildings within the district were designed in the 1920s and 1930s in that style. The best-known of these 1920s Tudor Revival buildings in the district is the Glen Theatre, constructed along Crescent Boulevard in 1926-1927. Other historic revival styles from this period include the Classical Revival-style Arcaded Block at 526 Crescent Boulevard, built for the Glen Ellyn State Bank in 1929, and the Frederick G. Walker Block at 482-484 North Main Street, originally erected in the 1890s and remodeled in the Renaissance Revival style in 1927.

OVERALL INTEGRITY

The Glen Ellyn Downtown North Historic District contains buildings representing over 120 years of commercial development in the village. Modernizations over the years have altered some buildings in ways that are inconsistent with the area's historic character. Yet the overall character of a late-19th and 20th century suburban railroad downtown remains.

Most alterations to historic buildings within the district involve first-floor storefront material and configuration changes, as is typically found in small-scale commercial districts. Upper-story changes are typically window replacements in original openings, or downsizing and infill. Some historic buildings from the 1890s and early 1900s were modernized in the 1920s with what are

now considered historic alterations. Of the 32 properties in the district, only one was originally built after 1963, although a small number have been substantially remodeled after that date.

GLEN ELLYN DOWNTOWN NORTH HISTORIC DISTRICT: INVENTORY									
Street #	Dir.	Street	Suffix	NR District Rating	Style/Type	Secondary Style	Date	Alt. Date	Architect
504		CRESCENT	BLVD	C	One-Part Commercial Block	Commercial Style	1925 (circa)		
505		CRESCENT	BLVD	NC	Two-Part Commercial Block	Neo-Colonial	1935 (circa)	1975 (circa)	
515		CRESCENT	BLVD	C	One-Part Commercial Block	Neo-Colonial	1961		Perkins & Norris
520-526		CRESCENT	BLVD	C	Arcaded Block	Classical Revival	1926-1929		
528		CRESCENT	BLVD	C	Two-Part Commercial Block	Tudor Revival	1925 (circa)	1986	
530		CRESCENT	BLVD	C	Auto Showroom	Commercial Style	1924		
532-534		CRESCENT	BLVD	C	Two-Part Commercial Block	Commercial Style/Art Moderne	1915 (circa)	1930s	
536		CRESCENT	BLVD	C	Two-Part Commercial Block (Auto Showroom/ Garage)	Tudor Revival	1913	1926	Christie, Louis R.
538--540		CRESCENT	BLVD	C	Two-Part Commercial Block	Tudor Revival	1926		Betts & Holcomb
542		CRESCENT	BLVD	NC	One-Part Commercial Block		1925 (circa)	2012-13	
544-546		CRESCENT	BLVD	C	Two-Part Commercial Block	Commercial Style	1910 (circa)		
548		CRESCENT	BLVD	C	Two-Part Commercial Block	Commercial Style	1900 (circa)		
550		CRESCENT	BLVD	C	One Part Commercial Block	Tudor Revival	1925		Walker & Angell
474-482		FOREST	AVE	C	Garage	Tudor Revival	1925/ 1926		Walker & Angell
460	N	MAIN	ST	NC	Two-Part Commercial Block		1911	1918 (c.)/ c. 1975	
466	N	MAIN	ST	NC	One-Part	Temple	1975		

GLEN ELLYN DOWNTOWN NORTH HISTORIC DISTRICT: INVENTORY									
Street #	Dir.	Street	Suffix	NR District Rating	Style/Type	Secondary Style	Date	Alt. Date	Architect
					Commercial Block	Front	(circa)		
474-476	N	MAIN	ST	C	One-Part Commercial Block (altered)		1910 (circa)	1930 (circa)	
475	N	MAIN	ST	C	Two-Part Commercial Block		1892	1935 (storefront)	
477	N	MAIN	ST	C	One-Part Commercial Block		1900 (circa)	1935	
479	N	MAIN	ST	C	Two-Part Commercial Block	Commercial Style	1920 (circa)		
480	N	MAIN	ST	C	Two-Part Commercial Block		1900 (circa)	1950s	
480a	N	MAIN	ST	C	One-Part Commercial Block		1900 (circa	1930 (circa)	
481-483	N	MAIN	ST	C	Two-Part Commercial Block	Tudor Revival	1914	1932/1950s	Walker & Angell (remodeling)
482-484	N	MAIN	ST	C	Two-Part Commercial Block	Renaissance Revival	1892/1927	1950s	Walker, Frederick G.
485	N	MAIN	ST	C	One-Part Commercial Block		1955		Larson, Emil
486	N	MAIN	ST	C	One-Part Commercial Block		1900 (circa)	1959	
488-490	N	MAIN	ST	C	Two-Part Commercial Block	Queen Anne	1896		
491-499	N	MAIN	ST	C	Two-Part Commercial Block	Commercial Style	1925 (circa)	1935 (circa)	
492-496	N	MAIN	ST	C	One-Part Commercial Block		1910 (circa)	1945 (circa)	
491		PENNSYLVANIA	AVE	NC	One-Part Commercial Block (altered)		1922	1967	
497		PENNSYLVANIA	AVE	C	One-Part Commercial Block		1920 (circa)		
499		PENNSYLVANIA	AVE	C	Garage		1915		

GLEN ELLYN DOWNTOWN NORTH HISTORIC DISTRICT: INVENTORY									
Street #	Dir.	Street	Suffix	NR District Rating	Style/Type	Secondary Style	Date	Alt. Date	Architect
							(circa)		
501-503		PENNSYLVANIA	AVE	NC	Garage/Auto Showroom (altered)		1925 (circa)	1970 (circa)	
505-507		PENNSYLVANIA	AVE	C	One-Part Commercial Block	Commercial Style	1920 (circa)		

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

[x] 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.

[X] 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

Areas of Significance
(Enter categories from instructions.)
Commerce
Architecture
Community Planning and Development

Period of Significance
1890-1963

Significant Dates

Significant Person
(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

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 Glen Ellyn Downtown North Historic District is locally eligible for listing to the National Register of Historic Places in the areas of commerce, community planning and development, and architecture. The proposed district meets Criterion A as a physical representation of the of the commercial history of the Village of Glen Ellyn, which evolved from a small cluster of blacksmith shops, harness-makers, and groceries along the newly-established Galena and Chicago Union Railroad in the 1850s, into a compact and lively central business district serving a booming suburban population 100 years later. The earliest buildings in the district date from the 1890s, with the majority dating from the prosperous decades of the early 20th century.

The district also meets Criterion A as the product of a focused movement within Glen Ellyn in the 1920s to control and direct commercial growth within its central business district. The creation during this decade of the village's first zoning ordinance and comprehensive plan, along with the establishment of the Zoning Board of Appeals, Plan Commission and Architecture Advisory Board, all led to significant changes within Glen Ellyn's downtown, including the expansion of the business district south of the railroad tracks and the proliferation in the 1920s and 1930s of Tudor Revival commercial buildings within the district. The design decisions of the Plan Commission shaped the built environment in Glen Ellyn's downtown in ways that are plainly evident to this day, and contribute heavily to the district's overall character.

The proposed district meets Criterion C as an intact collection of commercial buildings representing architectural styles from the late-19th to the mid-20th century. The district's commercial structures range from Queen Anne-style blocks dating from the 1890s to historic revival styles like Tudor Revival, Classical Revival and Renaissance Revival, which represent the district's most robust period of growth in the 1920s.

The period of significance for the proposed district spans from 1890 to 1963. The year 1890 marks the beginning of the decade during which the district's earliest surviving commercial buildings were constructed; 1963 marks the end of the historic post-war era in the district, during which efforts were made to modernize and retain businesses within the village's original commercial center.

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

HISTORY OF DOWNTOWN GLEN ELLYN

The Glen Ellyn Downtown North Historic District is eligible for listing to the National Register under Criterion A, commerce, as a representation of Glen Ellyn's commercial evolution from the late 19th to the mid-20th century, and under Criterion A, community planning and development, as a product of the extensive measures of the village in the 1920s and early 1930s to shape

development and design within Glen Ellyn's business district. The buildings that remain today within downtown Glen Ellyn represent the village's evolution from a small but stable community in the 1890s to a booming suburb in the 1920s through the post-World War II era. A substantial part of the historic character of the proposed district can be traced to the intervention of Glen Ellyn's first planning ordinances and planning commissions, which retained a great degree of control over the design of buildings within the district during this period of rapid commercial and residential growth.

EARLY SETTLEMENT AT STACY'S CORNERS

Glen Ellyn's first settlers were attracted to the area in the 1830s by its tall grass prairie, woodlands, and marshy glens. In 1833, brothers Ralph, Anson, and Morgan Babcock of New York claimed a broad swath of wooded land in Milton and York Townships, which included the intersection of what is now St. Charles Road, Geneva Road, and North Main Street in Glen Ellyn, as well as part of what is now Lombard. The following year, Deacon Winslow Churchill and his family came to Babcock's Grove. Originally from Camillus, New York, Deacon Churchill, along with his wife, five sons, four daughters, and thirteen grandchildren, came by canal and schooner to Chicago before heading out to DuPage County in ox-drawn wagons. The family built five homes in the western edge of Babcock's Grove in 1835, including Deacon Churchill's cabin, which sat on a hill just east of the DuPage River on the north side of St. Charles Road. Churchill's son-in-law John D. Ackerman, who had traveled with the Churchill family from New York, also settled along St. Charles Road, as did David Christian and his wife Christiana Churchill Christian.[1]

Other settlers soon clustered around the Churchill family's claim, and the trips they made back to Chicago created a frontier highway along Lake Street and then west to St. Charles and Geneva Roads. A stagecoach route to and from Chicago was established along the roads soon after they were surveyed in the early 1840s. The intersection of what is now St. Charles Road, Geneva Road, and North Main Street, originally called Five Corners, became the epicenter of the fledgling community. The first log schoolhouse for the inhabitants of Five Corners was built in 1836, near what is now Riford Road. The building was also used for church services until 1839, when a small frame church building was erected on St. Charles Road.

In 1835, one year after the Churchill family's arrival to the area, Moses Stacy, a native of Massachusetts, arrived with his wife Joann Kimball. Stacy purchased land south of what is now Elm Street and built a log cabin. In 1846 Moses Stacy purchased 14 acres just north of his original claim (on the south side of Geneva Road) and built a tavern to accommodate the increasing number of travelers along St. Charles Road and Geneva Road. Stacy's tavern, which Moses enlarged shortly after it was completed, also served as the residence for the Stacy family. The log cabin, which sat on what is now Main Street, was moved west of the tavern to provide additional lodging space. Philo Stacy, Moses' son, recalled that his father charged lodgers "fifty cents for supper, lodging and breakfast, and two horses to hay…he well remembered taking in as

[1] Helen W. Ward and Robert W. Chambers, *Glen Ellyn: A Village Remembered* (Glen Ellyn Historical Society, Copyright 1999), 3-5.

much as fifty dollars a morning after the hospitable farmhouse had been crowded for dinner and shelter overnight."[2] Soon after the establishment of the tavern, Five Corners (which had also been referred to as Fish's Corners) became known as Stacy's Corners. By the mid-1840s, Stacy's Corners had grown to a community of over a dozen households, and was able to support a fair number of commercial ventures, a handful of blacksmith shops, a harness shop, two groceries, and a general store.[3]

THE RAILROAD AND THE ORIGINS OF DOWNTOWN GLEN ELLYN

Although the history of Glen Ellyn can be traced back to Stacy's Corners, the history of its central business district begins with the arrival of the Galena and Chicago Union Railroad to Milton Township in the late 1840s.[4] The company was initially granted a charter in 1836, but construction on the railway was delayed over a decade, with the first leg completed from Chicago to the DesPlaines River in 1848. Although the citizens of Stacy's Corner lobbied hard for the railroad to come through their settlement, the route was planned approximately one mile south of the Stacy's Corners, through land owned by Dr. Lewey Quitterfield Newton. One of the first physicians in the area, Dr. Newton had originally purchased his landholdings from William Churchill, and constructed a house at the northwest corner of Main Street and Pennsylvania Avenue. Newton sold the right-of-way to the railroad for $111.

The Galena and Chicago Union Railroad initially had no intention of creating a stop on the property purchased from Newton, planning instead to open a station in nearby Wheaton. According to an account in the June 29, 1894 edition of the *Wheaton Illinoian*, "

> Dr. Newton, believing a thriving town could be built if once started, obtained a promise of the railroad company to stop their trains providing a depot was put up without cost to them. At his own expense, he not only erected a depot large enough for all purposes but even went further and put up a water tank and laid a pipe from a spring that was situated some distance south of the railroad over the hill.[5]

The securing of a railroad station marked the beginning of the Village of Glen Ellyn as it is today, and the beginning of its commercial center. After the station opened in 1849, the center of business activity for the community naturally shifted south from Stacy's Corners to the area just north of the railroad. In 1851, the station was renamed Danby, after the Vermont birthplace of the new station master David Kelley. Seeing the commercial potential of the area around the station, Kelley built the Mansion House Hotel at the northeast corner of Main Street and Crescent Boulevard, across the street from the station along Crescent Boulevard. The three-story frame building was the first hotel built in Danby. That same year, William H. Wagner arrived in Danby from Hamburg Pennsylvania, and built a blacksmith shop next to his house on

---

[2] Ibid, 13.
[3] *DuPage County: A Descriptive and Historical Guide 1831-1939.* (Compiled and written by the Federal Writers' Project, WPA and re-edited for publication in 1948 by Marion Knoblauch),74.
[4] The Galena and Chicago Union Railroad consolidated with the Chicago and Northwestern Railroad in 1864. In 1996, the Chicago and Northwestern merged with Union Pacific, which runs the current Union Pacific West Commute Line through Glen Ellyn.
[5] Blythe P. Kaiser and Dorothy I. Vandercook, *Glen Ellyn's Story and Her Neighbors in DuPage* (Graphic Arts Production, 1976), 45.

Pennsylvania Avenue, near the intersection with Prospect Avenue. William's brother Matthias followed in 1853, and opened a carriage shop just west of William's property on Pennsylvania.

In 1855, the Town of Danby was platted and recorded by Dr. Newton. The original plat included 13 blocks north and south of the railroad, including those between the railroad and Pennsylvania Avenue, as well as one block between Main Street and Lisle Street (now Forest Avenue) between Pennsylvania and Anthony Street. With Stacy's Corners to the north, the area now had two separate communities that would continue to slowly grow together through the later decades of the 19th century.

Other small businesses continued to open in Danby's burgeoning commercial center north of the railroad through the 1850s. A sketch of downtown Danby looking north across the tracks along Main Street from Duane Street see in the 1862 *Map of DuPage County* shows the second railroad station built by the railroad company on the east side of the street, as well as Danby House, the community's second hotel, on the west side of the street. Other sketches from the 1862 map include the residence and store of Charles J. Dubrock, William Freeto's home and adjacent tin and iron store, and the homes of A. S. Janes and Horace Brooks. All of these buildings were constructed along Main Street in the 1850s, and provide a view of Glen Ellyn's downtown that no longer exists. The residential buildings along this stretch of Main Street were Greek Revival or Italianate. Lot sizes were generous, and bore little resemblance to the packed row of commercial blocks that would come to line that same street decades later. Some stores, like the tin and iron store owned by Freeto, were located in their own separate buildings; others like DuBrock's store, took up the first story of a residential building.[6] Not pictured in the 1862 map is the frame store building built by schoolteacher Henry Benjamin. Constructed in 1852 near the northwest corner of Main Street and Crescent Boulevard, the 2-story, false-front building was later occupied by the Cooper family and, later, William H. Wagner.[7]

Although early commercial activity in Danby was confined to the north side of the railroad, some non-residential construction also occurred south of the tracks during the 1850s. In 1859, the Duane Street School, a two-story frame structure, was constructed along the south side of Duane Avenue between Main Street and Forest Avenue. The school was built by the Independent Order of Odd Fellows, with the understanding that the first floor of the building would be used for the school, and the second floor would remain under the ownership of the Odd Fellows. The school was the first built within the town of Danby.[8]

Residential and commercial development continued through the 1860s at a slow pace, as the quiet community watched the growth of nearby Wheaton rise after it became the DuPage County seat in 1867. Among the businesses founded during that decade was Joseph McChesney's grocery store. The son of early settler Reverend James McChesney, Joseph opened his store on Crescent Boulevard before enlisting to fight in the Civil War. The grocery would go on to be

[6] L. G. Bennett, E. A. Lyon, Horace Brooks, A. M. Cross, *Map of DuPage County, Illinois 1862*. Reprinted by the DuPage County Historical Museum.
[7] Russ Ward, *Images of America: Glen Ellyn* (Chicago, IL: Arcadia Publishing, 2006),33; *Glen Ellyn: A Village Remembered,* 61-63.
[8] *Glen Ellyn: A Village Remembered*, 28.

DuPage County's oldest continually operated retail business. Two buildings along the east side of Main Street north of Crescent Boulevard that housed McChesney Foods are still standing.[9] In 1862, the newly-formed Danby Congregational Church moved an existing church building dating from 1849 from Stacy's Corners to the east side of Main Street between Crescent Boulevard and Pennsylvania Avenue. The church remained there until the 1890s, when it was again moved.[10]

In 1874 the residents of Danby changed the name of the railroad station to Prospect Park, and farmers surrounding the town slowly began to subdivide their acreage. The map of Prospect Park included in the *1874 Atlas and History of DuPage County* shows a handful of new subdivisions south of the railroad, including H. W. Phillip's Prospect Park Addition south of Hillside Avenue and the Elmwood Subdivision south of the railroad and west of Greenwood Avenue. Commercial and industrial development continued downtown north of the railroad. Although William and Matthias Wagner's blacksmith and harness shops still operated along the north side of Pennsylvania Avenue, most commercial activity was restricted to the area between Crescent Boulevard and Pennsylvania Avenue, with Main Street as the center of the business district. Crescent Boulevard (originally known as Delavan Boulevard) boasted an increasing number of businesses between Main Street and Forest Avenue (formerly Lisle Street)—in addition to the Mansion House at the northeast corner of Main and Crescent, the street also housed a livery stable, shoe shop, a candy and tobacco store, and a blacksmith shop.[11] The land south of the railroad along Main Street and Duane Street remained residential, with only a handful of houses scattered among oversized lots.

GLEN ELLYN, RESORT TOWN

The 1880s saw several major changes to what is now Glen Ellyn. On July 1, 1882, the Village of Prospect Park was incorporated, with Joseph R. McChesney named as the first village president. At the time that he took office, McChesney was working in partnership with his sons, and occupied a 2-story, frame, false-front commercial building along the east side of Main Street north of Mansion House. Other businesses along Main Street in the 1880s include William Myer's Meat Market in the Danby House and William Wagner's grocery (located in the 1852 frame building formerly owned by Henry Benjamin). Brothers Robert Galbraith Boyd and John Boyd, contractors who embarked on their hardware business in 1882, built a one-story brick store on the west side of Main Street in 1887.[12]

In 1885, Thomas E. Hill, a professor and former two-term mayor of Aurora, settled in Prospect Park and set about transforming the small farming community into a resort town. Hill devised a plan to create a 50-acre lake on the 600 acres of land on the west side of a marshy basin formed by several spring-fed streams. Hill and fellow land-holder Seth Baker, along with other local investors, created the Prospect Park Improvement Association to manage the development. By raising a dam across its northern outlet, Hill was able to create the picturesque Lake Ellyn, named after his wife, and the centerpiece of his development. Hill's partners in the Prospect

[9] Ward, 23.
[10] *Glen Ellyn: A Village Remembered*, 33-34.
[11] Ibid,47.
[12] Ward, 43; *Glen Ellyn: A Village Remembered*, 61, 139.

Park Improvement Association then formed the Glen Ellyn Hotel and Springs Company, and proceeded to build a spectacular hotel overlooking the lake. With the mineral springs nearby, a luxurious health resort was founded. To cement its associations with Hill's new resort, the residents of Prospect Park voted in September of 1891 to change the village name to Glen Ellyn, after the lake that was the centerpiece of the new development. The hotel opened for the 1893 summer season, and went through a series of owners through the 1890s and early 1900s, including the St. Luke Society, who used the property as a health clinic in 1902 and 1903, and Ruskin College who leased the hotel from 1903-1905. Although the resort did not prove to be the boon to the village that Hill had hoped, it did help to advertise the appeal of the village to nearby urbanites, setting the stage for its popularity as a picturesque suburb after the turn of the century.[13]

In November of 1891 a devastating fire swept through the business district, destroying nearly all the buildings along the west side of Main Street between Crescent Boulevard and Pennsylvania Avenue. Among the buildings that did not survive the fire were Boyd Brothers Hardware Store; John Elick's bakery; a house belonging to Mrs. Thomas E. Hill, the front room of which had been fitted for a store; and the G. M. H. Wagner Building, which held a drug store, grocery, and meat market. The sole survivor of the blaze was the frame store built by Henry Benjamin in 1852.[14] Business owners quickly worked to rebuild. The Boyd Brothers constructed a two-story brick commercial block to replace their one-story building. Although completely remodeled in the 1920s, the building still stands on Main Street. The company built a second brick block south of the 1892 building in 1895. This second structure was later demolished. George Wagner's new building, a handsome Queen Anne Two-Part Commercial block completed in 1896, is another post-fire building that remains on Main Street.

Several other changes to Glen Ellyn's business district occurred during this decade. In 1892, the Congregational Church moved its building from the east side of Main Street south of Pennsylvania Avenue to Crescent Boulevard east of Forest Avenue, opening up the land for commercial development. The first to take advantage of this new space were the McChesney brothers, who moved their frame store building north onto the newly-vacant land to make room for a new brick block. Completed in 1892, the building still sits on the east side of Main Street. In January of 1893 another fire destroyed the Mansion House Hotel at the northeast corner of Main Street and Crescent Boulevard. W. H. Ehlers, who was owner of the hotel at the time, replaced the old hotel with an impressive three-story graystone structure. Called the Ehlers Hotel, the building remained at this prominent corner in the district for nearly 35 years. That same year, the old Duane Street School south of the railroad was replaced by a red brick building. Two years later, a new brick passenger station for the Chicago and Northwestern Railway was constructed on the site of the old station north of the tracks.

EARLY 20TH-CENTURY DEVELOPMENT

GLEN ELLYN'S SUBURBAN BOOM

[13] *Glen Ellyn: A Village Remembered, 83.*
[14] Ibid, 77.

Even with the allure of Thomas Hill's Glen Ellyn Hotel and mineral springs, the Village of Glen Ellyn remained a sleepy hamlet through the end of the 19th century. In 1900, the population of Glen Ellyn was 793, representing a gain of fewer than 200 new residents from 1890. Although several grand homes had been built north along Main Street and in the new subdivisions near Lake Ellyn during the 1890s, the promise of a village instantly transformed by the success of the resort was largely unfulfilled. However, by 1906, when the Glen Ellyn Hotel was struck by lightning and burned to the ground, Glen Ellyn had already begun its transition from small town to booming suburb, urged on by village boosters and developers who sought to attract permanent residents.

During the first decades of the 20th century, Glen Ellyn added public improvements by paving roads (1915), pouring concrete sidewalks (1906), and running gas, electric, water (1907), and telephone pipes and wires. Many of these improvements were implemented in the business district first, and then spread out among residential areas. Electric rail service provided by the Chicago, Aurora & Elgin railroad came to Glen Ellyn in 1901, with a direct connection to Chicago's Metropolitan West Side Railroad and the downtown Loop. The company's rail lines ran south along the existing Chicago and Northwestern tracks (formerly the Galena and Chicago Union tracks), and a modest frame station was constructed at the northwest corner of Main and Duane Streets.[15]

Following on the heels of these infrastructure improvements, several subdivisions were added to the village during the late 1900s and 1910s. The land around Lake Ellyn, 72 acres of which had been under the ownership of the Glen Ellyn Hotel and Springs Company, was subdivided by John A. Brown in 1907. Brown's subdivision included large lots around the lake, as well as lots along Essex Road (formerly Read Avenue) and Lenox Road (formerly Forest Avenue). Other substantial subdivisions during this period include two platted by E. W. Zander south of the railroad in the 1910s.[16]

This increased activity by developers in the village was borne out by population statistics during the period. Between 1900 and 1910, the population in Glen Ellyn more than doubled, from approximately 800 residents to over 1,700. By 1920, the population nearly doubled again, to over 2,800 residents. Although the village still lagged behind Wheaton, which boasted a population of over 2,000 in 1900, Glen Ellyn was growing rapidly.[17]

While the increase in population during the first two decades of the 20th century in Glen Ellyn was unprecedented within the village, it paled in comparison to the explosive growth that occurred in the 1920s. Swept up in the building boom that engulfed much of the country, Glen Ellyn expanded significantly, as a wave of annexation and new subdivisions changed once-rural landscape at the fringes of the village. In the first years of the decade, major subdivisions were

[15] Ibid, 111.
[16] Granacki Historic Consultants, *Architectural Resources in the Linden Hill Survey Area: A Summary and Inventory* (report submitted to Village of Glen Ellyn 2010), 9-10; Granacki Historic Consultants, *Architectural Resources in the Glen Ellyn Survey Areas: A Summary and Inventory* (report submitted to Village of Glen Ellyn 2007), 11.
[17] *Fourteenth Census Taken in the Year 1920: Population, 1920: Number and Distribution of Inhabitants* (Washington, DC: Government Printing Office, 1922), 200.

platted south of the village limits at Fairview Avenue to Roosevelt Road. By the end of the decade, the corporation line extended south beyond Roosevelt Road; smaller annexations at the southeast and northwest edges of the village also occurred during this decade. The population grew over 2 ½ times between 1920 and 1930, reaching nearly 7,700 residents at the beginning of the new decade. Much of this increase occurred in the first half of the 1920s.[18]

DOWNTOWN GLEN ELLYN IN THE EARLY 20TH CENTURY

In many ways, the central business district in Glen Ellyn today is a result of the village's early 20th-century renaissance. The majority of the district's historic commercial buildings date from the first three decades of the 20th century. The influx of people and capital, along with the evolution of transportation, commerce, and recreation radically transformed Glen Ellyn's downtown during this period.

Commercial buildings constructed during the first years of the twentieth century in downtown Glen Ellyn include two simple brick commercial blocks along the north side of Crescent Boulevard, west of Forest Avenue; a one-story brick block at the southwest corner of Main Street and Pennsylvania Avenue containing three storefronts; and several single-storefront, 1-story commercial blocks scattered along Main Street. One of the more impressive buildings built before the commercial boom of the 1920s is the DuPage County Bank Building, a substantial two-story commercial brick block erected at the northwest corner of Main Street and Crescent Boulevard in 1911-12. A third story was added to the building in 1917. These 1900s and 1910s commercial blocks feature none of the elaborate detailing found on the earlier Queen Anne buildings downtown, like the George Wagner Building or the Ehler Hotel, and today act as a stylistic place-markers between the handful of 1890s buildings remaining in Glen Ellyn's business district, and the proliferation of Tudor-Revival style buildings from the 1920s.

Movie Theaters in Downtown Glen Ellyn

Like many other suburban communities throughout the United States in the 1910s, Glen Ellyn welcomed a new form of entertainment to its central business district—the motion picture. The first movie theater built in downtown Glen Ellyn was a red brick building built by T. Stewart Smith in 1914 along the east side of Main Street. The theater seated 300 people, and the silent films that were screened in the building were accompanied by local pianist Jessie Churchill Curtis.[19] In 1927, a second theater opened on the north side of Crescent Avenue between Main Street and Forest Avenue. The Glen Theatre, designed by Betts & Holcomb, boasted more than 1,000 seats. The first picture shown in the new theater was *The Nervous Wreck.*[20] Five years after the Glen Theatre opened, Glen Ellyn's first movie theater was converted to commercial and office space, and the façade was remodeled in the Tudor Revival Style by local architects Walker and Angell. The Glen Theatre continues to operate as a move theater to this day.

---

[18] *Sixteenth Census of the United States, 1940: Population, Volume I: Number of Inhabitants: Total Population for States, Counties, and Minor Civil Divisions; for Urban and Rural Areas; for Incorporated Places; for Metropolitan Districts; and for Census Tracts* (Washington, DC: United States Government Printing Office, 1942), 299; Ada Douglas Harmon, *The Story of an Old Town: Glen Ellyn* (Glen Ellyn, IL: Anan Harmon Chapter, D.A.R., 1928), 123.

[19] *Glen Ellyn: A Village Remembered*, 150.

[20] Ibid, 181.

Chain Stores in Downtown Glen Ellyn

The early 20th century also brought about a new kind of retailing to Glen Ellyn and other suburban shopping districts to rival the existing individual or family-run stores—the chain store. Grocery, drug, and variety chain stores such as National Tea, A & P, Woolworths, and Walgreens appeared within Glen Ellyn's commercial center early in the century. Some, like Walgreens, are still an integral part of the village's commercial engine, although no longer a part of its historic commercial district. These chain stores and their developers often constructed their own buildings, even including multiple storefronts that could be leased out until the chain store needed to expand. In Glen Ellyn, however, most early chain stores within the historic downtown simply moved into existing buildings. In Glen Ellyn, National Tea, a grocery chain founded in 1899 by George S. and Thorvald Rasmussen in Chicago, moved among several buildings in the district in the first decades of the 20th century. Beginning in a one-story commercial building at 474 North Main Street, the company moved into the Tudor-Revival block west of the Glen Theatre around 1930. By the 1960s, the chain had built its own store building along Crescent Boulevard outside of the Downtown North district, complete with its own parking lot.[21]

National Tea was not the only chain grocery in town during this period. In 1928, Piggly Wiggly opened in the main storefront in the newly-constructed Rohm Building at the corner of Main Street and Hillside Avenue south of the railroad tracks.[22] Four years later, A & P moved into the north storefront of the remodeled theater building at 481-483 North Main Street. Like National Tea, A & P built its own store along Pennsylvania Avenue east of the proposed historic district in 1948.[23] F. W. Woolworth initially opened in an existing commercial block on the west side of Main Street north of Crescent Avenue in 1929; in 1955, the company built a one-story block across the street, at 485 North Main Street, where it remained until 1970.[24] Walgreen's Drug Store, one of Chicago's best known chain stores, moved into the Glen Ellyn State Bank Building after the bank closed its doors in 1932. Sears Roebuck & Company leased the handsome two-story commercial block at the southeast corner of Main Street and Pennsylvania Avenue from Louis Buchholz in 1931. In 1939, a substantial addition was built along Pennsylvania for the expanding store.[25]

Chain stores began to move away from the crowded commercial blocks within Glen Ellyn's historic commercial core in the years following World War II, when more people became accustomed to using their cars for shopping trips. Some, like National Tea and A & P, moved to less built-up areas around the edges of the historic downtown. Others moved to the expanding commercial strip along Roosevelt Road farther south. Today, much of the historic business district in Glen Ellyn is inhabited by local businesses, with most of the chain stores located in strip malls along Roosevelt Road.

---

[21] Ward, 110; *Glen Ellyn's Story and Her Neighbors in DuPage*, 278.
[22] *The Story of an Old Town: Glen Ellyn*, 139.
[23] *Glen Ellyn: A Village Remembered*, 196; *Glen Ellyn's Story and Her Neighbors in DuPage*, 244.
[24] Ibid, 189, 228.
[25] Ibid, 196; *Glen Ellyn's Story and Her Neighbors in DuPage*, 227.

The Automobile and Downtown Glen Ellyn

The evolution from horse-drawn transportation to the automobile in the early 20th century also shaped the development of downtown Glen Ellyn. In 1903, S. T. Jacobs became the owner of the village's first automobile, a red Franklin. As motoring grew from a hobby for the wealthy to a more popular mode of transport, more automobile-related businesses began to open in Glen Ellyn. Desiring to be close to downtown, owners of automobile dealerships and garages constructed their businesses on available land within the business district—several opened within traditional one-story garage buildings along Pennsylvania Avenue and Crescent Boulevard in the 1910s and 1920s. Others, like the auto showroom at 503-505 Duane Street and the Miller Brothers dealership at 536 Crescent Boulevard, were placed within more traditional commercial blocks. Corner lots, including those at the southwest corner of Main and Crescent and the southwest corner Crescent and Forest, were prime locations for filling stations.

The first company in Glen Ellyn to service automobiles was started by Otto and Herman Miller in 1910. The brothers opened the Glen Ellyn Auto Company in an old ice house on Crescent Avenue, just west of the Nadelhoffer Livery. According to Otto Miller, the building "would only hold one car, but we did most of our work outside under a tree." When the Miller Brothers first opened, there were only four cars in Glen Ellyn; by 1928, the village had over 1,600. In 1913, Otto and Herman Miller opened Miller Brothers in a new one-story brick building on the site of the ice house. By the mid-1920s, the pair had expanded from a simple repair shop to a full-service garage and auto showroom, when they opened in their third building on Crescent Boulevard, a two-story Tudor-Revival commercial building.[26] Other prominent auto-related businesses built in downtown Glen Ellyn during this period include Avenue Garage and Studebaker Dealership, erected in 1915 on the south side of Pennsylvania Avenue for Joseph and Isaac Clark; a filling station built at the southwest corner of Main and Crescent in 1924 by the Newton Baethke Company (no longer standing); an auto showroom built in 1924 at 530 Crescent Boulevard; and a Tudor Revival-style filling station and garage built at the northwest corner of Crescent Boulevard and Forest Avenue in the mid-1920s.[27]

Non-Commercial Buildings in Glen Ellyn in the Early 20th Century

In addition to banks, chain stores, and auto-related businesses, several non-commercial buildings were erected in Glen Ellyn's downtown during this prolific building period. In 1913, the Methodist Episcopal Church dedicated its new sanctuary building at the southwest corner of Forest Avenue and Duane Street. The congregation's old sanctuary building, constructed in 1899, was located at the corner of Hillside and Glenwood. A Late Gothic-Revival educational building was added to the church in 1929. The 1913 sanctuary building was replaced in 1957.

By far the most impressive building erected in the early decades of the 20th century in downtown Glen Ellyn was the Glen Ellyn Junior High School, which replaced the aging Duane Street School south of the railroad tracks, on the south side of Duane Street between Main Street and Forest Avenue in 1929. The massive three-story Classical Revival building, designed by

[26] *Glen Ellyn's Story and Her Neighbors in DuPage*, 152.
[27] Ibid, 186.

architect Norman Brydges, was built to house seventh- and eighth-grade students. In 1972, the building was converted to the Civic Center.

THE PLAN OF GLEN ELLYN AND THE PLAN COMMISSION

Stylistically, Glen Ellyn's central business district was profoundly influenced by the establishment of its first zoning ordinance and Zoning Board of Appeals in 1923, the Glen Ellyn Plan Commission in 1925, and the village's first master plan, finalized in 1927. Until the 1920s, Glen Ellyn's commercial district represented the natural expansion and evolution of a slowly growing community. However, as the early decades of the 20th century ushered in a period of unprecedented residential and commercial growth in Glen Ellyn, village officials made a more concerted effort to influence and control this expansion. In 1919, Illinois introduced its first statute enabling zoning municipalities throughout the state. This initial statute was replaced with a revised statute in 1921. Two years later, on April 18, 1923, Glen Ellyn established its first zoning ordinance, hiring Jacob L. Crane, Jr. to prepare the zoning plat for the village.[28]

One of the most profound effects that the zoning ordinance had on the development of Downtown Glen Ellyn can be seen on Main Street south of the railroad. When the zoning plat for the village was initially created, current use largely informed how areas within the village were zoned. Land just south of the railroad across from the business district, which had remained residential through the early decades of the 20th century, was initially zoned as a Class A residential district. When exponential growth in the village in the early 1920s created a need for a larger commercial district, the area south of the railroad seemed a logical area in which to expand. In 1923, the first commercial building south of the railroad was constructed for I. M. Block at the northeast corner of Duane Street and Main Street. Other business owners and builders saw the writing on the wall, and pushed village officials to change the zoning for Main Street south of the railroad. On July 14, 1925, the Village Board, on recommendations from the Zoning Board of Appeals, voted to re-classify most of the land facing Main Street between Duane Street and Hillside Avenue as a Local Business area. Development immediately took off on the block—between 1925 and 1929, nearly all of the re-zoned area, including most of the east side of Main Street between Hillside and Duane, and lots clustered around the southwest corner of Duane and Main Street, was built up with new commercial blocks, most of which still stand.[29]

Two years after passing the zoning ordinance, the Village Board in Glen Ellyn voted to create its first Plan Commission. Village President James Slawson appointed the first six-member commission during the Village Board's August 4 meeting--among these first appointees were *Chicago Tribune* real estate editor Al Chase (who also served on Glen Ellyn's first Zoning Board of Appeals in 1923) and local architect Louis R. Christie.[30] One of the new commission's first actions was hiring Jacob L. Crane, Jr. to create a comprehensive plan for the village. Crane, a planning consultant who prepared Glen Ellyn's zoning plat in 1923, was an influential and prolific figure within the planning movement in Illinois in the early 20th century. In the 1920s and 1930s, Crane worked on zoning ordinances in Downers Grove, La Grange, Oak Park, and Brookfield, Illinois and served as principal architect of comprehensive plans for Aurora,

[28] *The Story of an Old Town: Glen Ellyn*, 117.
[29] *Glen Ellyn Village Board Minutes, 1924-1927* (in the collections of the Glen Ellyn Historical Society),74; *Glen Ellyn: A Village Remembered*, 174.
[30] *Glen Ellyn Village Board Minutes, 1924-1927*, 79.

LaGrange, Western Springs, and St. Charles, Illinois, and Hammond, Indiana. Crane also worked on plans for a new suburban development called Dunham Woods, which never materialized, and collaborated with George F. Nixon & Company to plan a new west side suburb called Westchester in 1926. Although a handful of Tudor-Revival style buildings adhering to Crane's plan were built in the late 1920s, construction within Westchester came to a standstill in the 1930s, and most of the residential and commercial development in that suburb dates from after World War II.[31]

Although no copy of the original Village Plan for Glen Ellyn remains in Glen Ellyn's files or in local research repositories, contemporary sources suggest that the plan followed the general outline of comprehensive plans created by Crane for other communities. The plan likely included guidelines for developing street systems, parks, playgrounds, and school sites. Village Board minutes from June 14, 1927 also show that the plan included subdivision planning controls to ensure that "the old fashioned checkerboard idea of subdivision layout, so popular with certain subdividers, be supplanted with the modern idea of curving streets whenever possible."[32] Most important, the plan appears to have set up measures of architectural control over new construction and remodeling within Glen Ellyn's commercial center in order to create a more cohesive and modern appearance in the area. Although the Plan of Glen Ellyn wasn't officially adopted by the village until 1927, Village Board minutes suggest that an Advisory Architectural Committee was created to provide design review over the commercial center in mid-1926.[33] Commercial buildings downtown were to adhere to a common architectural style, what is now called Tudor Revival but was referred to as "Old English" in news articles and other writings about the plan. In her 1928 history of Glen Ellyn, Ada Douglas Harmon wrote that the Plan Commission and Zoning Board of Appeals had recommended the "Old English" architecture for downtown "in order to do away with the 'flat tops' [a reference to the flat roofs commonly seen on late 19th- and early 20th-century commercial buildings] and secure a uniformly lovely district architecturally."[34] The Tudor Revival style was also used in several other comprehensive plans designed by Jacob Crane, and was a reflection of the popularity of the style during the 1920s and 1930s.

The effects of this architectural control within Glen Ellyn's downtown during the 1920s and early 1930s were immediate and impressive. Along the newly-zoned block of Main Street south of the tracks between Duane Street and Hillside Avenue, three Tudor Revival buildings went up along the east side of the block in quick succession, and a smaller one-story Tudor commercial block was constructed along the north side of Hillside Avenue. Even before the establishment of an Advisory Committee in mid-1926, Glen Ellyn's Plan Commission acted to mold the designs for prominent buildings downtown. When proposed plans for the Glen Theatre building on Crescent Avenue were presented to the Plan Commission in early 1926, the Commission convinced owners R. V. Spaulding, C. W. Hadley, and A. C. Hoy to change the design from

[31] "Glen Ellyn and Downers Grove Adopt Zoning," Chicago Daily Tribune, April 22, 1923, p. A14; "Old English Market Square for Dunham Woods," Chicago Daily Tribune, April 4, 1926, p. B3; "Jacob L. Crane to Direct City Plan for Aurora," Chicago Daily Tribune, July 10, 1927, p. H3; *Chicago Daily Tribune*, March 14, 1926, p. 5; "Hammond Busy with Zoning Plan to Aid Growth," Chicago Daily Tribune, March 11, 1928, p. B4.
[32] Al Chase, "Niles Center at Last to Have Village Plan," Chicago Daily Tribune, May 11, 1926, p. 25.
[33] *Glen Ellyn Village Board Minutes, 1924-1927*, 165.
[34] *The Story of an Old Town: Glen Ellyn*, 193.

what the *Chicago Tribune* called "the ordinary type" to Tudor Revival. Architects Betts & Holcomb, who also designed one of the new Tudor Commercial blocks along Main Street south of the railroad, complied, and the Glen Theatre became one of the most prominent examples of the style in Glen Ellyn's business district.[35] Other buildings around the new theater, most prominently the Miller Brothers auto showroom next door, were remodeled to better fit with the design of the building.

Among the most celebrated results of the Plan Commission's influence was the Chicago, Aurora & Elgin Electric Line station built at the northwest corner of Duane Street and North Main Street. The new stone building, which replaced the original wooden station just north of the tracks in 1926, was a testament to the Commission, "which urged the company to build a more sightly station than the commonplace ones elsewhere."[36] The station was demolished in 1962 and replaced with the Glen Ellyn Savings and Loan Building.

The dictates of the Plan Commission and Advisory Board were considered even in the more functional buildings within Glen Ellyn's downtown. In 1926, developers Spaulding, Hadley and Hoy, who were responsible for the construction of the Glen Theatre and several other buildings downtown, hired local architects Walker & Angell to design a garage building on the west side of Forest Avenue just north of Crescent Boulevard. According to the *Chicago Tribune*, the owners were "co-operating with the Glen Ellyn plan commission in directing the development of the suburb's business district along definite architectural lines." The article also stated that "this shows what can be done with a combination automobile showroom and garage if the owner is wise enough to know that attractive architecture pays," pointing out that "a garage doesn't have to be a blight on the landscape."[37]

Although the Tudor Revival style was favored by Glen Ellyn's Plan Commission in its early years, other architectural styles were allowed within the village's downtown, as long as they met with the approval of the Commission. The most impressive of these "non-Tudor" buildings erected in the 1920s was the Classical Revival-style Glen Ellyn State Bank Building, which replaced the Ehlers Hotel at the northeast corner of Crescent Boulevard and Main Street. Construction began on the building in 1926, and was completed in 1929. Other notable examples include the Classical Revival Two-Part Commercial Block at 419 North Main Street, designed by Houlihan, Hauser & Marks and built in 1929, and a remodeling of the 1892 Boyd Brothers hardware store at 482-484 North Main Street into a Renaissance Revival design by Walker & Angell in 1927.

Local architects in Glen Ellyn played a major role in assisting the Plan Commission in its aims to redesign the downtown. Louis R. Christie, who designed the extensive remodeling of the Miller Brothers building at 536 Crescent Boulevard in the Tudor Revival Style, was one of the six citizens that were appointed to Glen Ellyn's first Plan Commission in 1925. Frederick G. Walker of the architectural firm of Walker & Angell, was appointed as head of the Glen Ellyn Zoning Board of Appeals in August of 1931. His architecture firm was among the most prolific in Glen Ellyn's business district in the 1920s and 1930s, designing a number of Tudor Revival

[35] "Zoning Board Action Changes 'Movie' Plans," *Chicago Daily Tribune*, February 21, 1926, p. B2.
[36] *Glen Ellyn's Story and Her Neighbors in DuPage*, 188.
[37] "Glen Ellyn's Garage Beautiful," *Chicago Daily Tribune*, October 10, 1926, p. B2.

commercial buildings including the one-story office at 550 Crescent Boulevard (1925); a two-story block at 411 North Main Street (1926); and the garage building at the corner of Forest Avenue and Crescent Boulevard.[38]

The Great Depression curbed development in Glen Ellyn in the 1930s, and World War II restrictions further limited construction in residential and commercial areas of the village in the 1940s. Between 1930 and 1940, the village added only approximately 400 new residents compared to a total gain of nearly 5,000 in the previous decade. By the time that Glen Ellyn experienced its second, smaller population and building boom in the 1950s and early 1960s, architectural fashion had moved on from the Tudor Revival style around which Jacob Crane and the Glen Ellyn Plan Commission had shaped construction in the business district, and a shifting commercial landscape led to further change inside and out of the village's historic commercial core.

POST WORLD WAR II ERA IN DOWNTOWN GLEN ELLYN

After 15 years of modest population gains and little residential or commercial development, Glen Ellyn and other suburban communities around Chicago experienced a second boom in the years following the end of World War II. Between 1950 and 1960, the population grew at a pace not seen since the 1920s, from 9,524 residents to 15,972.[39] Because the western and eastern boundaries of the village were essentially hemmed in by Wheaton and Lombard by 1950, post-war growth in Glen Ellyn was concentrated south, and continued farther and farther past Roosevelt Road. This expansion shifted the center of the village south, and helped to further boost Roosevelt Road as a competing commercial area.

At the same time that many suburban communities were experiencing another wave of residential and commercial growth, changing habits of both the merchant and the shopper in the 1940s and 1950s produced a new kind of retailing. Small, pedestrian-oriented, historic commercial centers were believed to be overcrowded, and as people became more dependent upon the automobile, the number of parking spaces could not meet demand. Retailers were looking for larger spaces to incorporate wider aisles, larger displays, and deeper shelves. Historic commercial districts in many suburban towns were supplanted by auto-oriented shopping centers that could meet modern retailing needs. In Glen Ellyn, this new form of retail grew along Roosevelt Road south of the historic downtown, with shopping centers like Market Plaza, which opened at the corner of Park Boulevard and Roosevelt Road in November of 1958. Early occupants of the center included Jewel Grocery, F. W. Woolworths (which retained a store on Main Street north of Crescent Boulevard until 1970), and Rexall Drug.[40]

Although Glen Ellyn's historic commercial center managed to weather these changes without seeing the complete exodus of businesses that many other communities experienced in the post-war period, some changes did occur. Several chain stores, including National Tea Grocery and

[38] "Architect Head of Glen Ellyn Zoning Board," *Chicago Daily Tribune*, August 16, 1931, p. A10.
[39] *1970 Census of the Population. Volume I, Part A, Section 1: Characteristics of the Population, Number of Inhabitants, United States, Alabama-Mississippi (Issued May 1972)*, Illinois 15-21.
[40] *Glen Ellyn's Story and Her Neighbors in DuPage*, 270.

A & P, moved from storefronts in commercial blocks in the downtown and built larger freestanding buildings with parking lots at the edges of the business district. In 1959, McChesney and Miller, the oldest grocery in Glen Ellyn, left their store at 475-477 North Main Street, which they had occupied for over 70 years. The grocery moved into a freestanding building on Crescent Boulevard west of Main Street that had been built in the 1940s by the Kroeger grocery chain.[41] South of the railroad, Geische Shoes built a modern, freestanding commercial building at the northwest corner of Main Street and Hillside Avenue in 1961. Many businesses that remained in Glen Ellyn's historic downtown altered their storefronts with more modern materials and configurations. In an effort to keep shoppers downtown, village officials approved one-way streets to help ease traffic congestion, and added parking lots along the railroad tracks.[42]

Despite fierce competition from Roosevelt Road and the advent regional shopping malls accessed by nearby interstate highways, Glen Ellyn's historic downtown remains today as a vibrant and bustling commercial center serving the suburban community.

THE ARCHITECTURE OF GLEN ELLYN DOWNTOWN NORTH

The Glen Ellyn Downtown North Historic District is eligible for listing to the National Register under Criterion C, Architecture, as an intact collection of commercial structures representing a variety of architectural styles from the late-19th century to the mid-20th century. Of the 34 total structures within the district, over 80% (28) contribute to the character of the potential historic district. The district includes a number of significant commercial buildings—such as the Glen Ellyn State Bank Building and the Glen Theater—that serve as visual landmarks within the community, as well as more modest buildings that, while not individually significant examples of any particular style, help to define the visual and historic context of Glen Ellyn's commercial district.

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. From the end of the 19th century until the age of the automobile, most commercial buildings in the United States looked alike, although there might have been slight regional differences. Commercial buildings were typically joined by side party walls with the commercial business on the first floor and offices or residences above. The commercial building, as a form, almost always fits on its entire lot, and is built to the sidewalk. 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.

[41] Ibid.
[42] Ibid, 254.

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, string course, or other architectural feature that visually divides the facade into one or two stacked horizontal bands. A One-Part Commercial Block is 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 uses a few other massing types, of which the Arcaded Block can be found in Glen Ellyn. The Arcaded Block is characterized by a series of round-arch openings that continue across the principal facades of the building, and was a popular type for banks and large department stores. He also classifies newer, commercial structures that sit apart from surrounding buildings as Freestanding.

The vast majority of commercial structures in downtown Glen Ellyn are masonry One- or Two-Part Commercial Blocks. Most of these commercial blocks fall within three broad architectural categories—Queen Anne, Commercial Style, and Historic Revival. The Queen Anne style, as popular in commercial districts as it was in residential areas during the late 19th century, is evident in the handful of 1890s buildings that survive in the district. The Commercial Style, used here to describe straightforward brick blocks ornamented with simplified classical motifs, represents many of the commercial construction from the first decades of the 20th century. Finally, Historic Revival styles in the district—most of which were built after the Village Board implemented zoning and —are represented overwhelmingly by the Tudor Revival Style, along with single examples of the Classical Revival and Renaissance Revival styles. The stylistic features and integrity of many of the older structures in the district are generally good, although the upper stories have been altered on some of the more notable buildings including window replacement and infill, and overall material replacement. Nevertheless, distinctive decorative

elements like projecting window bays, cornices, decorative half timbering, and ornamental window surrounds remain on many of the buildings, and give the district a cohesive historic character.

ONE-PART COMMERCIAL BLOCK

One-story commercial buildings built in small towns throughout America before World War II can nearly always be categorized as One-Part Commercial Blocks.. Multi-story Commercial Blocks may also 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; however, these multi-story examples are relatively rare. Fourteen commercial buildings have been classified as One-Part Commercial Block in the Glen Ellyn Downtown North district. All but one were built during the period of significance, with the majority dating from the 1900s and 1920s. Only a few of these One-Part Commercial Blocks display any definitive architectural style—several examples from the early decades of the 20th century feature the simplified Classical ornament of the Commercial Style. 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. When commercial structures are two or more stories, an older historic character is often still evident on the upper floors. However, when the building is only one story, changing the first-floor storefront means substantially altering the entire front facade.

One of the early examples of the One-Part Commercial Block type can be found at 477 North Main Street, which was constructed around the turn of the century. Although the storefront was remodeled in the mid-1930s, the façade above the storefront remains intact, and features a recessed center paneled topped with dentil trim and a simple, unadorned parapet wall. The building was occupied for decades by McChesney Foods, one of the longest-lived grocery stores within Glen Ellyn's downtown. Founded by Joseph R. McChesney in 1862, expanded into the storefront in 477 North Main after its construction around the turn of the 20th century. In 1935, the owners remodeled the storefronts for 475 and 477 North Main to create a single storefront for their store, and the configuration remains intact today.[43]

The One-Part Commercial Block at 505-507 Pennsylvania Avenue, constructed c. 1920, is perhaps architecturally the most intact One-Part Commercial Block within the district. Red face brick covers the façade of the building, which is ornamented with simple concrete squares and diamonds above the storefront level. The stone-capped parapet features a soldier-course brick freeze; two stone urns sit atop the east and west ends of the parapet. Although the materials have been replaced, the original configuration—a center recessed entry flanked by flush display windows—remains intact for both storefronts.

Another typical example of the early 20th-century One-Part Commercial Block can be found within the district at 504 Crescent Boulevard. Constructed c. 1925, the building exhibits the characteristic restrained detailing at the front parapet wall. The historic center-entry storefront configuration is still evident, although the materials have been changed.

[43] Ward, 92 & 120.

One of the few examples of a One-Part Commercial Block with the Tudor-Revival detailing preferred by Glen Ellyn's Plan Commission in the 1920s is the one-story office building at 550 Crescent Boulevard. Constructed in 1925-26 by developers R. V. Spaulding, C. W. Hadley, and A. C. Hoy as a real estate office, the small building exhibits decorative half-timbering on its façade and east elevation. The west end entry facing Crescent Boulevard is topped with a small gable, which echoes the larger gable over the front end of the building facing east to Forest Avenue. The building is unaltered.

A number of the One- and Two-Part Commercial Blocks within the Glen Ellyn Downtown North district feature facades that are the result of historic remodelings in the 1920s and 1930s. The block at 474-476 Main Street was originally built in the first decade of the 20th century. Historic photographs from before the remodeling show a typical Commercial Style block, with a stepped, stone-capped parapet, decorative brickwork, and three regular storefronts with large display windows topped by multi-light transoms windows. Around 1930, the building was extensively altered into a much more streamlined style—the center and north storefronts were combined into a single unit, and the new storefronts were each framed with flush cast stone pillars that meet the simple cast stone parapet. Red face brick fills in the façade above each storefront. The effect of this remodeling is closer to a commercial type that Longstreth refers to as an Enframed Window Wall, which created a more visually unified effect than the storefront and façade treatments in more traditional One-Part Commercial Blocks.

As the commercial streets north of the railroad were more densely developed through the decades around the turn of the 20th century, narrow spaces between larger buildings were filled with miniscule blocks. Among these interstitial commercial blocks are 480a and 486 North Main Street, both originally constructed in the first decade of the 20th century. Both display handsome cast-stone/stone veneer facades that, while not original, are historic.

TWO-PART COMMERCIAL BLOCK

According to Longstreth, 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.

The 15 Two-Part Commercial Blocks in the Glen Ellyn Downtown North district date from the early 1890s to the 1930s. The most impressive examples of this type in the district feature elements of the Tudor Revival style, an architectural style that defined Glen Ellyn's downtown in the 1920s.

One of the oldest Two-Part Commercial Blocks in the district is the George M. H. Wagner Building at 488-490 North Main Street. Constructed in 1896, the Queen Anne-style block was

one of several built after the devastating that fire destroyed much of the west side of the street between Crescent Boulevard and Pennsylvania Avenue in 1891. The block is the only example of the Queen Anne style in the district, and retains many of its fine period features. The pair of projecting window bays on the second story of the façade are the signature feature of this building. Each bay is topped by a steeply-pitched triangular pediment and cornice with dentil trim and paneled frieze. The historic wood windows (including a stained glass transom at the front of each bay) are flanked by slender, fluted pilasters.

Although originally built in 1892, the Two-Part Commercial Block at 482-484 North Main Street was extensively remodeled in 1927, and is the sole example of the Renaissance Revival style within the district. The block was constructed as a second home for the Boyd Brothers Hardware Store, whose building was consumed in the 1891 fire. The 1920s remodeling, designed by Frederick G. Walker, includes an ogee-arch center entrance, red face brick in Flemish bond on the second story enlivened by foliate terra-cotta stringcourses, and terra cotta paneling at the storefront level. Although the sash have been replaced, the paired window openings are still intact, as are the terra-cotta engaged columns that separate them. The storefronts on the building date from the 1950s, and feature distinctive and elaborate configurations with deeply recessed entries and multiple stepped display windows.

The block at 532-534 Crescent Boulevard, constructed c. 1915 is a good example of the Commercial Style rendered in a Two-Part Commercial Block type, with simple stone stringcourses along the façade. The telescoping surround at the center second-story entry is an historic addition, likely added in the 1930s.

Among the number of handsome Tudor Revival-style Two-Part Commercial Blocks in the district is 536 Crescent Boulevard. Built in 1922, the block replaced earlier one-story garage building built in the 1910s. The symmetrical façade features two gabled second-story bays with the decorative half-timbering and wood brackets characteristic of the Tudor Revival style.

Within the Glen Ellyn Downtown North Historic District are two theater buildings that have been classified as Two-Part Commercial Blocks. The first, at 481-483 North Main Street, was constructed in 1914, and remodeled in the early 1930s in the Tudor Revival style. The half-timbered second story level features an array of patterned brickwork. A small gabled dormer at the 1.5-story west section of the block echoes the design of the two gabled bays on the two-story east section. The second theater building in the district, the Glen Theater, is one of the signature buildings in Glen Ellyn's downtown. Completed in 1927, the building remains as an excellent example of a Tudor-style Two-Part Commercial Block, despite some alterations to the storefront level and the upper floors of the façade.

ARCADED BLOCK

The Arcaded Block is characterized exclusively by a series of round-arch openings that continue across the principal facades of the building. Derived from the loggias in Renaissance-era urban architecture, the Arcaded Block was primarily used for bank buildings and large department store buildings, and usually dates from 1900 to 1930. The buildings are typically two to three stories tall, and feature Classical or Renaissance Revival detailing.

The lone example of the Arcaded Block within the Glen Ellyn Downtown North district is also one of the most prominent buildings in the village's central business district—the Glen Ellyn State Bank, located at the northeast corner of North Main Street and Crescent Boulevard. Construction began on the building in 1927, and the bank building was opened to much fanfare in 1929. The bank was forced to close on August 6, 1932, but the impressive stone-clad building still remains as a landmark within the village. The two-story bank level features the row of round-arched windows topped with cartouches. Separating these arched windows are stone pilasters topped with acanthus-leaf capitols. The main entrance to the bank level is located at the west end of the south elevation—the substantial entry surrounds includes oversized engaged columns flanking the opening, Greek key ornament, and a large curved bracket acting as keystone in the center of the round arch. Low-relief Classical panels separate the windows on the third story. A dentil cornice and stone parapet wall with festoon panels top the building. Although alterations have been made to the first story to accommodate separate storefronts within the original round-arch openings, the building retains a high degree of physical integrity.

TRANSPORTATION-RELATED BUILDINGS

With the arrival of the automobile, a number of automobile service facilities sprang up along Crescent Boulevard and Pennsylvania Avenue in Glen Ellyn's downtown in the first decades of the 20th century. The first garage in the district was a one-story brick structure built for brothers Otto and Herman Miller at what is now 536 Crescent Boulevard in 1913. The building was replaced by a larger two-story Tudor-Revival-style Two-Part Commercial Block in the 1920s, but the Miller Brothers' remained on the first floor of this new building, which featured a garage and auto showroom. Between 1915 and 1926, three additional garages and/or showrooms were built within the district, but only three retain their historic character. The first was Avenue Garage and Studebaker Dealership, built in 1915 at 499 Pennsylvania Avenue for Joseph and Isaac Clark. The building retains its peaked parapet wall and decorative brick stringcourse, but the original center garage opening has been widened, and the display windows east and west of this opening have also been altered. The second was a showroom built in 1924 at 530 Crescent Boulevard. Although the showroom display windows have been replaced with aluminum display windows and doors and much of the storefront level is now clad in stucco, the brick façade above the storefront level retains an intricate frieze of geometric decorative brickwork. The third contributing garage remaining in the proposed district was built in 1926 by Spaulding, Hadley and Hoy, and designed by Walker & Angell. The Tudor-style garage was built north of a filling station that had just recently been completed. Later additions combined the two buildings into one, but key Tudor architectural details remain, including the rusticate stone on the walls of the filling station and the columns of the garage; and the half-timbered gable roof above the garage entry. The north storefront of the garage, which originally housed the auto sales office, remains intact; the auto showroom window, between the covered garage entrance and the sales office, retains its flush configuration, but has replacement materials. By the 1940s, many of these garages and show-rooms had been re-purposed to more conventional commercial use.

9. Major Bibliographical References

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

1970 Census of the Population. Volume I, Part A, Section 1: Characteristics of the Population, Number of Inhabitants, United States, Alabama-Mississippi. Issued May 1972.

"Architect Head of Glen Ellyn Zoning Board." *Chicago Daily Tribune*, August 16, 1931, p. A10.

Bennett, L. G., E. A. Lyon, Horace Brooks, A. M. Cross. *Map of DuPage County, Illionis 1862.* Reprinted by the DuPage County Historical Museum.

Chase, Al. "Niles Center at Last to Have Village Plan." Chicago Daily Tribune, May 11, 1926, p. 25.

Chicago Daily Tribune, March 14, 1926, p. 5.

DuPage County: A Descriptive and Historical Guide 1831-1939. Compiled and written by the Federal Writers' Project, WPA and re-edited for publication in 1948 by Marion Knoblauch.

Fourteenth Census Taken in the Year 1920: Population, 1920: Number and Distribution of Inhabitants. Washington, DC: Government Printing Office, 1922.

"Glen Ellyn and Downers Grove Adopt Zoning." Chicago Daily Tribune, April 22, 1923, p. A14.

"Glen Ellyn's Garage Beautiful." *Chicago Daily Tribune*, October 10, 1926, p. B2.

Granacki Historic Consultants. *Architectural Resources in the Glen Ellyn Survey Areas: A Summary and Inventory*. Report submitted to Village of Glen Ellyn in 2007.

Granacki Historic Consultants. *Architectural Resources in the Linden Hill Survey Area: A Summary and Inventory*. Report submitted to Village of Glen Ellyn in 2010.

"Hammond Busy with Zoning Plan to Aid Growth." Chicago Daily Tribune, March 11, 1928, p. B4.

Harmon, Ada Douglas. *The Story of an Old Town: Glen Ellyn.* Glen Ellyn, IL: Anan Harmon Chapter, D. A. R., 1928.

"Jacob L. Crane to Direct City Plan for Aurora." Chicago Daily Tribune, July 10, 1927, p. H3.

Kaiser, Blythe P. and Dorothy I. Vandercook. *Glen Ellyn's Story and Her Neighbors in DuPage.* Graphic Arts Production, 1976.

Longstreth, Richard. *The Buildings of Main Street: A Guide to American Commercial Architecture*. Washington, DC: The Preservation Press, National Trust for Historic Preservation, 1987.

"Old English Market Square for Dunham Woods." Chicago Daily Tribune, April 4, 1926, p. B3.

Sanborn Fire Insurance Company Maps, Glen Ellyn, Illinois, 1919, 1924, 1929, 1940, and 1946.

Sixteenth Census of the United States, 1940: Population, Volume I: Number of Inhabitants: Total Population for States, Counties, and Minor Civil Divisions; for Urban and Rural Areas; for Incorporated Places; for Metropolitan Districts; and for Census Tracts. Washington, DC: United States Government Printing Office, 1942.

Ward, Helen W. and Robert W. Chambers. *Glen Ellyn: A Village Remembered.* Glen Ellyn Historical Society, Copyright 1999.

Ward, Russ. *Images of America: Glen Ellyn*. Chicago, IL: Arcadia Publishing, 2006.

"Zoning Board Action Changes 'Movie' Plans." *Chicago Daily Tribune*, February 21, 1926, p. B2.

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 #_____
____ recorded by Historic American Engineering Record # _____
____ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

____ State Historic Preservation Office
____ Other State agency
____ Federal agency
____ Local government
____ University
__x__ Other
Name of repository: Glen Ellyn Historical Society

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property _____5.5 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: 41.877377° Longitude: -88.067587°
2. Latitude: 41.876025° Longitude: -88.067516°
3. Latitude: 41.876644° Longitude: -88.064731°
4. Latitude: 41.877757° Longitude: -88.065090°

Or
UTM References
Datum (indicated on USGS map):

☐ NAD 1927 or ☐ NAD 1983

1. Zone: Easting: Northing:
2. Zone: Easting: Northing:
3. Zone: Easting: Northing:
4. Zone: Easting : Northing:

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

The boundaries for the Glen Ellyn Downtown North Historic District are as follows: beginning at a point in the center of Pennsylvania Avenue aligned with the northwest corner

of 491 Pennsylvania Avenue; east along the center of Pennsylvania Avenue to the northeast corner of 493-499 North Main Street; south along the east (rear) property lines of 493-499 North Main Street and 485 North Main Street to the northwest corner of lot for 536 Crescent Boulevard; east along the north (rear) property lines of 536, and 538-540 Crescent Boulevard and 474-482 Forest Avenue to the center of Forest Avenue; south along the center of Forest Avenue to the center of Crescent Boulevard; west along the center of Crescent Boulevard to the center of North Main Street; south along North Main Street to the southeast corner of 515 Crescent Boulevard; west along the south lot lines of 515 and 505 Crescent Boulevard; north along the west lot line of 505 Crescent Boulevard; north across Crescent Boulevard to the alley running west of the buildings along the west side of North Main Street; north along the alley to the southeast corner of 501 Pennsylvania Avenue; west along the south lot lines of 501, 499, 497 and 491 Pennsylvania Avenue; north along the west lot line of 491 Pennsylvania Avenue to the point of origin.

Boundary Justification (Explain why the boundaries were selected.)

The boundary for the Glen Ellyn Downtown North District include the most significant concentration of the village's historic commercial structures north of the railroad tracks. Because of the active commuter railroad tracks, the former electric rail right-of-way, and the parking lots between the north and south sections of the commercial district, Glen Ellyn's downtown has been divided into two separate historic districts for nomination to the National Register. The north district encompasses the principal historic commercial areas north of the tracks, mainly located along Crescent Boulevard and North Main Street south of Pennsylvania Avenue. Boundaries for the district at its northeastern and southwestern corners are irregular—these boundaries were chosen to minimize the number of parking lots within the district, as well as to exclude structures outside the period of significance.

11. Form Prepared By

name/title: Lara Ramsey
organization: Granacki Historic Consultants
street & number: 1105 West Chicago Avenue, Suite 201
city or town: Chicago state: Illinois zip code:60642
e-mail:lara@historicpreservationchicago.com
telephone:312-421-1131
date: April 10, 2013

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.

Photo Log

Name of Property: Glen Ellyn Downtown North Historic District

City or Vicinity: Glen Ellyn

County: DuPage County State: IL

Photographer: Lara Ramsey

Date Photographed: March 15, 2013

Description of Photograph(s) and number, include description of view indicating direction of camera:

Photo 1 of 15:
South side of Crescent Boulevard west of North Main Street, facing southwest.

Photo 2 of 15:
North side of Crescent Boulevard west of North Main Street, facing northeast.

Photo 3 of 15:
West side of North Main Street, facing northwest.

Photo 4 of 15:
West side of North Main Street, facing southwest.

Photo 5 of 15:
West side of North Main Street at Pennsylvania Avenue, facing southwest.

Photo 6 of 15:
South side of Pennsylvania Avenue west of North Main Street, facing east/southeast.

Photo 7 of 15:
East side of North Main Street at Pennsylvania Avenue, facing east/southeast.

Photo 8 of 15:
East side of North Main Street, facing southeast.

Photo 9 of 15:
East side of North Main Street, facing northeast.

Photo 10 of 15:
East side of North Main Street, facing northeast.

Photo 11 of 15:
North side of Crescent Boulevard at intersection of North Main Street, facing northwest.

Photo 12 of 15: North Side of Crescent Boulevard east of North Main Street, facing northeast.

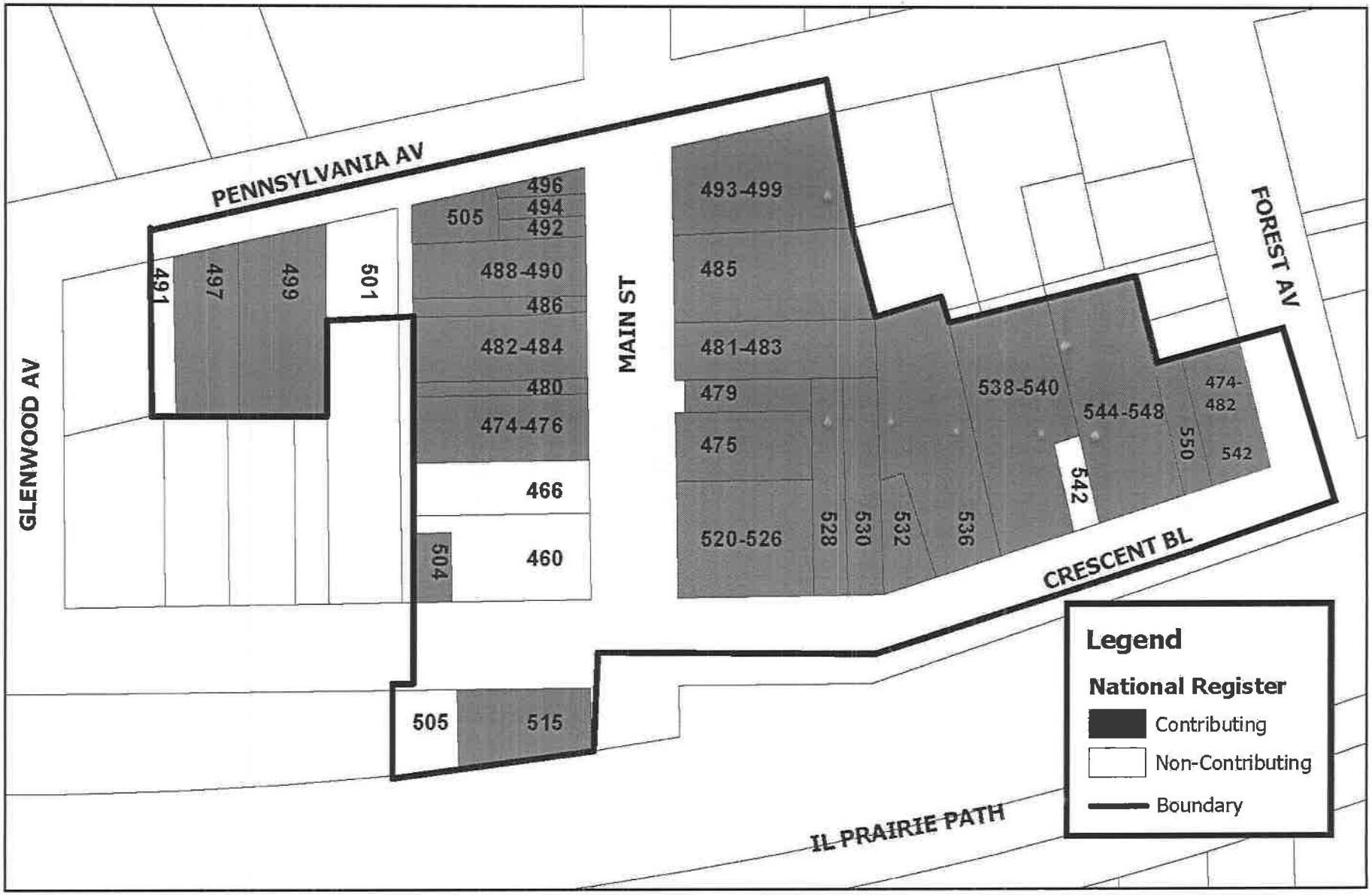
Photo 13 of 15:
North side of Crescent Boulevard east of North Main Street, facing northwest.

Photo 14 of 15:
North side of Crescent Boulevard east of North Main Street, facing northwest.

Photo 15 o 15:
West side of Forest Avenue at intersection of Crescent Boulevard, facing northwest.

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.*

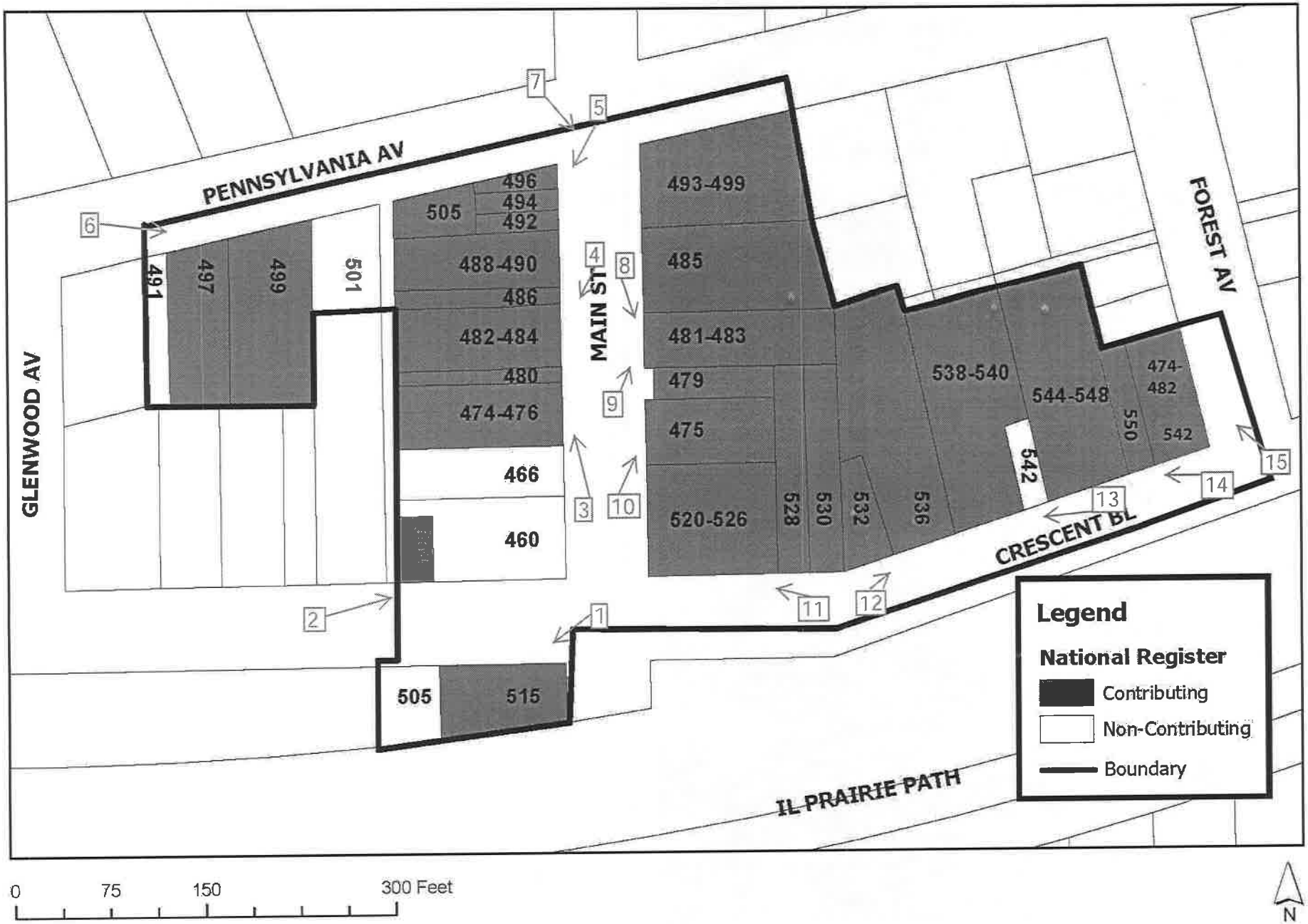
Glen Ellyn Downtown North Historic District
DuPage County, Illinois



0 75 150 300 Feet

N

Glen Ellyn Downtown North Historic District
DuPage County, Illinois



Google earth

feet 700
meters 200

Glen Ellyn Downtown North Historic District
DuPage County, Illinois

RUN TODAY
OPEN
ESCAPE

Ristorante
SUNSHINE DANCE PROJECT
ONLY

0-858-2950
Cadillac
Cadillac
Cadillac
OPEN
MAVISE
M.P.
ATB 8921

Swap Shop
Resale Boutique
PAUL'S

environments 2

TREASURE HOUSE
497
TREASURE HOUSE
TOYOTA OF NAPERVILLE
ZXF 977

honey
THE BIKE SHOP

OPEN

The Renaissance Art Studio, Ltd
LARC
LARC JEWELERS

LARC JEWELE
479
479
INSURANCE
475
THE BOOK STORE

522
524
THE VILLAGE HERBALIST
THE GLEN ELLYN BUILDING

Enchantments
532
Enchantments
Enchantments
Enchantments
Enchantments
STARBUCKS COFFE
GLEN
QUARTET
THE GATEKEEPERS
HYDE PARK ON HUDSON
PL3 708A

GLEN
SAFE HAVEN
QUARTET
THE GATEKEEPERS
HYDE PARK ON HUDSON
Fusion
THE STAND

come alive
Glen Ellyn
Glen Ellyn
Sweet Shoppe
Glen Ellyn
Sweet Shoppe

ream
OPEN
474
FLORIST