

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

1. Name of Property

historic name Downtown Joliet Historic District

other names/site number _____

Name of Multiple Property Listing _____

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

2. Location

street & number Roughly bounded by the western terminus of the Jefferson Street and Jackson Street bridges over the Des Plaines River and Ottawa and Joliet Streets on the west, Jefferson Street on the south, Scott and Chicago Streets on the east, and Cass and Irving Streets on the north. not for publication

city or town Joliet vicinity

state Illinois county Will zip code 60432

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this ___ nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property ___ meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance: ___ national ___ statewide ___ local

Applicable National Register Criteria: ___ A ___ B ___ C ___ D

Signature of certifying official/Title: Deputy State Historic Preservation Officer Date

Illinois Department of Natural Resources - SHPO
State or Federal agency/bureau or Tribal Government

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

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4. National Park Service Certification

I hereby certify that this property is:

entered in the National Register

determined eligible for the National Register

determined not eligible for the National Register

removed from the National Register

other (explain:) _____

Signature of the Keeper

Date of Action

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5. Classification

Ownership of Property
 (Check as many boxes as apply.)

Category of Property
 (Check only **one** box.)

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

- private
- public - Local
- public - State
- public - Federal

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

Contributing	Noncontributing	
110	30	buildings
4	12	site
4	2	structure
1		object
119	45	Total

Number of contributing resources previously listed in the National Register

12

6. Function or Use

Historic Functions

(Enter categories from instructions.)

- DOMESTIC/single dwelling
- DOMESTIC/multi-dwelling
- DOMESTIC/hotel
- DOMESTIC/secondary structure
- COMMERCE/TRADE/business
- COMMERCE/TRADE/organizational
- COMMERCE/TRADE/financial institution
- COMMERCE/TRADE/specialty store
- COMMERCE/TRADE/department store
- COMMERCE/TRADE/restaurant
- COMMERCE/TRADE/professional
- SOCIAL/meeting hall
- GOVERNMENT/city hall
- GOVERNMENT/post office
- GOVERNMENT/courthouse
- EDUCATION/library
- RELIGION/religious facility
- RELIGION/church school
- RELIGION/church-related residence
- FUNERARY/mortuary

Current Functions

(Enter categories from instructions.)

- DOMESTIC/single dwelling
- DOMESTIC/multi-dwelling
- DOMESTIC/secondary structure
- COMMERCE/TRADE/business
- COMMERCE/TRADE/organizational
- COMMERCE/TRADE/financial institution
- COMMERCE/TRADE/specialty store
- COMMERCE/TRADE/restaurant
- COMMERCE/TRADE/professional
- GOVERNMENT/city hall
- GOVERNMENT/post office
- GOVERNMENT/courthouse
- EDUCATION/library
- RELIGION/religious facility
- RELIGION/church school
- RELIGION/church-related residence
- RECREATION AND CULTURE/theater
- RECREATION AND CULTURE/museum
- LANDSCAPE/parking lot

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RECREATION AND CULTURE/theater
RECREATION AND CULTURE/auditorium
LANDSCAPE/parking lot
INDUSTRY/PROCESSING/EXTRACTION/
communications facility
TRANSPORTATION/rail-related
TRANSPORTATION/road-related (vehicular)

7. Description

Architectural Classification

(Enter categories from instructions.)

MID-19TH CENTURY/Greek Revival
LATE VICTORIAN/Gothic Revival
LATE VICTORIAN/Italianate
LATE VICTORIAN/Queen Anne
LATE VICTORIAN/Romanesque
LATE 19TH AND 20TH CENTURY REVIVALS/
Renaissance
LATE 19TH AND 20TH CENTURY REVIVALS/
Beaux Arts
LATE 19TH AND 20TH CENTURY REVIVALS/
Colonial Revival
LATE 19TH AND 20TH CENTURY REVIVALS/
Classical Revival
LATE 19TH AND 20TH CENTURY REVIVALS/
Tudor Revival
LATE 19TH AND 20TH CENTURY REVIVALS/
Spanish Revival
LATE 19TH AND 20TH CENTURY REVIVALS/
Neoclassical
LATE 19TH AND EARLY 20TH CENTURY AMERICAN
MOVEMENTS/Prairie
MODERN MOVEMENT/Art Deco
MODERN MOVEMENT/Mid-Century Modern
MODERN MOVEMENT/Brutalism
OTHER/MODERN
OTHER/Contemporary
OTHER/New Traditional
OTHER/Commercial Vernacular

Materials

(Enter categories from instructions.)

foundation: BRICK, CONCRETE, OR LIMESTONE
walls: BRICK, STONE, METAL, STUCCO, TERRA
COTTA, CONCRETE, OR GLASS
roof: N/A
other: N/A

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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 Downtown Joliet Historic District (DJHD) is the original city center for residential development, commerce, transportation, education, government, and recreation on the east side of the Des Plaines River, and, with the arrival of key infrastructure improvements, transformed into the heart of the City of Joliet. The district is roughly bounded by Ottawa and Joliet Streets on the west, Jefferson Street on the south, Scott and Chicago Streets on the east, and Cass and Irving Streets on the north.

The DJHD encompasses eighty-two acres with 110 contributing buildings, four contributing structures, the Atchison, Topeka and Santa Fe Railway Cass and Clinton Street Bridges and the Jackson Street and Jefferson Street bridges over the Des Plaines River, four contributing parking lots, and one contributing object, the Louis Joliet Statue, located at the northeast corner of the intersection of Ottawa and Clinton Streets. There are thirty-one non-contributing buildings, twelve non-contributing sites, all of which are parking lots, and two non-contributing structures which are both parking garages. Additionally, there are four vacant sites, identified as non-contributing, that are excluded from the building count per the National Register of Historic Places requirements. The existing historic resources were constructed between 1858 and 1973. The district is composed of a wide variety of properties including: earlier single-family dwellings and later apartment buildings; one and two-part commercial blocks; social halls; theaters; educational facilities; auto garages and service stations; transportation infrastructure, including train depots and railroad bridges, early and mid-twentieth century hotels; and government buildings. The period of significance is from 1858, the construction date of the oldest building in the district, to 1973, the fifty-year cutoff for the National Register of Historic Places.

Narrative Description

The City of Joliet is located forty-five miles west of downtown Chicago, in Will and Kendall Counties. Joliet is approximately sixty-three square miles and irregular in shape, spanning eight townships including: Joliet, Plainfield, Troy, New Lenox, Jackson, and Channahon in Will County, and Na-Au-Say and Seward in Kendall County. The core of the city is bisected by the Des Plaines River and is sited approximately eight miles from the confluence of the Illinois and Des Plaines River. The Downtown Joliet Historic District is approximately 80.8 acres, roughly bounded by Ottawa and Joliet Streets on the west, Jefferson Street on the south, Scott and Chicago Streets on the east, and Cass and Irving Streets on the north.

The district is located within the plat of Old Town Joliet and also encompasses portions of East Joliet (east of Chicago Street and south of Jackson Street) and North Joliet (north of Jackson Street). The composition of the district is predominantly commercial, with interspersed residential, religious, educational, transportation, and governmental buildings. The areas to the south and east are residential and the area to the north is industrial.

Situated in the floodplain of the Des Plaines River, the topography of the district is thus relatively flat. A distinct visual feature of the district's geography is the Des Plaines riverfront, located at the western boundary of the DJHD. Due to the district's location along the eastern bank of the Des Plaines River, the street pattern was laid out in a standard grid, but its alignment varies on the curvature of the river. In the district, those streets east of Joliet Street (the first street east of the river) follow a standard north-south alignment, with the exception of a section of Ottawa Street between Jackson and Ohio Streets. The district retains its original street alignment with the exception of Van Buren Street between

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Chicago and Ottawa Streets, which was closed in c. 1980 for the construction of the existing Van Buren Plaza (currently being demolished as part of the Chicago Street Reconstruction and City Square projects).

South of Jackson Street, east-west alleys historically bisected each block, but many alleys now only span half a block as they terminate at newer parking lots or buildings constructed on the alley right-of-way. Additionally, some blocks south of Jackson Street do not have east-west alleys including the blocks encompassed by the former Will County Courthouse (14 W. Jefferson Street), the new Will County Courthouse (100 W. Jefferson Street), the Joliet Municipal Building (150 W. Jefferson Street), and Joliet Union Station (50 W. Jefferson Street). North of Jackson Street east-west alleys continue on the blocks east of Chicago Street. On the west side of Chicago Street a north-south alley runs from E. Clay Street to the now-abandoned E. Lime Street to meet the curvature of the river.

Street widths vary between thirty-six feet and fifty feet depending on the availability of off-street parking and traffic patterns (e.g., turn lanes) with many streets being approximately thirty-six, forty-two, or fifty feet in width. Historically, streets were wider to allow for larger horse-drawn carriages and ox-drawn wagons, street vendors, and general commercial activities. Today, the extra width has been converted to parallel parking.

Additionally, two national historic highways traverse the DJHD: Historic Route 66 and the Lincoln Highway. Both are National Scenic Byways. Historic Route 66 (originally called the Pontiac Trail) enters Downtown Joliet from its northwest corner and then heads south down N. Chicago Street through the center of the district. Lincoln Highway follows the alignment of U.S. Route 30 through Joliet and the DJHD. From the east, Lincoln Highway enters into Downtown Joliet along Cass Street and from the west it follows Jefferson Street.

The district was also serviced by the Chicago, Rock Island and Pacific Railroad (CRIP), the Chicago & Alton Railroad (The Alton), the Atchison, Topeka and Santa Fe Railway (Santa Fe), the Michigan Central Railroad (MC), and the Elgin, Joliet and Eastern Railway (The J) which provided Joliet with freight and passenger service. The CRIP enters the district from the southwest before running east along the Washington Street. The Santa Fe, Alton, and The J bifurcate the district a half block east of Scott Street. MC never entered the district as it historically ran along Scott Street before turning east on Washington Street, but it did service the district via a switch track north of Washington Street into Joliet Union Station. The DJHD retains its historic rail infrastructure which serves as a defining visual feature at the eastern end of the district.

The buildings in the district follow national trends in architectural styles and building typologies popular at their time of construction. Each building reflects its construction date based on architectural details and construction methods. During the development of the DJHD, styles such as Italianate, Late Classical Revival, Italian Renaissance Revival, Beaux Art Classicism, Art Deco, Contemporary, and Brutalism were applied to typical building typologies, including one and two-part commercial blocks, two-part vertical blocks, stacked vertical block, and freestanding commercial buildings as well as service/filling stations, office buildings, banks, and apartment buildings.

Individually notable resources include the Joliet Union Station, former Will County Courthouse, Joliet Public Library, Joliet Post Office, Rialto Theater, the nation's first Dairy Queen, St. Mary's Catholic Church, the Auditorium Block, the Barber Building, and Joliet National Bank. All buildings are contributing to the district. Descriptions of each building follow.

Joliet Union Station, 50 W. Jefferson Street, 1912, Photo No. 1

The Italian Renaissance Revival-designed Joliet Union Station was completed in 1912 and unified the four major trunk lines running through Joliet into one central passenger depot. Designed by architect Jarvis Hunt, the building features a rusticated Indiana limestone base, with the upper floors of the exterior clad in smooth limestone in a coursed ashlar pattern. The main entrance is located at the center of the west façade on the first floor. It is set within a segmental arch opening flanked on either side by three windows also set within a segmental arch opening. Each arch opening is then crowned by a carved limestone keystone. The upper floors are defined by a central three-story tall section flanked on

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either side by two-story wings. The upper floors are setback from the main plane of the first floor to create a platform that encircles the building at the north, east, and south. The platform is defined by a solid limestone balustrade minimally ornamented with geometric incised carvings of a repeating oval pattern with each oval connected by a concentric circle. The center of each oval is cut out. The flanking upper floor wings also have limited ornamentation and are simply detailed with a projecting limestone cornice and compounded rectangles incised into the limestone parapet wall. The central three-story section is the focal point of the building. It features three symmetrically placed monumental windows, set within a concave arch opening. A prominent, yet restrained limestone cornice, accentuated by classical modillions wraps the section. It is then crowned by a classical balustrade at the parapet.

Former Will County Courthouse, 14 E. Jefferson Street, 1969, Photo No. 73

Completed in 1969, the former Will County Courthouse was designed by Otto Stark of C.F. Murphy Associates to house the judicial, administrative, and jail facilities of Will County. Stark designed the monumental reinforced concrete governmental building in the Brutalist style, and today it remains as the best intact example of the style in Downtown Joliet. The building is rectangular in plan and four stories in height with the predominant mass of the building at its top three floors. From the top three floors, the form of the building tapers downward to the first floor which is defined by a series of full-story concrete buttresses that angle in. Each buttress terminates at a low plinth upon which the building appears to balance. A deep recess is created between each buttress, with large plate glass windows set within. Each of the buildings' corners are inverted to create a void at each corner of the simple rectilinear footprint. The concrete at the exterior has been given a special vertical brush finish with deep, slightly irregular grooves.

The building has two entrances across its primary facade, each accessed via a set of concrete stairs leading up to a suspended reinforced concrete walkway. This north entrance faces a rectangular public square, within which is a series of eight individual public monuments. At the rear, the building has a concrete ramp leading up to a set of rear entrances, while a wider vehicular ramp leads to the lower floors. The doors are crowned with concrete hoods, which angle outward to meet the entrance stairs.

Because of Brutalism's philosophy that "architectural design should prioritize functionality, honesty, and social purpose," superfluous architectural ornamentation is abandoned for the raw beauty of materials, such as concrete, while emphasizing structural elements as Stark's design for the former Will County Courthouse expertly showcases.

Joliet Public Library, 150 N. Ottawa Street, 1903, Photo No. 57

Completed in 1903, the Joliet Public Library is the only example of Jacobethan architecture in Downtown Joliet. The Jacobethan style was a short-lived transitional or hybrid style between the more popular Tudor Revival and Italian Renaissance Revival styles of the early twentieth century. The building is L-shaped in plan, two-stories in height, and clad in smooth Joliet limestone with occasional units that have been rough-hewn. In contrast to the golden Joliet limestone, exterior architectural ornamentation is completed in Indiana limestone, which is naturally more of a grey hue.

Unlike its successors, Jacobethan is characterized by an informal use of classical elements, mixed with ornamental detail, and the use of Tudor arches, brickwork with contrasting stonework around windows and doors, and steep roofs. The Joliet Public Library's exterior architectural detailing and ornamentation including quoins, gables, square tower with a domed roof, Tudor arch windows accentuated by stone tracery, contrasting stone trim, classical balustrade, orbs, and Elizabethan "E" scrolls that originally formed a balustrade at the roofline of the square tower, exemplify the Jacobethan style.

An additional character-defining feature of the site is the bronze Louis Joliet Statue mounted on a granite pedestal located in the grass lawn created by the re-entrant angle of the L shaped footprint at the northeast corner of the intersection of Ottawa and Clinton Streets. The statue commemorates Louis Jolliet a French-Canadian explorer regarded as one of the first Europeans to explore and document the area that would become the present-day City of Joliet.

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Joliet Post Office, 51 E. Clinton Street, 1903, Photo No. 4

Completed in 1903, the Italian Renaissance Revival Joliet Post Office was designed by architect James Knox Taylor, Supervising Architect of the United States Treasury. Typical of the Italian Renaissance Revival style, the building expresses a studied formalism and symmetry within a tightly restrained cube. It is clad in smooth Indiana limestone only interrupted by rustication at the primary west, north, and south façades which denotes the edges of each façade and at piers which identify the location of each structural bay. The main entrance is located at the center of the west façade through double doors under a canopy set between two of the four two-story engaged fluted Ionic columns at the front of the building. Above the entrance door canopy is a transom topped by a segmental arch pediment with a cartouche. The granite entrance stairs descend between the two center columns to a wide porch-like base set two steps above the sidewalk. A secondary entrance is located at the center of the two-story section of the south façade. The entrance is set within a similar pedimented limestone surround, but is composed of a single wood door. Additionally, instead of the canopy and transom found at the west entrance, the south entrance is detailed with inset wood panels carved with a classical entablature, swags, and the Roman numbers MCMII (1902) for the primary year of construction for the building.

The building is crowned by a classical balustrade set above a projecting limestone cornice accentuated by classical modillions. At the center of the west balustrade is a monumental and elaborately carved cartouche. Additional architectural detailing is located at the first and second floor windows. The first story windows are eight-over-eight wood double-hung with a four-light transom set within a rectilinear opening framed by a classical entablature carved out of the limestone façade. The second floor windows match their first floor counterparts but lack the additional transom. The second floor windows are also set within a rectilinear opening that is framed with a simple rectangular surround crowned by an unadorned classical keystone. Unlike the west façade, there is a single symmetrically placed Oeil-de-boeuf window set between rectangular window at the second floor. The Oeil-de-boeuf windows are a six-light wood fixed window framed by a compounded oval limestone surround.

Rialto Theater, 102 N. Chicago Street, 1925-1926, Photo No. 65

A centerpiece of the DJHD is the Beaux Arts style Rialto Theater located near the heart of downtown Joliet at the northwest corner Chicago and Van Buren Streets. The theater is rectangular in plan and composed as a central block with wings, with an approximately seven-story, central entrance tower, flanked on either side by five-story wings which closely follow the two-part commercial block form. The entire building is clad in elaborately molded terra cotta reminiscent of the architectural ornamentation prominent during the French and Italian Baroque and Rococo periods upon which the later Beaux Arts style is derived. The terra cotta is extravagantly adorned with classical motifs including cartouches, scrolling acanthus leaves, Greek keys, and lion heads, with the exception of the piers at the flanking wings which are clad in terra cotta units molded to mimic classical rustication.

The main entrance to the theater is set at the base of a six-story hemispherical vaulted niche which reflects the form of a Roman aedicula. At the plane of the front façade, a pair of colossal Corinthian columns rise from the base of the vault and support a magnificent swan's neck pediment embellished with a cartouche. The niche is framed by Ionic pilasters that complement the columns. The vaulted ceiling features a coffered design completed in polychromatic terra cotta. Ionic pilasters and classical foliage and urns, also created in polychromatic terra cotta, adorn the walls of the niche. The entrance and aedicula are separated by the original marquee. Mounted above the marquee is the original five-story vertical blade sign for "Rubens Rialto Square."

Finally, the building is crowned by a grand terra cotta dentillated cornice embellished with ornamental cresting in the form of classical acroterions and palmettes.

Dairy Queen, 501 N. Chicago, c. 1908, Photo No. 34

Well known as America's first Dairy Queen, the building located at 501 N. Chicago Street is an example of the Two-Part Commercial Block building typology and Commercial Vernacular architectural style with architectural detailing limited to

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the front façade. The building is two-stories in height with a flat roof and is constructed of brick. The first floor of the front façade is encompassed by a storefront set between two brick piers. The entrance to the storefront is centered on the façade and deeply recessed. The storefront appears to retain its original cast iron frame, embellished with a foliated design, though the panels at the bulkhead and fixed displayed windows have been replaced. The transoms above the display windows have also either been replaced or removed and infilled with vertical siding to accommodate the historic Dairy Queen cabinet sign. An original cast iron storefront lintel with rosettes separates the first and second floors at the front façade.

The second floor of the front façade is clad in dark red face brick embellished with geometric brick relief work at the parapet shoulders and above the second floor windows. A limestone header and sill course and a dentillated brick cornice span the full width of the front façade between the parapet shoulders.

St. Mary's Catholic Church, 113 N. Ottawa Street, 1882, Photo No. N/A

Constructed over a five-year period, between 1877 and 1882, St. Mary's Catholic Church stands as the only example of the early Gothic Revival style in Downtown Joliet. Designed by ecclesiastical architect Patrick Charles Keely, the church is constructed entirely of rough-hewn Joliet limestone and rests on a raised limestone foundation, which housed the parish hall underneath. It is rectangular in plan, two-stories in height, and crowned by a steeply-pitched gabled roof. The only deviation from the rectilinear plan is a half-octagonal extension at the western end of the sanctuary which houses the apse and sacristy. At the center of the front (east) façade rises an imposing central bell tower just over 200 feet in height. Projecting limestone piers are evenly spaced along the north and south façades and at the edges of the north façade and bell tower to denote the structural bays of the building, reflective of the buttresses of medieval churches. Between each pier at the north and south façades is a towering two-story window set within a Gothic arch opening trimmed with contrasting smooth limestone. The architectural detailing of the church similarly features smaller Gothic arch entrances, windows, and openings accentuated by contrasting smooth stonework and further ornamented by elaborate wood Gothic tracery, as well as circular and cinquefoil windows set within a round opening trimmed with matching smooth limestone.

Auditorium Block, 156 N. Chicago Street, 1891, Photo No. 62

Constructed in 1891, the Auditorium Block is an excellent example of the Romanesque Revival style in Joliet at the turn of the twentieth century. The prominent building is clad in heavy rough-hewn Joliet limestone, providing a sense of permanence that has remained over the course of the building's 125 history. The limestone façade is only broken by arcades of monumental arched top windows and three two-and-three-story Oriel windows evenly spaced along the west façade. A towering, nearly three-story limestone turret projects from the southwest corner of the building, the design of which is derived from a medieval bartizan. The turret is visually supported at the base by a squat polished granite column crowned by a cushion capital adorned with arabesque carvings, a hallmark of the Romanesque Revival style. The main entrance to the auditorium is located at the center of the west façade. It is set within a round arch opening flanked with matching granite columns as described at the turret. An individual letter is incised into each limestone voussoir which composes the arch to spell "AUDITORIUM." At the upper corners of the archway "18" and "91" are carved. A second entrance is located at the eastern end of the south façade, set into the center arch of a five-arch arcade. Each arch terminates at a granite column and the arcade is accentuated by a simple label moulding. Lastly, the building is crowned by a simple projecting limestone cornice and a limestone balustrade at the parapet.

Barber Building, 66-68 N. Chicago Street, 1888, Photo No. 68

Constructed in 1888, the Barber Building is an excellent example of the Romanesque Revival style, and an extant example of a building from the downtown's transitional period when it moved from Bluff Street on the west side of the river to the location of present-day Downtown Joliet. The building is austere and predominately defined by a heavy, roughhewn Joliet limestone façade with minimal ornamentation, including: a pair of two-story monumental arched windows at the second and third floors of the north end of the front façade, the arch of which terminates at a limestone spring embellished with bas relief arabesque carvings; the second and third floor windows at the center of the front

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façade are set within a round arch and Gothic arch, respectively; faux bartizans accentuate the center and edges of the prominent northern half of the front façade; and finally the building is crowned by a simple, dentillated limestone cornice.

First National Bank, 78 N. Chicago Street, 1910, Photo No. 67

The First National Bank building is a stately example of the Beaux Arts Classicism style in Downtown Joliet. The building is two stories in height and features an imposing Temple-front façade that wraps the west and north facades. The Temple-front is composed of a colonnade of fluted Corinthian engaged columns, elaborately detailed in carved limestone. The colonnade visually supports a prominent Classical entablature which wraps the primary facades. The architrave and frieze of the entablature are embellished with classical mouldings, such as egg and dart and dentils, and roundels. The cornice is accentuated by classical modillions and crowned by a classical limestone balustrade at the parapet. In between each column is a full-height, four-light fixed window. The main entrance is located at the center of the west façade, set within a pedimented limestone surround ornamented with classical moulding and crowned by acroterions. At the rear (east) façade of the building, a Modern annex was constructed in 1972. The annex is austere and lacks ornamentation. It features five large planes of full-height fixed windows with dark glass at the north façade. The structural columns between each plane of windows and at the side (east) facade are clad in fluted concrete to match the fluted limestone columns at the original building. The remainder of the side façade is clad in smooth concrete panels and the rear (south) façade is clad in brick.

Joliet National Bank, 10 E. Clinton Street, 1910, Photo No. 60 and 65

The Joliet National Bank building is a handsome example of the Italian Renaissance Revival style in Downtown Joliet. The building is six stories in height, making it one of the tallest buildings in the district and one of few examples of the Two-Part Vertical Block building typology. The first floor is clad in smooth Indiana limestone with a granite base. The limestone façade is ornamented with fluted Doric pilasters and engaged columns with a large, fixed window set between each opening. The main entrance to the building is located near the eastern end of the north façade and is composed of a non-historic aluminum revolving door with flanking sidelights. The door is deeply recessed from the plane of the west façade. The opening to the door is trimmed in a simple, non-historic limestone surround. A classical entablature crowns the first floor at the primary north and west façades. The entablature’s frieze is embellished with bas relief triglyphs and the cornice accentuated by classical modillions. Floors 2-6 are clad in yellow face brick and defined by a single or pair of one-over-one double-hung windows set into the rhythmic openings creating by the structural bays at each floor. The edges of the primary façades at these floors are delineated by five-story Doric pilasters which terminate at a prominent cornice that matches the design of the entablature at the first floor.

Resource Inventory

The following is an inventory for each of the existing contributing and non-contributing resources, including their historic building name or use, if known, address, date of construction, primary architectural style, building typology, and current photograph which corresponds to the photograph log of this nomination. A “Building Key” is located in the “Additional Documentation” section of this nomination. If a building is listed with multiple dates, the additional date is for an addition or remodeling, as noted.

*Abbreviations Note: ARCH: Architectural; AVE: Avenue; BLDG. TYP.: Building Typology; C: Contributing; NA: Not Applicable; NC: Non-Contributing; NO: Street Number; NR: Individually-Listed on the National Register; ST: Street; SUF: Suffix.

ID	NO.	DIR.	ST.	SUF.	ORIGINAL NAME/USE	DATE OF CONSTRUCTION	ARCH. STYLE/DETAILS	RESOURCE TYP.	C/ NC	PHOTO NO.
1	113-115		Arch	Ct	Auto Repair Shop	c. 1940	No Style	Auto-oriented (Repair shop)	C	10
2	118-120		Arch	Ct	Munroe Flats	1906	Romanesque Revival	Multi-unit Dwelling	C	10
3	55	W	Benton	St	First Lutheran	1924; 1961	Mid-Century	Church	C	45

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ID	NO.	DIR.	ST.	SUF.	ORIGINAL NAME/USE	DATE OF CONSTRUCTION	ARCH. STYLE/DETAILS	RESOURCE TYP.	C/NC	PHOTO NO.
					Church	(Remodeled)	Modern			
4	2-24	W	Cass	St	L.F. Beach Co.	1919	Commercial Vernacular with Late Classical Revival details	Two-Part Commercial Block	C	21
5	9	W	Cass	St	The White Store	1929	Commercial Vernacular with Late Classical Revival details	Two-Part Commercial Block	C	24
6	19	W	Cass	St	Ottawa Street Methodist Episcopal Church Rectory	1909	Neoclassical	Church	C	53
7	1	E	Cass	St	Loughran Block	1892	Romanesque Revival	Two-Part Commercial Block	C	26
8	13	E	Cass	St	Bertnik Block	1888	Romanesque Revival	Two-Part Commercial Block	C	26
9	17	E	Cass	St	N/A	c. 1969-1973	N/A	Parking Lot	C	N/A
10	20	E	Cass	St	Hotel Munroe	1888	Romanesque Revival with mid-twentieth century details from remodeling	Apartment Hotel (Two-Part Commercial Block)	C	20
11	27-37	E	Cass	St	Metropolitan Block	1887-1890; 1924-1949 (Removal of the second floor); Unknown (Dryvit/EFIS cladding)	No Style	One-Part Commercial Block	NC	19
12		E	Cass	St	Atchison, Topeka and Santa Fe Railway/Chicago, Rock Island and Pacific Railroad Cass Street Bridge	1911	N/A	Railroad Bridge	C	N/A
13	114	E	Cass	St	Residence/Kerwin Bros. (Saloon)/Hurschik Tin Shop (west storefront) and Martina & Castell Radios (east storefront)	c. 1884 (Residence); c. 1888 (Saloon at west, later moved to rear existing west storefront); c. 1947-1949 (Front storefronts)	Commercial Vernacular; Commercial Vernacular with Italianate details	Commercially Converted Residence	C	16
14	118-120	E	Cass	St	N/A	N/A	N/A	Vacant Lot	NC	16
15	124	E	Cass	St	Dwelling (If the earlier date of construction, Valentine Werner Residence)	c. 1875 or c. 1886-1891; c. 1925 (Brick Veneer Exterior)	Commercial Vernacular	Two-Part Commercial Block (from c. 1925 remodeling)	C	16
16	(126-28)	E	Cass	St	N/A	N/A	N/A	Vacant Lot	NC	16
17	130	E	Cass	St	Barbershop	c. 1938	No Style	One-Part Commercial	NC	16

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								Block		
18	134-136	E	Cass	St	Sid S. Rosewarne Tin Shop	c. 1917	No Style	One-Part Commercial Block	NC	16
19	137	E	Cass	St	F.E. Mainwood Garage	1921-1923	Commercial Vernacular	Two-Part Commercial Block	C	11
20	138	E	Cass	St	Electrical Repairing, Auto Trimming, & Battery Charging	c. 1921-1923	Commercial Vernacular	One-Part Commercial Block	C	16
21	145	E	Cass	St	Hibernian Hall/Garage and Armory	1924	Gothic Revival	Two-Part Commercial Block	C	11
22	151	E	Cass	St	Ferguson Motor Co.	1925	Commercial Vernacular with Late Classical Revival details	One-Part Commercial Block	C	11
23	153	E	Cass	St	N/A	c. 1974-1983	N/A	Parking Lot	NC	N/A
24	200-214	E	Cass	St	Munroe Flats (with first floor storefronts)	c. 1910-1912	Commercial Vernacular	Two-Part Commercial Block	C	15
25	201	E	Cass	St	Store and Flats	c. 1918	Commercial Vernacular	Two-Part Commercial Block	C	12
26	201	E	Cass	St	Bensen Block (Inga Bensen Grocery Store)	c. 1932	Commercial Vernacular	Two-Part Commercial Block	C	13
27	216 - 220	E	Cass	St	Stores and Flats	1928	Italian Renaissance Revival	Two-Part Commercial Block	C	14
28	224	E	Cass	St	Store and Flats	1917	Italian Renaissance Revival	Two-Part Commercial Block	C	14
29	56-58	N	Chicago	St	Woodruff Building	1910	Tudor Revival	Three-Part Vertical Block	C	68
30	60	N	Chicago	St	Princess Theater	1920 (Original); c. 1984-1992 (Current Façade)	Modern	One-Part Commercial Block	NC	N/A
31	63	N	Chicago	St	Gospodark Building	1920 (Original); c. 1975 (Current Façade)	No Style	One-Part Commercial Block	NC	64
32	66-68	N	Chicago	St	Barber Building	1888	Romanesque Revival	Two-Part Commercial Block	C	68
33	67-69	N	Chicago	St	T.M. Creevy Bakery and Confectionary	c. 1880; c. 1955 (Extant Brick Façade)	No Style	Two-Part Commercial Block	C	64
34	71	N	Chicago	St	John Scheidt Jr. Bakery	c. 1880; c. 1955 (Extant Brick Façade)	No Style	Two-Part Commercial Block	C	64
35	72-76	N	Chicago	St	National Store	1915	Italian Renaissance Revival	Two-Part Commercial Block	C	67
36	75	N	Chicago	St	P.P. Adler-J.H. McPartlin-Kiep Bros. (Meat Markets) and Joliet Business College (3 rd	c. 1880	Commercial Vernacular	Two-Part Commercial Block	C	64

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					Floor)					
37	78	N	Chicago	St	First National Bank	1910; c. 1972 (Annex)	Beaux Arts Classicism; Modern (Annex)	Temple-front	C	67
38	79-81	N	Chicago	St	D'Arcy Building	1900	Beaux Arts Classicism	Two-Part Commercial Block	C	64
39	102	N	Chicago	St	Rialto Theater	1925	Beaux Arts Classicism	Theater Block (Central Block with Wings)	NR	65
40	110	N	Chicago	St	Hub Recreation Parlor/Rialto Square Terminal Building	c. 1927	Commercial Vernacular with Beaux Arts Classicism details	One-Part Commercial Block	C	65
41	121	N	Chicago	St	N/A	c. 1974-1983	N/A	Parking Lot	NC	63
42	135	N	Chicago	St	N/A	c. 1994-1998; 2010	N/A	Parking Lot	NC	N/A
43	156	N	Chicago	St	Auditorium Block (Universalist Church-Universalist Society Hall and Offices)	1891	Romanesque Revival	Three-Part Vertical Block	C	62
44	167-169	N	Chicago	St	Store and Flats	c. 1885	Italianate	Two-Part Commercial Block	C	21
45	173	N	Chicago	St	Store and Flats	c. 1885	Italianate	Two-Part Commercial Block	C	21
46	174-178	N	Chicago	St	Murray Building	1886	Italianate	Two-Part Commercial Block	C	23
47	175	N	Chicago	St	Eklund and Peterson (Boots and Shoes) and Flats	c. 1888	Romanesque Revival	Two-Part Commercial Block	C	21
48	180-182	N	Chicago	St	Murray Building	c. 1903	Italianate with Queen Anne details	Two-Part Commercial Block	C	23
49	205	N	Chicago	St	John Mahoney (Dealer for Eldridge Sewing Machines and Later Grocery Store) (Grocer)	c. 1880	Italianate	Two-Part Commercial Block	C	24
50	205-207	N	Chicago	St	W.H. Pacey (Wall Paper and Paints) (Chicago Street Storefront)-G.N. Pomeroy (Upholster) (Cass Street Storefront)	c. 1890	Romanesque Revival	Two-Part Commercial Block	C	25
51	209-213	N	Chicago	St	William Gleason (Grocer)	c. 1882	Commercial Vernacular	Two-Part Commercial Block	C	25
52	212-230	N	Chicago	St	The Eagle	c. 1903-1904; c. 2013-2016	No Style	Two-Part Commercial	NC	N/A

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						(Current Façade)		Block		
53	212-230	N	Chicago	St	N/A	c. 2016-2019	N/A	Parking Lot	NC	N/A
54	215	N	Chicago	St	John F. Quinn (Undertaker)	c. 1890	No Style	Two-Part Commercial Block	NC	25
55	217-219	N	Chicago	St	John F. Quinn (Undertaker)	1906	No Style	Two-Part Commercial Block	NC	25
56	221	N	Chicago	St	Cosy Corner Candy Store (South Half) and Stephen Larris Restaurant	1905 (South Half); 1938 (North Half)	No Style	One-Part Commercial Block	NC	25
57	235	N	Chicago	St	Joliet Junior College	c. 2016	Twenty-first Century Modern	Mid-rise	NC	25
58	261	N	Chicago	St	N/A	c. 1998-2005	N/A	Parking Lot	NC	N/A
59	301	N	Chicago	St	Firestone	c. 1953-1955	Mid-Century Modern	Auto-oriented (Garage/Repair Shop)	C	28
60	307 - 309	N	Chicago	St	Norris Electric Co.	c. 1926	No Style	One-Part Commercial Block	NC	28
61	313	N	Chicago	St	Lucky Auto Seat Covers	c.1955; c. 1962-1968 (Middle Section); c. 1998-2005 (Rear Section)	No Style	One-Part Commercial Block	NC	N/A
62	315-317	N	Chicago	St	Stern Flats	c. 1903-1905	Italian Renaissance Revival	Multi-unit Dwelling	C	29
63	351	N	Chicago	St	Grand Carniolian Slovenian Catholic Union (Slovene fraternal organization, known as KSKJ)	1938	Art Deco	Vault	C	29
64	367	N	Chicago	St	N/A	c. 1983-1988	No Style	Auto-oriented (Garage/Repair Shop)	NC	N/A
65	402	N	Chicago	St	Bell & Brown Motor Co. (Garage, Battery Shop, Auto Repair Shop) and Metropolitan Pharmacy (Drug Store, southwest Corner)	c. 1917	Commercial Vernacular with Sullivanesque details	Auto-Oriented (Garage and Auto Repair)	C	31
66	For the second building at 402 N. Chicago Street, see 401 N. Scott Street.									
67	405-413	N	Chicago	St	Auto Garage	c. 1952-1961	No Style	Auto Garage	C	30
68, 69, and 70	416	N	Chicago	St	St. Joseph's Roman Catholic Church (Slovenian); Parish House;	1904-1905 (Church); c. 1919-1920 (Parish House); c.1942	American Foursquare (Residence); Romanesque Revival	Residence – American Foursquare (Parish House); Religious	C; C; C	31, 41

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					Ferdinand Hall (St. Joseph School Assembly Hall)	(Ferdinand Hall)	(Church); Colonial Revival (Ferdinand Hall)	(Church); Meeting Hall		
71	417	N	Chicago	St	Dwelling with Front Storefront Addition (First use Frank Dusa Liquors)	c. 1886-1891; c. 1938 (Storefront Addition)	No Style	Commercially Converted Residence	C	30
72	423	N	Chicago	St	Munroe Hatchery	c. 1946	No Style	Two-Part Commercial Block	C	30
73	425-427	N	Chicago	St	N/A	N/A	N/A	Vacant Lot	NC	32
74	429 - 431	N	Chicago	St	Stonich Building	1910	Italian Renaissance Revival	Two-Part Commercial Block	C	32
75	449	N	Chicago	St	Store	1965	Mid-Century Modern	Freestanding	C	33, 41
76	452	N	Chicago	St	Store (Tire Service)	1961	No Style	Auto-Oriented (One-Part Commercial Block)	NC	N/A
77	456	N	Chicago	St	B&M Adv. Service (Paint Store with Sign Painting Shop)	c. 1930	No Style	One-Part Commercial Block	NC	N/A
78	458	N	Chicago	St	Trackman Auto Supply Co.	c. 1926	Italian Renaissance Revival	Auto-Oriented (Two-Part Commercial Block)	C	N/A
79	500 - 504	N	Chicago	St	(Anton) Nemanich Block	c. 1908	No style (Details clad with Dryvit)	Two-Part Commercial Block	C	40
80	501	N	Chicago	St	Frank Juric Clothing Store and Flat (Also America's First Dairy Queen)	c. 1908	Commercial Vernacular	Two-Part Commercial Block	C	34
81	503	N	Chicago	St	John Hanlyn Residence	c. 1886-1891	No Style	Workers Cottage	C	34
82	506	N	Chicago	St	Anton Nemanich & Son	c. 1908	No Style	One-Part Commercial Block	NC	40
83	508	N	Chicago	St	Grand Carniolian Slovenian Catholic Union (Slovene fraternal organization, known as KSKJ)	1909	Neoclassical	Enframed Window Wall	C	40
84	509	N	Chicago	St	Walter Hanlon (Hanlyn, Hannin, or Hanlan) Residence (Rear Dwelling); Matthew H. Nemanich Residence and Storefront (Undertaker)	c. 1875 (Rear Dwelling); c. 1909 (Front Dwelling); c.1915 (Front Storefront Addition)	No Style	Commercially Converted Residence (Historically a separate Workers Cottage and Gable-Front)	C	36

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ID	NO.	DIR.	ST.	SUF.	ORIGINAL NAME/USE	DATE OF CONSTRUCTION	ARCH. STYLE/DETAILS	RESOURCE TYP.	C/ NC	PHOTO NO.
					with Flats (Front Gable-front); Two Storefronts (Front Addition)					
85	510	N	Chicago	St	Slovenic-American Building	1909	Neoclassical	Enframed Window Wall	C	40
86	511	N	Chicago	St	N/A	c. 1952-1961	N/A	Parking Lot	C	34
87	519-523	N	Chicago	St	Dwelling/ Workers Housing (Workers Cottage); Two Stores and Flats (Two-Part Commercial Block)	c. 1886-1891 (Workers Cottage); c. 1909 (Two-Part Commercial Block); c. 1924-1939 (Garage)	No Style	Workers Cottage with front Two-Part Commercial Block addition; Auto Garage	C; C	37
88	525	N	Chicago	St	Dwelling	c. 1887	No Style	Workers Cottage	C	N/A
89	527	N	Chicago	St	Simon Setina (Marble & Granite Works)	1916	Commercial Vernacular	Two-Part Commercial Block	C	38
90	555	N	Chicago	St	Stores and Flats	1927	Commercial Vernacular	Two-Part Commercial Block	C	38
91	559	N	Chicago	St	Quality Stores Co. Inc. (Wholesale Grocers)	1927	Commercial Vernacular	Industrial (One-story, One-bay)	C	38
92	51	W	Clay	St	Private Garage	c. 1939-1946	No Style	Industrial (Garage with Front Office)	NC	N/A
93	53	W	Clay	St	Private Garage	c. 1909-1924	No Style	Auto-oriented (Garage)	C	N/A
94	22-34	W	Clinton	St	Hobb's Hotel - Plaza Hotel	1910; 1930; 1951 (Remodel); 1956 (Top story addition)	Commercial Vernacular	Two-Part Commercial Block	C	56
95	10	E	Clinton	St	Joliet National Bank Building	1910	Italian Renaissance Revival	Two-Part Vertical Block	C	60, 65
96	11	E	Clinton	St	N/A	c. 1974-1983	N/A	Parking Garage	NC	6
97	22-26	E	Clinton	St	Louis Joliet Hotel	1926-27	Italian Renaissance Revival	Apartment Hotel (Stacked Vertical Block)	NR	5, 18
98	51	E	Clinton	St	Joliet Post Office	1903; 1937 (Rear Addition)	Italian Renaissance Revival	Governmental (Post Office)	NR	4
99		E	Clinton	St	Atchison, Topeka and Santa Fe Railway/Chicago, Rock Island and Pacific Railroad Clinton Street Bridge	1911	N/A	Railroad Bridge	C	9
100	101	E	Clinton	St	Elgin, Joliet & Eastern Railroad, Joliet Passenger Depot-Joliet Fire Department	1892 (Depot); c. 1994-1998 (Fire Department)	Romanesque Revival	Transportation (Passenger Depot)	C	7, 8

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101 and 102	105-109	E	Clinton	St	August Eriksson Residence	c. 1886-1891 (Front Dwelling and Stable)	Italianate (Side Hall)	Single-Family Residence	C	7
103	111	E	Clinton	St	N/A	N/A	N/A	Vacant Lot	NC	7
104	115	E	Clinton	St	Marso Advertising Service (Sign Shop)	c. 1950	No Style	Industrial (One-Story, One-Bay)	C	9
105	119	E	Clinton	St	William H. Hunter Residence	c. 1887	Queen Anne: Free Classic	Single-Family Residence	C	7
106	9	W	Crowley	Ave	Dwelling	c. 1899-1905	No Style	Workers Cottage	C	N/A
107	3	W	Jackson	St	Stores	c. 1924	Commercial Vernacular	Two-Part Commercial Block	C	30
108	7	W	Jackson	St	Anton Golobitsh Residence	c. 1913	No Style	Upright and Wing	C	30
109	12	W	Jackson	St	Martin Konda Residence	c. 1899	No Style	Gable-front	C	N/A
110	20	W	Jackson	St	Anton Horwat Saloon and Cigar Manufacturer	c. 1899	Commercial Vernacular	False-front	C	42
111	50	W	Jackson	St	Public Service Co. of Northern Illinois Station 97	1917-1918	Utilitarian with Prairie details	Industrial (Substation)	C	42
112	35	E	Jefferson	St	N/A	c. 1962-1973 (North Half); c. 1988-1994 (South Half)	N/A	Parking Lot	NC	N/A
113	40	E	Jefferson	St	N/A	c. 1973	N/A	Parking Lot	C	N/A
114	50	E	Jefferson	St	Joliet Union Station	1912	Italian Renaissance Revival	Transportation (Train Depot)	NR	1
115	61	E	Jefferson	St	First National Bank Drive-Thru	1969	Mansard	Freestanding	C	N/A
116	5	W	Jefferson	St	N/A	c. 1988-1994	New Traditional	Two-Part Commercial Block	NC	N/A
117	14	W	Jefferson	St	Will County Courthouse	1967-69	Brutalist	Governmental (Courthouse)	NR	73
118	15-17	W	Jefferson	St	Stores	c. 1926	No style (Details clad with Dryvit)	Two-Part Commercial Block	NC	69
119	19	W	Jefferson	St	Cutting Building	1897 (Original); c. 1969-1973 (First Floor Façade)	Romanesque Revival	Three-Part Vertical Block	C	69
120	57	W	Jefferson	St	Boston Store	1908-1909; c. 1966 (Slipcover)	Modern (Slipcover)	Office Block (Historically the 5-story section was a Department Store)	C	71
121	63	W	Jefferson	St	Michael Calmer Dry Goods and Carpets	1889 (Original); c. 1920 (Façade)	Beaux Arts Classicism	Two-Part Commercial Block	C	72
122	73	W	Jefferson	St	Store (First Known Store is	c. 1872; c. 1949-1968 (Second	No Style	One-Part Commercial	NC	77

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					Ferdinand Pasold Boots and Shoes) and Flats	Floor Removed)		Block		
123	75	W	Jefferson	St	N/A	c. 1974	N/A	Parking Lot	NC	72
124	77	W	Jefferson	St	N/A	c. 1974	N/A	Parking Lot	NC	72
125	81	W	Jefferson	St	Store (First Known Stores include Delivan Hotel-Gideon B. Mosey Billiards Hall and Saloon and then D. Meers & Son Hardware, Stoves, and Tinware) and Office/Storage (First known office – E. Meers (Lawyer))	c. 1872; c. 1949-1968 (Second Floor Removed); Unknown (Storefront Alterations, Appear to be Mid to Late Twentieth Century); c. 2008-2013 (Parge Coating Added to Eastern Limestone Wall)	No Style	One-Part Commercial Block	NC	72
126	83	W	Jefferson	St	Store (First Known Store – Uziah Mack Boots and Shoes) and Flats	c. 1875; c. 1949-1968 (Second Floor Removed); Unknown (Storefront Alterations, Appear to be Mid to Late Twentieth Century)	No Style	One-Part Commercial Block	NC	72
127	85	W	Jefferson	St	Store	c. 1946-1949; c. 1994-1998 (Rear Third of the Building)	No Style	One-Part Commercial Block	NC	72
128	100	W	Jefferson	St	N/A	2020	Twenty-first Century Modern	Governmental (Courthouse)	NC	N/A
129	150	W	Jefferson	St	Joliet Municipal Building	1968	Brutalism	Governmental (City Hall)	C	N/A
130	175	W	Jefferson	St	Barge Maintenance Shop with Office and Stage	c.1946-1949 (Central Section); c.1949-1952 (Stage at north end and office at south end)	Contemporary	Industrial	C	78
131	201	N	Joliet	St	N/A	c. 1994-1998	N/A	Parking Lot	NC	49
132	205	N	Joliet	St	General Tire	1952	No Style	Auto-oriented (Garage and Repair Shop)	C	49
133	211-215	N	Joliet	St	Voight Bros. Motors Co./Bannon Motor Truck Sales and Kaffer-Bannon Seed Co. (Showroom/ Office/ Auto Repair/Private Garage)	c. 1922; c. 1945 (215 Addition); c. 1950-1952 (Front addition on 215)	Commercial Vernacular with Late Classical Revival details	Auto-oriented (Garage and Repair Shop)	C	50

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134	54	N	Ottawa	St	The Boston Store	1930 (Original); c. 1985 (Slipcover)	New Traditional (Slipcover)	Office Block	NC	69, 70
135	57	N	Ottawa	St	EMCO	1966	Modern	Office Block	C	71
136	65	N	Ottawa	St	Sans Block-Barrett's Hardware	c. 1890 (Original); 1909 (Remodeling/Curent Façade)	Commercial Vernacular	Two-Part Commercial Block	C	74, 76
137	71	N	Ottawa	St	Stores with Hall	c. 1889	Romanesque Revival	Two-Part Commercial Block	C	74, 76
138	81	N	Ottawa	St	Stores	c. 1891; 1977 (Relocated from the northeast corner of Ottawa and Van Buren Streets); 2021 (Façade Remodeling)	No Style (Was Colonial Revival until architectural detailing removed in 2021-2022)	Two-Part Commercial Block	NC	N/A
139	103	N	Ottawa	St	Montgomery Ward (Historically two buildings, the department store and merchandise warehouse)	1928 (Northern Building); 1929 (Southern Building); c. 1974 (Façade Remodeling)	Modern	Historically two (2) Two-Part Commercial Blocks	NC	75
140	110	N	Ottawa	St	N/A	c. 1974-1983	No Style	Parking Garage	NC	74
141	113	N	Ottawa	St	St. Mary Catholic Church	1882	Gothic Revival	Religious (Church)	C	N/A
142	150	N	Ottawa	St	Joliet Public Library; Louis Joliet Statue	1903; 1989 (Addition); 1903-1904 (Statue)	Jacobethan	Educational (Library); Statue	C; C	57
143	151-155	N	Ottawa	St	Terminal Building: Chicago & Joliet Electric Railway Co. Office and Waiting Room. Storefronts and offices also housed entities, including the Dellwood Park Co., Will County Farm Bureau, Singer Sewing Machine Co., the American Red Cross, Greyhound Union Bus Depot, Chicago Outer Belt Route, and Joliet City Lines, in addition to various restaurants (Ottawa Street Section)	c. 1887-1888 (Clinton Street Section); c.1912-1914 (Ottawa Street Section); 1938 (Will County Co-operatives Addition)	Commercial Vernacular with Italian Renaissance Revival details	Two-Part Commercial Block	C	59

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					Y.M.C.A. Gymnasium Converted to offices/Farm Bureau Building which housed the Will County Farm Bureau Inc., Will County Agricultural Conservation Association, Will County Dairy Herd Improvement Association No. 1 and No.2, Joliet Local Pure Milk Association, Will County Co-operatives (meats), and the Will County Home Bureau, as well as the Joliet Farm Management Service, USDA Farm Security Administration, and Will County National Farm Loan Association (Clinton Street Section)					
144	167	N	Ottawa	St	Blackhall Building	1917-1918	Commercial Vernacular with Late Classical Revival details	Two-Part Commercial Block	C	55
145	168-170	N	Ottawa	St	Public Service Co. of Northern Illinois	1928	Art Deco	Enframed Window Wall	C	51
146	201-203	N	Ottawa	St	Dinet & Co. and Essington's Funeral Home (Cass Street Storefront)	1928 (Building)	No Style	Two-Part Commercial Block	C	54
147	201-203	N	Ottawa	St	N/A	c. 1946-1952 (Parking Lot)	No Style	Parking Lot	C	54
148	200	N	Ottawa	St	Ottawa Street Methodist Episcopal Church	1909	Neoclassical	Church	C	53
149	204	N	Ottawa	St	N/A	2003	No Style	Institution (Museum)	NC	N/A
150	214	N	Ottawa	St	Joliet Chamber of Commerce Headquarters	1924; 1970 (Hotel Annex)	Spanish Revival	One-Part Commercial Block	C	47, 48
151	214	N	Ottawa	St	N/A	2017	N/A	Parking Lot	NC	N/A
152	215	N	Ottawa	St	Joliet Y.M.C.A.	1927; 1949-1950 (Y.W.C.A.)	Italian Renaissance	Three-Part Vertical Block	NR	48

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						Addition)	Revival			
153	262	N	Ottawa	St	Illinois Bell Telephone Co. Offices and Exchange	1931-1932	Art Deco	Telephone Exchange (Enframed Window Wall)	C	46
154	300	N	Ottawa	St	N/A	c. 1988-1994	No Style	Freestanding	NC	N/A
155	305	N	Ottawa	St	Joliet Answering	1961	No Style	One-Part Commercial Block	NC	45
156	306	N	Ottawa	St	Reuben Atkins Residence	c. 1891-1898	Utilitarian	Gabled Ell	C	N/A
157	306 (Rear Building)	N	Ottawa	St	Dwelling	c. 1891-1898; c. 1920 (Second Floor Added)	No Style	One-Part Commercial Block	C	N/A
158	310	N	Ottawa	St	Will County Steelworkers Club	1950	Contemporary	One-Part Commercial Block	C	43
159	311	N	Ottawa	St	Riverside Apartments	1965	Contemporary	High-rise Apartment building	C	N/A
160	350	N	Ottawa	St	Dwelling (Later it was the residence and boarding house of Anastasia Brophy)	c. 1875	Greek Revival details	Gable-front	C	N/A
161	351	N	Ottawa	St	Store (First Known Store - Dominick Gout Grocery) and Flats	c. 1900	Commercial Vernacular	Two-Part Commercial Block	C	44
162	351	N	Ottawa	St	Mt. Zion Tabernacle	1953	Romanesque Revival	Religious (Church)	C	N/A
163	352	N	Ottawa	St	Dwelling	c. 1886-1891	Queen Anne Free Classic details	Workers Cottage	C	N/A
164	354	N	Ottawa	St	Dwelling	c. 1875; c. 1924-1949 (Raised and Concrete Block First Floor Constructed)	Queen Anne Free Classic details (Later Remodeling)	Gable-front	C	N/A
165	457	N	Ottawa	St	Tezak Florist and Jean and Richard Tezak Residence	c. 1949-1952	Commercial Vernacular	Two-Part Commercial Block	C	35
166	459-465	N	Ottawa	St	Tezak Funeral Home and Florist (459-461); Store (463)	c. 1925 (459-461); c. 1924 (463); c. 1940-1942 (463, converted to chapel) c. 1961-1968 (465, Addition to Chapel); c. 1980 (Second Addition to Chapel)	Commercial Vernacular	One and Two-Part Commercial Block (Undertaker and Chapel)	C	35
167	100	N	Scott	St	First Baptist Church / St. Anthony Roman	1858; 1904 (Parsonage constructed on	Colonial Revival	Religious (Church)	C	66

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ID	NO.	DIR.	ST.	SUF.	ORIGINAL NAME/USE	DATE OF CONSTRUCTION	ARCH. STYLE/DETAILS	RESOURCE TYP.	C/NC	PHOTO NO.
					Catholic Church (Italian)	the rear); 1906 (Exterior clad in stucco); 1980 (Brick veneer installed)				
168	158	N	Scott	St	Will County Coroner and Recorder of Deeds	c. 1994-1998	No Style	Governmental (Offices) (Freestanding)	NC	N/A
169	207	N	Scott	St	Western Tire	c. 1949-1952	Mid-Century Modern	One-Part Commercial Block	C	17
170	211	N	Scott	St	Joliet Blueprint & Supply Co.	c. 1952-1955	A-Frame	Freestanding	C	N/A
66	401	N	Scott	St	Klint's Clothes Cleaners (Pressing and Dry Cleaning)	c. 1941	Commercial Vernacular with Sullivanesque details	One-Part Commercial Block (#68)	C	31
171	409	N	Scott	St	St. Joseph School	1908	Italian Renaissance Revival	Educational (School)	C	N/A
172	16	W	Van Buren	St	Gorman Block (Stores, Elk's Hall, and Castle Hall for Knights of Pythias)	1897	Italian Renaissance Revival	Two-Part Commercial Block	C	63
173	17 - 25	E	Van Buren	St	Rialto Theater Annex	1929	Beaux Arts Classicism	Two-Part Commercial Block	C	3
174		W	Jackson	St	Jackson Street Bridge over the Des Plaines river	1932	Utilitarian with Italian Renaissance Revival and Art Deco details	Bridge	C	81
175		W	Jefferson	St	Jefferson Street Bridge over the Des Plaines River	1932	Utilitarian with Italian Renaissance Revival and Art Deco details	Bridge	C	79, 80

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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.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A Owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years old or achieving significance within the past 50 years.

Areas of Significance

(Enter categories from instructions.)

- Commerce
- Entertainment/Recreation
- Politics/Government
- Transportation
- Architecture

Period of Significance

c. 1858-1973

Significant Dates

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation (if applicable)

Architect/Builder

- Daniel Burnham/D.H. Burnham & Co.
- Hugo Boehme H.V. Van Holst
- Patrick Charles Keeley William LeBaron Jenny
- Jarvis Hunt Gawley Construction
- James Knox Kruegel Healy & Moore
- Noyes Roach C.F. Murphy Associates
- Burnham Brothers
- Rapp & Rapp
- Otto Stark
- Julian Barnes
- F.S. Allen
- Adam Groth Company
- Mundie & Jensen

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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).

Encompassing over 150 years of history and development, the Downtown Joliet Historic District (DJHD) endures as a locally significant commercial district and the heart of Joliet and Will County government, society, and local community culture for the City of Joliet since its formal founding in 1852. The period of significance is from 1858 -1973, reflecting the date of construction of the oldest building in the district, up until the 50-year cut-off for the National Register of Historic Places. Buildings were constructed in the district throughout the period of significance, with the last contributing resource completed in c. 1973.

The district is eligible under Criterion A for Commerce, Entertainment/Recreation, Transportation, and Politics/Government and Criterion C for Architecture. The district continues to function as it has historically with a mixture of commercial, governmental, educational, religious, and social resources and has sufficient integrity for listing in the National Register.

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

PRE- HISTORY AND EARLY SETTLEMENT OF THE ILLINOIS AND WILL COUNTY

The Downtown Joliet Historic District resides on the ancestral lands of the Illiniwek (Illini or Illinois Confederation) who inhabited these lands for thousands of years as the rich forests, prairies, and rivers provided the hunting and fishing grounds for the First Nations.

Prior to the arrival of European explorers and missionaries, and American settlers, the area that is present-day Will County was inhabited by the Illiniwek (Illini) or Illinois Confederation. The confederation was composed of twelve independent tribes of the Algonkian speech family who lived in the central Mississippi River valley including the Kaskaskia, Cahokia, Peoria, Tamaroa, Moingwena, Michigamea, Chepoussa, Chinkoa, Coiracoentanon, Espeminkia, Maroa, and Tapouara. In the first documentation of the Illini, by European explorers at the beginning of the seventeenth century, the confederacy's population was recorded at 10,000. This number would quickly dwindle over the next century, as seven tribes, including the Chepoussa, Chinkoa, Coiracoentanon, Espeminkia, Maroa, Moingwena, and Tapouara, would disappear due to the fur trade conflicts of the Beaver Wars, also known as the Iroquois Wars or the French and Iroquois Wars.

Following the end of the Iroquois Wars at the end of the eighteenth century was the Revolutionary War (1775-1783) and ultimately American expansion westward. Illinois joined the union in 1818, and the Illini met with Illinois Governor Ninian Edwards and founder of St. Louis, Missouri Auguste Chouteau, at Edwardsville in September. At this meeting the Illini surrendered their last holdings in Illinois for about \$6,000 and agreed to move across the Mississippi River to St. Genevieve, Missouri. Unlike the Illini, the Potawatomi which were located north of early American settlements, did not lose significant portions of their land until 1821. Through a series of treaties over only the next eight years, the Potawatomi lost seventy percent of their land. With the Indian Removal Act of 1830, the stage was set for their complete removal west of the Mississippi.

Implementation of the act was delayed while the United States government focused on the Sauk tribe at Rock Island which denounced the 1804 treaty that stipulated their removal from western Illinois. The events which followed are commonly known as the Black Hawk War of 1832. Roughly 800 Sauks, led by Black Hawk, Sauk band leader and warrior, chose to stay on their native lands and resist the United States' westward expansion. They were determined to protect Saukenuk, but when his group returned to the village after their winter hunts in 1829-1831, they found their village increasingly occupied by (white) squatters. Their homes claimed by white settlers, their corn hills used as storage for wagons, and the bones of their ancestors disturbed and laid bare upon the ground by the plow.

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United States officials were determined to force the Sauk tribe out of Illinois. Under General Edmund P. Gaines, a full assault was launched against Saukenuk on June 26, 1831, only to find that Black Hawk and his followers had abandoned the village and crossed the Mississippi River. In April 1832, Black Hawk prepared to re-cross east of the Mississippi River leading a faction of Sauks, Meskwakis, and Kickapoos, east of the Mississippi and into Illinois, from Iowa which was "Indian Territory." While Black Hawk's exact motives were unknown, the presence of children, women, and elders indicated that they were a peaceful party, only hoping to resettle on their native lands.

Convinced that the group was hostile, a frontier militia was organized and opened fire on the group on May 14, 1832. The group responded with a successful attack on the militia at the Battle of Stillman's Run. Black Hawk led his faction to a safe location in southern Wisconsin. Under the command of General Henry Atkinson, the U.S. troops tracked the group to Wisconsin. On July 21, they were defeated by Colonel Henry Dodge's militia at the Battle of Wisconsin Heights. Weakened by starvation and death, survivors retreated toward the Mississippi River.

The Black Hawk War ended in September 1832 following the signing of the Treaty of Chicago. As part of the treaty, five million acres of First Nations homelands were ceded to the United States government and the people removed. The Prairie Potawatomi were removed in 1834, with the Ojibwe and Ottawa of northern Illinois and southern Wisconsin, to land in present-day Council Bluffs in southwest Iowa, before being relocated to a reservation north of Topeka, Kansas in 1846.

CREATION OF THE CITY OF JOLIET

The first pioneers in the vicinity of Joliet are recorded as Colonel Sayre and I. Brown prior to June 1829 on the north bank of Hickory Creek approximately two miles above its confluence with the Des Plaines River. These settlers were followed by Robert Stevens and David Maggard, who made claims in 1830 and brought their families in 1831 to the present-day city limits of Joliet. Settlers were able to travel via the Chicago and Ottawa Road which opened in 1831 and served as a catalyst for major economic development, both for Chicago and the hinterlands of northeastern Illinois. Known as the High Prairie Trail, the road is believed to have been first used by Native American's whose winter hunting campers were located along the banks of the Illinois River. As European and white settlement began the High Prairie Trail was established by the Cook County Board and would evolve into three branches, the eastern, central, and western. The road to Joliet would become the south leg of the eastern route extending from Chicago to Joliet where it then followed the west bank of the Des Plaines River to Ottawa. The exact alignment of the High Prairie Trail through Joliet is unknown. It is believed to approximately follow Illinois Route 53 from Lockport into the St. John's neighborhood. It continued to follow the west bank of the Des Plaines River along Bluff Street, where travelers and teamsters could rest at the National Hotel or Old Virginia Tavern, before the road turned in a southwest direction along present-day U.S. Route 6 out Joliet to Ottawa. Portions of Bluff Street and U.S. Route 6 also follow the historic Sauk Trail, described later in this report.

Prior to these first settlers, European missionaries and explorers had visited the Illinois territory since 1673. The first was Louis Jolliet, a French-Canadian explorer, and Father Jacques Marquette, a Jesuit missionary, who with five others explored the Mississippi River in canoes and on their return trip north, paddled up the Illinois River to the Des Plaines River. The envoy camped on a large mound beside the river, near the present-day intersection of Larkin Avenue and the Illinois & Michigan Canal in Rockdale, which would become known as Mound Joliet. The mound was composed of sand, gravel, and clay deposits, was carved by the river's flow for centuries, enclosed by native grass, oak trees, and wildflowers. When Jolliet camped there, he imagined returning to create a settlement here. "[It] seemed to me the most beautiful and most suitable for settlement," Jolliet wrote in his journal. Jolliet did not have a chance to return, and he would never know that this beautiful land would bear a city with his name.

Permanent settlement of the area that would become Joliet by European and white settlers, began with the establishment of Fort Nonsense in 1832. Located near the current site of St. Peter's Lutheran Church and School at 310 N. Broadway Street, Fort Nonsense served the few settlers who chose to remain in Will County as the Black Hawk War

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raged on. The fort was named "Fort Nonsense" as it was constructed without provision for obtaining basic necessities such as food, fuel, and fresh water.

The fort was designed as a stockade, approximately one hundred square feet in size, with a blockhouse at the northeast corner and an eighteen-foot-high defensive wall composed of upright logs set in the ground. Following the end of the Black Hawk War of 1832 the fort was only used for a short time, including the utilization of the blockhouse as one of Joliet's first schoolhouses for the 1833 schoolyear, before it was demolished. School was previously taught in the cabin of Charles Reed during the winter of 1832.

Following the end of the Black Hawk War, development of the area began in earnest. In 1833, James B. Campbell, treasurer of the I & M canal commissioners, and James McKee acquired the land granted to Sylvia and Rachel Hall by the 1832-33 State Legislature following their capture for ransom at the Indian Creek Massacre of LaSalle County on May 21, 1832. Campbell selected the fractional quarter of Section 9, Township 35, Range 10 East, which encompassed approximately sixty-seven acres and a tract of thirteen acres in Section 15, south of present-day Washington Street on either side of Eastern Avenue. The next year, Campbell platted the first tract of land, and named this new town Juliet. The sale of Campbells' lots began in June of the same year.

In contrast to Campbell, McKee purchased land on the west side of the river on the southeast quarter of the section. Here Charles Reed, the first permanent white settler of the area that would become Joliet, had erected his cabin in the fall of 1832 near the current intersection of Jefferson and Bluff Streets, and begun building a mill and constructing a dam. In January of 1834, this tract was laid out in acre lots, and in April these lots were offered for sale, with Charles Clement as the first purchaser.

In January of 1835, Martin H. Demmond platted West Juliet, which would become the epicenter of activity for Joliet along the west bank of the Des Plaines River. The following year, residents of outlying areas of southwest Cook County, including Juliet, demanded a more convenient place to record their land purchases and to pay their taxes. Accordingly, Dr. A. W. Bowen of Juliet and James Walker of Plainfield went to the state capital of Vandalia at the time, and successfully lobbied a detachment petition through the Illinois General Assembly. On January 12, 1836, an act was passed creating Will County from portions of Cook, Iroquois, and Vermilion Counties, as well as the northern portion of what would later become Kankakee County. Juliet became the county seat of the newly organized Will County. Juliet Township, Township 35, Range 10, was established on March 14, 1836, as the fourth precinct of the county.

Just prior to the Panic of 1837, Juliet formally incorporated as a village, but with the ongoing depression, the residents of the village petitioned the state to rescind the incorporation in 1841 to eliminate the newly created taxes which would fund the village. Despite this setback, three years after the first plat and land sales by Campbell, Joliet was a bustling frontier town with fourteen general stores, two groceries, one drug store, three taverns, a sawmill, a grist mill, six lawyers, five doctors, a Methodist and Episcopalian society, a courthouse and jail, and its first schoolhouse.

By the end of the decade, the Illinois & Michigan Canal would open in 1848. An impetus for the settlement of Joliet, planning began nearly four decades early for the canal that would connect the commerce, industry, and raw materials of the Great Lakes with the Mississippi River and ultimately the port of New Orleans.

Following the completion of the I & M Canal, the California Gold Rush called away an estimated 1,200 citizens of Joliet between 1849-1850. Simultaneously a cholera epidemic from 1848-1855 presented Joliet with a minor population setback. In spite of these difficulties, Joliet remained resolute. The County's second courthouse was completed in downtown Joliet at the southeast corner of Jefferson and Chicago Streets in 1848. The City's first public school building was constructed in 1849 at the intersection of Broadway Street and Western Avenue. The Old Plank Road, which connected Joliet to Plainfield, was completed around 1852. That same year Joliet re-incorporated, this time as a city, on June 19, 1852. This road closely followed the Sauk Trail, a Native American trail spanning present-day Illinois, Indiana,

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and Michigan. It is believed that the trail began at the Mississippi River in present-day Rock Island, Illinois and ran eastward along the Illinois River before reaching Chicago, and its eastern terminus at Detroit. Today, portions of U.S. Route 6 follow the same path in Illinois.

Soon after, the iron horse arrived in Joliet on the east side of the river. The Chicago and Rock Island Railroad reached Joliet by 1852. This was followed by the arrival of the Michigan Central Railroad in 1855, which ran forty-four miles in length from Joliet on the west to Lake Junction (East Gary), Indiana on the east. The new line earned its nickname the “cut off” as it allowed transcontinental railroad traffic to bypass the congested Chicago railroad yards, “cutting off” over thirty miles when compared to other lines that had to travel in and out of Chicago. Chicago and Alton Railroad arrived in 1854 with the completion of the line’s extension from Bloomington. The extension from Joliet to Chicago was completed in 1856. By 1890, these three railroads would be joined by the Atchison, Topeka & Santa Fe Railway and the Elgin, Joliet and Eastern Railway. Joliet would earn a second nickname as the “Crossroads of Mid-America” for its central location at the axis of multi-modal infrastructure.

The railroads affected commerce in two ways. The first is that the railroads became a direct competitor to the recently completed I & M Canal. The railroads offered far greater speed and efficiency than the I & M Canal and opened vast portions of the nation unavailable by waterways. By 1910, the I & M Canal was virtually abandoned. Secondly, the location of the railroads on the east side of the river began drawing more businesses to the east side. By the 1870s, the city’s present-day commercial district was shifting from the west side of the river along Bluff Street and Jefferson Streets to the east side of the River along Jefferson and Chicago Streets, and was blossoming into the present-day Downtown the Joliet Historic District.

CRITERION A: DEVELOPMENT OF DOWNTOWN JOLIET

The DJHD is locally significant under Criterion A as the primary and lasting center of commerce, government, entertainment, and transportation in the City of Joliet. The following sections illustrate each Area of Significance (AOS) as it relates to the historic context of Joliet and provide examples on how the built environment of the district developed and transformed relevant to each AOS. The district is also locally significant under Criterion C for Architecture. As the city center for Joliet, the DJHD retains a significant collection of the best examples of commercial, governmental, educational, transportation, and religious high-style architecture in the city. More information is provided in the “Criterion C: Architecture of the Downtown Joliet Historic District” section of this nomination.

Early Commerce And Trade In Joliet (1834-1879)

The first commercial enterprise in Joliet was a general store established by Thomas Cox on Bluff Street in 1834. Two years later, Martin H. Demmond completed a three-story building at the southwest corner of Bluff and Jefferson Streets, the epicenter of settlement, commerce, and industry in burgeoning Joliet. At this intersection was also the McKee grist mill, the Clement and Clark sawmill, and the old American Hotel. Between 1836-1838, Demmond built two of the most significant commercial developments within the young settlement of Joliet, the “Merchant’s Row” and the National Hotel. Demmond’s goal for the “Merchant’s Row” was to construct a spacious, modern, and imposing building, that no building in the west could rival, while decentralizing the concentrated commercial area only located along Bluff Street, and encourage development to radiate out from the intersection at Bluff and Jefferson Streets. The National Hotel opened the year after “Merchant’s Row” at the southeast corner of Bluff and Jefferson Streets. The hotel was the social center of Joliet, as well as an entrance for passengers arriving by packet line at the Exchange Street (now Jefferson Street) I & M Canal bridge dock, and later a hotel for passengers arriving by train.

In the next decade, Thomas Hatton built the prominent Omnibus Block in 1848 on the north side of Jefferson Street at the west end of the canal bridge. The two-story frame building housed Paddock’s saloon and Hatton’s meat market, W. C. Wood’s general country store, and the drugstore of businessman and historian George H. Woodruff, where he wrote many of his works regarding the pioneer history of Joliet. A few years later, the well-known Merchants & Drovers Bank

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was constructed in 1852 by Illinois Governor Joel A. Mattson. Located at the northeast corner of the Jefferson Street Bridge, the three-story brick building housed a store, for his woolen mill products and general stock of merchandise, and Joliet's first bank.

Commercial and industrial development continued in earnest, but by the end of the 1870s, the center of commercial activity had shifted to the east side of the river to what is present-day downtown Joliet. Of the district's 173 resources, approximately thirty or seventeen percent of the non-residential buildings in the district were constructed within the first two decades of the central business district's shift to the east side of the river, which represent Joliet's early and permanent commercial architectural legacy. Many of the buildings are typical one-part and two-part commercial blocks with first floor storefronts and upper floors used as offices, residences, halls, theaters, or light manufacturing. Contributing buildings include: Barber Building (66-68 N. Chicago Street), Cutting Building (19 W. Jefferson Street), Gorman Block (16 W. Van Buren Street), Auditorium Block (156 N. Chicago Street), and Sans Block (65 N. Ottawa Street).

River, Rail, Road and the Creation of Downtown Joliet (1848-1970)

Settled near the confluence of the Des Plaines and Illinois Rivers, Joliet was destined to be a transportation nexus between the Midwest and the Western United States. Within a decade of Joliet's founding, the Illinois & Michigan Canal was completed to connect the commerce, industry, and raw materials of the Great Lakes with the Mississippi River and, ultimately, the port of New Orleans. The opening of the canal was followed by the arrival of the Chicago, Rock Island and Pacific Railroad (CRIP) in 1852, the Chicago & Alton Railroad (The Alton) in 1854, the Michigan Central Railroad (MC) in 1855, the Elgin, Joliet and Eastern Railway (The J) in 1886, and the Atchison, Topeka and Santa Fe Railway (Santa Fe) by 1891. While the canal served both sides of Joliet, the arrival of the railroad on the east side of the river would be the catalyst for the move of the central business district from the west to the east side of the river. As railroads were stretched beyond their capacity during World War I and new cross-country highways opened, Joliet saw the arrival of the automobile and the introduction of showrooms, garages, and filling stations interspersed between the late nineteenth and early twentieth-century built environment of downtown. Simultaneously, the Illinois Waterway project was opened in 1933 between Lockport and Utica to complete the goals of the Chicago Sanitary and Shipping Canal which addressed issues with sewage in Chicago and low water levels in the LaSalle area that challenged navigation. Water, rail, and road converged in downtown Joliet creating a transportation hub still prevalent today.

The Illinois & Michigan Canal

An impetus for the settlement of Joliet was the opening of the Illinois & Michigan (I & M) Canal in 1848. Centuries before the I & M Canal was completed, Native Americans used the low divide between the waters of the Chicago River and the Des Plaines River as a natural portage, between the Great Lakes and the Illinois and Mississippi rivers. This low divide was only a few miles wide and was so flat and swampy that during rainy times people could travel by canoe from one river to the other without portaging. When Louis Jolliet's expedition passed through the area in 1673, he recognized that a canal connecting the Des Plaines and Chicago rivers could be advantageous for French trade. But for the remainder of the 1600s and much of the 1700s, Jolliet's idea was overlooked as the French focused on constructing a series of forts in the Illinois territory and completely bypassed the area altogether to avoid additional confrontations with the Iroquois. It was not until after the War of 1812 that interest in the canal was renewed, by the young United States of America.

Enthusiasm for the construction of the canal was accelerated when the Potawatomi ceded land for ten miles on either side of the Des Plaines and Illinois rivers from Lake Michigan to the Fox River in 1816. The federal government wanted to see the project completed but did not want to be directly responsible for its construction. Thus, the state of Illinois was created, and its northern boundary expanded to ensure the canal would be enclosed within the state, and thus a twenty-year process of securing funds and land was set in motion.

Chicago and LaSalle were identified as the two terminuses for the canal route and ground was broken near Chicago on July 4, 1836. In the first year of construction poor weather and a lack of both manpower and equipment prohibited

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progress. Elsewhere in the state, the Internal Improvement act (1837) encouraged the rapid growth and improved transportation necessary to attract settlers and harvest resources. If improvements failed anywhere in Illinois, many feared the rest of the country would outpace it. The Panic of 1837 did not help this cause, and canal work would continue over the next few years, until the entire project would again be halted in 1841 as the nationwide recession deepened.

During the recession, Illinois was unable to meet its financial obligations. In 1842, the state treasury collected a total of \$98,546 in taxes when interest charges on its debt amounted to nearly \$800,000 for that year alone. Upon taking office in 1842, Governor Thomas Ford faced a state debt of \$15,187,348 (approximately 506 million in 2021 dollars). This was a tremendous burden that the young frontier state of a little over a half million inhabitants had to face on top of a severe economic depression. To combat the state's debt, Ford was able to pass a modest property tax to fund interest payments. As to internal improvements, all were abandoned except the canal.

To fund the completion of the canal, the Governor called for a "shallow cut" plan. On the Summit (eastern) Division, it would be filled by the Des Plaines River and by water pumped up by steam engines from the Chicago River at Bridgeport. The "shallow cut" was in contrast to the originally proposed "deer cut" which designed the canal to be directly fed by Lake Michigan. The change in plans resulted in the reduction of the estimated cost of the canal by nearly half. The Illinois General Assembly passed the enabling legislation on February 21, 1843. Under this new plan, the canal would be governed by three trustees, one appointed by the state and a majority of two elected by subscribers to a \$1,600,000 loan. The loan was fully subscribed to by American and European investors after an independent investigation pronounced the project sound. Work on the canal resumed in July 1845. This same year, residents changed the community's name from "Juliet" to "Joliet" in honor of explorer Louis Jolliet. Jolliet, with Father Jacques Marquette, is also regarded as the originator of the idea for a canal connecting the Des Plaines and Chicago rivers in 1673 that would lead to the conception of the I & M Canal nearly 150 years later.

Over the next year and a half, construction was slow due to a shortage of labor and poor weather, and during the previous four years while the project stood still the work that was completed fell into disrepair. Much of the remainder of the work was completed by Irish immigrants who lived and worked in transient work camps along the line of the canal.

On January 13, 1848, just a few months before the canal opened, the legislature also authorized the building of the first bridge across the Des Plaines River and canal at Jefferson Street, providing a pivotal link between the platted communities of Old Town (east side of the river) and West Joliet (west side of the river).

When the I & M Canal opened in April of 1848, it was sixty feet wide at water level, thirty-six feet wide at the bottom and six feet deep along the entire ninety-six-mile route. The project included fifteen locks lifted or lowered boats along the canal as water levels changed, five aqueducts, and four hydraulic power basins. The canal provided a direct link between the Great Lakes and the Mississippi River, and its completion helped to shift the center of western trade from St. Louis to Chicago and the canal towns of Ottawa, Marseilles, Seneca, Morris, Channahon, Joliet, Lockport, and Lemont.

Competition with the railroads and the Panic of 1893 adversely affected canal operations. Traffic on the canal significantly decreased with only eighty-two boats using the waterway by 1893. Two decades later in October 1914, the "Niagara" was the last commercial boat to make the trip from Peru to Lockport. The canal languished and its infrastructure deteriorated over the next seventy years, until the "Illinois and Michigan Canal National Heritage Corridor" was designated by Congress in 1984. The canal joined the National Park system and preserve efforts were undertaken to honor the historic and architectural/engineering significance of the picturesque waterway.

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The Illinois Waterway

The "shallow cut" plan instituted to fund the completion of the I & M Canal would have lasting impacts on the waterways between Chicago and LaSalle until the Illinois Waterway project was completed in 1933. The first challenge resulting from the cutback in construction was that traffic between Chicago and Lockport was not able to pass the Chicago River without locking in or out. This seemingly minor problem was then followed by a major sewage problem brought on by the growing metropolis of Chicago. Since the city obtained its drinking water from Lake Michigan, sewage could not be dumped there, thus a deep cut was constructed in 1871, which eliminated the need for two locks on the canal between Chicago and Lockport and reversed the flow of the Chicago River away from Lake Michigan, resolving the city's sewage problem. Simultaneously, a new problem arose on the Illinois River, where during the summer, water levels fell so low that navigation to LaSalle was impassable. To address this problem, a lock and dam was built at Henry, Illinois, in 1869.

Within a few years, the deepening of the I & M Canal proved insufficient. As a result, the Chicago Metropolitan Sanitary District was organized in 1892 to construct the Chicago Ship and Sanitary Canal (CSSC) between Chicago and Lockport. Completed in 1900, the CSSC was the largest canal built during the nineteenth century at twelve feet deep. It pulled Chicago's waste away from Lake Michigan, increased water flow in the Des Plaines and Illinois rivers, and established a new shipping channel, though shipping traffic was limited due its termination at Lockport.

Within the first decade of the canal, the Chicago Metropolitan Sanitary District undertook two projects to increase shipping traffic. First, the district constructed a sanitary drainage canal from the Calumet River to the CSSC that bifurcated the I & M Canal and ended its use between Chicago and Lockport. Secondly, the district built a lock at Lockport to facilitate traffic between the CSSC and the Des Plaines River, and a power station at the same location to control the flow of water from lake Michigan.

Significant improvements were also being undertaken on the Illinois River at the turn of the twentieth century. In 1890, locks were constructed at Kampsville and La Grange on the lower Illinois to increase the navigability of the river. By the end of the 1890s, interest shifted to closing the gap between the CSSC at Lockport and the beginning of the Illinois River at Utica. Despite the improvements on the CSSC during the early 1900s, which facilitated a connection between the CSSC, Des Plaines River, and I & M Canal, the old canal was too small and in a state of disrepair that it was impassable for larger, modern boats.

In 1908 the voters of Illinois authorized a bond to raise twenty million dollars for the construction of a series of locks and dams between Lockport and Utica that would not only provide slack water navigation on the Des Plaines and the Illinois rivers, but would also supply hydroelectric power, though this was removed from the final design. Questions about the depth and flowage of the proposed waterway delayed the start of construction for thirteen years. By 1921, it was finally determined that the waterway, aptly named the Illinois Waterway, would be eight feet deep, with five locks 110 by 600 feet, and sufficient lockage for cargoes of six to nine thousand tons. The first lock to be constructed was at Marseilles, followed by Lockport. The last lock to be built was just outside of Joliet at Brandon Road, because through Joliet, the level of the Des Plaines River had to be raised above the surrounding city, and controlled by means of concrete gravity walls that had to be built before the lock and dam.

On June 22, 1933, the Illinois Waterway, which now extended from Chicago to Grafton, was opened for traffic, finally realizing the vision of Louis Jolliet for a boat to move freely and readily from Montreal to the Gulf of Mexico. In Joliet the retaining walls were in place, the lift bridges were operational, and local business and civic leaders predicted an economic resurgence. The following day, after the official dedication and formal opening of the Jefferson Street Bridge on November 26, 1932, the *Herald-News* carried the headline: "WATERWAY TO SPUR INDUSTRY HERE." The accompanying article predicted that just as the I & M Canal had been a catalyst for Joliet during its early settlement period, the modern shipping canal would initiate a new period of significant industrial and commercial growth for Joliet.

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Within the boundaries of the DJHD there are two structures which represent Joliet's significant tie to its historic waterways – the Jefferson Street and Jackson Street bridges over the Des Plaines River. During the construction of the Illinois Waterway, all of Joliet's bridges were replaced. The Jefferson Street and Jackson Street bridges in the DJHD are two exceptional and intact examples of the replacement bridges constructed during the Illinois Waterway project.

Both bridges were designed by the Scherzer Rolling Lift Bridge Company, one of the nation's preeminent designers of moveable bridges, and constructed in 1932 by the Mississippi Valley Structural Steel Company of Chicago. They respectively carry their namesake streets of Jackson and Jefferson Streets across the Des Plaines River. They are two of five moveable bridges in the City of Joliet, the others being Cass Street, Ruby Street, and McDonough Street, that were an integral part of the master plan developed for the construction of the Illinois Waterway.

The main span is a double-leaf, Scherzer rolling-lift bridge of steel construction. The bridge is a Pratt-type, although the polygonal upper chord carries tensile and compressive forces. The span is approximately 220 feet long. The lifting machinery consists of four DC electric motors, with fifty horsepower each. There are two steel plate-girder approach spans, each measuring fifty-five feet and six inches in length. The roadway measures forty feet in width and contains a steel-grate deck. Flanking each side of the bridge is a thirteen foot wide sidewalk. The bridge has reinforced concrete abutments and piers.

A one-story bridge tender's house is located at the southeast pier of each bridge and measures approximately twenty feet by ten feet in plan. Its two-story exterior concrete walls have been scored to look like stone. Each bridge tender's house is modest in design and lacks superfluous architectural detailing. The architectural detailing that is present is derived from the Italian Renaissance Revival style, represented by the faux rustication at the first floor, low pitched hipped roof, and round arch window openings, with a touch of Art Deco, evident in the projecting concrete piers crowned with reeding that resemble the common exterior setbacks found in Art Deco buildings and the simple roundels below the roof line. Both styles were popular at the time of construction.

Joliet And The Railroad

Downtown Joliet was historically served by the Chicago, Rock Island and Pacific Railroad (CRIP), the Chicago & Alton Railroad (Alton), the Atchison, Topeka and Santa Fe Railway (Santa Fe), the Michigan Central Railroad (MC), and the Elgin, Joliet and Eastern Railway (EJE). Although these new lines attracted new businesses and residents to Downtown Joliet and the surrounding residential neighborhoods, they also brought a series of challenges and hazardous conditions to the growing community. Historically, each line maintained its own station and tracks through Downtown Joliet at grade creating a dangerous, interwoven rail network that for over five decades rumbled through the middle of downtown rattling windows, disrupting court proceedings, or prohibiting traffic. The CRIP tracks actually ran right through the courthouse square and then cut across Chicago and Jefferson Streets in the district.

By 1906, citizens, merchants, and politicians had enough, and an agreement was reached with the railroad companies to elevate and realign all four railroad lines and construct a new passenger station to consolidate the four existing passenger stations into one. Work began on a comprehensive track elevation and realignment project in 1908. By the fall of 1912, the tracks were elevated, the new passenger station was completed, and approximately eighty passenger trains were arriving daily in Joliet.

Within the DJHD, there are two remaining depots and two bridges related to Joliet's rail history including the aforementioned Joliet Union Station, the former EJE Passenger Depot, and the Cass and Clinton Street rail bridges constructed as part of the track elevation project. A brief history of each rail line follows and a description of each extant resource in the DJHD is located at the end of this section.

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The Chicago, Rock Island and Pacific Railroad (CRIP)

The Chicago and Rock Island Railroad reached Joliet by 1852. The origins of the CRIP begin on October 10, 1852, when a brightly painted locomotive coupled to six yellow coaches traveled over newly laid railroad tracks between Chicago and Joliet. In 1854, the rail line had been completed between Chicago and Rock Island, and two years later the CRIP became the first railroad to cross the Mississippi River. Trains carried freight and passengers from Chicago into Rock Island before heading west to Iowa and beyond. The line was an immediate success, and the railroad set its sights on its first expansion. The CRIP's incorporators chartered the Mississippi & Missouri (M&M) Railroad in Iowa on February 5, 1853 to build a line from Davenport to Council Bluffs, Iowa. Work on the line slowed due to a lack of financing and a national recession, and it ultimately fell into bankruptcy and was reorganized as the Chicago, Rock Island & Pacific Railroad in July of 1866. The reorganized line reached Council Bluffs on May 11, 1869.

After Council Bluffs was reached, the CRIP embarked upon a series of expansion projects throughout the Midwest and built track to Kansas City in 1879 over rails of the Hannibal & St. Joseph Railroad (H&StJ) and the Twin Cities in 1885 via its acquisition of the 368-mile Burlington, Cedar Rapids & Northern (BCR&N). The line also added a multitude of small systems including the Keokuk & Des Moines; Des Moines, Indianola & Missouri; Newton & Monroe; and the Des Moines & Fort Dodge. The CRIP operated a network of 2,075 miles, nearly double that of Chicago & North Western Railway (CNW) (1,053 miles), and continued to expand with a second extension chartered as the Chicago & South Western Railway to reach Fort Leavenworth, Kansas. Construction began in 1869 and was completed in 1872 after a bridge over the Missouri River was opened.

During the early 1880s, the CRIP acquired the aforementioned BCR&N and then set off for the Western Frontier via a new subsidiary known as the Chicago, Kansas & Nebraska Railway (CK&N). The line was chartered in December of 1886 to build from St. Joseph (Kansas) to Wichita (Kansas) to Denver (Colorado). Construction had only just begun when permission was granted to extend the line to the Gulf Coast at Galveston (Texas). There was also an extension to El Reno (Oklahoma) while a direct route between Denver to Omaha (Nebraska) was established via Belleville (Kansas) and Lincoln (Nebraska). In 1891, the CRIP boasted a network of nearly 4,000 miles.

Further growth slowed for about a decade until the establishment of "Choctaw Route" from Tucumcari (New Mexico) to Memphis (Tennessee) and the "Golden State Route" completed from Liberal (Kansas) to a connection with the El Paso & Northeastern Railroad (EP&N) at Santa Rosa (New Mexico). The line also attempted an expansion to New Orleans (Louisiana), but only reached Eunice (Louisiana) where it settled as an interchange partner with the Missouri Pacific Railroad (MP). The CRIP had now grown into a network of 8,328 miles.

The CRIP spent the 1920s enjoying strong traffic that financed some infrastructure improvements, but the line's perennial infrastructure issues (light rail, poor ballasting, insufficient bridges, and circuitous routes) were not resolved before the onset of the Great Depression in 1929. Failing infrastructure, coupled with the nation's economic condition, forced the CRIP to declare a second bankruptcy on June 7, 1933. New leadership for the line set to work on increasing efficiency and cutting waste. The railroad initiated a system-wide infrastructure improvement program by replacing ties, pouring tons of new ballast, rebuilding bridges, laying heavy, 112+ pound rail on main lines, straightening bottlenecks, purchasing diesel locomotives, and expanding centralized traffic control/automatic block signaling systems. Within only a few years the results were being felt as annual revenues increased from \$66 million in 1934 to \$82 million in 1937. This number further increased to \$96 million by 1941 and just after World War II had reached \$178 million by 1947. The line exited receivership on January 1, 1948. Modernization continued through the 1950s as steam was retired by 1954 and modern classification yards were built. Unfortunately, during the 1950s the entire industry faced declining traffic brought about by increased competition in trucking and air shipment, and the 1958 national recession. Despite these hardships, the CRIP remained a well-respected corporation with gross annual revenues of \$219.5 million and a ranking of 22nd in *Fortune* magazine's Top Fifty Transportation Companies in 1959.

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As the 1960s dawned, the line was again showing signs of trouble as it relied heavily on dwindling agricultural traffic. Talks about a merger with the Chicago, Milwaukee, St. Paul and Pacific Railroad (Milwaukee Road) and Southern Pacific Transportation Company (SP) were briefly carried out before discussions with Union Pacific Railroad (UP) began. In September of 1964, UP formally applied to acquire the CRIP. Nearly a decade passed before the Interstate Commerce Commission (ICC) officially granted approval on November 8, 1974, but by then the UP was no longer interested as the line's infrastructure was in a state of disrepair as the millions of dollars promised for improvements by the UP lingered until the merger was finalized. The railroad entered into a third bankruptcy on March 17, 1975. Leadership continued to try to put together a profitable operation, but as time and money ran out the line was forced to liquidate on January 25, 1980.

Nearly all of the CRIP's through routes were purchased and remain in operation today, with the exception of the "Choctaw Route". On May 19, 1984, the CRIP was reorganized as the Chicago Pacific Corporation, a non-operating railroad entity that branched out into the fields of investment and real estate. It began to grow by acquiring the Hoover Corporation in 1985 before being purchased by the Maytag Corporation in 1988. The Regional Transportation Authority (RTA) acquired the physical infrastructure of the CRIP from 100 feet east of the vertical lift bridge over the Des Plaines River to the La Salle Street Station in Chicago in 1980. Four years later, the RTA formed Metra to oversee commuter rail operations in the Chicagoland region. Today, Metra's Rock Island District line utilizes the historic rail line for the CRIP to provide passenger service between Joliet and Chicago. Simultaneously, CSX Transportation and the Iowa Interstate Railroad utilize the eastbound tracks of the former CRIP for freight service through an operating agreement with the RTA.

The Chicago & Alton Railroad (C&A)

The Chicago & Alton Railroad arrived in Joliet in 1854 with the completion of the line's extension from Bloomington (Illinois). The extension from Joliet to Chicago was completed in 1856. The C&A had a long and colorful history with many name changes along the way. The initial charter was for the Alton and Sangamon Railroad issued in February 1847 for a line from the Mississippi River town of Alton, Illinois to the state capital of Illinois at Springfield. This line was finished in 1852. The line extended to Bloomington, in 1854, as the Chicago and Mississippi Railroad, and to Joliet in 1855, where it ran over the Chicago and Rock Island tracks to Chicago. The Joliet and Chicago Railroad was chartered on February 15, 1855, and opened in 1856. It was leased by the Chicago and Mississippi Railroad creating a continuous line from Alton to Chicago. Two more reorganizations formed the St. Louis, Alton and Chicago and then the Chicago and Alton Railroad by October 1862. In 1864, the C&A chartered the Alton and St. Louis Railroad to complete its line to East St. Louis (Illinois). The C&A also constructed its line between St. Louis and Kansas City by leasing the Louisiana and Missouri River Railroad (L&MR) which ran from Louisiana to Springfield (Missouri) in 1870, and then by leasing the Kansas City, St. Louis and Chicago Railroad (StL&C) running from Mexico to Kansas City (Missouri) in 1878.

Between 1906 and 1931, the railroad was controlled at various times by Union Pacific Railroad (UP), the Chicago & Rock Island (CRIP), and the New York, Chicago and St. Louis Railroad (Nickel Plate). From 1931 to 1947, the C&A was a subsidiary of the Baltimore and Ohio Railroad (B&O) before it merged with the Gulf, Mobile and Ohio Railroad (GMO) from 1947 to 1972 and then the Illinois Central Gulf Railroad (ICG) from 1972 to 1987. During this time, passenger service was taken over by Amtrak in 1972. This pattern of mergers and consolidations would continue over the last three decades of the twentieth century. Today, Canadian National Railway (CN) owns the former C&A tracks between 21st Street in Chicago and Jackson Street in Joliet. The Union Pacific owns the tracks between Jackson Street in Joliet and East St. Louis. By agreement, Metra operates Heritage Corridor commuter trains each weekday between Chicago and Joliet, and Amtrak operates several intercity passenger trains every day between Chicago and St. Louis. This line also continues to be heavily used to haul freight.

The Alton is well known for its innovation and initiative to increase passenger service and comfort. It is the first railroad to install a sleeping car on its service between Chicago to East St. Louis line on September 1, 1859. It was also the first

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railroad to install a dining car, the Delmonico, in regular service, and in 1932 the Alton it was the first Chicago-St. Louis line to install air conditioning on its passenger trains.

Atchison, Topeka and Santa Fe Railway (ATSF)

The ATSF begins with a vision by Colonel Cyrus K. Holliday that was then brought to life by William Barstow Strong, who together worked to establish the only transcontinental route from Chicago to Southern California. Colonel Holliday envisioned a railroad from what was then the Territory of Kansas to the west coast with a branch reaching the Gulf of Mexico. At this time there were few settlers west of the Mississippi River, but Holliday believed that if the growing network of the nation's rail lines expanded into the Great Plains, a great wave of new settlement would follow. The new railroad was chartered in February 1859 to connect its namesake towns, but due to a severe drought and the outbreak of the Civil War (1861-1865) construction was delayed for several years. The groundbreaking occurred at a small ceremony in Topeka, Kansas on October 30, 1868. Atchison (Kansas) was planned as the original eastern terminus with the southern terminus located at nearby Carbondale (Illinois) to serve the newly opened coal mines in the area. The line opened on March 30, 1869, and reached Carbondale by July 1st of that year. The line neared Emporia (Kansas) by the end of 1869, which contained another lucrative source of traffic that would fuel the line's westward expansion, cattle.

By the end of 1869 gross earnings totaled \$126,960 (approximately \$2.8 million dollars in 2022). After completing its initial charter in 1872, management stayed true to Holliday's aspirations and continued pushing towards the Pacific and Gulf coasts. The ATSF continued to expand over the next two-and-a-half decades and opened the Belen Cutoff in 1907, an over 200-mile corridor through eastern New Mexico and Texas's Northern Panhandle. Once opened, the route offered a more direct link to Chicago. Prior to the Belen Cutoff, the ATSF chartered the Chicago, Santa Fe & California Railway (CSF&C) in 1886 to complete the Kansas City-Chicago corridor through a series of new construction and acquisitions. First, the CSF&C acquired the 154-mile Chicago & St. Louis Railway (C&StL) between Chicago and Pekin (Illinois), using it as far as Ancona (Illinois) for its main line. The line then built 350 miles of track to reach the subsidiary, Kansas City Belt Line. In an incredible feat of engineering the corridor was completed in just over a year with the last spike driven on December 31, 1887. Trains began entering Chicago on April 29, 1888.

The ATSF's network peaked in 1932 at over 13,500 miles in length and enjoyed a net income of \$3.7 million or higher throughout the years of the Great Depression (1929-1939). The ATSF's success is attributed to the willingness of its leadership to embrace new technology and strive for excellence, while on a never-ending quest for efficiency and cost savings. The railroad was one of the first to adopt diesel and wound up with the single largest fleet, 320 in total. Through the 1950s, the line continued phasing out the iron horse until steam was officially retired in August 1957. The line was also quick to employ the new autorack (a specialized car with two or three levels to haul automobiles) and began experimenting with trailer-on-flat-car service in 1952.

In 1948 *Fortune* magazine named it the "Nation's Number One Railroad", the ATSF would retain this status until 1982. The ATSF remained a separate and successful entity until the early 1990s when Burlington Northern entered talks with the line about a possible merger. After 137 years, the ATSF officially joined Burlington Northern in 1996 to create the Burlington Northern & Santa Fe Railway. A result of this merger was the end of a 100-year tradition of passenger service to Joliet on the Santa Fe. The ATSF's *Southwest Chief* was rerouted over the former Burlington Northern line between Chicago and Galesburg, passing through Naperville and Princeton, and completely bypassing Joliet. The Burlington Northern Santa Fe Railway changed its name to BNSF Railway in 2005.

Elgin, Joliet and Eastern Railway (EJE)

The EJE begins after a failed start in 1881 by the Joliet Steel Works to open a railroad, running from Joliet to the Indiana-Illinois state line. The group failed to secure financing and the charter lay dormant. The idea was revived a few years later with another group attempting to establish a similar project, the Joliet, Aurora & Northern Railroad (JA&N), incorporated March 1884, with an ambitious plan to extend rails northwestward from Joliet to the east bank of the Mississippi River near Dubuque, Iowa. In February of 1886, financing was secured to construct the first twenty-two

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miles between Joliet and Aurora. The line was ready for service by August 15, 1886 but unfortunately, business never took off as hoped. Everything seemed lost until the JA&N approached American financier and banker, J.P. Morgan, about funding the struggling enterprise.

In 1887, Morgan decided to finance a line, which would bypass Chicago, from Valparaiso, westward through Joliet, and thence northward to a connection with the Chicago, Milwaukee, St. Paul, & Pacific Railroad (Milwaukee Road). To achieve this, two separate railroads were incorporated for this purpose in both Illinois and Indiana, respectively. The Elgin, Joliet & Eastern Railway Co. (EJ&E) of Illinois and the Elgin, Joliet & Eastern Railway Co.(EJ&E) of Indiana. The EJ&E Railway Co. of Illinois built its line westward from the Illinois-Indiana state line towards Elgin, and utilized JA&N line between Joliet and Normantown (Illinois). The new line was completed and made a connection with the Milwaukee Road near Elgin in 1888, and in October of that same year, the EJ&E Railway Co. of Illinois acquired the JA&N. As everything goes in railroad history, the two lines officially merged in December 1888 to form the Elgin, Joliet & Eastern Railway Company (EJE). In 1891, the rail line continued to expand by acquiring the Waukegan & Southwestern Railway Co. with a line southward from Waukegan (Illinois) to near Elgin (Illinois) and the Gardner, Coal City & Northern Railway Co., which consisted of a line from Caster (Illinois) near Coal City (Illinois) northward through Minooka (Illinois) to a connection with the EJ&E's main line. These are just the Illinois expansions with three additional expansions in Indiana, all within the company's first four years of existence. By 1893, the EJE's line stretched in a 130-mile arc from Waukegan through Elgin and Joliet to Porter (Indiana).

In 1889, the EJE became the exclusive line for one of the most significant steel companies of the twentieth century beginning when the North Chicago Rolling Mill Company merged with the Union Steel Company and the Joliet Steel Company to form the Illinois Steel Company. Very soon after, the new steel corporation incorporated several new switching and terminal railroads in Illinois to construct miles of industrial tracks in Chicago, South Chicago, and Joliet, and to operate existing ones. These were the Chicago & Kenosha Railway Co., the Calumet & Blue Island Railroad Co., the Chicago & Southeastern Railway Co. of Illinois, and the Joliet & Blue Island Railway Co.

In September 1898, Morgan and American lawyer, county judge and corporate officer, Elbert H. Gary, the namesake of Gary, Indiana, placed the EJE, Minnesota Iron Company, Duluth & Iron Range, Minnesota Steamship Company, and Illinois Steel under a new holding company known as Federal Steel. Only a few years later, steel magnate Andrew Carnegie elected to retire from corporate life and sold his steel interests to Morgan in 1901, which included the Bessemer & Lake Erie Railroad and Pittsburgh Steamship Company, and resulted in the creation of the United States Steel Corporation. Which immediately controlled 65% of the market.

After the creation of U.S. Steel, the EJE's traffic ebbed and flowed during the U.S. wartime economy, peaking at 45.9 million tons in 1944 during World War II. Beginning in 1935 and rapidly continuing during the post-war years, the EJE experienced the swift decline of interchange business through mergers. Over the next four decades, the line abandoned its underused rail lines and facilities. The EJE switched its focus to originating/terminating traffic after the 1970s. The line remained a subsidiary of U.S. Steel. In 1986 U.S. Steel became the USX Corporation which then spun off its transportation holdings into a new subsidiary known as Transtar, which managed its rail assets in 1988. That June, fifty-one percent of the new company was sold, but in an interesting twist, USX reacquired one hundred percent of Transtar in 2001. The EJE was only back home for eight years when in 2009 it was acquired by Canadian National Railway (CN) as a Chicago bypass.

Michigan Central Railroad (MC)

The MC arrived in Joliet in 1855, from which it ran forty-four miles in length from Joliet on the west to Lake Junction (East Gary), Indiana on the east. The new line quickly earned its nickname the "cut off" as it allowed transcontinental railroad traffic to bypass the congested Chicago railroad yards, "cutting off" over thirty miles when compared to other lines that had to travel in and out of Chicago.

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The line has its origins with the Detroit & St. Joseph Railroad (D&StJ), which was chartered on June 28, 1832, as an intrastate system to open the then-Territory of Michigan. The project languished for five years until the newly formed state of Michigan acquired the line in 1837 and invested five million dollars (155 million dollars in 2022) into the railroad. With Michigan's funding, the D&StJ had completed seventy-six miles of track and reached Jackson (Michigan) by December 29, 1841. Funding to finish the line quickly ran out and progress on the construction of the line waived until the newly incorporated Michigan Central (MC) Railroad acquired the D&StJ from the state of Michigan for two million dollars (over seventy-seven million dollars in 2022) in 1846. When the MC purchased the line, 144 miles had been completed to connect Detroit with Kalamazoo (Michigan). Work on the project continued at a slow, but steady pace and reached New Buffalo (Michigan) on April 23, 1849.

The MC soon turned its attention to reaching Chicago and to do this it acquired the small, forty-five-mile Joliet & Northern Indiana Railroad (J&NI) in 1851. The line was chartered to connect Joliet with Lake Station (Indiana) and had been completed to Kensington (Illinois) the following year. To facilitate access into downtown Chicago, the MC leased the use of the Illinois Central Railroad (IC) tracks, creating a 285-mile main line between Detroit and Chicago. The first train ran between the two cities on May 21, 1852.

Over the next two decades, the MC continued to thrive within its home state. On October 10, 1881 it launched car ferry service across the Straits of Mackinac via the new Mackinac Transportation Company in partnership with the Detroit, Mackinac & Marquette Railroad and Grand Rapids & Indiana Railroad.

The MC operated as a profitable and successful railroad over the next four decades and had caught the attention of Vanderbilt interests who worked to slowly acquire stock in the company. By 1916, the New York Central System (NYCSHS) controlled ninety-four percent of the line's capital stock though it continued to operate as a separate line until 1930. At this time, the NYCSHS began operating the MC as part of the system and the lease of the J&NI was transferred to the NYCSHS.

The deterioration of the MC began in the 1950s as the NYCSHS deferred maintenance on the line. What was once a forty-mile-an-hour track was no longer safe to operate at more than ten miles per hour. The NYCSHS merged with the Pennsylvania Railroad on February 1st, 1968 to form the Penn Central Transportation Company (Penn Central), which filed for bankruptcy shortly after on June 21, 1970. Business continued to decline on the former MC line and Penn Central discontinued all freight service between Chicago Heights and Joliet by the end of 1972.

The railroad operations of Penn Central were then taken over by the newly formed Conrail on February 1st, 1976. The right-of-way of the MC between Chicago Heights and Joliet was retained by Penn Central and was never owned or operated by Conrail. Metra acquired the site of the former MC Joliet Yard for use as their Joliet commuter train storage yard. Between 1992 and 2006, the Forest Preserve District of Will County acquired the former right-of-way of the Joliet Cutoff within Will County and redeveloped it into the Old Plank Trail, a recreational trail used for biking and hiking.

Joliet Union Station (1912, 50 E. Jefferson Street, NR)

Prior to the construction of Joliet Union Station in 1912, the four major trunk lines running through Joliet, the CRIP, the Alton, the Santa Fe, and the MC, had separate passenger stations, through which up to sixty passenger trains a day passed. In 1909, the four trunk lines began an ambitious track elevation project which the city had been encouraging to alleviate traffic and safety problems. Consequently, a new passenger and freight station needed to be constructed. Joliet Union Station and the track elevation project were completed in 1912 at a cost of two million dollars (over sixty-one million dollars in 2022). Passenger service reached a peak of 101 trains daily, excluding commuter trains. It should be noted that the MC did not financially participate in the construction of Joliet Union Station, but became a tenant there, from 1912 when it opened until 1925 when the MC discontinued passenger train service to and from Joliet.

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Designed by prominent architect Jarvis Hunt, Joliet Union Station stands as a reminder of Joliet's importance as a transportation center and helps preserve the character and strength of Downtown Joliet. Because of this significance, engrained within the building since its construction, the station was a focal point for commercial, political, and social activity for the area including one such event when President Gerald Ford addressed a large crowd at the station on October 17, 1976 while on a whistlestop tour of the Midwest.

Following a period of underutilization and disrepair, the City of Joliet and Metra jointly purchased Union Station in 1987. An extensive, publicly funded renovation of the station was completed in October 1991. In addition to housing Metra and Amtrak operations, Union Station renovations created leasable space for a restaurant, banquet facility and offices. Union Station continued to serve commuters and long-distance travelers until September 2014 when Amtrak and Metra operations physically relocated to temporary stations on the opposite (east) side of the tracks while Gateway Center Train Station was nearing completion.

The EJE Depot (1892, 101 E. Clinton Street, Contributing)

The depot at 101 E. Clinton Street is the last building associated with EJE in Joliet. It was constructed in 1892 as the line's passenger depot (extant) and freight depot (demolished). It functioned as a depot until 1907. In 1914, the building was used as a passenger station by the Joliet & Eastern Traction Company, which ran a streetcar business out of the building until 1923. From 1944 to 1986, Fitzgerald's Furniture used the building for its furniture business. In 1995, the City of Joliet repurposed the passenger depot portion of the building into Fire Station #1. The freight depot of the building was demolished in the process.

Cass Street and Clinton Street Rail Bridges (1911, Contributing)

Both the Cass Street and Clinton Street rail bridges were constructed in 1911 to elevate the Santa Fe and C&A tracks through Downtown Joliet. Each bridge is a steel stringer bridge on a north-south axis which terminates at a rusticated concrete block retaining wall at either end. The bridges are contributing to the DJHD.

Route 66, Lincoln Highway, and Joliet's Shift from a River and Rail Town to an Automotive City

Based on the existing auto-related buildings in the DJHD, it appears the shift toward the automobile began as early as c. 1915 and peaked between the 1930s and 1970s. Cars are still the prevalent mode of transportation in Joliet today with fourteen properties in the DJHD devoted to parking in addition to three built resources with adjacent parking lots and the off-street parking along every street in the district. The only difference between the present-day and mid-twentieth century is that most of the garages, showrooms, and filling stations, have closed and their buildings remain vacant. Notable auto-oriented buildings in Downtown Joliet include Bell and Brown Motor Co. (1917, 402 N. Chicago Street, contributing), Trackman Auto Supply Co. (458 N. Chicago Street, c. 1926, contributing), Voight Bros. Motors Co. (c. 1922, 211-215 N. Joliet Street, contributing), and Ferguson Motor Co. (1925, 151 E. Cass Street, contributing).

A key component that brought a greater influx of automobile traffic during the late-1920s and into the mid-twentieth century was the opening of two national historic highways: Route 66 and the Lincoln Highway. Historic Route 66 (originally called the Pontiac Trail) enters Downtown Joliet from its northwest corner and then comes down N. Chicago Street through the center of the district. Historic Route 66 stretches from Chicago to Los Angeles and opened in 1926. The alignment of Route 66 has shifted over the years, almost as soon as it was commissioned, resulting in the Joliet alignment being designated as Alternate 66 for a period of time when in 1940 the route bypassed Joliet entirely in favor of Plainfield.

The historic Lincoln Highway is considered to be the nation's first coast-to-coast highway. It stretches from New York City to San Francisco and opened in 1913. Lincoln Highway follows the alignment of U.S. Route 30 through Joliet and the DJHD. From the east, Lincoln Highway crosses into Downtown Joliet along Cass Street and from the west it follows Jefferson Street. Lincoln Highway / U.S. Route 30 also generally follows the same path of the historic Plainfield Plank

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Road / Old Plank Road through Joliet. The Illinois Legislature passed an Act on February 12, 1849 to enable the construction of a Plank Road from Oswego, in Kendall County, to the Indiana Line, "by way of Joliet, Will County." While the route still exists, the actual plank road was never built between Joliet and the Indiana border. The route connecting Plainfield to Joliet, by way of Plainfield Road and Center Street, was completed ca. 1852.

Following the opening of these national highways, the increased use of automobiles in Joliet directly spurred development in downtown during the mid-twentieth century. Banks were rebuilding with the automobile in mind and now included parking and drive-up tellers, as depicted by the First National Bank Drive-Thru located at 61 E. Jefferson Street (contributing), and new development catered to the visitor arriving by auto, including Firestone (c. 1953-1955, 301 N. Chicago Street, contributing) and Western Tire (c. 1949-1952, 207 N. Scott Street, contributing) which provided repair shops that could perform quick fixes and the Sheraton Motor Inn (214 N. Ottawa Street, constructed 1970, demolished 2017).

World War II To Present-Day In Downtown Joliet (1939-2023)

Following the United States' entry into World War II, Joliet began to recover from the Great Depression (1929-1939) as much of the city's efforts and economic growth became concentrated on the war effort. Ordnance plants employed approximately 13,000 persons in 1941 and provided a needed boost to the local economy. Despite wartime shortages of automobiles, fuel, rubber, and certain commodities, retail sales volume for 1941 was the highest in Joliet's history. Six new buildings, in addition to several expansions of earlier buildings, were constructed in the district during the 1940s including Klint's Clothes Cleaners (1941, 402 N. Chicago Street, contributing), Ferdinand Hall (1942, 416 N. Chicago Street, contributing), and the Munroe Hatchery (1946, 423 N. Chicago Street, contributing). As Joliet transitioned from a wartime economy development in the district followed.

In Downtown Joliet during the 1950s, new buildings were constructed, such as General Tire (1952, 205 N. Joliet Street, contributing), the Will County Steelworkers Club (1950, 310 N. Ottawa Street, contributing), and the Joliet Blueprint & Supply Co. (c. 1952-1955, 211 N. Scott Street, contributing). By 1955, the National Municipal League and *Look Magazine* recognized Joliet as an All-American City. Between 1940 and 1960 Joliet's population grew from 42,000 to 66,000 and was expected to reach 150,000 by 1970. Rapid population growth brought new issues as ribbons of new residential development were constructed on the periphery of the city, and with it, new shopping centers which shifted business outside of the historic downtown. In 1958, downtown merchants embarked on a "park and shop" plan under which they reimbursed customers parking fees or bus fares at a price tag of approximately \$85,000 to \$90,000 in 1963 dollars, approximately \$827,800 to \$876,500 in 2022 dollars. As merchants drew customers to the historic downtown and new development continued through the 1960s with the construction of City Hall (1968, 150 W. Jefferson Street, contributing), the former Will County Courthouse (1969, 14 W. Jefferson Street, NR), the First National Bank Drive-Thru (61 E. Jefferson Street, 1969, contributing), EMCO (57 N. Ottawa Street, contributing), and 449 N. Chicago Street (1965, contributing). Buildings now took up entire city blocks and were surrounded by parking or drive-up windows as the advent of the automobile reached its peak. Older buildings received additions or were remodeled, including the second Boston Store building at 57 W. Jefferson Street (constructed in 1908-1909 following a fire after the first store was destroyed on the site, slipcover c. 1966, contributing).

Following the end of the period of significance for the DJHD (1973), Joliet's economy entered a period of decline over the next two decades brought on by a loss of jobs and economic opportunities. By 1983, the city's unemployment rate stood at twenty-six percent. During the 1990s, Joliet's economy rebounded as millions of people visited the city's riverboat casinos and its drag-racing and NASCAR tracks. New tax revenue was reinvested into downtown including the establishment of the Joliet Area Historical Museum (2003, 204 N. Ottawa Street, non-contributing).

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Additional Areas of Significance

Beyond the commercial core of Joliet's downtown, historic educational, religious, recreational/social, and governmental, alongside early residential dwellings and later multi-unit dwellings, created a diverse central business district. The following sections delve into the diverse building stock of the DJHD, by highlighting each of these areas of significance and the associated buildings within the district.

Educational Buildings

In the DJHD, there are two educational buildings: the Joliet Public Library (1903, 150 N. Ottawa Street, contributing) and St. Joseph School (1908, 409 N. Scott Street, contributing). While the Joliet Public Library was purposefully sited in the center of downtown, historically, schools were not constructed in the central business district, but were located in the predominately residential neighborhoods to the north, east, and west of downtown.

Constructed in 1903, the Joliet Public Library was the first permanent public library building for the people of Joliet. The origins of Joliet's public library system dates to 1872, when Illinois first passed a law allowing cities to establish a public library. Three years later on August 31, 1875, the Will County Historical Society donated the organization's library to the city on the condition that the City of Joliet establish a public library. The next day, City Council approved an ordinance that would allow the establishment of a public library system and the appointment of a library Board of Directors. The City's first library Board of Directors met less than two weeks later on September 13, 1875.

The newly formed library system continued to receive donations and rented rooms in the Cagwin Bank Building (southwest corner of Jefferson and Joliet Streets, demolished) to house the growing collection. The library opened in the Spring of 1876 with 764 volumes of books. Charlotte Akin was the first librarian and Samuel Goodspeed was issued the first library card.

In 1879, the library moved to the Akin Block (north side of Jefferson Street, near the northeast corner of Jefferson and Ottawa Streets, demolished), until it outgrew the space and moved to the Gorman Block (1897, 16 W. Van Buren Street, contributing) in 1899.

Discussion of constructing a library building began as early as 1887. In March of that year, the Joliet Steel Co., under the direction of Colonel John Lambert, proposed to contribute \$20,000 toward a building, plus \$3,000 a year for five years, if the people of Joliet raised matching funds. Unfortunately, this plan was not supported by the library Board of Directors.

It wasn't until the June 5, 1895 Library Board meeting that the president of the Board was instructed to have plans prepared for a library building. Plans were submitted by prominent local architect H. Boehme and were approved by the Board of Directors on June 20, 1895. One year later, City Council appropriated \$130,000 toward the cost of a library building, payable in ten annual installments, in exchange for space in the building dedicated to city offices and council chambers.

On June 1, 1897, the library Board of Directors decided to delay construction of the building to allow funds to accumulate from the annual installments. However, on December 25, 1897, John Lambert gave the city \$30,000 for a library building fund, in the form of nine notes paid to Lambert for a fifty-year electric light franchise. Under the franchise, Lambert had exclusive rights to construct, operate, and maintain a gas, electric light, and power system, in exchange for providing light at no cost to the City of Joliet in City Hall, the Library Building, the Police Station and the Fire Department. The tract of land, composed of Lots 3 and 4 of Block 13 of "Old Town Joliet" was purchased for the first library building in January 1899.

On April 5, 1902, the Library Board was relieved of its contractual obligation to construct a joint building to house the library and city offices, and paid the city \$25,000, though ultimately the library did house City Hall from 1937 until the present day City Hall was completed in 1968. In May, 1902 the Library Board formed a Building Committee to oversee

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the construction of the existing building at 150 N. Ottawa Street (contributing) building, which was eventually designed and completed by the architectural firm of D.H. Burnham & Co.

The public library building stands as a handsome example of an early twentieth century building constructed of Joliet limestone, finished with architectural detailing from the Jacobethan style. It represents the determination and attention to education and pride of the citizens of the city of Joliet. Its location in the central business district, the heart of the city, denotes its importance as a prominent intellectual center of Joliet.

The second educational building located within the district boundaries is St. Joseph School located 409 N. Scott Street (contributing). The school opened on September 1, 1908 to serve St. Joseph Roman Catholic Church's growing school-age Slovenian population. Immigrants from Slovenia, which is the northernmost republic of Yugoslavia, arrived in Joliet starting in the early 1870s until post-World War II to work in the city's numerous factories, before opening their own stores and taverns. At the beginning of the twentieth century in Joliet there were thirty Slovene tavern keepers, fifteen grocery storekeepers and a few butchers, as well as the Slovene Liquor Company and the Slovene Bottling Company. St. Joseph's Roman Catholic Church was one of the Slovenian community's first institutions to be organized in 1891. The existing church building at 416 N. Chicago Street (contributing), the parish's second church building, was constructed in 1904-1905, followed by the parochial school in 1908. Additional Slovene institutions included the Grand Carniolian Slovenian Catholic Union (KSKJ) which was founded in 1894 and headquartered in Joliet, and The Slovenic-American Printing Co. and the Amerikanski Slovenec (The American Slovene) which were located in the Slovenic-American Building at 510 N. Chicago Street (1909, contributing). The legacy of the KSKJ is represented in the built environment of the district through its original building at 508 N. Chicago Street (1909, contributing) and its later building at 351 N. Chicago Street (1938, contributing). Lastly, the Slovenian Heritage Museum was founded in 1978 and the Museum's building at 431 N. Chicago Street (1910, contributing) was dedicated in 1983.

Religious Buildings

As the site of the first, permanent white settlement on the east side of the Des Plaines River in Joliet, the present-day downtown expresses all aspects of daily life through its built environment, from schools to residences to churches. Located in the DJHD are seven churches: St. Mary's Catholic Church (1882, 113 N. Ottawa Street, contributing); the Auditorium Block which housed the Universalist Church, Society Hall, and Offices (1891, 156 N. Chicago Street, contributing); Ottawa Street Methodist Episcopal Church and Rectory (1909, 200 N. Ottawa Street, contributing); First Baptist Church/St. Anthony Roman Catholic Church (Italian) (1858, 100 N. Scott Street, contributing); First Lutheran Church (1924 (original), 1961 (remodeling), 55 W. Benton Street, contributing); Mt. Zion Tabernacle (1953, 351 N. Ottawa Street, contributing); and the aforementioned St. Joseph Catholic Church (Slovene) (1904-1905, 416 N. Chicago Street, contributing).

St. Mary's Catholic Church (1882, 113 N. Ottawa Street, Contributing)

The parish of St. Mary's Roman Catholic Church was established in 1868. Prior to the establishment of St. Mary's, the city's Catholic population was served by St. Patrick's Catholic Church (Irish) and St. John's Catholic Church (German), both located on the west side of the Des Plaines River. As Joliet's east side Catholic population continued to grow it became necessary to build another Catholic church on the east side of the river. Reverend P.W. Riordan organized the church and it was built at the corner of Scott and Van Buren Streets.

The congregation's first church burned down on October 20, 1876. The following year they began constructing the extant church at the southwest corner of Clinton and Ottawa Streets. The building was dedicated on August 15, 1882. In 1935, the parish was placed under the guidance of the Carmelite Fathers. St. Mary's was influential in the establishment of other Roman Catholic churches, cemeteries, and schools on the east side of Joliet and functioned as the "mother church." An all-girls academy, St. Mary's Academy, was established in 1880, and by 1883, the Academy occupied a building at the southwest corner of Cass and Ottawa Streets (demolished), just north of the extant church. St. Mary's Academy later became Providence Catholic High School, which was also served by the Carmelite order. The parish

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school, St. Mary's Parochial School, was built in 1886 at 309 N. Eastern Avenue (now the Spanish Community Center). The parish also obtained land for the Mt. Olivet Cemetery in 1886. Reverend McNamee, pastor at St. Mary's, assisted with the formation of St. Bernard's Church in 1911 to fulfill the needs of a growing Catholic population in the Ridgewood area of Joliet. In 1937, St. Mary's established St. Stephen's Chapel for the city's Hungarian-speaking Catholics. Two years later, Our Lady of Mount Carmel Chapel opened for Spanish-speaking Catholics at 407 E. Irving Street, and was also served by St. Mary priests. St. Mary's also assisted with the formation of the local chapter of the St. Vincent DePaul Society, which remains in operation.

During the second half of the twentieth century, the number of parishioners at St. Mary's began to dwindle. On July 1, 1991 the Roman Catholic Diocese of Joliet closed the church and the parish, with the last mass held on June 30th of that year. In 2012 the Diocese sold the property, consisting of the church and friary, to a private entity. The friary was demolished in 2022 and the church remains vacant.

Auditorium Block – Universalist Church, Society Hall, and Offices (1891, 150 N. Chicago Street, Contributing)

The Universalist Unitarian Church was established in 1836 as St. John's Universalist Church and Society. In 1856, the first stone church was built on the northeast corner of Clinton and Chicago Streets. By the 1870s, membership began to decline, and the remaining congregation decided to demolish the original church building and construct a new multipurpose structure that would combine commercial, civic, cultural, and religious uses. Designed by architect Julian Barnes and completed in 1891, the building aptly named the Auditorium Block, housed storefronts on the first floor with the church, society hall/auditorium, and offices on the upper floors.

Ottawa Street Methodist Episcopal Church (1909, 200 N. Ottawa Street, Contributing)

The beginning of Ottawa Street Methodist Church dates to the early settlement days of Joliet, as Methodist preachers traveled the prairie and held meetings in settler's cabins or outdoors. In 1833, George West, a Methodist local preacher, settled in Joliet and held regular preaching services and Sunday school under a small grove of trees at the southeast corner of Chicago and Washington Streets. In 1838, Ottawa Street Church was constructed nearby at the southeast corner of Ottawa and Washington Streets. This first church building was occupied until 1852 when the Chicago, Rock Island & Pacific Railroad (CRIP) arrived and acquired the site for \$800 as part of its right-of-way.

The church then bought land at the southeast corner of Ottawa and Clinton Streets for a new church. The second church was dedicated in May 1853. This new building was short-lived as it burned down in July 1859. The congregation took immediate steps to build their third church on the same site, and the new building was dedicated in August 1860. In January 1909, the church sold its property at the southeast corner of Ottawa and Clinton Streets and relocated one block north to the site of its former parsonage.

The extant Ottawa Street Methodist Episcopal Church and Rectory was designed by Julian Barnes and constructed 1909 as the third location for the United Methodist Church in Joliet. The cornerstone was laid with a fitting ceremony by Bishop John H. Vincent on November 21, 1909, and features the cornerstone of the congregation's second church building. The new church included an auditorium that seated 600, classrooms with seating for 500, the parsonage, pastor's office, social assembly hall, and gym. The congregation worshipped in the church until 1996 when it merged with Grace United Methodist Church on Avalon and Larkin Avenues. The congregation sold the building to the City of Joliet which renovated the building between 1996 and 2003 as part of the new Joliet Area Historical Museum complex.

First Baptist Church/St. Anthony Roman Catholic Church (1858, 100 N. Scott Street, Contributing)

The church located at 100 N. Scott Street was first constructed 1858 for the congregation of First Baptist Church. The congregation occupied the building until they constructed a larger house of worship at Second and Baker Streets and sold the Scott Street church to the Roman Catholic Diocese in 1902 so that it could become St. Anthony's (Italian) Catholic Church. The St. Anthony's congregation was established in 1902 by seventeen Italian families who besought Archbishop Feehan of Chicago to establish a parish for the Italian speaking Catholics at Joliet. For the congregation's first year, services were held in the basement of St. Mary's Catholic Church on Ottawa Street, until the Scott Street church

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could be restored and blessed. Through the purchase of the building, each family incurred a debt of \$1,000, an enormous hardship for those who had just immigrated to America. Their sacrifice was soon rewarded, when Rev. Joseph Tonello was called from Italy to be the first priest to lead the young congregation, and through his leadership the parish grew to over one thousand people. In 1919, Rev. Louis Valetto assumed pastoral duties, and during his thirteen years at St. Anthony's, the parish had its largest enrollment. He also advanced the parish materially, building two sacristies and two offices, and installing new pews, altars, statues, and stained glass windows. Throughout the remainder of the twentieth century, the parish remained stable, but between 1998 and 2014, the congregation saw a significant decrease in membership from 1,400 to 200. The church continues to attract new members, both of Italian and non-Italian descent, with several decade-long congregants.

Congregational histories for First Lutheran Church and Mt. Zion Tabernacle were not found.

Recreation/Social Buildings

The DJHD is the heart of recreational and social activities of the city. In the district, many of the upper floors of the multi-story commercial buildings served as social halls or headquarters for fraternal organizations, unions, and associations. Organizations that had halls above the first floor storefronts in the district included the Benevolent and Protective Order of Elks (BPOE), the Knights of Pythias, the International Order of the Odd Fellows, Women's Mutual Benefit Co., and the Salvation Army, in addition to shared halls such as the Trades and Labor Hall and Armory Hall. The only remaining of these halls in the DJHD is are the BPOE Hall and Castle Hall for Knights of Pythias the which were both located in the Gorman Block at 16 W. Van Buren Street.

As these organizations outgrew their spaces, they constructed their own facilities, separate of the typical commercial block such as the Y.M.C.A. located at 215 N. Ottawa Street (1928, NR).

Additional recreational and social spaces located in extant buildings in the district include theaters, such as the Rialto Theater (1926, 102 N. Chicago Street, NRHP) and Princess Theater (1920, 60 N. Chicago Street, non-contributing). Historically, bowling alleys and billiards clubs were housed in buildings within the district, either in the basement or on an upper floor while reserving the first floor for commercial storefronts, such as the Hub Recreation Parlor located on the second floor of the Rialto Terminal Building (c. 1927, 110 N. Chicago Street, contributing).

Governmental Buildings

Six governmental buildings exist in Downtown Joliet today, the former U.S. Post Office (1903, 51 E. Clinton Street, NR), the Joliet Municipal Building (1965, 150 W. Jefferson Street, contributing), Joliet Township's Administration Building (c. 1949, 175 W. Jefferson Street, contributing), the former Will County Courthouse (1967-1969, 14 W. Jefferson Street, NR), Will County Coroner and Recorder of Deeds (c. 1994-1998, 158 N. Scott Street, non-contributing), and the new Will County Courthouse (2020, 100 W. Jefferson Street, non-contributing). The narrative below focuses on those buildings identified as contributing to the DJHD and those constructed for government use. The current building, which houses Joliet Township's administrative functions was constructed as an office, barge maintenance shop, and stage.

U.S. Post Office (1903, 51 E. Clinton Street, NR)

The U.S. Post Office at Joliet was constructed between August 1901 and June 1903 by local contractor Adam Groth and designed by the supervising architect for the U.S. Treasury James Knox Taylor. Planning for the new building began on March 3, 1899 when Congress appropriated \$100,00 for a new post office building in Joliet. The site was acquired later that year on October 23, 1899 for \$15,000 from Frances Steel Robinson and Theodore W. Robinson. Construction began nearly two years later and took another two years before the post office opened on June 28, 1903. Following the opening, the Monday, June 29, 1903 edition of the *Joliet Daily Republican* stated:

"The new building now ranks among the finest architectural piles of the middle west colonial style of beauty so vividly brought out in the new Joliet building...Of this style no building in these parts stands out

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so well for massiveness and symmetry and general charm...The interior furnishes one of the finest lobbies in the land – tile floor, Vermont marble wainscoting, heavy oak columns and paneling exquisitely hand carved, stucco ceilings in finely ornamented relief work, and an air of solidity that characterizes all of the Groth work."

The building was expanded in 1930 with a small addition to the dock area to meet an increase in mail volume. Soon after, Congress appropriated \$185,000 on July 3, 1930 for the acquisition of additional land for the expansion of the original building. The required land was purchased from the Atchison, Topeka and Santa Fe Railway for \$32,400 on June 26, 1931. The project was constructed between 1931 and 1932 and included the enlargement of the workroom and upgrades to the mailing platform and vestibule. The building remained unchanged over the following five decades, and served as a post office until 1981, when a new building on McDonough Street was constructed to serve as the greater Joliet area's main post office. A post office continued to operate within the Scott Street building, but the facilities were reduced to a small area on the southeast side of the building with access off Clinton Street.

Former Will County Courthouse (1967-1969, 14 W. Jefferson Street, NR)

Constructed between 1967 and 1969, the former Will County Courthouse was the fifth site of county government and the fourth dedicated courthouse constructed on the downtown block bounded by Jefferson, Washington, Ottawa, and Chicago Streets. Following the creation of the county in 1836, the first court was held in the Old Wilson Store (location unknown). The first courthouse and county jail were built the following year by Blackburn & Wilson. The second courthouse on the site was constructed in 1873. The third courthouse was designed by John Colby Cochrane and constructed by Sanger & Moody in 1884 to 1887. The third courthouse was replaced with the extant and now former Will County Courthouse on the site. Designed by Otto Stark of C.F. Murphy Associates, in partnership with Krugel, Healy & Moore Architects (now Healy Bender Patton & Been Architects), the new state-of-the-art building housed various county departments including the county jail and featured several modern amenities including reinforced concrete cast in place construction, the interior layout was designed to a specific module to be compatible and flexible for different office arrangements, and fully air-conditioned and acoustically treated interiors. The building is one of only two examples of Brutalist architecture in the DJHD.

Joliet Municipal Building/Joliet City Hall (1965, 150 W. Jefferson Street, Contributing)

Designed by Kruegel Healy & Moore in partnership with C.F. Murphy Associates and completed in 1968, Joliet City Hall was the first dedicated building for use by the City of Joliet in seventy-seven years. An example of the Brutalist style, approval for the construction of City Hall was received in 1963 and the block bounded by Jefferson, Des Plaines, Washington, and Ottawa Streets, which housed nearly two dozen storefronts, an auto livery, garage, and Salvation Army Hall, was selected. Prior to the construction of City Hall, municipal services were located in several buildings throughout the city including Merchant's Row on Bluff Street in the 1850s and 1860s (demolished) prior to the construction of the first City Hall located at the southeast corner of Ottawa and Clinton Streets. City services remained in the dedicated City Hall from ca.1875 to 1891 (demolished) until they temporarily moved to the Barber Building in 1892. Within a year though, city offices were scattered throughout Downtown Joliet with only the City Clerk, City Collector, and City Engineering remaining in the Barber building until 1897 when City Hall then moved to the Opera House Block, formerly located at the northwest corner of Chicago and Clinton Streets (demolished). By 1912, City Hall moved into the new Joliet National Bank building where it remained until it relocated to the Joliet Public Library, the final location before the present-day City Hall was dedicated in 1968. For the first time in nearly eight decades, the new building centralized city services into one location, including the Joliet Police Department, which resided in the building until a separate facility, immediately to the south, was constructed in 2000.

Residential Buildings

A mix of dedicated residential and commercial buildings historically existed in present-day downtown as the central business district pushed north into the residential neighborhoods of East Joliet located along Chicago Street/Route 66 during the early to mid-twentieth century. Today only eleven buildings in the district are solely dedicated to residential

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use. There are nine single-family residences which are all simple, vernacular frame construction representative of the Gable-front family of residential building typologies with or without applied architectural detailing and pre-date the development of Downtown Joliet. Architectural ornamentation that is present is representative of the Greek Revival or Queen Anne: Free Classic styles. As the central business district began to develop toward the end of the nineteenth century, residences were pushed to the peripheral areas and within the interior of the district new residential construction was limited to multi-unit dwellings during the early twentieth century. The remaining two residential properties are the Stern Flats (315-317 N. Chicago Street) and 118-120 Arch Court, both multi-unit dwellings constructed in c. 1905 and 1906, respectively, and contributing to the district. Both apartment buildings are masonry construction with architectural details in the Italian Renaissance Revival and Romanesque Revival styles.

CRITERION C: ARCHITECTURE OF THE DOWNTOWN JOLIET HISTORIC DISTRICT

As the primary and permanent center of commerce, government, transportation, and culture, the DJHD retains a significant collection of exceptional examples of high-style architecture in the City of Joliet.

While Joliet was formally founded in 1852, there are no original buildings of this time period extant within the boundaries Downtown Joliet Historic District (DJHD) as Joliet's initial center of commerce and trade was located along Bluff Street in West Joliet. The district does retain a significant amount of architectural fabric when Joliet's commercial district shifted from the west side of the Des Plaines River to the east side of the river during the latter half of the nineteenth century.

Buildings in the DJHD can be categorized by architectural style and building typology. An architectural style is defined by common features that are distinctive in overall massing, floor plan, materials, and architectural detailing. These buildings may be architect-designed or display a conscious attempt to incorporate typical architectural features of the time period. Of the 140 principal buildings in the district, 131 or ninety-four percent can be classified as having an architectural style, whether a pure example or using select details; a hybrid of styles; or a selection of simple details popular at the time of construction and expressing the function of the building instead of an architectural style. Architectural styles in the district include: Romanesque Revival, Italianate, Beaux Arts, Art Deco, Italian Renaissance, Tudor Revival, Late Classical Revival, Neoclassical, Colonial Revival, Mid-Century Modern, Modern, and Brutalism.

The following sections describe the historic architectural styles and building typologies found in the DJHD with extant examples of each. The DJHD is being nominated for its architectural significance and not for its association with the architects identified in the "Architect/Builder" section of Section 8.

Notes:

The dates in parenthesis first indicate the time period during which the style was most popular nationally (N). Because of the varied rates in which popular architectural fashions spread across the country, the entrenchment of local building traditions, as well as the dominance of local tastes, dates may differ from national examples.

The second time period in parenthesis is the period in which this style is documented locally (L) in Joliet's extant buildings.

Architectural features listed under each architectural style are common characteristics, but may not be found in every building and may vary locally, regionally, and nationally.

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Architectural Styles

Greek Revival (N. 1825-1865) (L. 1875)

The emphasis turned from Rome to Greece as the Greek Revival style developed around 1820. American interest in the culture of ancient Greece grew from sympathy for the Greek War of Independence (1821-1830) and emerging archaeological finds showing Greece as the earliest democracy. The Greek Revival style has much in common with Early Classical Revival, in its reliance on the temple form, front pediment, and classical order columns. Greek Revival unlike its predecessor was less monumental and is more commonly used for residential and commercial buildings. The Greek Revival style is most often the earliest architectural style found in Midwestern towns and in Joliet is the most commonly found pre-Civil War style. Typical architectural characteristics include: cornice line of main roof and porch emphasized by a wide band of trim, representing the classical entablature; gabled or hipped roof of low pitch; entry or full-height porches; porches often have a traditional classical pediment supported by squared or rounded classical columns (Doric Order); windows are typically six-pane, upper and lower double-hung sash; doors are often surrounded by sidelights and transoms.

There is one building in the district identified as Greek Revival, 350 N. Ottawa Street (c. 1875, contributing).

Italianate (N. 1840-1885) (L. 1880-1903)

A popular nineteenth-century style, Italianate was derived from the architecture of Italian villas and originated in England at the start of the Picturesque Movement. This style with its wide overhanging bracketed eaves was typically found on two- and three-story buildings. Typical architectural characteristics include: vertical proportions; tall, curved or arched topped windows and doors with hooded molds; decorative brackets; intricate wood or pressed metal cornices; stone trim with incised foliated ornament; and paired and single doors are common with large-pane glazing in the door itself.

There are six buildings in the district identified as Italianate. Examples of the Italianate style in the DJHD include two commercial buildings at 67-69 and 173 N. Chicago Street, and one single-family residence at 105-109 E. Clinton Street.

Romanesque Revival (N. 1840-1900) (L. 1888-1906; 1953)

Romanesque Revival in America was inspired in part by the medieval European style known as Romanesque, popular in Europe during the 11th and 12th centuries as a revival of earlier classical Roman forms. Two phases of this style have been identified in America. During the first, Americans experimented with early versions during the 1840s-1850s. The second phase came in the late nineteenth century when the style was popularized by Henry Hobson Richardson.

Buildings in the Romanesque Revival style are heavy, massive masonry construction, usually with some rough-faced stonework. Wide, Roman rounded arches are an important identifying feature. Frequently, decorative floral detail appears in the stonework, and sometimes on column capitals. The style was frequently used for churches, university buildings, prisons, and mansions due to its strong sense of permanence. Typical architectural characteristics include: masonry construction; round arches at fenestration openings; heavy and massive appearance; polychromatic stonework; rounded, square towers with or without decorative bartizans; squat columns; and decorative plaques.

There are thirteen buildings in the DJHD identified as the Romanesque Revival style including the Auditorium Block (1891, 156 N. Chicago Street), 118-120 Arch Court (1906), the Barber Building (1888, 66-68 N. Chicago Street), the Cutting Building (1897, 19 W. Jefferson Street), and Mt Zion Full Gospel Tabernacle which interprets the ecclesial forms of the Romanesque Revival style through a mid-twentieth century church building (1953, 351 N. Ottawa Street).

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Gothic Revival (N. 1840-1880; 1895-1945) (L. 1882, 1924)

Gothic Revival was first popularized by Andrew Jackson Downing who published pattern books of stylistic details and championed the use of the style. Based on medieval design precedents, it was promoted as an ideal picturesque style, suitable for residential use, between the 1840s and 1860s. This style was promoted as an appropriate design for rural settings, with its complex and irregular shapes and forms fitting well into the natural landscape. Thus, the Gothic Revival style was often chosen for country homes and houses in rural or small-town settings. The style was losing popularity for residential designs by the late 1860s, but resurgence during the 1870s occurred in applying the style to public and religious buildings. The style remained popular for public buildings through 1945, primarily due to its association with European ecclesiastical architecture.

In the district, the style is characterized by simpler and smoother features than those of the preceding High Victorian Gothic. Typical architectural characteristics can include: steeply pitched roof, usually with steep cross gables; wall surfaces extend into gable without a break; windows commonly extend into the gable, frequently having pointed-arch shape (Gothic arch); other window shapes include the clover-like foil with three, four or five lobes; doors often have pointed-arch and/or heavy hood ornament; roof peaks are often topped with pinnacles (typically found on churches); and decorative crowns (gable or drip mold).

There are two buildings that exemplify the Gothic Revival style in the district, 145 E. Cass Street (1924) and St. Mary's Catholic Church (1882, 113 N. Ottawa Street).

Queen Anne (N. 1880-1910) (L. c. 1886-1891, c.1925)

For many, the Queen Anne style typifies the architecture of the Victorian age. This very popular style of the 1880s and 1890s has asymmetrical massing characterized by projecting bays and prominent, compound roof shapes. These buildings were clad in a variety of materials and with multiple textures including patterned shingles. The style was named and popularized by a group of nineteenth century English architects led by Richard Norman Shaw.

Roots for the style date back to the Elizabethan and Jacobean periods in England and have little to do with Queen Anne or the formal Renaissance architecture that dominated during her reign (1702-1714).

In the district, the Queen Anne style is only expressed through a subtype of the style, Free Classic. This subtype is characterized by classical columns as porch supports, Palladian windows, and cornice-line dentils. It lacks the eclecticism, abundance of decoration, varied and contrasting materials, shapes, and textures, patterned wall surfaces, and irregular roof lines typically found in the style. Projected, pressed metal bays and single pane windows, some paired, with small decorative panes frequently employed in the Queen Anne style are found in the district.

There are three buildings in the district identified as having Queen Anne details including 119 E. Clinton Street 352 N. Ottawa Street, constructed in 1887 and c. 1886-1891, respectively.

Italian Renaissance (N. 1890-1935) (L. 1897-1928)

The Italian Renaissance Revival style developed at the end of the nineteenth century and was inspired by Italy and the ancient world. This revival style was a dramatic contrast to the earlier Queen Anne Style. This more ordered style has a studied formalism, symmetrical composition, simple flat facades, and low-pitched or flat roofs. Typical architectural characteristics include: restrained decoration; rectangular form; minimal use of columns or decoration at the entry; wide roof overhang accentuated with modillions or brackets; low-pitched hipped or flat roof; symmetrical façade; and roof line parapet or balustrade.

There are thirteen buildings in the district identified as Italian Renaissance Revival. Examples of the Italian Renaissance Revival style in the DJHD include the Joliet Union Station (1912, 50 E. Jefferson Street), the Louis Joliet Hotel (1926-27, 22-26 E. Clinton Street), the Joliet Y.M.C.A. (1927, 215 N. Ottawa Street, and the Gorman Block (1897, 16 W. Van Buren Street).

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Colonial Revival (N. 1890-1945) (L. 1918)

Generally larger than those buildings of the earlier Colonial styles, the Colonial Revival Style embodies several of the classical details and elements of the earlier period showing an interest in early Federal and English (Georgian or Adamesque) styles. The Colonial Revival style revives the architecture of America's founding period, generated, in part, by the Philadelphia Centennial of 1876, celebrating the country's 100th birthday. Most of these buildings are symmetrical and rectangular in plan, and some have wings attached to the side.

When applied to public or commercial buildings typical architectural characteristics can include: symmetrical facades, constructed of red brick; symmetrically placed fenestration openings, windows are typically double-hung and single or paired on the façade; façades are accentuated with projecting, pressed metal bays with classical, foliated detailing and a pedimented top; and brick corbeling and/or dentillated brick relief work at the cornice.

The only example of the Colonial Revival style in the district is First Baptist Church/St. Anthony Roman Catholic Church (1858, 100 N. Scott Street).

Tudor Revival (N. 1890-1940) (L. 1903-1910)

A popular romantic revival style from the first half of the twentieth century, Tudor Revival was inspired by English Medieval architecture. The style is recognized by steeply pitched side-gabled or hipped roofs, with one or more front facing, asymmetrically placed gables; stucco with half-timbering walls; rounded Tudor arch door openings; and windows are tall and narrow, either double hung or casement, often with decorative leaded glass with stone mullions and trim. Typical characteristics may also include: stepped or crenellated parapets with limestone coping; entrances set within a Tudor arch opening; brick patternwork (e.g., herringbone); limestone trim at fenestration openings; limestone gablets; limestone shield ornament; and brick relief work.

Only the Morris Building (1910, 56-58 N. Chicago Street) is a pure example of the Tudor Revival style in the district.

Jacobethan (N. 1895-1920) (L. 1903)

A popular romantic revival style from the first half of the twentieth century, Tudor Revival was inspired by English Medieval architecture, and includes the subcategory style Jacobethan. Jacobethan is an architectural style which encompassed the mixed national Renaissance revival style popular in England beginning in the late 1820s. Jacobethan derived most of its inspiration and its repertory from the English Renaissance (1550–1625), with elements of Elizabethan and Jacobean. Typical architectural characteristics include: flattened, cusped "Tudor" arches; lighter stone trims around windows and doors; steep roof gables; tall decorative chimneys; front-facing gables that rise above the roofline; elaborate brickwork or stonework; quoins at the corners of the building; and rectangular window frames, containing small, leaded panes of glass set in casement sashes.

The only example of the Jacobethan style in the DJRH is the Joliet Public Library (1903, 150 N. Ottawa Street).

Beaux Arts Classicism (N. 1893-1929) (L.1900-1929)

The Beaux-Arts style is derived from the French term, Les beaux arts (the fine arts) and associated with the Ecole des Beaux-Arts (School of Fine Arts) in Paris, France. Many of America's leading and influential architects studied at the Ecole des Beaux-Arts including Richard Morris Hunt, H. H. Richardson, and Charles McKim. The style featured classical precedents and forms, lavish ornamentation, and heavy masonry. It was made popular by the 1893 World's Columbian Exposition and subsequently the City Beautiful Movement, responsible for America's grand public buildings of polished stone, from state capitols, courthouses, and city halls to train stations, libraries, and museums.

Typical architectural features can include: masonry construction, usually of a smooth, light-colored, ashlar-cut stone; symmetrical façade; first floors may be rusticated; flat or low-pitched roofs; wall surfaces ornamented with decorative

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garlands, floral patterns, or cartouches dripping with sculptural ornament; colossal columns or pilasters with Ionic or Corinthian capitals; an exuberance of detail and variety of stone finishes; enriched moldings; windows are framed by columns or pilasters, sometimes with a balustraded sill and/or pedimented entablature; and pronounced cornices and entablatures.

There are five buildings in the district identified as Beaux Arts Classicism. Excellent examples of the Beaux Arts style in the district include the First National Bank building (1920, 78 N. Chicago Street) and the Rialto Theater (1925, 102 N. Chicago Street).

Late Classical Revival (N. 1895-1950) (L. 1917-1929)

The Late Classical Revival style was inspired by the 1893 World's Columbian Exposition in Chicago which promoted classical forms and relied on stylistic details of the Greek Revival style. Classical Revival style buildings often have massive columns with classical Corinthian, Doric, or Ionic capitals topped by a front facing pediment. The style was frequently used for civic, institutional, commercial, and residential buildings. Wall materials range from wood, brick, stucco, or stone with smoother surfaces being more prevalent.

Typical architectural characteristics include: a symmetrical façade; smooth masonry exterior surfaces, unadorned roof line; modillions and dentils line the cornice; double-hung windows with lintels above; windows are symmetrically arranged often in pairs or groups of three; entrances are centered on the façade; patterned brickwork and geometric, inset limestone ornamentation.

In the DJHD, there are five buildings with architectural detailing derived from the Late Classical Revival style, including L.F. Beach Co. (1919, 2-24 W. Cass Street, contributing), the White Store (1929, 9 W. Cass Street, contributing), and the Blackhall Building (1917-1918, 167 N. Ottawa Street, contributing).

Neoclassical (N. 1895-1955) (L. 1909-1910)

Neoclassical was a dominant architectural style for domestic, commercial, civic, and institutional buildings throughout the country during the first half of the twentieth century. This style is similar to Classical and Greek Revival but is more monumental and ornate compared to its simpler predecessors. Typical architectural characteristics include: temple-front entry on civic, institutional, and commercial buildings; columns are of the Ionic and Corinthian Orders; exaggerated broken pediments; classical symmetry; and dentillated cornices.

There are four buildings in the DJHD identified as Neoclassical including the Grand Carniolian Slovenian Catholic Union (1909, 508 N. Chicago Street) and Ottawa Street Methodist Episcopal Church (1909, 200 N. Ottawa Street).

Prairie (N. 1900-1920) (L. 1917-1918)

An American style of architecture that originated with the Prairie School, especially popular in the Midwest from about 1900 to 1930 is characterized by low-pitched roofs, widely overhanging eaves, and details which emphasize horizontal lines. Typically, a two-story house having one-story wings and/or porches. Prairie style buildings were integrated with their site to provide a low-to-the-ground horizontal appearance.

The Prairie Style of architecture, practiced by Frank Lloyd Wright, takes inspiration not from historical precedents but from the Midwest's most characteristic natural feature, the prairie. Typical architectural characteristics include broad, low-pitched roof with place an emphasis on the horizontal, eaves with very wide overhangs, exterior walls commonly of light-colored stucco, brick, or concrete block with contrasting trim between stories, and /or Sullivanesque ornamentation such as friezes and/or door surrounds.

Only the Public Service Co. of Northern Illinois Station 97 at 50 W. Jackson Street (1917-1918) illustrates details of the Prairie style in the district.

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Spanish Revival (N. 1915-1940) (L. 1924)

The Spanish Eclectic style results from the traditional Spanish architectural themes of Spain's American colonial settlements. Other architectural details may be derived from later periods of Spanish architecture and reference Moorish, Byzantine, Gothic, or Renaissance designs. This revival style debuted to a national audience at the Panama-California Exposition, held in San Diego in 1915. Architectural characteristics can include low-pitched, clay tile roofs; rounded arches; low relief carving at doorways, windows and cornices; elaborately carved doors; decorative window grills of wood or iron; spiral columns; multi-paned windows; balconies or terraces, and a curvilinear gable.

There is one example of the Spanish Revival style in the district which is the Joliet Chamber of Commerce Headquarters (1924, 214 N. Ottawa Street).

Art Deco (N. 1925-1940) (L. 1928-1938)

The Art Deco style is defined by its characteristic sharp-edges and stylized geometrical details. Its name was derived from the Exposition Internationale des Arts Décoratifs et Industriels Modernes, held in Paris in 1925, where the style was first exhibited as an intentional break with past precedents.

Typical architectural characteristics include: sleek, linear appearance; low-relief decorative panels at the entrances, around windows, along roof edges or as string courses; smooth building materials such as stucco, concrete block, glazed brick or mosaic tile; stylized decorative elements using geometrical forms, zigzags, chevrons; strips of windows with decorative spandrels; and reeding and fluting around doors and windows.

There are three buildings in the district identified as Art Deco. Buildings designed in the Art Deco style in the DJHD include the Grand Carniolian Slovenian Catholic Union (1938, 351 N. Chicago Street), Public Service Co. of Northern Illinois building (1928, 168-170 N. Ottawa Street), and the Illinois Bell Telephone Co. Offices and Exchange (1931-32, 262 N. Ottawa Street).

Mid-Century Modern (N. 1935-1965) (L. 1949-1965)

Mid-Century modern design dominated mid-twentieth-century American architecture and became increasingly popular after World War II. Modern designers departed sharply from historical precedent and created new building forms. This style is defined by clean, linear, and sweeping lines; large expanses of glass exterior walls; deep eaves; and earth-toned materials. Mid-Century Modern emphasized creating structures with ample windows and open floor plans, with the intention of opening up interior spaces and bringing in the outdoors. Typical architectural characteristics include: flat or extremely low-pitched gable roofs; angular details; asymmetrical façades; expansive walls of glass; strong emphasis on linear elements and bold horizontal and/or vertical features; and common materials of brick, stone, wood, and glass were employed.

There are four buildings in the district identified as Mid-Century Modern, including 449 N. Chicago Street (1961), the First Lutheran Church (1961, 55 W. Benton Street), and Firestone (c. 1953-1955, 301 N. Chicago Street).

New Traditional (N. 1935-Present) (L. 1988-1994)

The New Traditional movement was initiated by builders responding to public interest in traditional designs at a time when the architectural profession was relatively focused on experimental, modern styles. New Traditional describes buildings that take stylistic cues from historic styles, while not copying the revivalist styles of the nineteenth century and early twentieth century. Architectural shapes and detailing tend to refer to traditional rather than modern influences. Typically, features of a historic style were either exaggerated or diminished, rarely precise in imitating its prototype, creating a new look that is reminiscent of a previously known style.

The New Traditional style is identified in two buildings within the district, 5 W. Jefferson Street (1988-1994) and in addition to the second Boston Store building, which had a slipcovered applied in c. 1985 (1930, 54 N. Ottawa Street).

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Mansard (N. 1940 - 1985) (L. 1969)

The Mansard style was the primary formal and “historic” style during an era dominated by informal Ranch houses and Contemporary designs. This style is reminiscent of the Second Empire style but is typically only one-story in height and less ornate than its historic predecessor. Typical architectural characteristics include: oversized mansard roof; recessed windows or dormer windows; segmental arch over entrance, windows, or dormers; stone or faux quoins; and one-story façade with a second story contained under the Mansard roof.

The only example of the Mansard style in the district is the First National Bank Drive-Thru (1969, 61 E. Jefferson Street).

Contemporary (N. 1945-1990) (L. 1950-1965)

This style was favored for architect-designed buildings constructed between 1950 and 1990. It can feature flat roofs; natural materials like wood, brick, and stone; broad expanses of uninterrupted wall surface; and the absence of traditional detailing. There are four buildings in the DJHD identified as Contemporary including the Will County Steelworkers Club (1950, 310 N. Ottawa Street) and 175 W. Jefferson Street (1962).

Modern (N. 1945-1985) (L. c. 1966-1990)

Modern architecture is based upon new and innovative technologies of construction, particularly the use of glass, steel and concrete. The style first appeared after World War II and remained popular through the mid-1980s until it was replaced by Postmodernism and the architecture of the twenty-first century. Exhibiting a variety of compositions, the Modern style is characterized by an absence of ornament and an emphasis on form and geometric volumes. Wall surfaces are typically made of masonry, most commonly brick, concrete, limestone, or granite, and are often pierced with tall, rectangular window openings, regularly spaced across the facades. However, in contrast, wide expanses of masonry without penetrations and large expanses of glass curtain walls are also characteristic of this period.

There are three individual buildings plus the annex to the First National Bank Building (78 N. Chicago Street) identified as Modern in the district. Individual buildings representative of the Modern style in the district includes the façade of the former Princess Theater building (c. 1990, 60 N. Chicago Street) and the EMCO building (1966, 57 N. Ottawa Street).

Brutalism (N.1955-1985) (L. 1967-1969)

The name of Brutalism is derived from the French term, “beton brut”, which translates to “rough concrete”. The style thus, is based on the shape and molded forms of concrete. Brutalist architects followed the teaching of Louis Sullivan that “form follows function”, but without relying on the revivalist styles of the nineteenth and twentieth centuries. Brutalist buildings have a weight and massiveness that immediately sets them apart. Exterior walls are often of exposed concrete, with surfaces that are either heavily textured or exhibit the marks of the formwork in which it was made. Windows are treated as holes in the walls or as voids in the solids of the walls, and not as continuations of the “skin” of the building.

There are two examples of Brutalism in the district including the former Will County Courthouse (1967-1969, 14 W. Jefferson Street) and the Joliet Municipal Building (1968, 150 W. Jefferson Street).

Commercial Vernacular

(N. Commercial Vernacular appears throughout the history of building construction in the United States) (L. c. 1880-1952)

The term Commercial Vernacular is used to describe buildings that were not designed in any particular style, but rather the form of the building is dictated by its use and the function of the building dictated its design. Described as a monument to practicality, Commercial Vernacular buildings were constructed with inexpensive materials and used a limited amount of applied detail, popular during the time period including brick relief work/pattern, bay windows clad in embellished pressed metal cladding, and/or limestone trim and detailing.

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There are twenty-seven buildings in the district identified as Commercial Vernacular. Examples of Commercial Vernacular buildings in the district include 351 N. Ottawa Street, the Plaza Hotel at 22-36 W. Clinton Street, 3 W. Jackson Street, and 151 E. Cass Street.

Building Typologies

In addition to the architectural style, buildings in the DJHD were also identified by their building typologies. Building typologies have been organized by commercial, industrial, and residential uses, and descriptions of each typology are provided below. Descriptions have not been provided for familiar and common typologies such as theaters, courthouses, city halls, hotels, churches, schools, offices, libraries, theaters, substations, museums, and office buildings.

Commercial Building Typologies

The commercial building, as a distinct architectural form, did not develop until the nineteenth century, although trading centers and market halls have been around since antiquity. Commercial buildings were typically freestanding or joined by 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.

In *the Buildings of Main Street*, 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.

The commercial classification types outlined by Longstreth are generally applicable to historic buildings (or new buildings built in historic styles or into a historic commercial block) on traditional, pedestrian-oriented commercial streets. Joliet's downtown can be considered a traditional commercial district. In a traditional business district, commercial buildings are densely clustered together on small blocks on an orthogonal grid oriented to the street and sidewalk.

Many of the buildings in the DJHD are one- or two-part commercial blocks in a rich variety of architectural styles. Interspersed between the commercial blocks are several other typologies identified by Longstreth including the Enframed Window Wall, Vault Stacked Vertical Block Two-Part and Three-Part Vertical Blocks, and Temple-front.

Commercial Blocks: One & Two Part

The two-part commercial block is the most common type of composition used for small and moderate-sized commercial buildings throughout the country. It is typically limited to buildings that are two to four stories in height. This typology is characterized by a horizontal division into two distinct zones, a lower and an upper zone. Each zone received its own design treatment that may be harmonious in design while clearly separated from one another, or they may have little visual relationship. The two-part division reflects the differences in use. The lower zone is located at street level and included public spaces such as retail stores, a banking room, an insurance office, or a hotel lobby. The upper zone housed more private spaces, including offices, hotel rooms, or a meeting mall.

There are fifty-two two-part commercial blocks within the district. Examples of a two-part commercial block include the Darcy Building (79-81 N. Chicago Street), Barrett's Hardware (65 N. Ottawa Street), the National Store (72-76 N. Chicago Street), and the Rialto Theater Annex (17-25 E. Van Buren Street).

Treated in a similar manner as the lower zone of a two-part commercial block is the one-part commercial block. This typology is only one story in height and is typically a simple box in plan with an ornamented façade. In many cases, the street frontage is narrow and the façade is predominately composed of plate glass windows and an entry surmounted by a cornice or parapet. There are twenty-six one-part commercial blocks in the district including Will County Steelworkers Club (310 N. Ottawa), Gospodark Building (63 N. Chicago Street), and Western Tire (207 N. Scott Street).

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Temple-Front

A subtype of the commercial block, the Temple-Front commercial building is directly modeled after the ancient Greek and Roman Temples. These buildings are typically two to three stories in height and were most often for public, institutional, and religious uses. Temple-Front buildings are easily distinguished by a portico of four or more columns extending across the façade or by a recessed entry front accented by twin columns set in between an enframing wall. The First National Bank Building, located at 78 N. Chicago Street, is the only one building in the district identified as the Temple-Front typology.

Enframed Window Wall

A second subtype of the commercial block is the Enframed Window Wall. Primarily used on small to moderate-sized commercial buildings (e.g., two to three stories in height) this typology emphasized order and unity by enframing the first floor storefront and/or upper floors within a wide and continuous design. The "frame" is articulated through columns, pilasters, or arcades. There are four examples of the Enframed Window Wall typology in the district including 508 and 510 N. Chicago Street.

Vault

Generally, two-to-three stories in height, the Vault has a façade penetrated by a large, tall, and comparatively narrow center opening and sometimes by much smaller ones on either side, while the overall form may be representative of the commercial block typology. The Grand Carniolian Slovenian Catholic Union, located at 351 N. Chicago Street, is the only example of the Vault building typology in the district.

False-Front

A False-Front is an applied or fake front façade. False-fronts are easily identifiable by the extension of the applied front façade above the building's roofline and a lack of depth to the storefront. False-Fronts usually reference popular or historic architectural styles. There is one example of the False-front typology in the district located at 20 W. Jackson Street.

Freestanding

With the advent of the automobile, the design of commercial centers shifted from the commercial block to the freestanding typology during the mid-twentieth century. Freestanding buildings are typically one story, occasionally two stories, but differ from commercial blocks in that they have architectural treatment on three or more sides. Having been built in the age of automobile access the entry is usually not accessible from the primary public right-of-way and is often oriented to a parking area on the side or surrounding the building, or a vehicular drive that separates the pedestrian right-of-way and the main entrance. The structure may occupy an entire city block and be surrounded by parking. There are four Freestanding buildings in the district including the Pancake House (1952-1961, 211 N. Scott Street) and the First National Bank Drive-Thru (1969, 61 E. Jefferson Street).

Two-Part, and Three-Part Vertical Blocks

The two-part and three-part vertical block gained popularity in the late nineteenth century as a means of simplifying the exterior of tall, commercial buildings. On the two-part vertical block, the façade is divided horizontally into two major zones that are different but carefully related to one another to create a unified whole. The lower zone rises one or two stories and serves as a visual base of the dominant "shaft", or upper zone. The two-part vertical block must be at least four stories in height to possess a sufficient sense of verticality.

The three-part vertical block is identical to the two-part vertical block though it has a distinct upper zone of one to three stories in height. Thus, the composition is analogous to the divisions of the classical column: base, shaft, and capital. The building at 10 E. Clinton Street is the only example of the Two-Part Vertical Block in the district. There are four Three-

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Part Vertical Blocks in the district including the Auditorium Block (156 N. Chicago Street) and the Joliet Y.M.C.A. (215 N. Ottawa Street).

Stacked Vertical Block

Used for buildings with five or more stories, the stacked vertical block has at least three or more horizontal divisions. Each division is treated in a different manner and none of them receives more emphasis than the other. The Louis Joliet Hotel (1926-27, 22-26 E. Clinton Street) is the only one building that is an example of the Stacked Vertical Block typology in the district.

Commercially Converted Residence

In the district there are three instances of the Commercially Converted Residence typology located at 114 E. Cass Street (constructed c. 1884, converted c.1947-1949), 417 N. Chicago Street (constructed c. 1886-1891, converted c. 1938), and 509 N. Chicago Street (constructed c. 1875 and 1909, converted c. 1915). This differs from the Two-Part Commercial Block with a lower floor storefront and upper floor apartments or offices. Instead, older mid to late-nineteenth-century residences with a once larger front setback, have been added on to with one-story storefronts during the mid-twentieth century, obscuring the first story of the front façade of the older residence. The buildings contain both living and retail spaces, but not located within the same structure.

Commercial Automobile and Road-Related Building Typologies

With the growing popularity and dependence upon the automobile that began in the 1920s, buildings serving automobile traffic, such as the filling and service station and the commercial garage, emerged along America's expanding network of roads and highways.

In Downtown Joliet, two national historic highways traverse the district, Historic Route 66 and Lincoln Highway. Historic Route 66 (originally called the Pontiac Trail) enters Joliet as it heads south on North Broadway Street from the north and then turns east over the Ruby Street Bridge into downtown Joliet. The Lincoln Highway follows the alignment of U.S. Route 30 through Joliet and specifically Cass and Jefferson Streets through Downtown Joliet.

To cater to the growing number of travelers as both Route 66 and the Lincoln Highway developed, a number of automobile service facilities located along these main thoroughfares in Downtown Joliet. There are eight auto-oriented buildings in the district which include garages and repair shops.

Automobile service garages are simple buildings, usually one-story, sometimes two with an office or storage above. These buildings are most often masonry construction with a barrel vault or bowstring truss roof. Garages are typically utilitarian with limited architectural details popular at the time. The filling or service station provided repair, garage, and filling services to residents and visitors of Joliet. Filling stations are typically located on the corner of prominent intersections, one-story in height with brick exterior walls or clad in terra cotta, a flat roof, and constructed in variety of shapes to accommodate the lot or based on prominent architectural styles of the period. Examples of auto-oriented buildings in the district include 211-215 N. Joliet Street, 53 W. Clay Street, 301 N. Chicago Street, and 61 E. Cass Street.

Industrial Building Typologies

Industrial building typologies are defined as those used for the general production and manufacturing, shipment and distribution, or storage of goods. In the DJHD, garages and light manufacturing buildings are present.

One-story, One-bay

Used for lighter work (small factories, machine shops, stages), the "One-story, One-bay" has saw-tooth roof monitors or skylights to provide adequate ventilation and light. Structural systems vary based on size and use including wood or steel trusses; trusses rested on pilastered walls; steel frame; trusses, wood posts or steel columns, and pilastered walls. There is one building in the district identified as the One-story, One-bay typology located at 559 N. Chicago Street.

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Garages

The “Garage” typology is a simple, one-story building with masonry exterior walls, an open floor plan, and a roof supported by a wood or steel truss. Garages predominately have a section near the front of the building dedicated to an office space for the company. For larger buildings, there may be wood posts or iron columns to support the larger roof structure. Garages were used to house trucks for private companies. There is one example of a garage in the district located at 51 W. Clay Street.

Residential Building Typologies

A mix of dedicated residential and commercial buildings historically existed in the present-day downtown either through the traditional commercial block typology which historically had storefronts on the first floor and residences or offices on the upper floors or dedicated residential buildings. Today, only thirteen residential buildings, solely dedicated to residential use, remain. There are twelve historically single-family residences and four multi-unit dwellings including the St. Joseph’s Parish House. Each residential building follows a historic building typology described below.

American Foursquare

American Foursquare houses are typically square or nearly square in plan with four equal-sized rooms (an entrance hall, living room, dining room, and kitchen) in each corner. The type became popular in house building because it was practical and comfortable for the working and middle classes. The Foursquare is usually two or two and half stories tall, two to three bays wide, with a hipped or pyramidal roof, dormers, a full-width front porch with classical or squared columns or piers, overhanging eaves, and features materials such as brick, stone, stucco, or wood siding. Plan book and catalog companies such as the Aladdin Company, the Radford Architectural Company, the Architects Small House Service Bureau, Sears Roebuck and Company, and Montgomery Ward and Company featured many Foursquare designs between 1900 and 1925. American Foursquare houses also utilized details from the Colonial and Tudor Revival styles, but in the district, the American Foursquare is only seen with details derived from Queen Anne style subtype Free Classic. The Parish House for St. Joseph Catholic Church, located at 416 N. Chicago Street, is the only example of an American Foursquare in the district.

Upright and Wing

During the Pre-railroad era, another popular residential form emerged. Built as a singular form, the Upright and Wing incorporates a one-and-one-half story section adjacent to a one-and-three-quarters or two-story gable front section. Typically, a shed roof covered a porch in the re-entrant angle of the “ell”, formed by the two sections of the house. Many Upright and Wing residences also utilized details of the Greek Revival style, popular during the early to mid-nineteenth century. Additionally, with the coming of the railroad and lightweight lumber, original Hall and Parlors or one-story cottages were expanded with a two-story gable-front or one-story wings added to I-Houses. There is one example of an Upright and Wing in the district located at 7 W. Jackson Street.

Gable Front Family: Workers Cottage, Gable-Front, and Gabled Ell

During the Greek Revival movement in the period between 1830 and 1850, the front-gabled shape was commonly used to echo the pedimented façade of typical Greek temples. This form was particularly common in New England, and its popularity expanded along with the expansion of the railroad network and remained a dominant folk form until well into the 20th century. Part of its staying power reflected the fact that gable-front houses were well suited for narrow urban lots which were found in many rapidly developing cities. Characterized by its roof shape, the Gable-Front roof has two sloped sides that meet at a center ridge. The triangular ends of the walls on the other two sides are called gables. In the Gable-Front form, the gable end faces the street and forms the front of the house. These were built as working-class homes, usually frame, with a rectangular plan, minimal projections on the front facade, and front entry below the face of the gable. Often a porch extends the full width of the front of the house. A house is usually two stories in height, while a cottage is one to one-and-a-half stories. Each is three to five bays wide. The Gable-Front form is commonly found in Midwestern towns because it was a simple type for local builders to construct and could fit on narrow lots.

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A subtype of the Gable-Front form is the Gabled Ell (L-Form). The Gabled Ell type is based on general massing and overall floor plan. Unlike the Upright and Wing form, L-Form houses and cottages do not have two separate house sections, but rather an L-Form as one single integrated whole with the roof ridges and eaves at the same height. These forms are usually frame construction, two stories in height, and simple in design. They sometimes had applied ornamentation of the popular architectural style at the time around doors and windows. There are nine buildings in the district which represent the Gable Front family including two Gable-front residences at 306 N. Ottawa Street and 12 W. Jackson Street and Workers Cottages located at 503 and 519 N. Chicago Street.

Multi-Unit Dwelling

A Multi-Unit Dwelling is a residential housing classification with multiple individual housing units contained within one building or several buildings within one complex. The only multi-unit dwelling form in the district is the common apartment building typically designed with floor plans that allow for larger buildings with multiple living units to maximize density on increasingly expensive land. Common corridor buildings were also predominately located in the middle of residential blocks, with a single centrally located entrance to double-loaded corridors off which apartments were situated. There are two Multi-Unit Dwellings in the district located at 118-120 Arch Court and Stearn Flats at 315-317 N. Chicago Street.

CONCLUSION

The history and development of Joliet is depicted through the notable and well-preserved architecture and structures of the district. The DJHD represents the historic development of Joliet and Will County for over 150 years, from 1858, the date of the oldest building in the district, to the present-day. The district continues to serve and provide the community with many of the same goods and services it has historically and retains sufficient architectural integrity representative of the social, recreational, commercial, educational, governmental, and transportation history of Joliet for listing in the National Register of Historic Places.

Downtown Joliet Historic District
Name of Property

Will County, Illinois
County and State

9. Major Bibliographical References

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Downtown Joliet Historic District

Name of Property

Will County, Illinois

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Portrait and Biographical Album of Will County, Illinois: Containing Full Page Portraits and Biographical Sketches of Prominent and Representative Citizens of the County, Together with Portraits and Biographies of All the Presidents of the United States and Governors of the State. Chicago, IL: Chapman Bros., 1890.

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Woodruff, George H. *The History of Will County, Illinois: Containing a History of the County ... A Directory of Its Real Estate Owners: Portraits of Early Settlers and Prominent Men: General and Local Statistics ... History of Illinois ... History of the Northwest*. Chicago, IL: Wm. Le Baron, Jr. & Co., 1878.

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MAPS:

- Sanborn Fire Insurance Maps of Joliet, IL: 1886, 1891, 1898, 1924, 1948, 1968
- Historic Atlas Maps of Joliet, Illinois: 1862, 1873, 1876, 1893 1910

Downtown Joliet Historic District
Name of Property

Will County, Illinois
County and State

- Joliet Township from Will County 1893, Illinois Published by Geo. A. Ogle & Co. in 1893

CITY DIRECTORIES (PROVIDED THROUGH ANCESTRY.COM):

- Joliet, Illinois, City Directory, 1872, 1875, 1881, 1884, 1885, 1887, 1888, 1889, 1891, 1892, 1893, 1895, 1896, 1898, 1899, 1900, 1901, 1902, 1904, 1905, 1906, 1908, 1909, 1912, 1914, 1915, 1916, 1918, 1920, 1921, 1923, 1925, 1927, 1929, 1930, 1932, 1933, 1935, 1937, 1938, 1940, 1942, 1945, 1947, 1950, 1953, 1955, 1956, 1958, 1959, and 1960.

NEWSPAPER ARCHIVES (AVAILABLE THROUGH NEWSPAPER.COM):

- *Joliet Signal*, 1846-1864
- *The Joliet Daily Republic*, 1882
- *Joliet News*, 1894
- *The Joliet Daily Republican*, 1894-1907
- *The Joliet Evening Herald-News*, 1905-1920
- *The Joliet News*, 1907-1915

ADDITIONAL SOURCES:

- Joliet Area Historical Museum
- Lewis University: Joliet Historical Photographs
 - o https://collections.carli.illinois.edu/digital/collection/lew_joliet
- Library of Congress Prints and Photographs Division, Historic American Buildings Survey, Town of Joliet, Joliet, Will County, IL, HABS IL-320
 - o <https://www.loc.gov/pictures/item/il0584/>
- Municipal Code of Joliet
- University of Michigan: Lincoln Highway Digital Image Collection
 - o <https://quod.lib.umich.edu/l/linchigh>
- U.S. Census Records
- Will County Assessor
- Will County Recorder of Deeds

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
- Other
- Name of repository: _____

Historic Resources Survey Number (if assigned):

Downtown Joliet Historic District
Name of Property

Will County, Illinois
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10. Geographical Data

Acreege of Property 82

(Do not include previously listed resource acreage; enter "Less than one" if the acreage is .99 or less)

Latitude/Longitude Coordinates

Datum if other than WGS84: _____
(enter coordinates to 6 decimal places)

1	<u>41.534668°</u> Latitude	<u>-88.082429°</u> Longitude	3	<u>41.524011°</u> Latitude	<u>-88.085630°</u> Longitude
2	<u>41.528670°</u> Latitude	<u>-88.085199°</u> Longitude	4	<u>41.524239°</u> Latitude	<u>-88.079310°</u> Longitude
5	<u>41.527022°</u> Latitude	<u>-88.077202°</u> Longitude	7	<u>41.531568°</u> Latitude	<u>-88.080364°</u> Longitude
6	<u>41.528795°</u> Latitude	<u>-88.081773°</u> Longitude	8	<u>41.534644°</u> Latitude	<u>-88.081897°</u> Longitude

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

Roughly bounded by western terminus of the Jefferson Street and Jackson Street bridges over the Des Plaines River and Ottawa and Joliet Streets on the west, Jefferson Street on the south, Scott and Chicago Streets on the east, and Cass and Irving Street on the north.

Boundary Justification (Explain why the boundaries were selected.)

The boundaries selected are based on historical written narratives, Sanborn Maps, and historic photographs that depict the location of historic downtown Joliet, and encompass the properties which physically represent each Area of Significance.

11. Form Prepared By

name/title Erica Ruggiero/Architectural Historian date July 28, 2023
organization McGuire Iglesias & Associates, Inc. telephone 847. 328. 5679 ext. 114
street & number 1330 Sherman Avenue email erica@miarchitects.com
city or town Evanston state Illinois zip code 60201

Downtown Joliet Historic District
Name of Property

Will County, Illinois
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Additional Documentation

Submit the following items with the completed form:

- **GIS Location Map (Google Earth or BING)**
- **Local Location Map**
- **Site Plan**
- **Floor Plans (As Applicable)**
- **Photo Location Map** (Include for historic districts and properties having large acreage or numerous resources. Key all photographs to this map and insert immediately after the photo log and before the list of figures).

Downtown Joliet Historic District
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Photographs:

Submit clear and descriptive photographs. The size of each image must be 3000x2000 pixels, 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: Downtown Joliet Historic District
City or Vicinity: Joliet
County: Will **State:** Illinois
Photographer: Erica Ruggiero
Date Photographed: October 6 (#79) and October 18, 2021 (#80 and 81), July 27, 2023 (#1-78)

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

Photo 1 of 81:

View of Joliet Union Station, 50 E. Jefferson Street, looking south.

Photo 2 of 81:

View looking west on Jefferson Street from the southwest corner of Jefferson and Scott Streets.

Photo 3 of 81:

View of E. Van Buren Street looking west from the southwest corner of Van Buren and Scott Streets.

Photo 4 of 81:

View of Joliet Post Office, 51 E. Clinton Street, looking northeast.

Photo 5 of 81:

View of Clinton Street looking west from the center of Clinton Street at Scott Street.

Photo 6 of 81:

View of the northwest corner of Clinton and Scott Streets and the northside of E. Clinton Street looking northwest from the southeast corner of Clinton and Scott Streets.

Photo 7 of 81:

View of E. Clinton Street looking northeast from Mayor Art Schultz Drive.

Photo 8 of 78:

View of the Elgin, Joliet & Eastern Railroad, Joliet Passenger Depot, 101 E. Clinton Street, looking northeast.

Photo 9 of 81:

View of E. Clinton Street looking northwest from immediately west of the intersection of Clinton Street and Arch Court.

Photo 10 of 81:

View of Arch Court looking north from the center of Arch Court at E. Clinton Street.

Downtown Joliet Historic District
Name of Property

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Photo 11 of 81:

View of the northside of E. Cass Street looking northwest from the southwest corner of E. Cass Street and Arch Court.

Photo 12 of 81:

View of the northside of E. Cass Street looking northeast from the southwest corner of E. Cass Street and Arch Court.

Photo 13 of 81:

View of the northside of E. Cass Street looking northwest from approximately 236 E. Cass Street.

Photo 14 of 81:

View of the southside of E. Cass Street looking southwest from approximately 213 E. Cass Street.

Photo 15 of 81:

View of the southside of E. Cass Street looking southeast from the northwest corner of E. Cass Street and Arch Court.

Photo 16 of 81:

View of the southside of E. Cass Street looking southeast from the northwest corner of E. Cass Street and Michigan Place.

Photo 17 of 81:

View of Scott Street looking northwest from the northeast corner of Scott and Clinton Streets.

Photo 18 of 81:

View of Scott Street looking southwest from the northwest corner of Scott and Clinton Streets.

Photo 19 of 81:

View of the northside of E. Clinton Street looking west from the southwest corner or Clinton and Scott Streets.

Photo 20 of 81:

View of the southside of E. Clinton Street looking southwest from the northwest corner or Clinton and Scott Streets.

Photo 21 of 81:

View of the southside of the intersection of Chicago and Clinton Streets looking southeast from the northwest corner of the intersection.

Photo 22 of 81:

View of W. Clinton Street looking west from the northeast corner of Clinton and Chicago Streets.

Photo 23 of 81:

View of Chicago Street looking south from the northeast corner of Clinton and Chicago Streets.

Photo 24 of 81:

View of W. Clinton Street looking northwest from the southeast corner of Clinton and Chicago Streets.

Photo 25 of 81:

View of Chicago Street looking northwest from the southeast corner of Clinton and Chicago Streets.

Downtown Joliet Historic District
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Photo 26 of 81:

View of E. Clinton Street looking northeast from the southwest corner of Clinton and Chicago Streets.

Photo 27 of 81:

View of W. Clinton Street looking northwest from the southwest corner of Clinton and Chicago Streets.

Photo 28 of 81:

View of the west side of Chicago Street looking southwest from the entry drive to 302 N. Chicago Street.

Photo 29 of 81:

View of the west side of Chicago Street looking northwest from the entry drive to 302 N. Chicago Street.

Photo 30 of 81:

View of the west side of Chicago Street looking northwest from the southeast corner of Jackson and Chicago Streets.

Photo 31 of 81:

View of the east side of Chicago Street looking northeast from the southwest corner of Jackson and Chicago Streets.

Photo 32 of 81:

View of the west side of Chicago Street looking southwest from the northwest corner of Clay and Chicago Streets.

Photo 33 of 81:

View of Chicago Street looking south from approximately the northeast corner of Chicago and Ottawa Streets.

Photo 34 of 81:

View of the west side of Chicago Street looking northwest from the southeast corner of Chicago and Ohio Streets.

Photo 35 of 81:

View of Ottawa Street looking southwest from approximately the northeast corner of Chicago and Ottawa Streets.

Photo 36 of 81:

View looking south toward Chicago and Ottawa Streets from approximately 510 N. Chicago Street.

Photo 37 of 81:

View of the west side of Chicago Street looking northwest from approximately 510 n. Chicago Street.

Photo 38 of 81:

View of 525-567 N. Chicago Street looking west from the southeast corner of Irving and Chicago Streets.

Photo 39 of 81:

View of the east side of Chicago Street looking southeast from approximately 519 N. Chicago Street.

Photo 40 of 81:

View of the east side of Chicago Street looking southeast from approximately 511 N. Chicago Street.

Photo 41 of 81:

View looking south where Chicago and Ottawa Streets meet.

Downtown Joliet Historic District

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Photo 42 of 81:

View of W. Jackson Street looking west from the northwest corner of Jackson and Ottawa Streets.

Photo 43 of 81:

View of the Will County Steelworkers Club, 310 N. Ottawa Street, looking southeast

Photo 44 of 81:

View of the west side of Ottawa Street, between Jackson Street and Crowley Avenue, looking northwest from the southeast corner of Ottawa Street and Crowley Avenue.

Photo 45 of 81:

View of the west side of Ottawa Street looking southwest from the southeast corner of Ottawa Street and Crowley Avenue.

Photo 46 of 81:

View of the Illinois Bell Telephone Co. Offices and Exchange, 262 N. Ottawa Street, looking southeast from the northwest corner of Ottawa and Benton Streets.

Photo 47 of 81:

View of Ottawa Street looking south from the center of the street immediately south of the Illinois Bell Telephone Co. Offices and Exchange.

Photo 48 of 81:

View of the Joliet Chamber of Commerce Headquarters, 214 N. Ottawa Street, looking southeast from the northwest corner of Ottawa and Webster Streets.

Photo 49 of 81:

View of General Tire, 205 N. Joliet Street, looking southwest from the Joliet Street entry to the parking lot for 201 N. Ottawa Street.

Photo 50 of 81:

View of the Voight Bros. Motors Co./Bannon Motor Truck Sales and Kaffer-Bannon Seed Co., 211-215 N. Joliet Street, looking northwest from the Joliet Street entry to the parking lot for 201 N. Ottawa Street.

Photo 51 of 81:

View of the intersection of Ottawa and Cass Streets looking southeast from the northwest corner.

Photo 52 of 81:

View of W. Cass Street looking east from the center of the Cass Street façade of 201 N. Ottawa Street.

Photo 53 of 81:

View of the intersection of Ottawa and Cass Street looking northeast from the southwest corner.

Photo 54 of 81:

View of the intersection of Ottawa and Cass Street looking northwest from the southeast corner.

Photo 55 of 81:

View of Ottawa Street looking south from the southeast corner of Ottawa and Cass Streets.

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Photo 56 of 81:

View of the Hobb's Hotel - Plaza Hotel at the southeast corner of Ottawa and Clinton Streets looking southeast from the northwest corner.

Photo 57 of 81:

View of the Joliet Public Library at the northeast corner of Ottawa and Clinton Streets looking northeast from the southwest corner.

Photo 58 of 81:

View of Ottawa Street looking south from the southeast corner of the intersection of Ottawa and Clinton Streets.

Photo 59 of 81:

View of the Terminal Building at the northwest corner of Ottawa and Clinton Streets looking northwest from the southeast corner.

Photo 60 of 81:

View of E. Clinton Street looking southeast from the northwest corner of Chicago and Clinton Streets.

Photo 61 of 81:

View of Chicago Street looking south from the northwest corner of Chicago and Clinton Streets.

Photo 62 of 81:

View of the Auditorium Block at the northeast corner of Chicago and Clinton Streets looking northeast from the southwest corner.

Photo 63 of 81:

View of the D'Arcy Building and Gorman Block at the intersection of Chicago and Van Buren Streets looking southwest from the northeast corner. Note the ongoing demolition of the Van Buren Street Plaza.

Photo 64 of 81:

View of Chicago Street looking southwest from the northeast corner of Chicago and Van Buren Streets.

Photo 65 of 81:

View of Chicago Street looking northeast from the southwest corner of Chicago and Van Buren Streets.

Photo 66 of 81:

View of E. Van Buren Street between Chicago and Scott Streets looking east from the southwest corner of Chicago and Van Buren Streets.

Photo 67 of 81:

View of the southeast corner of Chicago and Van Buren Streets from the northwest corner.

Photo 68 of 81:

View of Chicago Street looking north from the intersection of Chicago and Jefferson Streets.

Photo 69 of 81:

View of the northside of W. Jefferson Street looking northwest from the southwest corner of Chicago and Jefferson Streets.

Downtown Joliet Historic District

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Photo 70 of 81:

View of the northside of W. Jefferson Street looking east from the southeast corner of Ottawa and Jefferson Streets.

Photo 71 of 81:

View of the northwest corner of the intersection of Ottawa and Jefferson Streets looking northwest from the southeast corner.

Photo 72 of 81:

View of the northside of Jefferson Street looking northwest from immediately west of the southwest corner of Ottawa and Jefferson Streets.

Photo 73 of 81:

View of the former Will County Courthouse at the southeast corner of Ottawa and Jefferson Streets looking southeast from the northwest corner.

Photo 74 of 81:

View of Ottawa Street looking north from the northeast corner of the intersection of Ottawa and Jefferson Streets.

Photo 75 of 81:

View of Ottawa Street looking south from the southeast corner of Ottawa and Van Buren Streets.

Photo 76 of 81:

View of the former Montgomery Ward buildings at the northwest corner of the intersection of Ottawa and Van Buren Streets looking northwest from the southeast corner.

Photo 77 of 81:

View of Jefferson Street looking east from the southeast corner of the intersection of Jefferson and Joliet Streets.

Photo 78 of 81:

View of the Joliet Township Government Offices, 175 W. Jefferson Street, looking northwest from immediately east of the southeast corner of the intersection of Jefferson and Des Plaines Streets.

Photo 79 of 81:

View of the Jefferson Street Bridge over the Des Plaines River looking northwest from the parking lot at the southwest corner of Jefferson and Des Plaines Streets.

Photo 80 of 81:

View of the Jefferson Street Bridge over the Des Plaines River looking northwest from the riverwalk pedestrian path just south of the intersection of Washington and Des Plaines Streets.

Photo 81 of 81:

View of the Jackson Street Bridge over the Des Plaines River looking northwest from the parking lot at the southwest corner of Jackson and Joliet Streets.

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.

United States Department of the Interior
National Park Service

Downtown Joliet Historic District
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Name of multiple listing (if applicable)

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Continuation Sheet

Section number Additional Documentation Page 67

List of Figures

(Resize, compact, and paste images of maps and historic documents in this section. Place captions, with figure numbers above each image. Orient maps so that north is at the top of the page, all document should be inserted with the top toward the top of the page.)

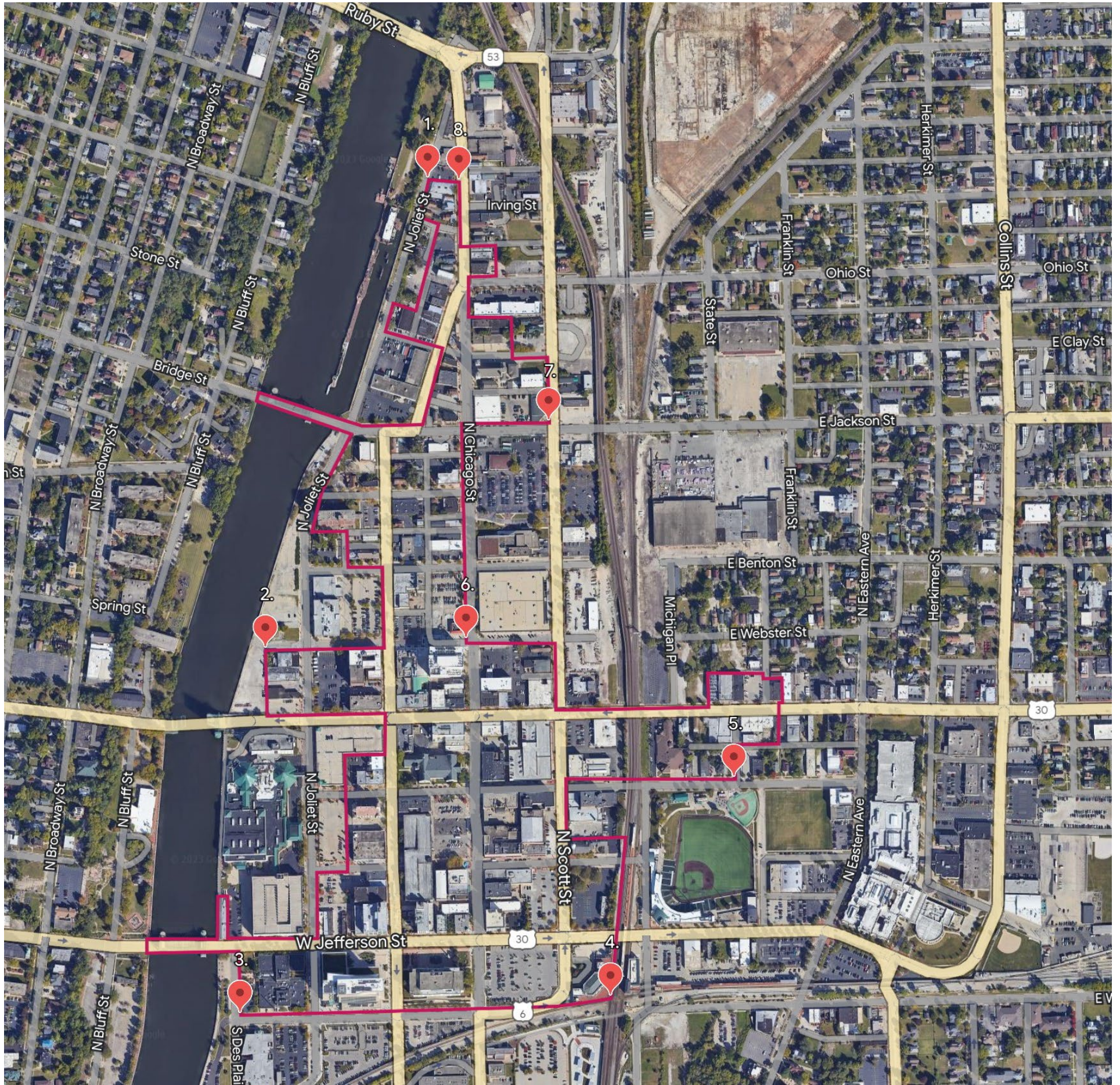


FIGURE 1: GIS MAP OF THE DISTRICT.

LATITUDE/LONGITUDE COORDINATES

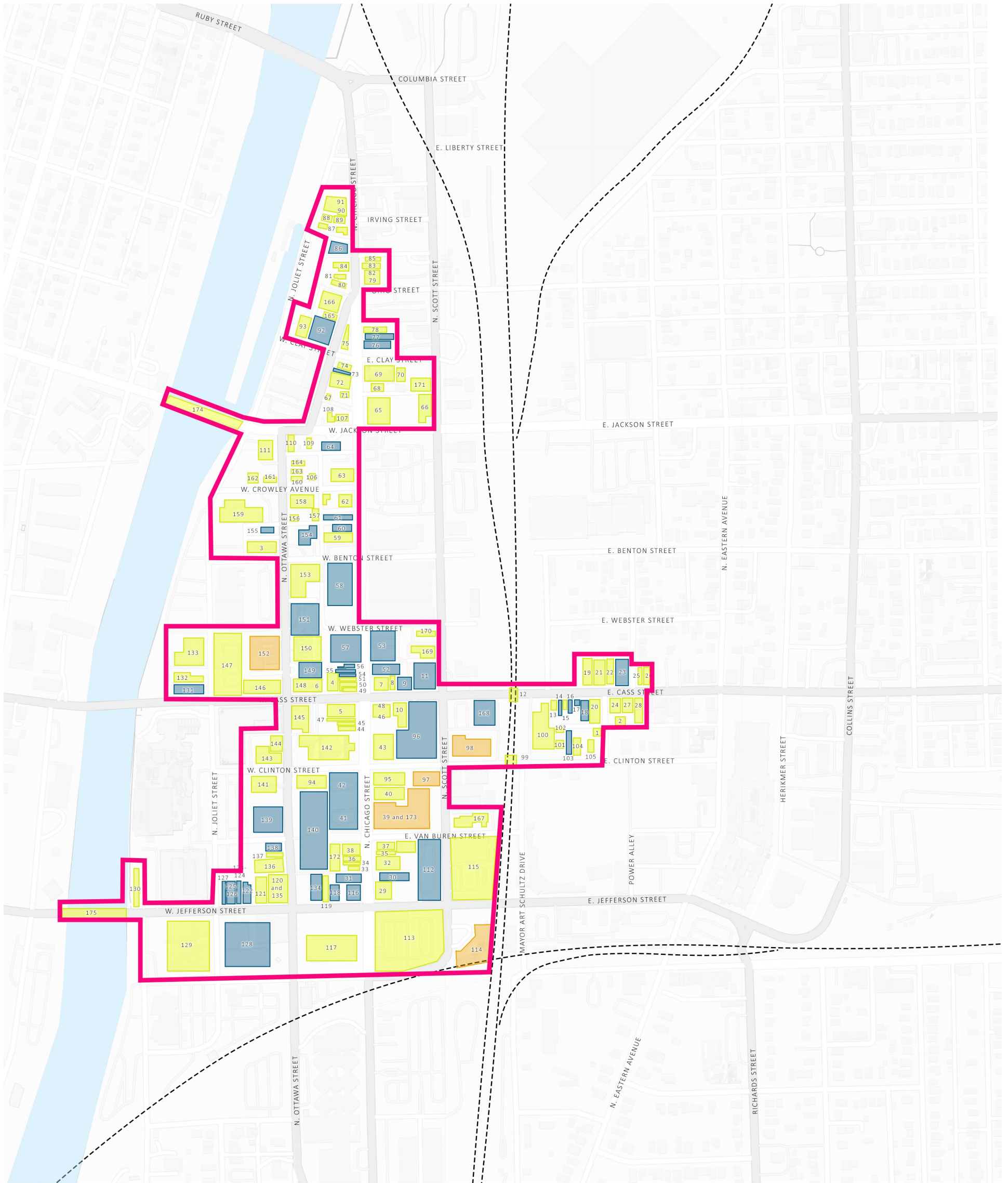
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6	<u>41.528795°</u> Latitude	<u>-88.081773°</u> Longitude	8	<u>41.534644°</u> Latitude	<u>-88.081897°</u> Longitude

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

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CITY OF JOLIET: DOWNTOWN JOLIET HISTORIC DISTRICT

LEGEND

- DISTRICT BOUNDARY
- EXISTING RAIL LINES
- CONTRIBUTING RESOURCES
- NON-CONTRIBUTING RESOURCES
- INDIVIDUALLY LISTED ON THE NATIONAL REGISTER

FIGURE 2: BUILDING KEY.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Downtown Joliet Historic District
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Joliet, Illinois
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Name of multiple listing (if applicable)

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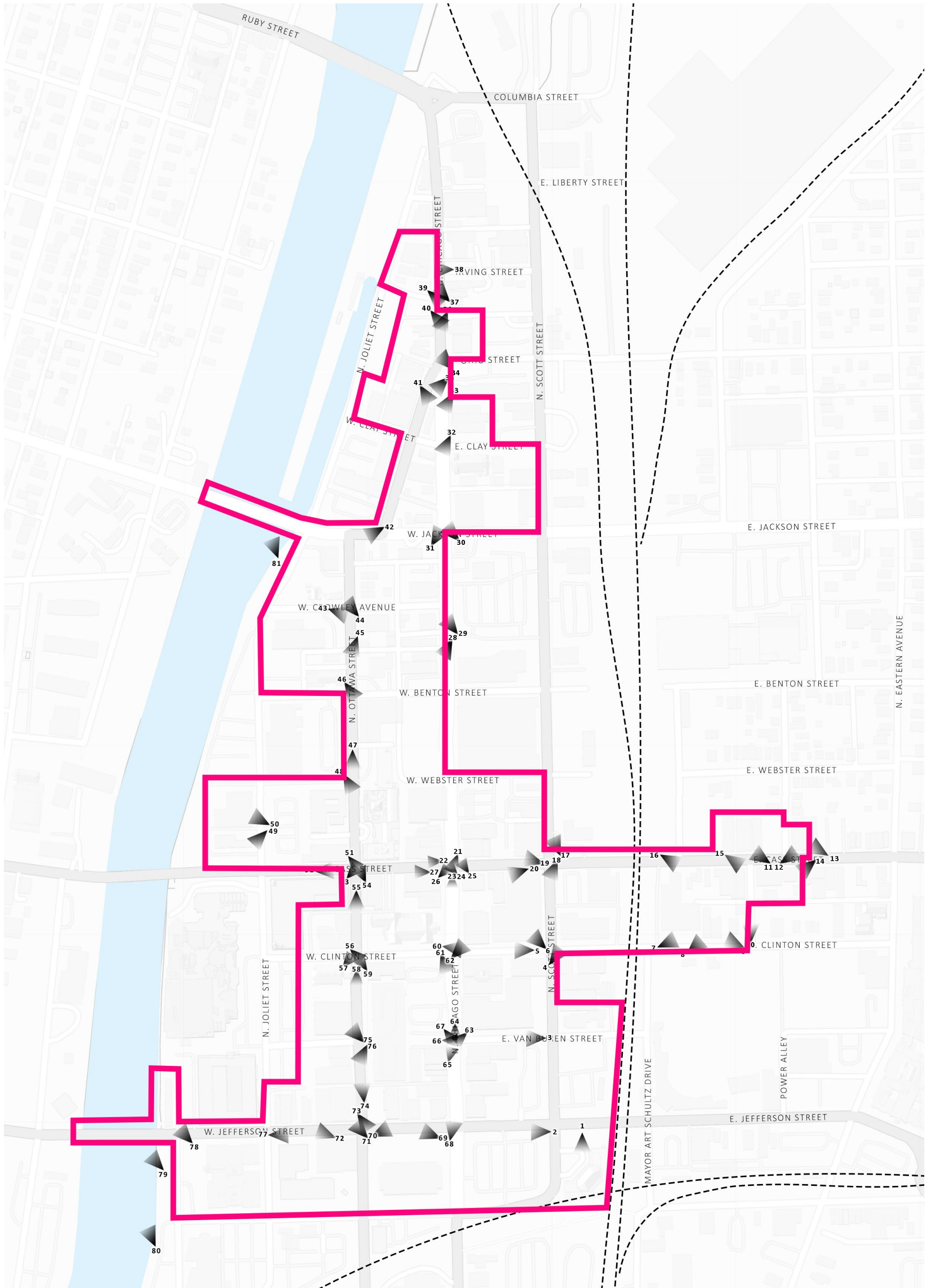


FIGURE 3: PHOTOGRAPH KEY.
*PHOTOGRAPH NUMBERS DENOTE THE LOCATION OF THE CAMERA.

Property name:
Illinois, County: