

Architectural Resources in the Downtown Survey Area Hinsdale, Illinois A Summary and Inventory

Village of Hinsdale, Illinois

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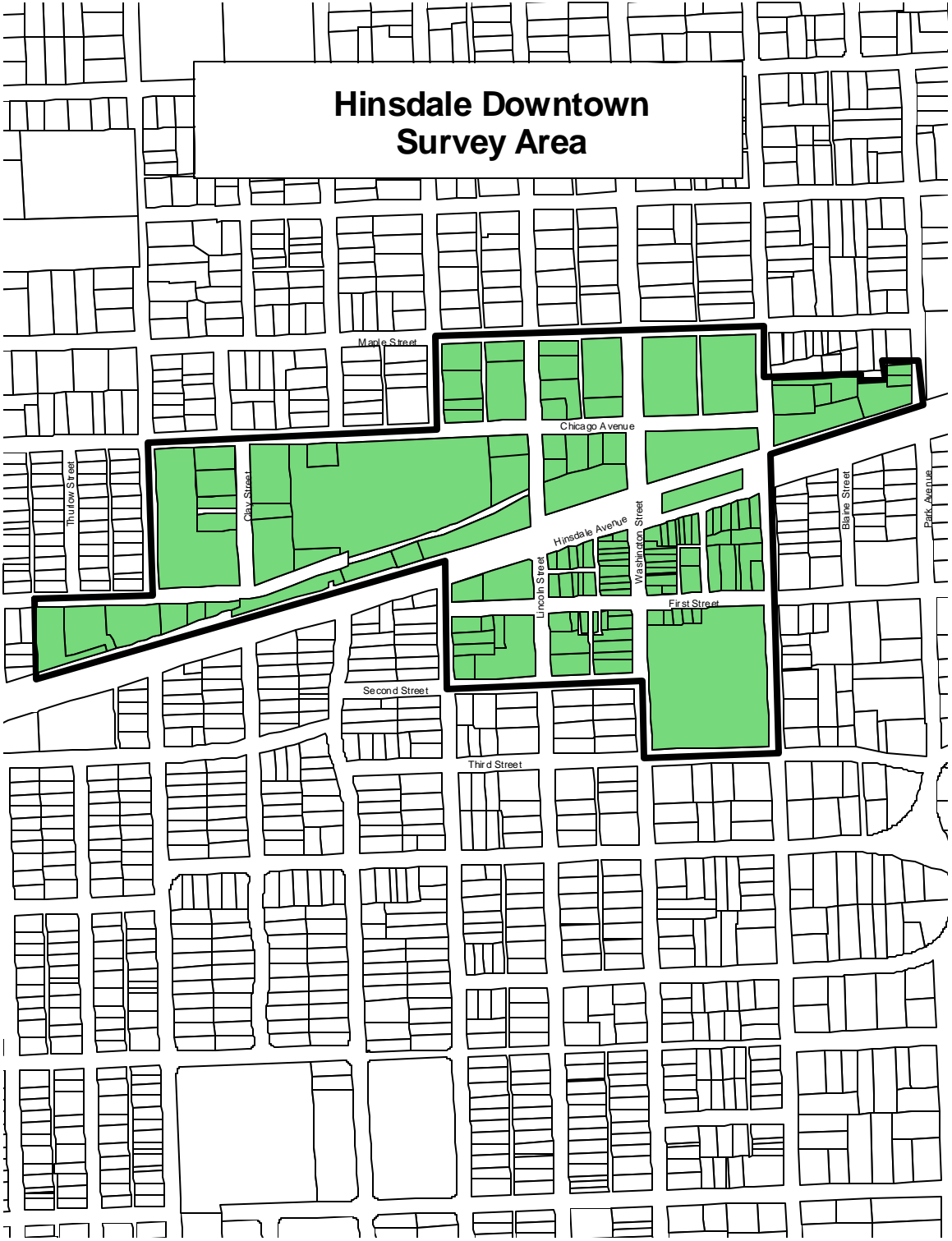
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Hinsdale Downtown Survey Area



INTRODUCTION

Downtown Hinsdale is in the oldest section of the village, platted as part of the Town of Hinsdale by village founder William Robbins in 1866. As the business district expanded, it moved north of the railroad tracks into O. J. Stough's and A. Walker's additions from the 1870s. Downtown Hinsdale today remains an intense and vital business district, in part because over time it has adapted well to the pressures to expand without destroying its heart. Although change may threaten its character, historic preservation could provide answers for retaining the charm and viability of historic downtown Hinsdale for the future.

The compact core of storefronts that exist today on Washington Street, Hinsdale Avenue, and First Street was developed directly across the street from the Chicago, Burlington, and Quincy Railroad's passenger station, which was located then on the northwest corner of Hinsdale Avenue and Washington Street. When the automobile became a significant force in the early decades of the 20th century, car dealerships, gas stations, and auto service businesses opened on the edges of this core, along Garfield and further down on Hinsdale Avenue. The need for larger municipal and other government service buildings resulted in development crossing the tracks to the north, where these uses are now clustered. The latest commercial development, a contemporary strip mall with large, adjacent surface parking lot, was built on the north side in the 1960s without disturbing the historic downtown core.

The Downtown survey area contains the oldest commercial buildings in the village, representing architectural styles and types spanning over 130 years. Despite the "tear-down" phenomenon that has gripped most of the older parts of the village, downtown's historic structures remain mostly in place. Modernizations over the years have altered some in ways that are inconsistent with the area's historic character. Yet the overall character of a late-19th century suburban railroad downtown remains. How to preserve this character is the challenge.

Between April 2003 and July 2003, Historic Certification Consultants conducted an intensive field survey of the Downtown survey area. Included in this survey is an irregular area roughly bounded by Chicago Avenue and Maple Street on the north, Garfield Street on the east with one block just north of the tracks extending beyond Garfield, Third Street, Second Street, and Hinsdale Avenue on the south, and Monroe, Madison, and Grant Streets on the west. This survey area contains 130 properties and encompasses 57 acres. Outside the survey area, on both the eastern and western edges there are also older, residential structures that have been converted to offices. Those structures on Blaine Street west of Garfield were surveyed as part of the Robbins survey and those on the west side of Grant and east side of Vine Streets south of Hinsdale Avenue were surveyed as part of the Town of Hinsdale survey. They have not been included in this report.

The purpose of the architectural resources survey is to identify, document, and evaluate historic structures for their architectural significance, and to make recommendations for landmark designations. The project

consists of photographs and written documentation for each building in the survey area, together with this report, which summarizes and evaluates the findings of the survey and makes recommendations. This information can assist in making decisions that impact the long-term preservation of the village's architectural and historic resources.

THE DOWNTOWN SURVEY AREA

The Downtown survey area is almost wholly commercial in character, with most structures originally constructed for business, commercial, industrial, or government service functions. A few homes nearest the downtown area have been converted to commercial office space but retain their residential appearance.

The street pattern is a grid system on a north-south/east-west axis. The Burlington Northern and Santa Fe railroad tracks cut through the survey area on a southwest/northeast diagonal, and Hinsdale Avenue runs parallel to the tracks along their southern edge.

The survey area contains 14 whole blocks, for a total of 57 acres. On these blocks there are 130 properties containing 125 principal structures; 78% (100) are structures now used for commerce and/or trade. Of the other properties, seven are residential, four are government service offices, four are transportation related, three are industrial, and two are health facilities. There are also two parks, and there is one property of each of the following types: museum, movie theater, school, and parking lot. There were three vacant lots at the time of the survey and one property under construction.

Two whole blocks bounded by Hinsdale Avenue, Garfield Street, First Street, and Lincoln Street, together with parts of the two blocks immediately to the south, comprise the original commercial core of Hinsdale. These were originally platted into very narrow, long, rectangular lots suitable for lot line to lot line commercial structures. Lots in other parts of the survey area are mostly rectangular but vary widely in size, reflecting in some cases the original residential subdivisions that were first platted there or, in other cases, the consolidation of smaller lots to accommodate larger and/or more recent development. General characteristics of the commercial core include structures built up to the front property line and with party walls, sidewalks with street trees and tree grates, and curbs and gutters with on-street diagonal or parallel parking. Narrow service alleys along a north/south or T-shaped alignment generally run behind properties on Hinsdale Avenue and First, Lincoln, Washington, and Garfield Streets. The other blocks, particularly north of the railroad tracks, generally have sidewalks, parkways with trees and lawns, curbs and gutters, and on-street parking, although building setbacks and side yards vary. One strip mall has a large, on-site, surface parking lot. The combined Village Hall and Library structure sits at the top of a hill with a large landscaped lawn facing the railroad tracks below it.

The commercial buildings in downtown Hinsdale generally are brick, frame, stone, or terra cotta, and no more than three stories in height. The majority of buildings are designed in 25-foot widths (considered here

as one unit), based on a typical lot size. Some of the buildings are one unit wide, while others are in 25-foot multiples that extend no more than four units wide. This unit of measure gives the historic commercial area a sense of visual rhythm. The basic rhythm is also related to early construction practices in which the most efficient single span of a wood joist was 22 feet. The width of a typical storefront mirrored this span and has become a universal proportion in commercial areas across America [Jackson, 3].

Most alterations to buildings within the survey area affect first-floor storefront material and configuration changes, as typically found in urban commercial districts. Upper-story changes are typically window replacement, downsizing and infill or, in extreme cases, window enlargement.

Every principal structure and secondary structure visible from the public right-of-way on every street within this area has been viewed and evaluated by a team of field surveyors. A complete computerized database by property address has been created using Microsoft Access software. The information for each property is printed on an individual data form, with one black-and-white photograph for each principal structure. In some cases, additional photos were taken. The computerized database and individual data form for each property include the following information: use, condition integrity, architectural style, construction date, architect or builder when known, prominent owners, architectural features, alterations, and a significance rating. These forms are archived at the Village of Hinsdale municipal offices and the Hinsdale Public Library. This report is a summary of that information.

PRESERVATION ACTIVITIES IN HINSDALE

The Village Board of Hinsdale adopted a preservation ordinance in April of 2000 and a Historic Preservation Commission was established. Since its inception, the Commission has sponsored three intensive architectural surveys. They are the *Town of Hinsdale Architectural Resources Survey*, completed in 2001, *Architectural Resources in the Robbins Survey Area*, completed in 2002, and this survey of Downtown. Public presentations of the first two surveys were given for the information of neighborhood residents. The commission has also initiated a program of landmark designation for individual properties. Since 2001, the Village of Hinsdale has designated 14 properties as local landmarks. Of these properties, two are within the Downtown survey area:

- Hinsdale Memorial Building, 19 E. Chicago Avenue (designated February 6, 2001)
- Historical Society Museum, 15 S. Clay Street (designated May 7, 2002)

The community as a whole has been well represented in previous surveys by others, including the Illinois Historic Sites Survey and Illinois Historic Landmarks Survey that noted 148 buildings of architectural and historical merit, and the DuPage County Cultural and Historical Inventory, which noted 11 buildings. There are four structures in Hinsdale that have been listed on the National Register of Historic Places, but none are located in the Downtown survey area.

The Illinois Historic Sites Survey and Illinois Historic Landmarks Survey are inventories of architecturally and historically significant structures across the State of Illinois that were undertaken in the early 1970s. There are four structures in the Downtown survey area that are listed in the Illinois Historic Sites Survey. These structures were considered of special interest because of their aesthetic and/or technological characteristics. They are:

- 25 E. First Street
- 29 E. First Street
- 19 N. Grant Street
- 101 S. Washington Street

The DuPage County Cultural and Historical Inventory was a countywide survey that was undertaken in 1993 (with a 1996 addendum) by the DuPage County Regional Planning Commission. One property in the survey area is listed in this survey. It is:

§ Hinsdale Memorial Building, 19 E. Chicago Avenue



Figure 1: Hinsdale Memorial Building

There are two private organizations that have actively and independently promoted an appreciation of Hinsdale's architectural and historic resources. The Hinsdale Historical Society, founded in 1975, is a local membership organization that maintains a museum, archives, and research library at 15 S. Clay Street. The Hinsdale Heritage and Architectural Society is also a membership organization dedicated to researching the architectural and cultural resources of Hinsdale and educating the community about these resources. Each organization sponsors walking tours

and other historical and architectural programs.

OBJECTIVES OF THE SURVEY

Historic preservation benefits the community as a whole, as well as the individuals who own and use historic properties. The following are the principal objectives of this survey:

To ensure the preservation of architecturally and historically significant structures

Many historic structures in Hinsdale have been altered and some have been demolished. Some of these

were architecturally and/or historically significant. If this trend continues unabated, the character and historic quality of the community will be irreversibly altered. For the many residents who believe that historic buildings are part of what makes Hinsdale an attractive place to live, definitive actions to preserve the most significant historic structures are needed.

To heighten public awareness of the richness of the historic architectural resources in Hinsdale

Residents can appreciate how their community has contributed to the overall development of the Village of Hinsdale and the Chicago metropolitan area when they are aware of local architecture and history. This can include knowledge of the architecturally and historically significant buildings around them—the architectural styles, prominent architects’ work, dates of construction, prominent local historical figures residing in the area, and the general patterns of community growth. Documentation of the community’s architectural and historic heritage can be, and already has been, used in a variety of ways. The material gathered in this survey can be a valuable resource when creating educational programming, books, articles, additional walking, bus, and bike tours, and exhibitions.

To assist individual property owners in maintaining and improving their properties and to provide economic incentives for preservation

Many owners of historic properties may not realize the historic features that make their buildings special. In some cases this has led to inappropriate modernizations that remove or cover up character-defining features. This survey will assist property owners in identifying and preserving their building’s critical features. With landmark designation, owners of landmark properties who rehabilitate their buildings may be eligible for tax incentives.

SURVEY METHODOLOGY

Several ways of collecting information were used to complete the Microsoft Access database and data form for each principal structure surveyed. (See sample survey form in Appendix A.) The surveyor recorded most items based on observation in the field— use, architectural style, description of architectural features, and any alterations. The surveyor also estimated a date of construction and indicated it with a “c.” This estimate was based on prevalent architectural styles and building types and when they commonly appeared in Illinois. Available building history information at the Hinsdale Historical Society was used to verify construction and alteration dates. Information from their archives and files was recorded on the back of the forms or on continuation sheets. Other published texts, walking tours, and locally prepared lists were also consulted. All are listed in the bibliography.

Dates of construction and the names of architects and builders in the Village of Hinsdale come from several

sources. Many are from building permit records in the village office. Others are from records at the Hinsdale Historical Society or from a publication entitled *Historic Downtown Hinsdale* by John Ziegweid, which appears to rely on a search of title records and/or city directories for much of its information. In cases where no other information was available, the surveyor estimated a date of construction. It should be noted that the inventory is a working document, and further research may help to identify exact dates of construction, architects, and builders at a later time.

The main sources used to determine architectural styles were *The Buildings of Main Street: A Guide to American Commercial Architecture* by Richard Longstreth for commercial structures, *A Field Guide to American Houses* by Virginia and Lee McAlester (1991) for high-style architecture, and *Common Houses in America's Small Towns: The Atlantic Seaboard to the Mississippi Valley* by John A. Jakle, Robert W. Bastian, and Douglas K. Meyer (1989) for vernacular building types. Descriptions of specific architectural features relied on the *Old-House Dictionary* by Steven J. Phillips (1992). Tracey Sculle, National Register and Survey Coordinator of the Illinois Historic Preservation Agency have approved architectural style and vernacular type names used throughout.

In the field, the surveyor made a judgment on the integrity and the significance of each structure based on specific evaluation criteria. The survey forms were later reviewed in the office so that an individual building could be evaluated within the context of the village as a whole. The Hinsdale Historic Preservation Commission also had the opportunity to review the survey forms before they were finalized.

EVALUATION CRITERIA

All principal buildings in the survey area were evaluated first for local architectural significance using the criteria as stated in the Hinsdale Historic Preservation Ordinance. "S" (significant) indicates that the building has local architectural importance when compared to similar buildings in the community and may be eligible for listing as a local landmark. "PS" (potentially significant) indicates it has the potential to be a local landmark if minor, incompatible alterations are removed. "C" (contributing) indicates a building that is not architecturally distinctive but has the identifiable characteristics of a historic building and would contribute to the character of a locally designated historic district. "NC" (non-contributing) is a non-historic building or one so altered that it is no longer recognizable as historic.

Integrity, that is, the degree of original design and historic material remaining in place, was factored into the evaluation. No building was considered locally significant if it had more than minor alterations, or if it had alterations that were considered irreversible.

Second, the principal buildings were analyzed for potential individual National Register of Historic Places listing in consultation with the National Register Coordinator of the Illinois Historic Preservation Agency. A

"Y" (yes) indicates that the surveyed building likely would be a good candidate for individual listing on the National Register. An "N" (no) indicates that it would not. "Criteria" refers to the National Register criteria that were considered. Only criterion "C," architectural significance, was used in evaluating potential National Register eligibility. Criteria "A" and "B," which refer to historical events and persons, were also considered, to the extent known, although it is possible that additional historic research at a later date could reveal new information to add to the historic significance of a building.

The notations under "listed on existing survey" include local landmark; DCHI, which indicates the building was listed in the *DuPage County Cultural and Historical Inventory*; IHSS, which indicates the building was included in the Illinois Historic Structures Survey, completed by the State Historic Preservation Office in the early 1970s; or NRHP, which indicates that the building is individually listed on the National Register of Historic Places.

Architectural integrity was evaluated by assessing what alterations to the original historic structure have occurred. Since the area was principally commercial buildings, our approach was slightly different than when evaluating the integrity of domestic architecture. Because storefronts are frequently altered to keep up with marketing and design trends, HCC evaluated the integrity of the storefront separate from the upper stories and was generally more lenient in its ratings for storefronts. Thus, two separate integrity ratings appear on the form: one for "integrity," which means the upper stories, and one for "storefront integrity." Both integrity evaluations figured prominently in the overall local rating of the building. HCC was careful not to disregard non-original, but historic features and configurations in its integrity evaluation.

Structures were considered unaltered if all or almost all of their historic features and materials were in place. Minor alterations are those considered by the field surveyor to be reversible, based on some remaining physical evidence. Most buildings had storefront changes over the years, including changes to configuration, entry and doors, storefront construction materials, supporting columns/piers, display windows, historic elements including transoms, bulkhead, decorative elements such as cornices, fascia boards, and brackets. For storefront alterations to be considered minor, the original configuration had to be generally in place with only some changes to historic materials.

Changes to upper floors frequently include replacement windows, newer siding or masonry products over original exterior wall materials, and the removal of cornices, corbelling, or other decorative features, particularly at the tops of the buildings. Replacement windows, sometimes with downsized window openings, were considered a minor alteration if the original opening size still exists. Major alterations include more irreversible changes. These might include the removal of architectural detailing for which there is no actual physical evidence or photo documentation to accurately reproduce them; window changes in which the original window opening size has been enlarged and there is no evidence of the original opening size, material, or sash configuration; and the removal of cornices or other prominent features. Exterior cladding, such as parging or stucco that cannot be easily removed without damaging original material, is typically considered a major alteration.

NATIONAL REGISTER RATINGS

A. Eligible for Individual Listing (Y or N)

§ Must be a site, building, structure, or object that is at least 50 years old (unless it has achieved exceptional significance) and meets one of the following criteria: (a) it is associated with events that have made a significant contribution to the broad patterns of our history; (b) it may be associated with the lives of persons significant in our past; (c) it is architecturally significant, that is, 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 may lack individual distinction. It must also possess integrity of location, design, setting, materials, workmanship, feeling, and association.

B. Contributing to a Historic District (C)

§ Age. Must have been built or standing during the period of historic significance.

§ Integrity. Any building that possesses enough integrity to still be identified as historic.

C. Non-contributing to a Historic District (NC)

§ Age. Any building or secondary structure built after the period of significance or less than 50 years old.

§ Integrity. Any structure that has been so completely altered within the last 50 years that it is no longer recognizable as historic.

LOCAL SIGNIFICANCE RATINGS

A. Significant (S)

§ Age. Must be at least 50 years old.

- Architectural Merit. Must possess architectural distinction in one of the following when compared with other buildings of its type: architectural style or type valuable for a study of a period, style, method of construction, or use of indigenous materials; exceptional craftsmanship; work of a master builder or architect.

- Integrity. For the upper floors, must have a high degree of integrity in the design, materials, workmanship, setting, location, feeling, and association; most architectural detailing in place, no historic materials or details covered up, historic window openings and original windows remaining, or appropriate replacements. For the storefronts, must have the historic storefront configuration in place; there should be some historic storefront materials remaining, or appropriate replacement materials.

B. Potentially Significant (PS)

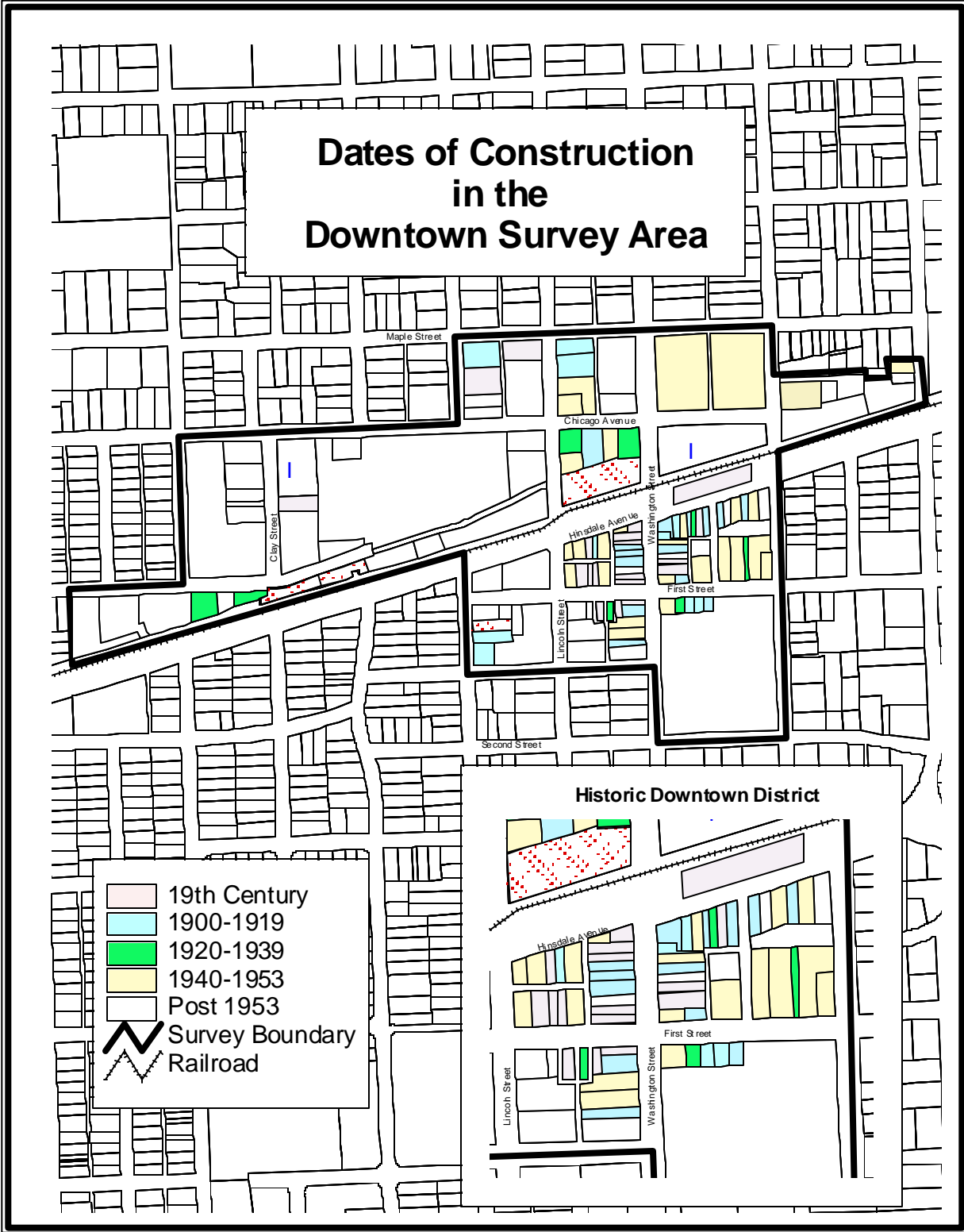
- Architectural Merit. Must possess distinction in one of the following when compared with other buildings of its type: architectural style or type valuable for a study of a period, style, method of construction, or use of indigenous materials; exceptional craftsmanship; work of a master builder or architect.
- Age. Must be at least 50 years old.
- Integrity. Must have a moderate degree of integrity. If it has been altered, it must be in ways that can be reversed: some architectural detailing in place so that missing exceptional features can be recreated; window changes should be reversible; storefronts can be appropriately rebuilt. If the alterations are reversed it may be elevated to significant.

C. Contributing (C)

- Age. Must be at least 50 years old.
- Architectural Merit. Does not necessarily possess individual distinction, but is a historic structure with the characteristic design and details of its period.
- Integrity. May have a moderate degree of integrity, but is of a common design with no particular architectural distinction to set it apart from others of its type. Must at least possess the readily recognizable and distinctive massing of a historic structure.

D. Non-contributing (NC)

- Age. Buildings less than 50 years old.
- Integrity. Any building over 50 years old whose integrity is so poor that all historic materials and details are missing or completely covered up and its historic massing and/or roofline cannot be discerned and the structure is no longer recognizable as historic.

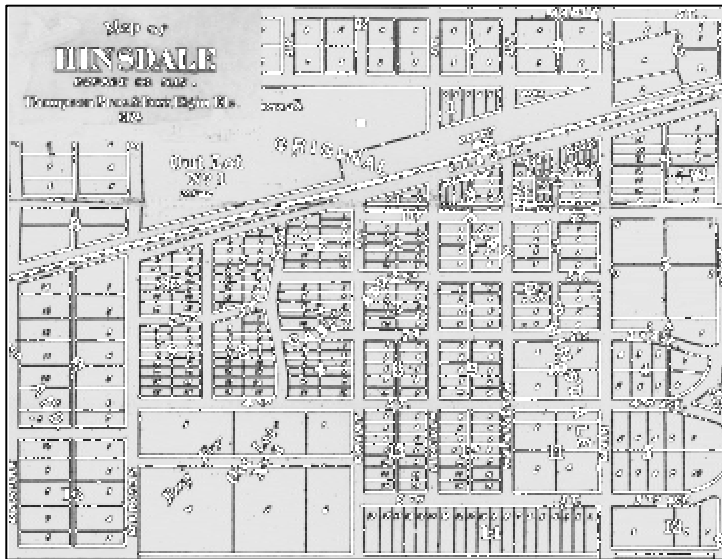


HISTORY OF THE DOWNTOWN AREA

Hinsdale is an example of the upper-middle-class railroad suburb that developed across the U.S. from 1850 through 1880. Chicago, with a network of 11 separate railroad lines that entered the city from 1847 through 1861, was to experience astonishing outward residential growth and settlement in the mid- to late 19th century. Along the railroad lines, stations were built and well-to-do commuters who desired to reside in a semi-rural environment away from, but close enough to, the city settled towns. Real estate developers laid out subdivisions on vacant agricultural land and provided streets and other infrastructure. Upon individual lots in these subdivisions single-family homes were developed, and commercial centers formed adjacent to the railroad tracks to house businesses that served suburban domestic lifestyles. The suburban ideal became so popular that by 1873 more than 100 railroad suburbs surrounded the city of Chicago. Hinsdale is one of these railroad suburbs, founded by William Robbins in anticipation of the location of the Chicago, Burlington, and Quincy Railroad's (C. B. & Q. R. R.) commuter line through the area in 1864.

THE RAILROAD IN HINSDALE

As transportation shifted from water-based transit to rail in the mid-19th century, a number of Illinois towns vied for railroad lines that were rapidly expanding outward from the city of Chicago. To the west of the city, a railroad line was established from Chicago to Aurora in 1849, which connected with the Chicago and Galena Union Railroad at Turner Junction (now West Chicago). However, the route from Chicago to Aurora was not direct and tacked on an additional 12 miles [Dugan, 69]. The main line, operated by the C.



B. & Q. R. R., continued on from Aurora to the Illinois towns of Mendota, Galesburg, Peoria, and Quincy and terminated in Burlington, Iowa. In 1858, petitioners from the towns of Naperville, Downers Grove, Brush Hill (now Hinsdale), and Lyons asked C. B. & Q. R. R. executives to consider running a direct route from Chicago to Aurora through their towns. After track-usage rights were terminated by the Galena and Chicago Union Railroad, a resolution was passed in 1862 by the C. B. & Q. R. R. to construct a branch railroad from the “main line” in Aurora into the city of Chicago. Although

the Civil War hampered construction efforts on this new 35-mile rail line, it was completed in May 1864 [Dugan, 73]. The first passenger station in Hinsdale was constructed in that same year.

When surveyors for the C. B. & Q. R. R. began laying out the railroad in 1862, William Robbins came with them. An energetic businessman originally from New York, he made his fortune in California. Returning to the Midwest, he purchased from a Mr. Jones 700 acres of virgin soil with only tall grass and hazel bushes growing on it [Bateman, 674. Other sources say 800 or 1000 acres]. This land lay on either side of the rail right-of-way, which had been selected through the valley south of the existing town of Fullersburg. He built his own summer residence, completed in 1864, and then set about subdividing the first of his lands for development.

Robbins platted the original Town of Hinsdale in 1865 and recorded it in August 1866 [1874 Atlas, 4]. This rectilinear plat included one block on the north side of the railroad tracks (Block 1), with a location for the depot at the east end. South of the tracks lay the remaining 13 blocks. Of these, all but three were subdivided into 50-foot lots, with the narrow frontage oriented to the north-south streets, and having alleys running north and south through the middle of the blocks. Blocks 2 and 3, adjacent and immediately south of the tracks, soon were re-subdivided along Hinsdale Avenue for commercial use. The Downtown Survey Area also includes a small portion of the William Robbins Addition, part of Oliver J. Stough's addition, and part of Case's Addition. All were platted as residential subdivisions in 1866, 1868, and 1872, respectively.

A RAILROAD SUBURB'S CENTRAL BUSINESS DISTRICT

By 1873, when the village was incorporated, much of the community, on both the north and south sides of the Burlington tracks, was platted for housing development and many residences had already been constructed. As was common in many of Chicago's late 19th century railroad suburbs, a small commercial district developed adjacent to the railroad station and tracks. One often sees either a parallel configuration, where commercial buildings are located on a street that parallels the tracks, or in a T- or perpendicular configuration, where buildings are located on a street that intersects the tracks. Businesses in a suburban commercial area historically served the local community and often included dry goods stores, tailors, drug stores, blacksmiths, bakeries, butchers, and hardware stores. Hinsdale's commercial core developed in a T- or perpendicular configuration, located on the south side of the railroad tracks. Commercial buildings developed along Washington Street, which intersected the tracks next to the train station. By the 1870s, stores and a post office, a hotel, a large stone schoolhouse, and a small number of churches were located within the village and population numbered 1500 [Chamberlin, 418]. As the town grew, developers in Hinsdale continued to subdivide their land, attracting more residents and small-scale businesses to this Chicago suburb.

The 1890s saw an era of extensive improvements and the emergence of public utilities in the village. Bonds were issued for a waterworks (1890), drainage system (1891), and electrical lines (1896). Streets were paved beginning in 1892 and cement sidewalks replaced the old wood plank walks in 1904 [Bateman, 676-677]. The *Hinsdale Doings*, a newspaper that continues publication to this day, began in 1894. Hinsdale came to be regarded as one of the most beautiful and desirable middle-class suburbs. Its status was enhanced by the publication of an article entitled "Hinsdale the Beautiful" in the November 1897 issue

of *Campbell's Illustrated Journal*. This journal included a description of "Hinsdale's Business Houses" and a business directory. Many of Hinsdale's most impressive commercial buildings were illustrated in that issue, including the following in the survey area:

Fox Brothers' Building, 34-36 S. Washington Street (SW corner Washington and Hinsdale)
Papenhause's Building, 102 S. Washington Street (SW corner Washington and First)
John Bohlander & Son's Hardware Store, 42 S. Washington Street
William Evernden's Drug Store, 40 S. Washington Street
Fox Brothers Building (remodeled), 49-51 S. Washington Street
Buchholz Building, 13 W. First Street

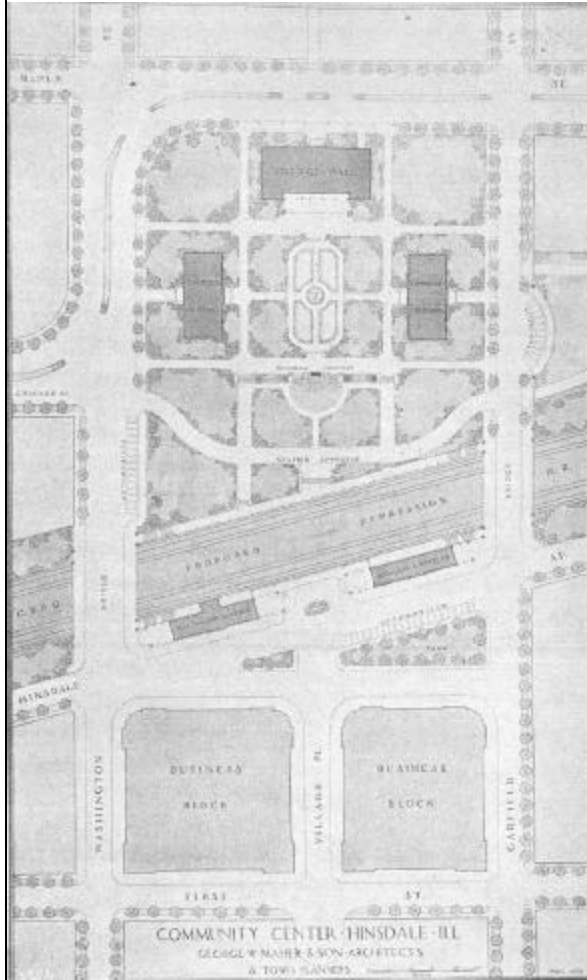
By the turn of the 20th century, the cluster of commercial buildings grew, with development spilling onto Hinsdale (Exchange) Avenue, which paralleled the tracks, and onto First Street, located one block south of the train station. Although new commercial buildings were constructed, development pressures also forced the conversion of domestic structures along First Street into commercial uses. These gable-front buildings include 8 W. First Street, 17 W. First Street, 18 W. First Street, and 19 W. First Street. In 1898, a new train station, with the latest conveniences complete with waiting room and baggage room, was built a block east of the old one. By 1910, Hinsdale's downtown was principally located between Hinsdale Avenue (Exchange Street) on the north, the south side of First Street to the south, Lincoln Street to the west, and the alley between Washington Street and Garfield Street on the east. Banks, including the Hinsdale Trust and Savings Bank at 8 W. Hinsdale Avenue, opened at this time, and branch offices of the Western United Gas and Electric Company at 14 E. Hinsdale Avenue (originally the LaGrange Gas Company when constructed in 1903) and the Chicago Telephone Company located in downtown Hinsdale [1909 and 1965 Sanborn Maps; Ziegweid, 63]. Hinsdale's first telephone switchboard operated out of McGee's Drugstore at 49 S. Washington Street [Bakken, 175-176].

MUNICIPAL AND GOVERNMENT BUILDINGS EXPAND THE CORE

The first water works, built during the 1890s, was one of the first major nonresidential projects north of the tracks [Bakken, 153]. In the 19th century, very little commercial activity took place in this part of Hinsdale. The few exceptions were businesses that made heavy use of the trains' freight service, such as F. W. Graue's feed mill and George Boger's wood and coal yard, both adjacent to the tracks just west of Lincoln Street; J. Bohlander and Son's feed mill and wood and coal yard, also adjacent to the tracks just west of Garfield Street; and a lumber shed on the corner of Chicago and Washington [1898 Sanborn Maps].

Another important exception north of the tracks was the Hinsdale Hotel, later known as the Park Hotel. The proprietors, Charles P. and Thomas B. Clarke, built the hotel along the west side of Washington Street in 1867. It operated as a hotel for 50 years, until 1908. In 1911 the building was cut in half and moved to two separate locations (NE corner of Madison and Chestnut and 549 York Road [Baaken, 62]). Also at this time, there were a number of early auto-related businesses to the north of the tracks on the former Park

Hotel property [1909 Sanborn Map]. This was for the most part the natural expansion of a growing community, but during the 1920s the villagers made a concerted effort to influence and control this expansion.



George Maher & Son's 1924 Plan for Hinsdale

by two community buildings and the village hall [Maher, 234-236]. The tracks were never lowered and the plan for a Hinsdale Community center was not fully executed. However, after an aggressive fundraising drive by the president of City National Bank & Trust, Philip R. Clarke, the villagers privately raised the money for the construction of the Memorial Building [DuPage County Cultural and Historical Inventory, 32].

Prior to the construction of the Memorial Building, two brothers owned houses on the property. The older of the two homes, built before 1891, was the house of C. T. Warren. The house to the north of it, built between 1891 and 1898, belonged to C. C. Warren [1891, 1898 Sanborn Maps; 1902 Chicago Blue

During the 1920s, it was felt by many of the residents that Hinsdale ought to have a memorial to its fallen soldiers. Around the same time, one of the local auto dealers, M. Fleck, the partner with Edward F. Buchholz in the local Ford dealership, proposed to build “the largest (automobile garage) east of the Mississippi” on the lots directly north of the Brush Hill Depot [DuPage County Cultural and Historical Inventory, 32; Bakken, 92]. The village and its planners had a very different idea.

In 1924, the renowned architectural firm of George W. Maher & Son was retained to create a plan for Hinsdale’s downtown. This plan, among other things, called for expanding the downtown core north across the tracks by creating a new focal point, the Village Hall. Central to the plan was the lowering of the unsightly railroad tracks and shifting the heart of downtown eastward from Washington Street. Maher felt that the railroad tracks were an architectural problem for many suburban communities that grew up along the railroad, and wished to remedy the situation with a new plan for development. For Hinsdale, his firm sketched an axial plan that stretched across the tracks from Village Place (an alley that would be widened), to a landscaped memorial plaza with paths and fountain, surrounded

Book, 763]. C. T. and C. C. Warren were partners with their brother N. H. Warren in the grain brokerage firm of N. H. Warren & Company located in Chicago. The Warrens arrived in Hinsdale in the 1870s and were early influential citizens. C. T. and C. C. Warren were also the founders of the Unitarian Church, and their brother N. H. was the first village clerk [Dugan, 93, 137].

The houses of the two brothers were cleared away for the new civic building and park after the community privately raised \$171,000. The new construction would not only house village offices, the American Legion, and a permanent home for the Public Library, but the building itself would also act as a memorial to the casualties of wars. Plans for the building itself were not drawn by the firm of George W. Maher & Son (George W. Maher died in 1926), but the Memorial Building Review Committee chose the plans by architect Edwin H. Clark of Chicago that much resembled Maher's vision [Village of Hinsdale Landmark Application]. Construction commenced on November 12, 1927 [Dugan, 161].

Prior to the construction of the Memorial Building, all of the municipal buildings (except the water works) were located to the south of the tracks within the business district. Village Hall and the Fire Department were originally located on the site of 25 East First Street in a frame building. The 1935 structure on the site today was constructed as the new Fire and Police Station after the Village offices had moved to the Memorial Building. In 1969, both departments left this site for new quarters north of the tracks, completing the municipal office complex there.

The United States Post Office had various locations in the downtown area before moving to its current location at 109 Symonds Drive on the west side of North Garfield in 1940. These earlier locations included the southeast corner of Washington and Hinsdale in the old Ross building; across the street in the Fox Brothers Building on Washington; in a frame building south of the second location; three doors from the third location on Washington; and finally in the Heineman building at the northeast corner of Washington and First Streets [1909 Sanborn Map; Dugan, 191].

The Hinsdale Public Library also had no permanent home until the construction of the Memorial Building in 1927. Prior to that time, the small collection was housed mostly in the upper story of various downtown businesses [Bakken, 108-109]. Today, the library occupies the west wing of the Memorial Building.

THE ARRIVAL OF THE AUTOMOBILE AND FURTHER DEVELOPMENT NORTH OF THE TRACKS

The evolution from horse-drawn transportation to the automobile in the early 20th century also shaped the development of the downtown. North of the tracks, a transformation was occurring. The hotel livery and stable, originally run by blacksmith Mr. Nix, were successful secondary businesses of the Park Hotel while it was in operation. By 1905, the hotel had sold the barn and blacksmith shop to A. E. Keith, who opened what is thought to be Hinsdale's first automobile-related business, a garage and taxi service. The building subsequently became F. E. Roth's Hinsdale Garage in 1909 and Clifford N. Snow and H. J. Morgan's taxi company in 1911. By 1919, the Hinsdale Auto Company had constructed a new building on the site with a filling station in the northeastern most portion of the lot [Bakken, 92; Ziegweid; 92, 1898, 1909, and 1919 Sanborn Maps]. Today, a Mobil gas station stands on the site at the southwest corner of Chicago and Washington Street.

As motoring grew from a hobby for the wealthy to a more popular mode of transport, more automobile-related businesses began to open in Hinsdale. Desiring to be close to downtown, automobile dealerships, service stations, and garages were constructed on available land north of the tracks and also on the fringes of the downtown core. Automobile-related buildings were concentrated north of the tracks along Chicago Avenue. Buildings along Chicago Avenue constructed for automobile-related businesses include 24 W. Chicago Avenue, constructed in 1915 for George Boger. It operated as a Nash auto dealership for many years before Sarah and Forrest Mann purchased it. The Manns also owned the building at 28 W. Chicago Avenue. They first leased the building at 28 W. Chicago Avenue to the Socony Vacuum Oil Company, which operated a drive-through gas station. Later, Forrest Mann's Pontiac dealership opened with 24 W. Chicago Avenue operating as the dealership's adjunct [Ziegweid, 90-92].

Other important auto-related buildings were located on the fringe of the downtown core. These include the Ford dealership, formerly located at 36 E. Hinsdale, the Edward Fleck Chevrolet Auto Dealership Building at 24 W. Hinsdale Avenue, and an automobile sales and service building at 28 W. Hinsdale Avenue. Partners M. Fleck and Edward F. Buchholz, who were prevented from moving closer to the other village auto dealers on Chicago Avenue when Memorial Hall was built there, owned the Ford Motor Company dealership.

Other automobile-related properties include:

10 W. Chicago - built by George and Marie Weiss in 1926 for Weiss Auto Repair Shop

24 W. Chicago - Nash Auto Dealers

26 W. First Street - Cities Service Oil Company (1954)

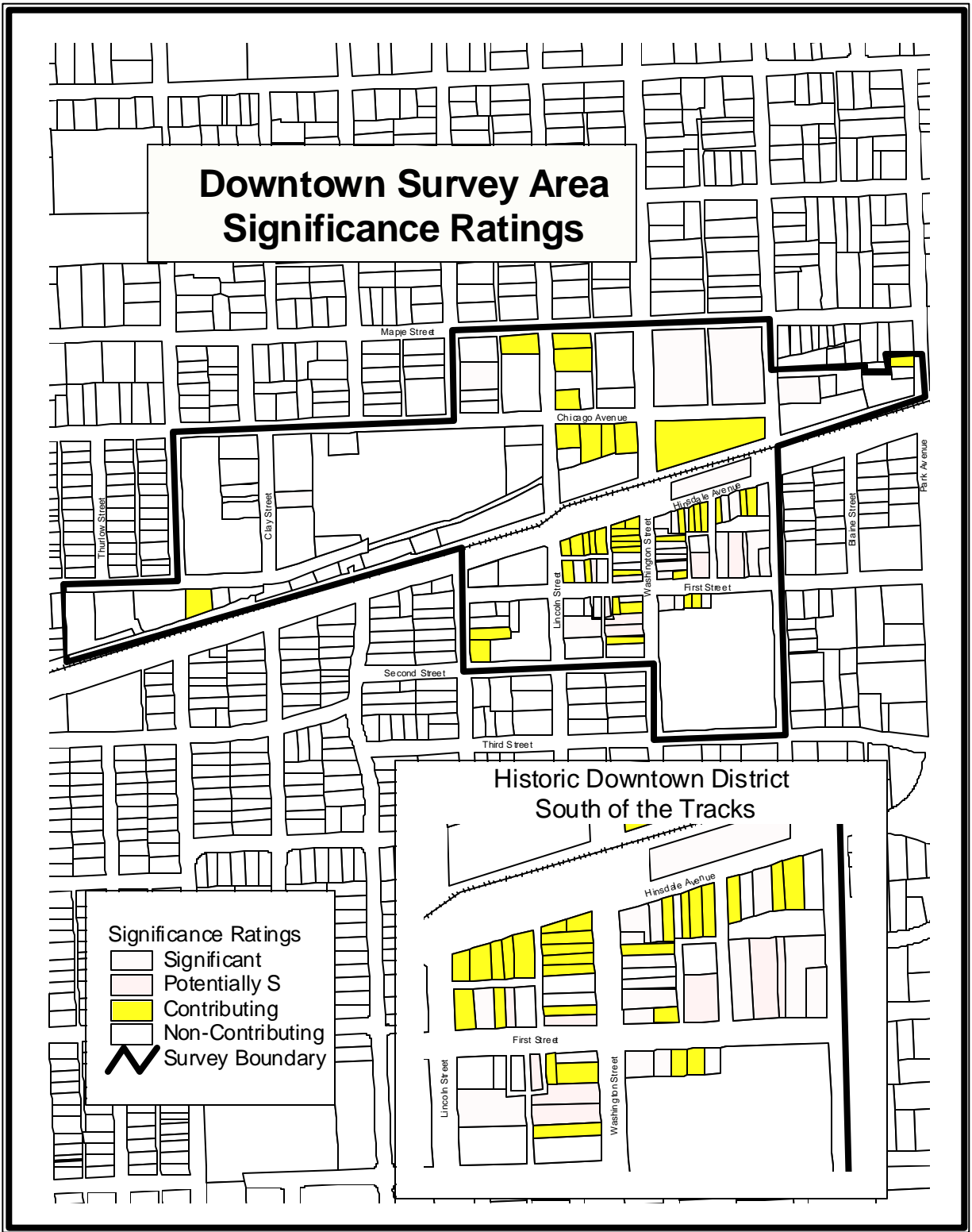
50 S. Garfield - Brewer Brothers Gas Station

36 E. Hinsdale Avenue - Buchholz & Fleck Ford Motor Dealership

24 W. Hinsdale Avenue - Fleck Chevrolet Auto Dealership

28 W. Hinsdale Avenue - Auto dealership

From the 1920s through the period following World War II, the character and size of downtown Hinsdale remained stable. However, the post-war growth of Chicago's suburbs and the expanding ownership of the automobile would impact the landscape of commercial centers, including the central business district of Hinsdale. The opening of the Grant Square Shopping Center to the west of downtown introduced the community shopping center or strip mall to Hinsdale residents. With a surface parking lot at its center, stores were aligned along the parking lot's outer edge in uniformly designed buildings with canopy shelters. The automobile also impacted non-residential buildings on the periphery of the downtown core. Freestanding buildings, such as the Professional Building at 111 S. Lincoln, included parking shelters below grade. Drive-up facilities for banks, gas stations, and commuter parking lots near the train station also indicate the infiltration of the automobile into Hinsdale's commercial district. Nevertheless, the downtown core has essentially retained its historic character and is a strong reminder of the 19th and 20th century commercial development of this Chicago railroad suburb.



ARCHITECTURE IN THE DOWNTOWN SURVEY AREA

As the heart of Hinsdale, Illinois, the historic downtown maintains diverse commercial buildings that represent its development from its platting in 1865 until modern times. The downtown does not represent one era of construction in Hinsdale, but depicts an evolution of commercial building types and storefront designs throughout its history. This collection of suburban commercial buildings, particularly those densely clustered along Hinsdale Avenue, Washington Street, and First Street, gives the downtown a strong presence within the Village of Hinsdale, and should be considered as a whole rather than in part, since many of the buildings are not individually solid representatives of a particular style of architecture.

The majority of the 130 properties in the Downtown survey area have commercial structures that were originally built for that purpose – 68%, or 89 structures. There are nine structures built as single-family homes that either have been altered for retail storefronts or are simply used for professional offices as they were built. Only six properties in the survey area are currently residential, and these are all multi-family. Besides these commercial properties, there are nine transportation-related properties including a train station, gas stations, and a garage, six government-related structures, seven other properties, including a theater, industrial building, utility structure, two parks, a site with electrical transformers, and a parking lot. There are also three properties vacant and one under construction. The following sections describe the architecture represented in the Hinsdale Downtown survey area. The examples of these styles and types chosen for illustration are, in most cases, those ranked locally significant. In some cases it was not possible to illustrate all the significant-ranked buildings in a particular style because there were several. In a few other cases a building with less integrity had to be chosen because it was the only surviving example of a particular style.

PROMINENT ARCHITECTS AND BUILDERS IN DOWNTOWN

Few architects have been linked to the design and construction of the buildings in the Downtown survey area. Further research in real estate trade journals and architectural periodicals would likely yield greater numbers of architect-designed buildings within the survey area. The following are some of the architects who have been identified:

William Gibson Barfield (b. September 19, 1857 – d. April 4, 1945, Hinsdale, IL) was a native of England who came to the U.S. in 1882 and was naturalized two years later. After his arrival in the U.S., he established an architectural practice in Chicago. Between 1882 and 1935, William Barfield designed a number of buildings including the Arcadia Dance Hall, Hinsdale State Bank, schools in Lake View, and a residence for Chief Justice Fuller. According to the Chicago Historic Resources Survey, he also designed a manufacturing building in 1924 on Chicago's Near North Side at 834 W. Eastman Street, and a single family residence in 1908 at 5521 S. Woodlawn Avenue in Chicago's Hyde Park neighborhood. Within Downtown Hinsdale he designed two commercial structures, one at 29 E. First Street and the other at 101

S. Washington Street. He was a long-time resident of Hinsdale, and spent the latter part of his life at his home at 112 N. Lincoln Street [*Who's Who in Chicago and Vicinity*, 59].

Edwin Hill Clark (b. April 11, 1878, Chicago, IL – d. January 1967) was a graduate of Phillips Academy in Andover, MA and Yale University (Ph.B. 1900). He began the practice of architecture in 1903 in the offices of William A. Otis, and was made a member of the firm of Otis & Clark in 1908. In 1920, he began a partnership with Walcott, with whom he practiced until 1924, when he began designing on his own. According to the Art Institute of Chicago, his most prominent works include the Chicago Zoological Park, the Lincoln Park Administration Building, the Primate House, and the Aquarium, the Winnetka Village Hall, and the Hinsdale Memorial Building. In addition to designing institutional buildings, he was a prolific residential architect, designing private residences in the Chicago area and throughout the United States [*Who's Who in Chicago and Vicinity*, 195.]

Philip Duke West (b. May 2, 1905, Calumet, MI – d. November 16, 1974, Palm Desert, CA) was a local Hinsdale architect who was educated at the University of Michigan (B.S. Arch, 1929) and was employed as a designer, draftsman, and superintendent at a number of prestigious Chicago architecture firms including Holabird & Root (1926-1930), Philip Maher (1930-1931), and Schmidt, Garden & Erickson (1944-1945). Additionally, he was the chief architect for Butler Brothers (1945-1947). In 1947 in Hinsdale, he started his own firm, Philip Duke West, and designed and built his office at 33 E. First Street in 1950. Philip Duke West designed a number of prominent buildings in the 1930s, 1940s, and 1950s, including the Hinsdale Police and Fire Station Building at 33 E. First Street (1935), the Sinnissippi Farm, Oregon, Illinois (1950), the Kankakee (Illinois) Daily Journal Building (1951), and the Oak Park (Illinois) YMCA (1953-1954). In addition to his own office and the Police and Fire Station, other buildings designed by Philip West in Hinsdale include the handsome International Style professional office building at 111 S. Lincoln Street (1955). He later formed a partnership with Donald Hill Bergstrom, called Philip West, Donald Bergstrom & Associates. This firm designed the Hinsdale Police Station at 121 Symonds Drive (1969) and the Hinsdale Fire Station at 123 Symonds Drive (1969). In 1967, he retired to Palm Desert, CA, where he died seven years later. Philip West was a prominent member of the Hinsdale community and also served on the Hinsdale Plan Commission beginning in 1950.

R. Harold Zook (1889-1949) was a Hinsdale resident, and is known to have designed 31 homes and six commercial buildings in Hinsdale. His buildings are charmingly unique and superbly crafted. They often display signature features including thatched roofs, spider web windows and leaded-glass, V-shaped windows that protrude like the prow of a ship, chevron-patterned doors, and layered moldings. He also designed some Tudor Revival-style homes with slate roofs.

Born in Indiana in 1889, he received his degree in architecture from the Armour Institute of Technology (now IIT). He began his career with Howard Van Doren Shaw and later opened his own offices in Chicago. In 1924, Zook and his family moved to Hinsdale to a home he designed at 327 S. Oak Street. From 1932 until his death in 1949, he was chairman of the architectural committee of the Hinsdale Plan

Commission. In that position he implemented a master plan for the village. Although few of his architectural records have survived, 92 buildings have been authenticated as Zook designs, among them 80 homes and 12 municipal/commercial structures.

Zook designed four commercial buildings in the survey area and one remodeling within the Downtown survey area. These include 8 E. and 14 W. First Street, the gas station at 50 S. Garfield Street, 14-16 W. Hinsdale Avenue, and the remodeling at 49-51 S. Washington Street.

COMMERCIAL BUILDING TYPES

The commercial building, as a distinct architectural form, did not develop until the 19th century, even though trading centers and market halls have been around since antiquity. From the end of the 19th century until the age of the automobile, most commercial buildings in the United States looked alike, although there may be slight regional differences. Commercial buildings were typically joined by party walls or occasionally freestanding, 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. By 1900, many towns had clustered central business districts anchored on one particular street, often called Main Street, with commercial buildings on perpendicular streets allowing for the expansion of the commercial district.

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

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

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

Longstreth uses a few other massing types, of which the Temple Front can be found in Hinsdale. He also classifies newer, commercial structures that sit apart from surrounding buildings as Freestanding, or Drive-In. This survey classifies all commercial buildings first by the massing types defined by Longstreth and second by the architectural stylistic features.

Downtown Hinsdale can be considered a traditional, small-town business district, with two main streets, Hinsdale Avenue and Washington Street, configured in a T-plan. Its commercial buildings are densely clustered on small blocks, compact and pedestrian oriented, on an orthogonal grid oriented to the street and sidewalk. Some commercial sites with gas stations or drive-ins cater exclusively to the automobile. North of the railroad tracks developed later than south, and consists of government service buildings, including the Village Hall on a large, landscaped site, as well as post-1950s commercial structures that are Freestanding or in strip malls with adjacent parking lots.

Many of the historic buildings in downtown Hinsdale are masonry, One- or Two-Part Commercial Blocks, in a rich variety of architectural styles encompassing a century of commercial development. Represented styles include Italianate, Queen Anne, Classical Revival, Colonial Revival, Renaissance Revival, Tudor Revival, and Commercial Style, the name given to design loosely based on classical motifs and employed in much commercial construction of the 1910s and 1920s. The stylistic features and integrity of many of the older structures in Hinsdale are generally good, although this study found that even the upper stories have been altered on some of the more notable buildings including window replacement and infill, and overall material replacement. Nevertheless, distinctive metal or brick cornices and handsome window surrounds on many of the buildings give the district a sweeping historic character that is visually appealing.

ONE-PART COMMERCIAL BLOCK

One-story commercial buildings are almost always One-Part Commercial Blocks. Two or more story Commercial Blocks may be classified as One-Part Commercial Blocks if the facade can be read as a single design element, with no projecting cornice or other strong horizontal design element dividing the first floor from the upper floors. Nineteen commercial buildings in the survey area have been classified as One-Part Commercial Blocks. They were built between 1902 and 1990 and display stylistic features of the Colonial

Revival, Classical Revival, Tudor Revival, and Commercial styles. The greatest number of these, nine, are ranked contributing, although there is one structure that is ranked significant and one that is ranked potentially significant. Most of the non-contributing buildings were built since the 1950s. Historic One-Part Commercial Blocks can lack a great degree of integrity if they have been altered, since it is common to change the storefront details, configuration, and display windows of retail commercial structures. When commercial structures are two or more stories, an older historic character is often still evident on the upper floors. However, when the building is only one story, changing the first-floor storefront means substantially altering the entire front facade.

112-114 S. Washington Street



A good example of the One-Part Commercial Block is the Tudor Revival design at 112-114 S. Washington Street. Built in 1929, it was a prototype building for an early variety store (“dime store”). Identical designs by architect Edward P. Steinberg exist at 3244-3254 W. Bryn Mawr Avenue and 5546-5548 W. Belmont Avenue in Chicago. Prominent features include a slate roof accented by two small gable-front dormers with half timbering and inset shield motif, appearing to rest on gargoyles, a terra cotta frieze with rope molding and crest panels, and terra cotta pinnacles at the top corners.

Unfortunately the entire storefront has been reconfigured with non-historic materials, covering over some terra cotta detailing. For this reason the building has been ranked potentially significant.

Another example of a One-Part Commercial Block, in a more uncharacteristic design of this type, is the Schweidler & Mewherter Building at 8 E. First Street. Designed by locally prominent architect Harold Zook, it was built in 1944 for a paint store. Although the brick building has a second floor behind the gable-fronted façade, the structure reads as a single part, with the gabled portico resting on Tuscan columns and stone pilasters with cornice returns. There is an oculus window at the center and a scalloped stone frieze over the storefronts. The only exterior alteration appears to be a bricked-in arched opening at the side. This building has been ranked locally significant.

8 E. First Street



TWO-PART COMMERCIAL BLOCK

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



102 S. Washington Street



33-35 S. Washington Street

hall. The upper stories often reflect domestic high style architecture in ornamentation.

There are 46 Two-Part Commercial Blocks in the survey area dating from as early as c. 1888 through the 1990s. There are some excellent examples across several different high styles, from the second half of the 19th through the first three decades of the 20th centuries.

Eleven
Two-Part

Commercial Blocks have been ranked locally significant (S) and six have been ranked potentially significant (PS) in this survey. Those that are locally significant include 35 E. and 19 W. First Street, 28-30 E. Hinsdale Avenue, and 33-35, 39, 43, 47, 49-51, 53, 101, and 102 S. Washington Street.

The Italianate-style Two-Part Commercial Block at 47 S. Washington Street, built in 1881, is believed to be the oldest building in downtown Hinsdale and was ranked significant for its historical importance. Although it lacks some integrity due in particular to the wood shingle cladding on the front façade and wood shutters from the 1950s, some of its Italianate features are still visible. These are the wood cornice with dentil trim, brackets and wood frieze, and the classical window hoods.



47 S. Washington Street

A number of distinguished Queen Anne-style Two-Part Commercial Blocks are found within the survey area. The Queen Anne style is characterized by asymmetry and irregularity in form, with a variety of surface materials and textures. The Queen Anne style is usually evidenced in commercial buildings by corner towers and projecting bay windows on the upper floors. The Papenhausen Building at 102 S. Washington Street is an exceptional example of the style. Built in 1888, it sports a corner turret with fish scale shingles, conical roof and finial. There is a metal cornice with brackets, frieze, and triangular pediment. Decorative brickwork with saw tooth and recessed rowlock courses adds surface texture. Although there have been non-historic alterations such as the large bay window on the north facade and some replacement display windows, the distinctive historic character of this structure predominates.

Another notable Two-Part Commercial Block with Queen Anne styling is 33-35 S. Washington Street, built in 1900, which housed a drug store for over 100 years. Also on a corner site, it has a corner tower with belcast roof, finial, dentil trim, and wood panels. The wood cornice has a dentiled frieze and stone frieze below. The storefronts were remodeled in the 1930s with Carrara glass transoms and bulkheads.



101 S. Washington Street

One of Hinsdale's most architecturally significant buildings is the Two-Part Commercial Block in the Classical Revival style, formerly the Hinsdale State Bank, at 101 S. Washington Street. This structure was designed by noted architect William Gibson Barfield and built in 1927. It has been rated HD in the Illinois Historic Structures survey and may be eligible for individual listing on the National Register of Historic Places under criterion c, architecture. The Classical Revival style came about during a revival of interest in classical models after the Chicago World's Columbian Exposition of 1893, and became fashionable throughout the country into the 1920s. The architects of

the time who had received training at the Ecole des Beaux Arts in Paris contributed to the influence of this style. Classical Revival features include the prominent corner entry portico with triangular pediment, the terra cotta ornamented triangular pediment with modillions at the parapet level, the rooftop balustrade, and the corner quoins. The multi-light windows have dog-ear surrounds and keystones.



35 E. First Street

display windows, recessed doors, and a three-part storefront configuration with bulkhead, display windows, and transoms.

An interesting Two-Part Commercial block in the International style shows the adaptability of this commercial type to modern styles. Architect Philip Duke West designed the structure at 33 E. First Street in 1950 for his offices. This trim design has an asymmetrical band of ribbon windows on the second floor topped by a flat, broad overhanging roof. Stacked brickwork is characteristic of the 1950s. The storefront is unaltered and features a diagonal



33 E. First Street

recess with a corner support. Other alterations, however, including the aluminum soffits and new face brick, lower this structure's ranking to potentially significant.



19 W. First Street

A variation on the Two-Part Commercial Block in this survey is similar in form to a Gable Front house, a 19th century vernacular residential type. Its roof shape characterizes a Gable Front house, with the gable end facing the street. They were commonly built in the latter half of the 19th century as working-class homes; usually frame, with minimal projections

on the front façade and a front entry on the open end of the gable. Some of the early commercial buildings in midwestern downtowns were Gable Front structures built with display windows across the first floor and a residential unit on the second floor. In other cases, residential structures on the edges of the commercial district were converted to storefront use. In Downtown Hinsdale, there are five structures that have been classified as Two-Part Commercial Blocks in this Gable Front variation. One of these, at 19 W. First Street is ranked significant.

Businesses were first incorporated into this structure in the 1920s. The structure is notable for its Queen Anne detailing found in the frieze board and decorative boards, and the diamond and fish scale shingles in the gable end. The storefront has been reconfigured with non-historic materials.



8 E. Hinsdale Avenue

Trust and Savings Bank at 8 E. Hinsdale Avenue is one of two Temple Front buildings in the survey area. Constructed in 1910, L. A. Rawson designed it. It features a full-height, triangular pedimented entry bay

TEMPLE FRONT

with colossal, fluted, Tuscan columns, a wide frieze, and prominent stone cornice. This building has been ranked significant despite the replacement windows and doors.



29 E. First Street

OTHER COMMERCIAL STRUCTURES: THEATER

The Hinsdale Theater, at 29 E. First Street is an attractive Renaissance Revival structure designed by noted local architect William Gibson Barfield. Although it can be loosely classified as a Two-Part Commercial Block, the front façade is

dominated by a projecting central bay with round arch and leaded glass window. Storefronts on either side frame a central entry. There is elaborate terra cotta ornament including rope molding, egg and dart trim, acanthus motifs, drip molds, and full-height corner piers with corner blocks. The building was constructed in 1926 by the Hinsdale Theater Building Corporation and was operated continuously as a theater until about 1999. It was noted in the Illinois Historic Structures Survey and has been ranked potentially significant in this survey due to the downsized wood windows in the original window openings.

POST-1950s COMMERCIAL TYPES

Longstreth's typology does not work well with buildings constructed after the 1950s, as he states in his epilogue [Longstreth, 126-131]. Many of the commercial buildings constructed after that time are "freestanding." They are situated typically on larger parcels, usually not adjacent to any other buildings, and with parking in front, on the sides, or even surrounding the building. Entrances are oriented in a way to accommodate the automobile passenger. Longstreth suggests the terms Freestanding, Strip Mall, and Drive-In for some of these types.

Freestanding buildings are typically one story, occasionally two stories, but differ from Commercial Blocks in that they have architectural treatment on two or more sides. They are newer, having been built in the age of automobile access. The entry is usually off the street, away from the sidewalk, oriented to a parking lot on the side or surrounding the building. The structure may occupy an entire city block and be surrounded by parking. There are 14 buildings that have been classified as freestanding buildings, all built since the 1950s, and all but one are ranked non-contributing in this survey.

The professional building at 111 S. Lincoln Street is an example of a Freestanding building type, with parking around it. Designed by Philip Duke West in the International style and built in 1955, it should be reevaluated for National Register eligibility when it reaches 50 years of age. Significant features include the



111 S. Lincoln Street

flat roof with broad overhanging eaves, concrete piers flanking the front entry, ribbon windows on the north façade with the carport below, and slightly recessed awning and fixed windows with brick panels below.

Other post-1950s structures in the survey area include four Drive-Ins and four Strip Malls. The Drive-In abandons all concern for pedestrian accommodation. It is typically a small structure situated somewhere in the middle of a large site, surrounded by driveways and parking space. The structure itself may be designed on all four sides. There

are four examples in the survey area, all ranked non-contributing. The Strip Mall is usually a long, one-story structure that contains multiple storefronts. It is set back from the street with a large parking lot across the front and sides. There are four Strip Malls in the survey area, all ranked non-contributing. One of them, at 40-46 Village Place, incorporates fragments of an older, 1908 structure on the ends. However, the bulk of the structure dates from the 1960s.

TRANSPORTATION-RELATED BUILDINGS



21-25 E. Hinsdale Avenue

The Burlington, Northern, and Santa Fe station at Brush Hill was essential to the early development of Downtown Hinsdale. The existing station at 21-25 E. Hinsdale Avenue is the village's second depot, dating from 1898. Designed in the Renaissance Revival style, it was restored in 1978. The long, low building features a hipped, red ceramic tile roof with broad overhanging eaves and rafter tails. The building is both architecturally and historically significant and may be eligible for individual listing on the National Register. The 1978 restoration included some window replacement.

With the growing popularity of the automobile in the 1920s and a major road-building campaign, buildings serving automobile traffic, such as the gasoline station and the commercial garage, emerged along America's expanding network of roads and highways.



50 S. Garfield Street

With the arrival of the automobile, a number of automobile service facilities located on the edges of the downtown commercial district on Hinsdale Avenue and Garfield Street. These included garages and gas stations. There were also a number of automobile showroom buildings that were built as one-story structures with truss roofs and display windows along the sidewalk.

There are five Gas Stations in the survey area, the earliest built in 1929 and the others built in the 1950s and 1960s. Of these, the station at 50 S. Garfield Street has been ranked significant, the one at 8 W. Chicago Avenue has been ranked contributing, and the other three are non-contributing.

The Village Gas Station at 50 S. Garfield Street is the oldest standing Gas Station in Downtown Hinsdale, having been built in 1929 for the Brewer Brothers. Locally prominent architect Harold Zook was chosen as its designer and the result is a handsome Colonial Revival building that contains the office and garage. The brick building has a cross gable slate roof with cornice, frieze, and dentil trim. There is a cupola with belcast roof, multi-light windows, and classical door surrounds. Unfortunately, a 1990s canopy over the gas pumps detracts from its historic integrity.

Commercial Garages in the survey area appear to have been built in Hinsdale between the 1920s and 1950s. Three automobile service garages are located in the survey area, with one ranked locally contributing and two ranked non-contributing. There are also several One- or Two-Part Commercial Blocks that originally housed automobile showrooms or repair shops, but are now retail storefronts or offices. These include 10 W. Chicago Avenue, 24 and 28 W. Hinsdale Avenue, and 36 E. Hinsdale Avenue. The structure now at 40 E. Hinsdale Avenue replaced an automobile dealership building. None of these structures is architecturally significant.

GOVERNMENT BUILDINGS

The first government buildings in Hinsdale were built within the commercial core south of the railroad tracks. However, as the town grew and so did the need for larger government service quarters, newer facilities were built on former residential estates on the north side of the tracks. In 1927, the Hinsdale Memorial Building, which later housed the Village Hall and Library, was built on a large site at 19 E. Chicago Avenue, and in 1940 a new Post Office was built at 109 Symonds Drive. A new Police Station was built within the historic downtown core in 1935 but was replaced in 1969 with a Police Station north of the tracks at 121



Hinsdale Memorial Building

Symonds Drive. A Fire Station was also built in 1969 at 123 Symonds Drive, completing the government services complex north of the railroad tracks. The Hinsdale Memorial Building, Post Office, and 1935 Police Station (now the Hinsdale Bank and Trust) are ranked significant in this survey. The Memorial Building is a local landmark, and both it and the Post Office may also be individually eligible for listing on the National Register of Historic Places. There is one other government building in the survey area, the Hinsdale Middle School at 100 S. Garfield Street, built in 1976 and ranked non-contributing.



United States Post Office – 109 Symonds Drive

the 1990s. The original structure has a side gabled slate roof with matching end chimneys, and a three-tiered cupola/clock tower in the center. Other Georgian Revival features include the cornice with dentils, the rounded dormers, and the multi-light windows. The architect of the Memorial Building was Edwin H. Clark. The surrounding grounds are a simplified version of a master plan for a civic center by George Maher & Son, Architects and Town Planners, who recommended the Georgian Revival style for the Memorial Building.

The U.S. Post Office at 109 Symonds Drive is another handsome building in the Georgian Revival style. One story, and simpler than the Memorial Building, it too is symmetrical with a projecting central entry bay with pediment. An arched stone relief panel within the pediment has an eagle and banner inscribed with “United States Post Office.” Atop the hipped, slate roof is a wood cupola. Windows are double hung, multi-light. Architect for the structure was Louis A. Simon.



25 E. First Street

These were replaced with the decorative portico shielding display windows. The other windows are multi-light, double hung sash with keystones. These are replacement windows. The structure has been ranked

significant despite its alterations, as a fine example of Colonial Revival architecture and for its associations with local government. It was also cited in the Illinois Historic Structures Survey.

RESIDENTIAL BUILDING TYPES

The survey area contains very few residential building types, and all the single-family residential structures are now used for commercial and/or professional offices. There are 15 residential properties in the survey area, of which six are non-historic multi-family apartment buildings or townhouse complexes. One Coach house from c. 1925 continues to be occupied as a residential structure and is ranked contributing. The other eight properties that are no longer used as residential include four high-style houses: two Italianate, one Queen Anne, and one Craftsman style; one 19th century vernacular type house, a Gable Front; and three 20th century popular types, which include two American Foursquares and one Bungalow. The two Italianate houses, at 15 S. Clay Street and 11 N. Grant Street, are ranked significant. The Craftsman at 15 N. Lincoln Street, the Gable Front at 22 N. Lincoln Street, the American Foursquares at 111 S. Grant Street and 23 N. Lincoln Street, and the Bungalow at 125 W. Second Street are all ranked contributing. The Queen Anne at 19 N. Grant Street is ranked non-contributing due to extensive renovation and creation of historic-looking features and materials that are actually new.

ITALIANATE

The Italianate style was popular in the Midwest from 1860 to 1885, when designers were interpreting architectural precedents in a romantic rather than a literal way. The style was loosely based on the Italian country villa and grew as a reaction to the formal classical ideals that had dominated art and architecture for 150 years. Italianate houses are generally a full two stories and are topped by low-pitched, hipped roofs. They have deep overhanging eaves supported by ornamental brackets frequently found in pairs. Tall narrow windows topped by decorative lintels are common. One principal urban subtype found in large cities is a frame or brick style with a gable roof and Italianate details.

The two Italianate-style houses in the survey area include the Henry Chapin House at 15 S. Clay Street, built in 1874, which houses the Hinsdale Historical Society, and the Sarah H. Curtiss house at 11 N. Grant Street, built in 1873 by O. J. Stough. The Chapin House is a local landmark and may be individually eligible for listing on the National Register.



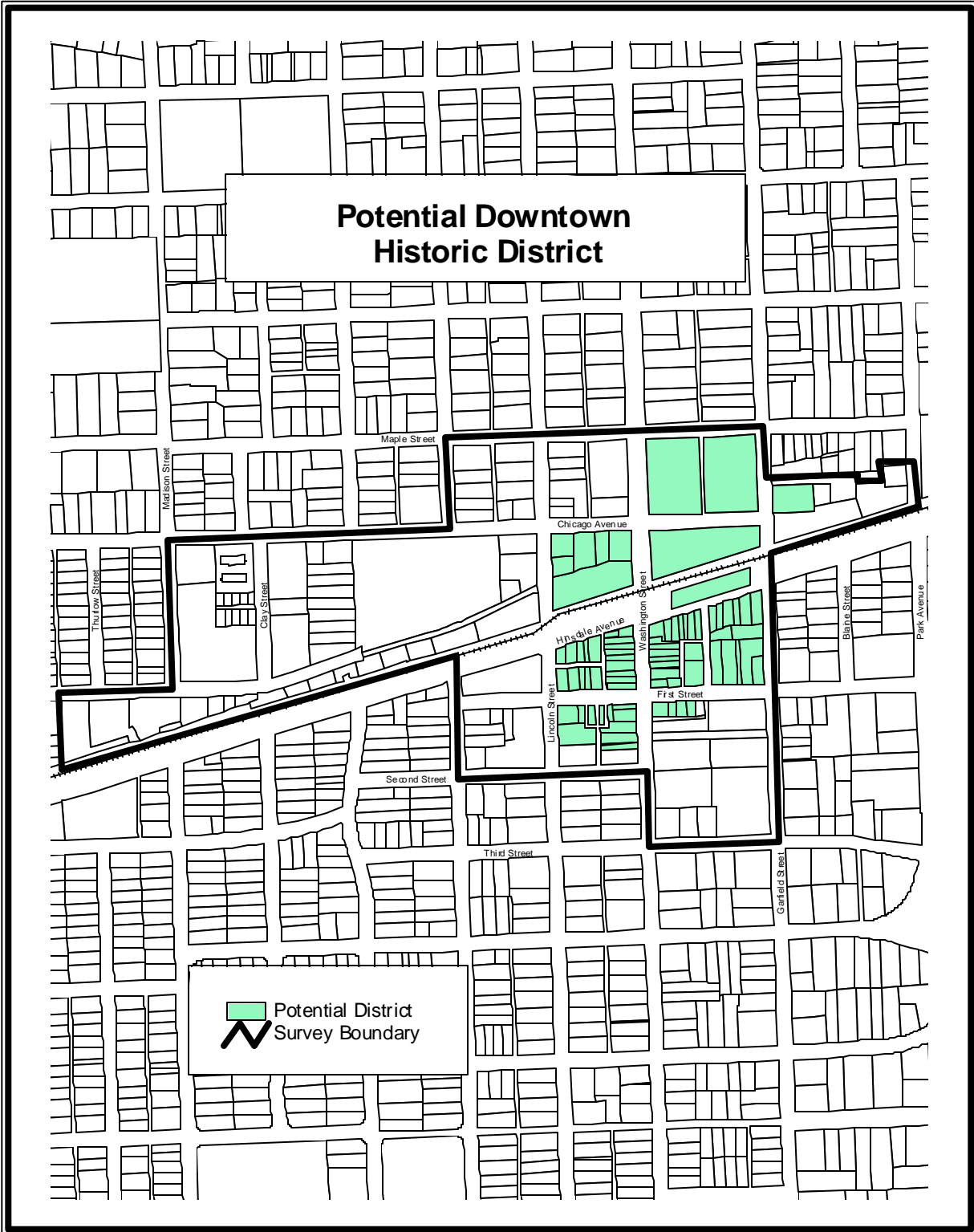
The Chapin House falls into the urban subtype of an Italianate house, with a front-facing gable roof. Distinctive Italianate features include the paired brackets and frieze under the roof eave, the two-over-two double-hung windows with rounded window, and door hoods.

al Resources in the Downtown Survey Area
Historic Certification Consultants, 2003

The wrap-around front porch with typical Italianate porch posts was a recent restoration effort. This house was moved in 1981 from 213 S. Lincoln Street to make room for the playing fields of what is now the Hinsdale Middle School.

OTHER PROPERTIES

Other structures in the survey area include one industrial building at 422 W. Chestnut Street, built in 1952 and ranked contributing, one utility building for Ameritech/SBC, built in 1955 and ranked non-contributing, one site with electrical transformers at 12 N. Park Avenue, and one structure under construction at 117 S. Lincoln Street. Also in the survey area there are two parks, at 20 E. Chicago Avenue ranked contributing, and at 320 W. Chicago Avenue ranked non-contributing, one parking lot at 15 S. Lincoln Street, and three vacant sites, at 210 and 306 W. Chestnut Street and 107 S. Grant Street.



CONCLUSION

Downtown Hinsdale is evocative of the tight, pedestrian-oriented, 19th century commercial centers that once existed in most of the older railroad suburbs around Chicago. Unlike other suburbs, however, Hinsdale's solid street wall of commercial structures has not been eroded by demolition. Non-historic alterations have compromised the integrity of some historic structures. But the district remains a lively and intense retail center, functioning as the heart of Hinsdale where residents can walk up and down the streets, sit in an outdoor café, shop, and run small errands. Only a few structures are architecturally outstanding. But the historic structures all contribute to the character of the district, and even the few new buildings that are scattered in between respect the scale of the historic street. Downtown Hinsdale is clearly eligible to be designated a historic district.

Of the 130 properties in the survey area, 54% are considered contributing to the character of a National Register historic district. This report recommends historic district designation for an area smaller than the survey area – one that incorporates the original commercial core of downtown, together with the municipal and post office buildings north of the railroad tracks. The boundaries of this district would be roughly Lincoln Street on the west, Chicago Avenue and Maple Street on the north, Garfield Street on the east, and the buildings on the south side of First Street as the southern boundary. Within this smaller area there are 73 properties, of which 59 or 81% are considered contributing to the character of the district. After consultation with the Survey and National Register Coordinator at the Illinois Historic Preservation Agency, it was determined that this area would be eligible for listing under Criterion A for its historic associations with local commerce and community development, as representative of a thriving suburban railroad business district.

In addition to historic district designation, there are six buildings that may be eligible for individual listing on the National Register. These include:

- Memorial Hall, 19 E. Chicago Avenue, Edwin H. Clark, architect, built in 1927
- 111 S. Lincoln Street, Philip Duke West, architect, built in 1955
- Henry Chapin House (Hinsdale Historical Society), 15 S. Clay Street, built in 1874
- U.S. Post Office, 109 Symonds Drive, built in 1940
- Brush Hill Train Station, 21-25 E. Hinsdale Avenue, built in 1898
- 101 S. Washington Street, William Gibson Barfield, architect, built in 1927

Structures that have been ranked locally significant or potentially significant in this report may be eligible for individual local landmark designation. A total of 21 structures were ranked significant and eight were ranked potentially significant. These are listed with a thumbnail photo of each in Appendix B.

The advantages of designation to property owners if the district were listed on the National Register are that

certain tax incentives would be available. The most significant of these is the federal income tax credit. Those owners who rehabilitate historic income-producing properties in accordance with preservation standards may be eligible for a one-time federal income tax credit equal to 20% of the amount spent on the qualified rehabilitation. This program is coordinated through the Illinois Historic Preservation Agency. In addition, a facade easement donation is available to contributing properties in a historic district in which the property owner donates an easement in perpetuity to a qualified organization, agreeing to preserve the historic character of the façade. In exchange he or she is entitled to a one-time charitable donation that represents any diminution in market value as a result of the donation. The Landmarks Preservation Council of Illinois actively seeks façade easements and administers this process.

The Historic Preservation Commission may also designate the downtown area a local historic district. With a local district the commission would have the ability to review and comment on exterior changes and additions to historic structures. The commission could develop design guidelines that clearly illustrate what kinds of treatments are appropriate to historic buildings and make them available to property owners. In evaluating individual buildings, the inventory forms produced in this survey will guide owners and the commission on what architectural features are important and should be retained.

This survey identifies many immediate opportunities for local landmark designations and a few possibilities for National Register designation. With the increased public awareness a survey like this can bring, the Commission has the tools to aggressively promote more landmark designations and to foster a stronger preservation ethic in the community.

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CREDITS

Historic Certification Consultants, 1105 West Chicago Ave., Chicago, IL 60622, prepared this report under contract for the Village of Hinsdale. The individual data forms for each building surveyed are in binders on file with the Hinsdale Historic Preservation Commission and the Hinsdale Public Library, both located at 19 E. Chicago Avenue, Hinsdale, IL 60521.

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Kristin Martin, Researcher and Administrative Assistant

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Springfield, IL 62701

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APPENDIX A:
SURVEY INVENTORY FORM

Village of HINSDALE - COMMERCIAL

ILLINOIS URBAN ARCHITECTURAL
AND HISTORICAL SURVEY

STREET #

DIRECTION

STREET

ABB

PIN

LOCAL SIGNIFICANCE RATING

POTENTIAL IND NR? (Y or N)

CRITERIA

Contributing to a NR DISTRICT?

Contributing secondary structure?

Listed on existing SURVEY?

GENERAL INFORMATION

CATEGORY CURRENT FUNCTION

CONDITION HISTORIC FUNCTION

INTEGRITY REASON for SIGNIFICANCE

STOREFRONT INTEGRITY

SECONDARY STRUCTURE

ARCHITECTURAL DESCRIPTION

ARCHITECTURAL CLASSIFICATION PLAN

DETAILS NO OF STORIES

BEGINYEAR ROOF TYPE

OTHER YEAR ROOF MATERIAL

DATESOURCE FOUNDATION

WALL MATERIAL (current) PORCH

WALL MATERIAL 2 (current) WINDOW MATERIAL

WALL MATERIAL (original) WINDOW MATERIAL

WALL MATERIAL 2 (original) WINDOW TYPE

WINDOW CONFIG







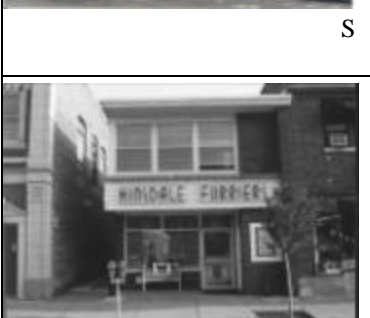

SIGNIFICANT FEATURES











ALTERATIONS









STOREFRONT FEATURES	<input type="text"/>	
STOREFRONT ALTERATIONS	<input type="text"/>	
<u>HISTORIC INFORMATION</u>		
HISTORIC NAME	<input type="text"/>	
COMMON NAME	<input type="text"/>	
COST	<input type="text"/>	
ARCHITECT	<input type="text"/>	
ARCHITECT2	<input type="text"/>	
BUILDER	<input type="text"/>	
ARCHITECT SOURCE	<input type="text"/>	
HISTORIC INFO	<input type="text"/>	LANDSCAPE <input type="text"/>
<u>PHOTO INFORMATION</u>		
ROLL1	<input type="text"/>	<u>SURVEY INFORMATION</u>
FRAMES1	<input type="text"/>	PREPARER <input type="text"/>
ROLL2	<input type="text"/>	PREPARER <input type="text"/>
FRAMES2	<input type="text"/>	ORGANIZATION <input type="text"/>
ROLL3	<input type="text"/>	SURVEYDATE <input type="text"/>
FRAMES3	<input type="text"/>	SURVEYAREA <input type="text"/>
DIGITAL PHOTO ID	<input type="text"/>	




APPENDIX B:
SIGNIFICANT RATED BUILDINGS

SIGNIFICANT RATED AND POTENTIALLY SIGNIFICANT BUILDINGS IN THE DOWNTOWN SURVEY AREA

	<p>19 E CHICAGO AV City Hall/Library Georgian Revival 1927/1969/1989 Hinsdale Memorial Building Architect: Clark, Edwin H.</p>		<p>15 S CLAY ST Italianate 1874 Chapin, Henry House S</p>
	<p>8 E FIRST ST One-Part Commercial Block/ Classical Revival 1944 Schweidler & Mewherter Building Architect: Zook, R. Harold</p>		<p>11-21 E FIRST ST Two-Part Commercial Block Renaissance Revival 1925 Ostrum Building PS</p>
	<p>25 E FIRST ST Police Station/ Colonial Revival 1935 Hinsdale Police and Fire Station Architect: West, Philip Duke</p>		<p>29 E FIRST ST Theater/Renaissance Revival 1925 Hinsdale Theater Architect: Barfield, William Gibson PS</p>
	<p>33 E FIRST ST Two-Part Commercial Block/ International Style 1950 Philip D. West Office Architect: West, Philip Duke</p>		<p>35 E FIRST ST Two-Part Commercial Block/ Renaissance Revival 1929 Ray J. Soukup Building S</p>

	<p>13-15 W FIRST ST Two-Part Commercial Block/Renaissance Revival 1895/1926 Buchholz Block PS</p>		<p>14 W FIRST ST Two-Part Commercial Block/Classical Revival 1941 John Reineke Building/The Squire Shop Architect: Zook, R. Harold PS</p>
	<p>19 W FIRST ST Two- Part Commercial Block Gable Front 1887 S</p>		<p>50 S GARFIELD ST Gas Station/Colonial Revival 1929 Brewer Brothers Filling Station Architect: Zook, R. Harold S</p>
	<p>11 N GRANT ST Italianate 1873 Curtiss, Sarah H. House S</p>		<p>8 E HINSDALE AV Temple Front/Classical Revival 1910/1953 Hinsdale Trust and Savings Bank Architect: Rawson, L. A. S</p>
	<p>21-25 E HINSDALE AV Railroad Station/Renaissance Revival 1898 Brush Hill Train Station S</p>		<p>28-30 E HINSDALE AV Two-Part Commercial Block/Classical; Renaissance Revival 1928-30 Clineff's Home Restaurant Building Architect: Flaks, F. A. S</p>
	<p>111 S LINCOLN ST Freestanding/ International Style/Late Prairie 1955 Architect: West, Philip Duke S</p>		<p>109 SYMONDS DR Post Office/Georgian Revival 1940 United States Post Office - Hinsdale, IL Architect: Simon, Louis A. S</p>

 <p style="text-align: center;">S</p>	<p>33-35 S WASHINGTON ST Two-Part Commercial Block/ Queen Anne; Classical 1900</p>		<p>39 S WASHINGTON ST Two-Part Commercial Block/Queen Anne 1897 S</p>
	<p>43 S WASHINGTON ST Two-Part Commercial Block/ Commercial Style 1901 S</p>		<p>47 S WASHINGTON ST Two-Part Commercial Block/ Italianate; Colonial Revival 1881/1940s S</p>
 <p style="text-align: center;">Architect: Zook, R. Harold (1928 remodel) S</p>	<p>49-51 S WASHINGTON ST Two-Part Commercial Block/Colonial Revival 1889/1928 Oswald Building</p>		<p>53 S WASHINGTON ST Two-Part Commercial Block/Classical Revival 1927 S</p>
	<p>54 S WASHINGTON ST Two-Part Commercial Block/ Queen Anne 1892 PS</p>	 <p style="text-align: center;">William Gibson S</p>	<p>101 S WASHINGTON ST Two-Part Commercial Block/ Classical/ Renaissance Revival 1927 Hinsdale State Bank Architect: Barfield,</p>

 <p data-bbox="321 510 337 531">S</p>	<p data-bbox="565 222 776 474">102 S WASHINGTON ST Two-Part Commercial Block/Queen Anne 1888 Papenhausen Building</p>  <p data-bbox="1195 222 1422 474">108-110 S WASHINGTON ST Two-Part Commercial Block/ Renaissance Revival 1925 Theidel Building PS</p>
 <p data-bbox="248 831 492 888">Steinberg, Edward P.</p> <p data-bbox="524 894 557 915">PS</p>	

APPENDIX C:
INVENTORY OF ARCHITECTURAL RESOURCES
IN THE DOWNTOWN SURVEY AREA

STREET NO		STREET		ARCH. STYLE	DATE	LOCAL RATING	HISTORIC NAME	ARCHITECT	BUILDER
100-110	W	CHESTNUT	ST	Strip Mall	c. 1995	NC			
101	W	CHESTNUT	ST	Freestanding	2003	NC			
130	W	CHESTNUT	ST	Drive-In	1995	NC	Hinsdale Bank and Trust Drive-Up	Nagle, Hartray & Assoc. Ltd.	Vacala Construction
210	W	CHESTNUT	ST			-			
306	W	CHESTNUT	ST			-			
333	W	CHESTNUT	ST	Freestanding	1985	NC		Smith & Stephens Architects, Inc.	Development Group
410	W	CHESTNUT	ST	One-Part Commercial Block	1950	NC	Wm. Soltwisch & Sons Building	Soucek, Lambert J., Jr.	
414	W	CHESTNUT	ST	Apartment	1961	NC		Hetherington, J.	Baldacci, Harry
422	W	CHESTNUT	ST	Industrial	1952	C		Nemoede, Albert N.	Carson, Paul I.
500	W	CHESTNUT	ST	Drive-In	1991	NC	Midwest Bank of Hinsdale	Bernheim Kahn, Ltd.	
522	W	CHESTNUT	ST	Freestanding	1978	NC	Eggert, M. F. Building	Fugard, Orth & Associates, Inc.	J. D. Gotta & Associates
534	W	CHESTNUT	ST	Freestanding	1972	NC	Eggert, M. F. Building	Larson, Earl R.	Dame
19	E	CHICAGO	AV	City Hall/Library	1927	S	Hinsdale Memorial Building	Clark, Edwin H.	
20	E	CHICAGO	AV	Park		C			
8	W	CHICAGO	AV	Gas Station	c. 1950	C			
10	W	CHICAGO	AV	One-Part Commercial Block	1926	C			
19	W	CHICAGO	AV	Two-Part Commercial Block	c. 1925	NC			
24	W	CHICAGO	AV	Garage	1915	C			
26-28	W	CHICAGO	AV	Two-Part Commercial Block	c. 1940	C			
102	W	CHICAGO	AV	Gas Station	1954	NC	Phillips Petroleum Co. 66 Gas Station	Stack, H. J.	Stack, Arthur W.
109	W	CHICAGO	AV	Gas Station	1960s	NC			
111	W	CHICAGO	AV	Freestanding	1986	NC			

320	W	CHICAGO	AV	Park		NC	Eleanor Park		
2-6	S	CLAY	ST	Townhouse	1990	NC	Courtyards of Hinsdale	Olson, Steven C.	
8-12	S	CLAY	ST	Townhouse	1990	NC	Courtyards of Hinsdale	Olson, Steven C.	
14-18	S	CLAY	ST	Townhouse	1992-93	NC	Courtyards of Hinsdale	Otis Architects	Jos Homes
15	S	CLAY	ST	Italianate	1874	S	Chapin, Henry House		
20-28	S	CLAY	ST	Townhouse	1992-93	NC	Courtyards of Hinsdale	Otis Architects	Jos Homes
40	S	CLAY	ST	Freestanding	1957	NC	Hinsdale Medical Center		
8	E	FIRST	ST	One-Part Commercial Block	1944	S	Schweidler & Mewherter Building	Zook, R. Harold	Brainer & Loehman
9	E	FIRST	ST	Two-Part Commercial Block	1904	C			
10-12	E	FIRST	ST	One-Part Commercial Block	c. 1912	C			
11-21	E	FIRST	ST	Two-Part Commercial Block	1925	PS	Ostrum Building		
14-16	E	FIRST	ST	One-Part Commercial Block	c. 1912	C	212-214 First Street Building		
18-20	E	FIRST	ST	One-Part Commercial Block	1910	NC	Merrill, John C. F. Building		
22	E	FIRST	ST	Two-Part Commercial Block	1978	NC	Hinsdale Chamber of Commerce	Philip West, Donald Bergstrom & Associates	Pierson, Dave
25	E	FIRST	ST	Police Station	1935	S	Police and Fire Station	West, Philip Duke	
26-32	E	FIRST	ST	One-Part Commercial Block	1989-90	NC			
29	E	FIRST	ST	Theater	1925	PS	Hinsdale Theater	Barfield, William Gibson	
33	E	FIRST	ST	Two-Part Commercial Block	1950	PS	Philip D. West Office	West, Philip Duke	West, Philip D.
35	E	FIRST	ST	Two-Part Commercial Block	1929	S	Ray J. Soukup Building		Ewert, Walter
7	W	FIRST	ST	Two-Part Commercial Block	1922	NC	Reineke, Henry Building		
8	W	FIRST	ST	Two-Part Commercial Block	1888	C	Papenhausen Building		

13-15	W	FIRST	ST	Two-Part Commercial Block	1895	PS	Buchholz Block		
14	W	FIRST	ST	Two-Part Commercial Block	1941	PS	John Reineke Building/The Squire Shop	Zook, R. Harold	Soltwisch, William & Sons
17	W	FIRST	ST	Two-Part Commercial Block	1887	C			
18	W	FIRST	ST	Two-Part Commercial Block	1894	NC	Hinsdale Laundry Building		
19	W	FIRST	ST	Two-Part Commercial Block	1887	S			
22	W	FIRST	ST	One-Part Commercial Block	1972	NC	Riccardo's Tailor Shop	Nemoede, Albert	Dressler, Phil & Assoc.
26	W	FIRST	ST	Gas Station	1954	NC	Cities Service Oil Station	Cities Service Oil	
114	W	FIRST	ST	Two-Part Commercial Block	1985	NC		Nerad & Associates	
118	W	FIRST	ST	Freestanding	2000	NC			
126	W	FIRST	ST	Freestanding	1967	NC	Hinsdale Professional Building	Evans, Floyd	
50	S	GARFIELD	ST	Gas Station	1929	S	Brewer Brothers Filling Station	Zook, R. Harold	
100	S	GARFIELD	ST	School	1976	NC	Hinsdale Junior High School	Cone Dornbusch Architects	Chell & Anderson Inc.
1-7		GRANT	SQ	Strip mall	1960s	NC	Grant Square Shopping Center		
1A		GRANT	SQ	Drive-In	1960s	NC	Grant Square Shopping Center		
8-18		GRANT	SQ	Strip mall	1960s	NC	Grant Square Shopping Center		
7	N	GRANT	ST	Freestanding	1970s	NC			
11	N	GRANT	ST	Italianate	1873	S	Curtiss, Sarah H. House		Stough, O. J.
19	N	GRANT	ST	Queen Anne	c. 1900	NC			
107	S	GRANT	ST						
111	S	GRANT	ST	American Foursquare	1911	C			

8	E	HINSDALE	AV	Temple Front	1910	S	Hinsdale Trust and Savings Bank	Rawson, L. A.	Mercury Builders-1953
10	E	HINSDALE	AV	Two-Part Commercial Block	1920	C	Dieke Building		
12	E	HINSDALE	AV	Temple Front	1909	NC	Western United Gas and Electric Company		
14	E	HINSDALE	AV	One-Part Commercial Block	c. 1940	C	LaGrange Gas Company		
16	E	HINSDALE	AV	Two-Part Commercial Block	1890	C			
18	E	HINSDALE	AV	Two-Part Commercial Block	1907	C			
21-25	E	HINSDALE	AV	Railroad Station	1898	S	Brush Hill Train Station		
24	E	HINSDALE	AV	Two-Part Commercial Block	1909	C	Mohr Building		
26-26.5	E	HINSDALE	AV	One-Part Commercial Block	1957	NC			
28-30	E	HINSDALE	AV	Two-Part Commercial Block	1928-30	S	Clineff's Home Restaurant Building	Flaks, F. A.	
32-34	E	HINSDALE	AV	One-Part Commercial Block	1912	C			
36	E	HINSDALE	AV	Two-Part Commercial Block	1924	C			Brown & Loehman
40	E	HINSDALE	AV	Two-Part Commercial Block	1998	NC			
8	W	HINSDALE	AV	Two-Part Commercial Block	c. 1927	C			
14-16	W	HINSDALE	AV	Two-Part Commercial Block	1926	C	Old Post Office	Zook, R. Harold	William Soltwisch and Sons
18	W	HINSDALE	AV	One-Part Commercial Block	c. 1902	C			
20	W	HINSDALE	AV	Two-Part Commercial Block	1894	C			

24	W	HINSDALE	AV	One-Part Commercial Block	1923	C	Fleck Building		
28	W	HINSDALE	AV	One-Part Commercial Block	1922	C	McClintock Building		
5	N	LINCOLN	ST	One-Part Commercial Block	c. 1925	C			
15	N	LINCOLN	ST	Craftsman	c. 1910	C			
22	N	LINCOLN	ST	Gable Front	c. 1870	C			
23	N	LINCOLN	ST	American Foursquare	c. 1910	C			
13	S	LINCOLN	ST	One-Part Commercial Block	c. 1920	NC			
15	S	LINCOLN	ST	Park		NC			
50a	S	LINCOLN	ST	Freestanding	1968	NC			
50b	S	LINCOLN	ST	Drive-In	1979	NC			
53	S	LINCOLN	ST	Freestanding	c. 1935	C			
111	S	LINCOLN	ST	Freestanding	1955	S		West, Philip Duke	Telander Brothers
117	S	LINCOLN	ST	Under construction	2003	NC	First Community Bank Building		
120	S	LINCOLN	ST	Utility	1955	NC	Illinois Bell Telephone Company		
12	N	PARK	AV	Transformers		NC			
18	N	PARK	AV	Garage/Coach House	c. 1925	C			
121		POST CIRCLE		Garage	c. 1950s	NC			
123-125		POST CIRCLE		Garage	1950s	NC			
125	W	SECOND	ST	Bungalow	c. 1910	C			
109		SYMONDS	DR	Post Office	1940	S	United States Post Office - Hinsdale, IL	Simon, Louis A.	
121		SYMONDS	DR	Police Station	1969	NC	Village of Hinsdale Police Department	Philip West, Donald Bergstrom & Associates	

123		SYMONDS	DR	Fire Station	1969	NC	Village of Hinsdale Fire Department	Philip West, Donald Bergstrom & Associates	
40-46		VILLAGE	CT	Strip Mall	1908	NC			
36	S	VINE	ST	Freestanding	1970s	NC			
4	N	WASHINGTON	ST	Freestanding	1997	NC	Northern Trust Bank	Gouvis, Arthur A.	
10	N	WASHINGTON	ST	Apartment	1976	NC	Washington Square	McDaniel, David E. Co.	
33-35	S	WASHINGTON	ST	Two-Part Commercial Block	1900	S			Frosher, Adolph
34-36	S	WASHINGTON	ST	Two-Part Commercial Block	1891	C	Fox Building		
39	S	WASHINGTON	ST	Two-Part Commercial Block	1897	S			
40	S	WASHINGTON	ST	Two-Part Commercial Block	1894	C	William Evernden Building		
41	S	WASHINGTON	ST	One-Part Commercial Block	1932	C			
42	S	WASHINGTON	ST	Two-Part Commercial Block	1894	C	John Bolander Building		
43	S	WASHINGTON	ST	Two-Part Commercial Block	1901	S			
44	S	WASHINGTON	ST	Two-Part Commercial Block	1909	C	Olson's Dry Goods		
45	S	WASHINGTON	ST	Two-Part Commercial Block	1993	NC			
46	S	WASHINGTON	ST	Two-Part Commercial Block	1912	C			
47	S	WASHINGTON	ST	Two-Part Commercial Block	1881	S			
48	S	WASHINGTON	ST	One-Part Commercial Block	1914/19	NC			
49-51	S	WASHINGTON	ST	Two-Part Commercial Block	1889	S	Oswald Building	Zook, R. Harold (1928 remodel)	
50	S	WASHINGTON	ST	Two-Part Commercial Block	1988	NC			

52	S	WASHINGTON	ST	Two-Part Commercial Block	1898	C	Karlson's Building		
53	S	WASHINGTON	ST	Two-Part Commercial Block	1927	S			
54	S	WASHINGTON	ST	Two-Part Commercial Block	1892	PS			
101	S	WASHINGTON	ST	Two-Part Commercial Block	1927	S	Hinsdale State Bank	Barfield, William Gibson	
102	S	WASHINGTON	ST	Two-Part Commercial Block	1888	S	Papenhausen Building		
104-106	S	WASHINGTON	ST	Two-Part Commercial Block	1910	C			
108-110	S	WASHINGTON	ST	Two-Part Commercial Block	1925	PS	Theidel Building		
112-114	S	WASHINGTON	ST	One-Part Commercial Block	1929	PS		Steinberg, Edward P.	
116-118	S	WASHINGTON	ST	Two-Part Commercial Block	1915	C			
120	S	WASHINGTON	ST	Two-Part Commercial Block	1965	NC			