

**MINUTES OF A COMMITTEE OF THE WHOLE MEETING
OSWEGO VILLAGE PRESIDENT AND BOARD OF TRUSTEES
OSWEGO VILLAGE HALL
100 PARKERS MILL, OSWEGO, ILLINOIS
May 17, 2022**

CALL TO ORDER

President Troy Parlier called the meeting to order at 6:01 p.m.

ROLL CALL

Board Members Physically Present: President Troy Parlier; Trustees Tom Guist, Kit Kuhrt, James Marter II, Terry Olson, Jennifer Jones Sinnott, and Brian Thomas.

Staff Physically Present: Dan Di Santo, Village Administrator; Mark Horton, Finance Director; Tina Touchette, Village Clerk; Jeffrey Burgner, Police Chief; Jennifer Hughes, Public Works Director; Rod Zenner, Community Development Services Director; Bridget Bittman, Community Engagement Manager- Marketing; Kevin Leighty, Economic Development Director; Valeria Tarka, Planner; and Karl Ottosen, Village Attorney.

PUBLIC FORUM

Public Forum was opened at 6:01 p.m. There was no one who requested to speak. The public forum was closed at 6:01 p.m.

OLD BUSINESS

There was no old business.

NEW BUSINESS

G.1 National Pollution Discharge Elimination Program Annual Update

Director Hughes addressed the Board regarding the annual update. The Village is required to hold a minimum of one public meeting annually for the public to provide input as to the adequacy of the Village's program. This requirement may be in conjunction with or as part of a regular council or board meeting. This presentation addresses the requirement.

The Illinois EPA, with authority delegated from USEPA, permits stormwater discharge into the Waters of the United States as required by the Clean Water Act. The National Pollutant Discharge Elimination System (NPDES) is the regulatory program under which the Village discharges into the Fox River and other Waters of the United States. The permit requires that discharged stormwater be free of contaminants to the maximum extent practicable. Oswego filed its first Notice of Intent (NOI) to comply with the statewide general permit conditions in 2003. The Village filed a second NOI to comply with updated permit requirements in 2013, and then again in 2016. The Illinois EPA has issued a version of its NPDES Permit No. ILR40 (MS4 Permit). The current NOI became effective on March 1, 2021 and contains a variety of requirements that impact local stormwater management programs. Requirements address de-icing activities and material storage, climate change, environmental justice areas, dry weather outfall inspections, wet weather quality monitoring, long term operation and maintenance plans and evaluating the effectiveness of our best management practices. The six measures are:

- Public Education and Outreach
- Public Participation/Involvement
- Illicit Discharge Detection and Elimination
- Construction Site Runoff Control
- Post-Construction Runoff Control
- Pollution Prevention/Good Housekeeping

On the regulatory side, the Village has adopted Subdivision and Development Control Regulations and an Illicit Discharge Detection and Elimination ordinance to provide mechanisms to support this objective. These regulations provide for detention, erosion and sediment control, and prohibitions against dumping into waterways. Oswego's overall approach to addressing the NPDES program requirements are summarized in the Stormwater Management Program Plan (SMPP). The SMPP is reviewed and updated on a regular basis to be in compliance with the permit. Staff files annual reports with IEPA addressing the work that the Village has completed in the past year. These reports and the Village's SMPP are available on the Village's website. The Village's NPDES program was audited by IEPA over this past winter. There were no violations or issues of concern, and the audit was closed out.

Board and staff discussion focused on last audit was 6-7 years ago; how many ponds are in the Village; how many gallons of water; staff unsure of the number of ponds and capacity; basins are privately owned; staff's concern is with the outflow and where it discharges to the river; since 1980, every subdivision has a retention basin; whether the annual fee is going up; fee has been around \$1,000 since inception, but it could go up; whether there are fines; compliance is what they are looking for; any resident can take action; staff can get info and go out, investigate and resolve the issue; the resident can also contact the Illinois EPA who will contact the Village; may have to go to court to achieve compliance; fines are not the intent. There was no further discussion.

G.2 Presentation of the National Register Nomination for the Downtown Oswego Historic District.

Director Zenner addressed the Board regarding the National Register. In 2009 the Village of Oswego hired Granacki Historic Consultants to survey 603 properties in the Village. The survey identified three districts for potential historic landmark designation under the National Register. In 2021, the Village was awarded a Certified Local Government (CLG) Matching Grant from the State of Illinois Department of Natural Resources through the State Historic Preservation Office (SHPO). The Village hired consulting firm McGuire Iglesias & Associates, Inc. to update the Village's architectural survey and complete the nomination of the National Historic District for a section of Main Street.

Erica Ruggiero, the consultant from McGuire Iglesias & Associates, Inc., completed the draft of the Downtown Oswego Historic District National Register nomination for a portion of downtown Main Street. She sent the nomination to the SHPO and to the Village of Oswego for review and comments. The nomination will eventually be presented by Ms. Ruggiero at the Illinois Historic Sites Advisory Council meeting on June 24th, 2022. Erica Ruggiero presented the following:

- Period of significance eligible under Criterion A- buildings from 1845-1972 with two buildings from 1974 being accepted

Boundaries: ½ Block North of Jackson Street (N), ½ Block East and West of Main Street (E, W), and ½ Block South of Washington Street (S).



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- 16 contributing buildings (shaded in red)
- 3 non-contributing buildings
- 1 site structure

Pre-History and Early Settlement

The DOHD resides on the ancestral lands of the Illiniwek (Illini or Illinois Confederation) who inhabited these lands for thousands of years as the rich forests, prairies, and rivers provided for their hunting and fishing grounds. The land is also associated with the Council of the Three Fires composed of the Potawatomi, Ottawa, and Ojibwe (also known as Chippewa) tribes. Prior to 1600, the Potawatomi lived in present-day lower Michigan, where they had resided for over a century. In a tradition shared by the Potawatomi, Ottawa, and Ojibwe, all three tribes came from the northeast to the eastern shore of Lake Huron. This is believed to have occurred around 1400 after the North American climate became colder. The Ottawa remained near the French River and on the island of Manitoulin, but the Potawatomi and Ojibwe continued north along the shoreline until they reached Sault St. Marie. Around the year 1500, the Potawatomi crossed over and settled in the northern third of lower Michigan. Threatened by the Ontario tribes trading with the French during the late 1630s, the Potawatomi were forced to leave their homeland at the beginning of the following decade and relocated to the western side of Lake Michigan in northern Wisconsin. Following the retreat of the Iroquois at the end of the Beaver Wars (1640-1701), the Potawatomi and other neighboring tribes relocated into present-day Illinois and seized Illiniwek land.

Creation of Kendall County (1830-1850)

Settlement in Kendall County began in the early 1830s. Contemporary accounts state that the spring of 1832 enjoyed early warm weather, causing the dirt roads to dry out much earlier than usual. These conditions were favorable for travel and persuaded hundreds of settlers from New York, Vermont, New Hampshire, and Ohio to load their wagons and head west to settle on the Illinois prairie. The Town of Oswego was first platted at its current location on the bluff overlooking the Fox River and Waubonsie Creek in 1835, followed by Newark (1835), Yorkville (1836), Little Rock (1836), Lisbon (1838), and Millington (1838).

Settlers living along the Fox River between Ottawa and Aurora decided to establish a new county and the original petition circulated in the fall of 1840. The petition contained the names of 109 settlers, and asked the Illinois General Assembly to establish a new county comprised of nine townships.

Originally named Orange County, named after the area in New York State from where many of the new county's settlers had originated, the county was established by the General Assembly in early 1841. However, upon a motion by supporters of President Andrew Jackson, the name was changed to Kendall County, in honor of Jackson's Postmaster General, Amos Kendall. A bill to create the new county was approved by the Illinois legislature and signed into law on Feb. 19, 1841.

On April 5, 1841, the first elections in Kendall County were held, and the business of county government began. In June that year, a three-man commission was appointed by the General Assembly to find a permanent site for the county seat. Eventually, the commission chose Yorkville as the county's first seat of government, due to its central location.

It is unknown where the county board met for the first months of its inception. In 1842, a private dwelling owned by Daniel Johnson was leased by the county board for use as the county courthouse and seat of county government. The first county courthouse was then constructed on Lot 8, Block 15 in the Village of Yorkville, about two-and-a-half blocks southwest of the present historic courthouse complex on Fox Road.

In January of 1845, a petition was presented to the General Assembly asking that the county seat be moved to Oswego. The matter was referred to the voters of Kendall County, and in August 1845 a special election was held to select a new county seat.

Oswego reportedly furnished some fifty teams and wagons to transport voters to the polls. Allegedly, some of those wagons brought Kane County voters to the polls in violation of the law. No single location received a majority of the votes, and a second election was held on September 1. Though not as central a location as Yorkville, Oswego received a majority of the votes, and county commissioners certified the vote three days later. The first term of the circuit court in 1846 was held in the stately National Hotel on Main Street in Oswego (demolished). The new Oswego courthouse wasn't completed for two more years.

Prior to 1850, the townships of Kendall County had no formal names. That year, new legislation allowed the creation and naming of the individual township governments. The same legislation also established a new system of county government which utilized a board of supervisors with the nine township supervisors making up the county board, in lieu of the three-person county commission.

Oswego Township was named after the Village of Oswego, which was named after the largest city in New York, the home state of many of the township's first settlers. Oswego comes from the Seneca (Iroquois Confederacy) word meaning "place of the flowing out or mouth of the stream." Similar to Oswego, New York which sits at the mouth of the Oswego River, Oswego (Illinois) sits at the mouth of Waubonsie Creek where it meets the Fox River.

Early Settlement of Oswego (1833-1859)

The site for the Village of Oswego was a clear choice for settlers. Located at the confluence of Waubonsie Creek and the Fox River and the site of a natural limestone ford that provided settlers with the opportunity to cross the Fox River between Ottawa and Geneva for access to Chicago and Joliet. The first settlers to the area that would become Oswego were William Smith Wilson and his wife, Rebecca (Pearce) Wilson in 1833. The family homesteaded along the south side of Waubonsie Creek, purchasing the southwest fractional section of Section 17 in the township, and the future site of the original Village of Oswego. Other pioneering landholders in the area included Walter Loucks, who later purchased Wilson's holdings and facilitated further subdivision of the town; Levi G. Gorton; and Nathaniel Rising.

In 1835, businessmen Lewis Brinsmaid Judson and Levi F. Arnold arrived from New York and formally platted the Village of Oswego, at the time known as Hudson, in the present-day area bounded by Jefferson, Harrison, Benton, and Monroe Streets. Arnold would go on to construct Oswego's first store at the site of 68 Main Street (destroyed by fire in 1867).

Two years later the community would be renamed to Lodi after the first post office was established. The name would be permanently changed to Oswego, in honor of Oswego, New York, from the home state of several of the village's earliest pioneers. "Oswego" is believed to be a Seneca (Iroquois Confederacy) word meaning "the flowing out place," appropriate for a community situated where the Waubonsee Creek flows into the Fox River.

Upon settlement, Oswego's early millwrights quickly harnessed the hydraulic power of the Fox River, Waubonsie Creek, and Bartlett's Creek. Merritt Clark's Mills, located at the north end of Adams Street (today the site of Millstone Park), provided flour and ground corn, while Hopkins Mill supplied fresh-sawn lumber for new construction in the burgeoning town.

Within the first decade of Oswego's founding, bridges over the Fox River and Waubonsie Creek and dams were built to connect with the surrounding agricultural lands and developing northeastern Illinois region.

In 1836 the Temple stagecoach line (later known as Frink & Walker) began regular service on the "High Prairie Trail" (central) and western branches of the Chicago to Ottawa Road through the village. At the time of the United States Government's survey in 1842, Oswego consisted of about thirty wooden buildings. Hotels, including the stately National Hotel on Main Street, the Kendall House, and the Smith House.

Settled for its natural and man-made transportation potential, there were already four major roads converging in Oswego, as early as the 1842 federal government survey:

- The Galena Road which extended from Chicago to Naperville then west to Montgomery before intersecting with the Joliet-Dixonville Road (now Dixon) northwest of Oswego. The road approximately followed what is now Ogden Avenue/US Route 34.
- "The River Road" which ran between communities on the east and west sides of the Fox River. The road often abruptly terminated at geographic or natural barriers in the landscape and traversed both sides of the river at fording locations. The road approximately followed what is now IL Route 25 on the east and IL Route 31 on the west side of the Fox River.
- The Plainfield-Oswego Road which later became part of the Joliet-Dixonville Road and ran on a northwest-southeast axis between the two cities along what is Plainfield Road today.

- The Chicago-Ottawa Road which spanned from Chicago to Ottawa and later developed into three branches: the central or "High Prairie Trail" (Riverside-Plainfield-Platteville-Lisbon-Holderman's Grove), the western branch (Naperville-Oswego-Newark), and the eastern branch (followed the DesPlaines and Illinois Rivers to connect Joliet and Ottawa). The western branch into Oswego approximately followed what is now Ogden Avenue/US Route 34 north of Oswego and IL Route 71 south of Oswego.

The restructuring of LaSalle and Kane Counties to create Kendall County on February 19, 1841, with Oswego's budding population and commercial enterprises, prompted the United States Government to publish the first survey map of Oswego Township in 1842 to facilitate future land sales.

Three years later, the community's first public school was opened in the downtown at Madison and Van Buren Streets (demolished) and the county seat was moved from Yorkville to Oswego in September 1845 following petitions from 432 Oswego residents. Oswego served as the county seat until 1864 when a second referendum moved the county seat back to its central location in Yorkville. Circuit Court was held in the National Hotel on Main Street until a new courthouse was built in 1848 on the downtown block bounded by Madison, Jackson, Monroe, and Jefferson Streets (demolished).

Despite Oswego's flourishing growth, the extension of the Chicago Burlington & Quincy Railroad (CBQ) from Turner Junction (West Chicago) to Aurora by-passed the village and constructed the Oswego Station in 1853 approximately two miles northwest of the downtown and village center in remote Oswego Township. Without a central railroad link, Oswego Township farmers and the burgeoning industries located on the Fox River and Waubonsie Creek were not able to take advantage of commercial opportunities in Chicago created by the railroad. The loss of the county seat combined with decentralized railroad service nearly stunted further growth and development of Oswego over the following two decades.

Regardless of the challenges facing Oswego, local real estate developers, such as Lewis B. Judson, and Loucks and Stafford, subdivided and annexed the immediate areas surrounding the village in anticipation of future development, while a thriving agricultural economy continued to support the businesses located in Oswego's downtown. Businesses such as general stores, hardware stores, drug stores, cooper shops, tailor shops, blacksmith shops, and livery stables lined Main Street in rows of two-story frame buildings with gabled roofs obscured by false-front parapets. In the district today, only the Oswego Post Office building at 64 S. Main Street, constructed in 1874, remains as an example of Oswego's early commercial architecture. Much of Oswego's downtown was destroyed by a fire in 1867, which inadvertently, prompted the transition from simple, frontier wood frame commercial and residential structures to considerable brick structures for commerce and living.

Following the fire, Oswego's merchants rebuilt with fireproof materials such as brick. The extant Union Block, located at 72-78 (formerly 70-78) Main Street was the first building to be constructed after the fire, and started a brick building tradition that continues through present-day in downtown Oswego.

Despite a township-wide decrease in the population at the beginning of the 1890s, Oswego's economy remained stable and its downtown continued to thrive. In addition to offering typical goods and services found in a commercial center, the downtown also provided space on the upper floors of the commercial buildings for prominent clubs and fraternal organizations to meet, including the Modern Woodmen of America, the Knights of Pythias, and the Freemasons. Also available for the socialization of Oswego residents were a small number of saloons, like the Oswego Saloon at 67 Main Street (contributing) and the Star Roller Rink at 70 Main Street (demolished). The town improved itself with its first concrete sidewalks and its own waterworks and elevated tank completed by 1895.

Criterion A: Historic Context

The Downtown Oswego Historic District (DOHD) is the original city center for commerce, transportation, and residential development in the Village of Oswego. The district follows Main Street roughly bounded between Jackson Street on the north and Washington Street on the south. The DOHD encompasses five acres with sixteen contributing buildings, three non-contributing buildings, and one non-contributing sites. No properties within the district boundaries have been previously individually listed on the National Register of Historic Places. The existing historic resources were constructed between 1845 and 1974. The DOHD is predominately composed of one and two-part commercial blocks which housed storefronts on the first floor and social/assembly halls, clubrooms, or offices on the upper floors. Interspersed among the commercial buildings are a few remaining mid-nineteenth century and early twentieth-century dwellings that have been converted to commercial. The period of significance is from 1845, the construction date of the oldest building in the district, to 1972, the fifty-year cutoff for the National Register of Historic Places.



Located in the Fox River Valley of northeastern Illinois, the Village of Oswego spans the northeastern quadrant of Kendall County, as well as a portion of the northwestern quadrant of Will County. The village is approximately bounded on the north by the unincorporated Boulder Hill subdivision in Oswego Township and US Route 30, the Fox River and Illinois Route 71 on the west, Reservation Road on the south, and US Route 30, Grove Road, and a half-mile west of Douglas Road on the east. The Downtown Oswego Historic District (DOHD) is approximately five acres located at the center of the village at the confluence of the Fox River and Waubonsie Creek. The district follows Main Street roughly bounded between Jackson Street on the north and Washington street on the south.

The composition of the DOHD is predominately commercial with few commercial-converted historic residential buildings interspersed. The areas south, east, and north of the district are predominately residential, while the area west of the district was historically industrial though many of the buildings have been demolished and the lots remain undeveloped.

Situated in the floodplain of the Fox River the topography of the district is thus relatively flat. Though located in close proximity of the river, it is not a distinct visual feature of the district due to the district being historically physically and visually separated from the river by the riverfront industrial corridor.

Due to the district's location two-and-a-half blocks east of the eastern bank of the Fox River, the street pattern was laid out in a standard grid, with alleys, but its alignment varies on the curvature of the river. The orientation and layout of the streets remain unchanged since the earliest development in the district. The main arterial road through the district is the east-west US Route 34 (Washington Street/Walter Payton Memorial Highway) which bifurcates the district near the southern boundary. It is a 211.37-mile east-west highway established in 1926 which runs from the Iowa state line at Gulfport, west of Galesburg, to Illinois Route 43 and Historic US Route 66 at Harlem Avenue in Berwyn, Illinois. The secondary east-west streets within the district (Jackson and Washington Streets) serve as local streets which connect to the primary north-south through street of Main Street.

For connectors and thoroughfares, widths are consistent at forty-five to fifty feet, with or without on-street parallel parking. The only exception is Van Buren Street which is substantially narrower at twenty-four feet in width due to its location as a border street between the downtown and residential area to the south. Historically, the portions of the streets located within the district were wider to allow for the larger horse-drawn carriages and ox-drawn wagons, street vendors, and general commercial activities. Today, the extra width has been converted to parallel parking along Main Street and Jackson Streets. All streets and alleys are paved with contemporary asphalt.

Alleys run east-west and north-south bisecting each block into four quadrants, with the exception of both alleys on the block located on the west side of Main Street between Jefferson and Jackson Streets and the north half of the north-south alley on the block located on the west side of Main Street between Jackson and Washington Streets. In both instances, the alleys have been vacated and replaced with parking lots.

The district was also serviced by the Chicago, Burlington, and Quincy Railroad's (CBQ) Ottawa, Oswego & Fox River Valley (OOFRV) Railroad, with the line running parallel to the Fox River and one block west of Main Street. The line ran from Ottawa, in La Salle County, to Elgin, in Kane County, by way of Oswego, in Kendall County. Historically, the CBQ passenger and freight depot was located on the south side of Jackson Street on the east side of the railroad. The railroad provided passenger service to downtown Oswego, as well freight service to Oswego's industrial district located west of downtown between the railroad and Fox River, as well as the Wayne and Sons Steam Elevator and Oswego Co-operate Creamery Co. located just outside of the district at Adams and Tyler Streets. The depot was demolished in 1972, following the discontinuance of service to Oswego. Today, the rail line is operated by the Illinois Railway and connects the sand mines near Ottawa, Illinois with the Burlington Northern Santa Fe Railway (BNSF) line in Aurora, Illinois.

The buildings in the district follow national trends in architectural styles and building typologies popular at their time of construction. Each building reflects its construction date based on architectural details and construction methods. All buildings can be identified by their typology. Typical building typologies found in the district include commercial types such as the one and two-part commercial blocks, as well a few remaining mid-nineteenth century and early twentieth-century dwellings. Furthermore, many buildings can be identified by an architectural style. During the development of the DOHD, details of the Greek Revival, Italianate, Queen Anne, Late Classical Revival, Romanesque Revival, and the later Modern style were applied to common commercial and residential building forms.

Oswego Post Office (64 Main Street) 1874

Constructed in 1874, the Oswego Post Office building is a two-story gabled building with a prominent false-front facade. A false-front is an applied or fake front façade. False-fronts, like that of the Oswego Post Office, are easily identifiable by the extension of the applied front façade above the building's main roofline and lack of depth to the storefront. It was common for false-fronts to reference popular or historic architectural styles, or to be relatively austere and unadorned like the post office - which is only ornamented with Doric pilasters which flank each fenestration opening at the first floor storefront and simplified classical window hoods at the second floor windows of the front facade.

The post office was constructed by Oswego Postmaster Lorenzo Rank. While the first floor served as the post office the second floor housed Rank and his family's living quarters. The building served as the post office until 1911 when it relocated to the newly constructed Burkhardt Block. The building was then donated to Oswego in Rank's will and reopened as a library operated by the Nineteenth Century Club.



Knapp Building (69-71 Main Street) 1898

Constructed in 1898, the Knapp Building was commissioned by Rudolph Knapp, a livestock dealer meat market operator, and developer in Oswego. When the building was first completed it housed the G.M. Croushorn Furniture Store and Undertaking Parlor, and the Malcom Meat Market in the first floor storefronts, while the second floor housed a dance hall, which later served as the present-day Masonic Lodge (Raven Lodge #303 A.F. & A.M).

The building is an example of the two-part commercial block building typology which first appeared during the late nineteenth century. Two-part commercial blocks are typically two-to-four-stories in height, without setbacks from the primary facade lot lines, along public sidewalks, and have display windows facing that sidewalk. The two-part distinction is made according to the visual arrangement of the principal façade which has a projecting cornice or other strong horizontal design element dividing the first floor from the upper floors and separating this typology from the one-part commercial block.

Typically applied to the two-part commercial block typology are either architectural features from a popular or historic architectural style or individual vernacular details popular at the date of construction, such as the minimal yet striking brick corbel table at the cornice which crowns the Knapp Building.



Union Block (72-78 Main Street) 1867

Following the 1867 fire, which ravaged the east side of downtown Oswego, local businessmen immediately set to work rebuilding. One of the first buildings constructed following the fire was the Union Block which was composed of three two-story buildings. In the first floor storefronts, the building housed drug, hardware, grocery, and dry good stores when it first opened. The second floor housed the Odd Fellows Hall (northern building), storage and a dwelling, as well as later offices (center building), and a school, and later hall (southern building). Today, only the center and southern buildings remain, as the north building was replaced in 1974 with the existing brick building following a fire.

The Union Block was designed in the popular Italianate style as three two-part commercial blocks. The buildings were constructed of brick with locally quarried limestone foundations and architectural ornamentation. The first floor is raised above grade and a platform spanned the full width of the block with stairs located at the corner of Main and Washington Streets. The platform and stairs exist today though they were rebuilt in 1959 and a roof was added in 1972, along with several other Mansard canopy additions to Oswego's downtown buildings. Arched top display windows dominated the first floor façade and a simple cornice above the storefronts visually divided the front façade into two distinct sections. The second floor was defined by a series of fifteen windows set within round arch openings crowned by a limestone window hood. Each building had five symmetrically-placed windows. Historically, the building also featured an eye-catching bracketed cornice, which was removed in 1954 and replaced with the existing parge coating in its place.



Schickler Building (73-79 Main Street) 1900

Constructed for John Schickler's retail businesses with a cigar factory in the basement, the Schickler Building is similar to its neighbor, the Knapp Block. It was designed as a two-part commercial block with applied architectural details popular at the time of construction. The simple two-story brick commercial block housed two storefronts at the first floor, one with a corner entrance at Main and Washington Streets and the other facing Main Street. The first floor remained unadorned while the second floor was crowned by a handsome brick corbel table at the cornice (extant) and a projecting oval bay window (demolished) clad in pressed metal and embellished with classical motifs and ornamentation which defined the northwest corner of Main and Washington Streets.



Burkhart Block (100 Main Street) 1911

Located at the central intersection of Main and Washington Streets, the Burkhart Block was completed for Oliver Burkhart in 1911. When the building first opened it housed the Oswego Post Office, the telephone exchange, Burkhart's garage, and the Oswego State Bank – the community's first financial institution since Levi Hall's bank was closed during the depression of the 1890s. The Great Depression forced the closure of the Oswego State Bank in 1937, and the community lost its only financial institution until the Oswego Community Bank opened at 25 Main Street in 1958 (demolished). The Burkhart Block also continued to house the post office until it relocated in 1955 to the northwest corner of Main and Washington Streets, where it remained until 1969 when it moved to its current location at the northeast corner of Madison and Jackson Streets.

The building is only one of four examples in the district of the one-part commercial block. This typology is similar to the two-part commercial block, but is typically only one-story in height and the facade can be read as a single design element, with no strong horizontal design element dividing it. Popular architectural styles or details of the time were also applied to the one-part commercial block façade, but at the Burkhart Block, the facade was designed with little to no ornamentation except for one sawtooth brick course at the cornice with alternating brick relief headers two courses below it.



Today, the Downtown Oswego Historic District remains intact and appears much as it would have looked when fully developed at the end of the period of significance. The district retains a high degree of integrity making it eligible for listing on the National Register of Historic Places. The majority of the properties are intact and have sustained little if any exterior modifications. Most alterations and the most noticeable changes that have occurred are window and door replacement, installation of contemporary storefronts, window infill, cornice removal and/or rebuilding of the parapet, and less frequently, new brick veneer cladding at the front façade. Those buildings identified as non-contributing were either constructed outside of the period of significance or lacked architectural integrity. There are three non-contributing buildings that were constructed between 1845 and 1974 and one non-contributing site, a vacant lot at 55 Main Street. The three non-contributing buildings are historic buildings, constructed during the period of significance but lack architectural integrity due to the primary façades having been re-clad in brick veneer or siding where the original design intent is indiscernible and character-defining architectural features have been removed.





Board and staff discussion focused on research took four months; presenting to the Illinois Historic Sites Advisory Council meeting on June 24th; how the process works; the council will present the district, they will vote for a nomination, they may want revisions, changes or more information; she hasn't had a nomination rejected; will take two weeks for a decision; will take 45 days to be reviewed by the National Register; will take 60 days after the June 24th date to be listed on the register. There was no further discussion.

CLOSED SESSION

There was no closed session.

ADJOURNMENT

The meeting adjourned at 6:34 p.m.

Tina Touchette
Village Clerk