

October 30, 2025

Please see attached Exhibits from our **2022 Demolition Application Submittal** included for reference:

Letter dated October 11, 2022, to Michael A. Lambert-Preservation Planner, City of Geneva

Exhibit 2.a – Historic Landmark Nomination Application – Part One and Part Two

Exhibit 2.b – City of Geneva Demolition Permit Application Form

Exhibit 2.c – Historical Preservation Application Review Form

Exhibit 2.d – A legible, dimensioned Plat of Survey, prepared and sealed by an Illinois licensed surveyor within the last 12 months of application, indication location of all improvements proposed for demolition.

Exhibit 2.e – Affidavit from the owner of Mill Race Inn Property

Exhibit 2.f – Chain of Title

Exhibit 2.ji – A detailed developers Proforma dated 9/13/2022 that incorporates the cost to rehabilitate the project and calculates the developers Return on Investment (ROI). This detailed Proforma illustrates that no developer or lender would participate in this project due to the 0.20% ROI.

Exhibit 2.j.ii – This same proforma calculates the cost per square foot to be in excess of 41,000 per square foot for this project. We could not find any building within the City of Geneva municipality that has a fair cash value of \$1,000 per square foot. We have provided cash values of the abutting property and neighboring properties. These values are 1/10 the value of the proposed project.

Thus, no person or entity would invest in such a project.

- 12 East State Street \$96.62 per building square foot
- 22 Crissey Ave. \$125.89 per building square foot
- 34 N. Bennet St. \$132.00 per building square foot
- 102 E. State St. \$108.00 per building square foot

Exhibit 2.j.iii – This same Proforma incorporates a rental rate of \$20 per square foot. In comparison, we provide you with comparable lease rates in neighboring buildings. You will find that the advertised lease rates range from \$9.12 per square foot to \$25.90 per square foot. Thus, the proposed value of \$20 is comparable with the market.

Exhibit B – Affidavit with attached list of property owners.

October 11, 2022

Michael A. Lambert
Preservation Planner
City of Geneva, Illinois

Re: Mill Race Inn Property

Dear Michael:

In accordance with *Ordinance No. 10-6-10: Demolition of Designated Properties*, and as a follow-up to the required pre-application meeting that occurred on October 6, 2022, enclosed you will find the following required forms:

- Historical Preservation Review Form (Exhibit 2c)
- Historic Landmark Nomination Application
- Historic Property Demolition Application
- City of Geneva Demolition Permit Application (Exhibit 2b)

In addition, per the aforesaid ordinance, please see below our responses to the various procedural requirements to the review process outlined in Section 2.A:

COMMENT: A.2.a.) A legible, dimensioned, and accurate Plat of Survey, prepared and sealed by an Illinois licensed surveyor within the last 12 months of application, indicating location of all improvements proposed for demolition:

RESPONSE: SEE ATTACHED EXHIBIT 2.a

COMMENT: A.2.b.) Written affidavit of the owners of record of the property acknowledging the proposed demolition when the applicant is not the owner of the property:

RESPONSE: SEE ATTACHED EXHIBIT 2.e

COMMENT: A.2.c.) Sketch floor plans of all levels of the building or structure proposed to be demolished:

RESPONSE: SEE ATTACHED EXHIBIT 2.i

COMMENT: A.2.d.) Photographs of all existing conditions including all exterior elevations, all significant architectural features (exterior and interior), and all rooms or spaces (exterior and interior) affected by the proposed demolition work:

RESPONSE: SEE ATTACHED EXHIBIT 2.d – REFERENCE STAFF REPORT

SHODEEN

SHODEEN HOMES, LLC
25 N. First Street
Geneva, Illinois 60135
Phone: 630.228.8151
Email: info@shodeenhomes.com
www.shodeenhomes.com

COMMENT: A.2.e.) Historic images of the property and general area of proposed work, if any available:
RESPONSE: SEE ATTACHED EXHIBIT 2.d

COMMENT: A.2.f.) A written chain of title investigation that identifies previous owners of the property upon which demolition is proposed:

RESPONSE: SEE ATTACHED EXHIBIT 2.d

COMMENT: A.2.g.) A detailed report of non-code compliant elements and structural deficiencies, prepared by an Illinois-registered architect and/or structural engineer with expertise in the rehabilitation of existing and/or historic properties.

RESPONSE: SEE ATTACHED EXHIBIT 2.i

COMMENT: A.2.h.) A detailed list of irreparable or deteriorated building features, components, or elements:

RESPONSE: SEE ATTACHED EXHIBIT 2.i

COMMENT: A.2.i.) A detailed cost estimate for the rehabilitation of the Improvement, property, or site, prepared by a design professional or licensed contractor with expertise in the renovation of existing and/or historic properties:

RESPONSE: SEE ATTACHED EXHIBIT 2.i

COMMENT: A.2.j.) A comparison of the estimated rehabilitation cost of the property proposed for demolition with market values for comparable improvements, properties, or sites within the municipal boundaries:

RESPONSE: SEE ATTACHED EXHIBIT 2.J.i, 2.J.ii, and 2.J.iii; wherein we provide you with the following items.

2.J.i: A detailed developers proforma dated 9/13/22 that incorporates the cost to rehabilitate the project and calculates the developers Return on Investment (ROI). This detailed proforma illustrates that no developer or lender would participate in this project due to the 0.20% ROI.

2.J.ii: This same proforma calculates the cost per square foot to be in excess of \$1,000 per square foot for this project. We could not find any building within the City of Geneva municipality that has a fair cash value of \$1,000 per square foot. We have provided comparable cash values of the abutting property and neighboring properties. These values are 1/10 the value of the proposed project. Thus, no person or entity would invest in such a project.

12 East State Street	\$96.62 per building square foot
22 Crissey Ave	\$125.89 per building square foot
34 N. Bennett St	\$132.00 per building square foot
102 E. State Street	\$108.00 per building square foot

2.j.iii) This same proforma incorporates a rental rate of \$20 per square foot. In comparison, we provide you with comparable lease rates in neighboring buildings. You will find that the advertised lease rates range from \$9.12 per square foot to \$25.90 per square foot. Thus, the proposed value of \$20 is comparable with the market.

COMMENT: A.2.k.) A detailed cost estimate for the restoration of the site per city code in the event that no new construction activity commences following demolition.

RESPONSE: SEE ATTACHED EXHIBIT 2.i

COMMENT: A.2.l.) A summary of potential sites, if any, to which the resources could be relocated within the historic district with an estimated cost of the move to each proposed location, if any, by a qualified building mover.

RESPONSE: Shodeen Construction contacted building movers, Muehlfeit Enterprises who inspected the structure and advised the undersigned that the structure was not moveable. At one point in time the Geneva resident on East Side Drive that had a vacant lot was interested in the structure. That resident contacted a building mover from Wisconsin who inspected the structure and also determined it was not moveable. The City of Geneva conducted a Charette process for the subject site and their architects and engineers determined the structure was not moveable. Therefore, it has been concluded that the building cannot be moved. There are no known sites within the Historic District that the resources could be relocated to.

COMMENT: A.2.m.) A proposed schedule for demolition activities.

RESPONSE: 90 DAYS AFTER DEMO PERMIT ISSUANCE

COMMENT: A.2.n.) A completed building permit application and a completed historic preservation review form

RESPONSE: SEE ATTACHED EXHIBIT 2.b and EXHIBIT 2.c

COMMENT: A.2.o.) Other reasonable information required by city ordinance or that may be requested by city staff.

RESPONSE: City staff has stated in an email to the undersigned, subsequent to the Pre-Application meeting:

Per your discussion with David DeGroot and me this morning, we have confirmed that rehabilitation of the 4 East State Street property may be eligible for [TIF funding](#).

Although City Staff makes this TIF Funding suggestion, City Staff has not provided necessary detailed information to evaluate the suggested TIF funding. The City is in charge of the TIF and would be the entity agreeing to contribute the TIF Funding. Additional detailed information is necessary including

1. The amount of funds available in the TIF that the City will contribute to this project.

2. If a bond is going to be issued for the TIF funds, staff will need to know the amount of the bond, how the bond will be repaid and how the City will guarantee the bond repayment. The property owner will not guarantee the bond.
3. Identify the items in the detailed cost estimate that would qualify for TIF Funding.
4. How will the TIF funds be repaid if repayment is necessary?
5. Does the TIF funding require prevailing wage and if so, how will prevailing wage affect the costs of the project?

Further, City staff has stated in the same email that

"the property—subject to listing in the National Register of Historic Places—is eligible for both Federal and State Tax Credits (see: [Federal Tax Credit](#) and [Illinois Tax Credit](#)), yielding a combined 45% tax credit for Qualified Rehabilitation Expenses (QREs) that are available through a competitive process. For rehabilitation projects under \$12 million in QREs, the full 25% tax credit (up to \$3 million) is possible."

City staff has not provided necessary detailed information to evaluate the suggested funding including:

1. The property is currently owned by a non-for-profit organization. How would tax credits benefit the non-for-profit organization?
2. To receive the funding, the property must be for income producing. Will the City guarantee that the completed project will be income producing?
3. Who at the City will prepare the request based on the "competitive" project?
4. Who and what value does the tax credit provide to this project?
5. A City guarantee of the funding source for the project.
6. Our organization has no experience with this specialty Tax Credit projects. This would need to be coordinated and managed by City staff.
7. Identify the items in the detailed cost estimate that would qualify for TIF Funding.
8. There is a requirement that the property owner must retain ownership of the building for a period of one (1) year. Will the City reimburse ownership in the event ownership wants to sell the building?
9. Will the City reimburse costs associated with holding and maintaining the property during the 6- to-12-month process of applying for the funding?

We look forward to the issuance of the demolition permit.

Sincerely,



David A. Patzelt
President

Exhibit 2.a.



HISTORIC LANDMARK NOMINATION

PART ONE - APPLICANT / OWNER INFORMATION

Community Development Department
22 South First Street
Geneva, Illinois 60134

Michael A. Lambert, Preservation Planner
630-938-4541
miambert@geneva.il.us

SUBMITTAL REQUIREMENTS

Prior to completing this form, consultation with the Preservation Planner is highly encouraged. The Preservation Planner is generally available during regular office hours.

To be deemed "complete," a Historic Landmark nomination submittal must include (in the format specified) sufficient photographs, drawings and other relevant information to adequately describe the nominated property. A complete nomination must include the property's date of construction, historic use, current use and period of significance as well as a narrative that identifies the property's historical development, important people, significant architectural or site features, and existing conditions.

When a complete application for Historic Landmark designation is submitted, Staff will prepare a report containing preliminary findings regarding the stated historic, architectural and aesthetic significance of the subject property. The report will be forwarded to the Historic Preservation Commission (HPC) which will hold a public hearing at the next regularly-scheduled meeting of the Commission. *The Applicant must attend the public hearing and be prepared to answer questions regarding the nomination of the subject property.*

Please legibly print or type the required information on the form provided; submittals in any other format will not be accepted.

1. APPLICANT INFORMATION *Attach additional sheets if more than one person is making application.*

Name:	<u>David A. Patzell</u>	Phone:	<u>630-444-8252</u>
Street:	<u>77 N. First Street</u>	Geneva, Illinois	
Email:	<u>dave@shodeen.com</u>	Fax:	<u>866-261-2436</u>

2. OWNER INFORMATION List all Owners of Record, use additional sheets if necessary. For a property that is held by multiple individuals or a trust, please provide the name and address of the property agent identified by the Kane County Recorder. In the case of ownership by a corporation or similar entity, please provide the name of the Chief Executive Officer (CEO) or President as the Owner.

Owner 1

Name: Shodeen Family Foundation Phone: 630-444-8252
Street: 77 N. First Street City/State: Geneva, IL
Email: dave@shodeen.com Fax: 866-261-2436

Owner 2

Name: _____ Phone: _____
Street: _____ City/State: _____
Email: _____ Fax: _____

Instrument of Ownership

Individual Joint Tenancy Trust
 Corporation Other: _____

If the subject property is owned by a trust, corporation or other entity, please provide the following information:

Entity Name: Chicago Title Land Trust Company trust #8002364152

Title of Owner: Trustee *Trustee, Agent, Guardian, President, CEO, etc.*

Has the Applicant notified the Property Owner(s) that the subject property is being nominated for local Historic Landmark designation? (check all that apply)

Yes, in person Yes, by telephone Yes, in writing No

Has the Property Owner(s) indicated support or lack of support for nomination of this property?

Support of Nomination Lack of Support of Nomination

to rescind Landmark Designation
If the subject property is held by a Corporation, please attach the adopted resolution regarding support or objection of the proposed Historic Landmark nomination, if available



HISTORIC LANDMARK NOMINATION

PART TWO - PROPERTY INFORMATION

Community Development Department
22 South First Street
Geneva, Illinois 60134

Michael A. Lambert, Preservation Planner
630-938-4541
mlambert@geneva.il.us

1. PROPERTY IDENTIFICATION

Common Name: N.A.

Historic Name: N.A.

Street Address: 4 East State Street

Tax Assessor's Parcel Identification Number (P.I.N.):

- - -

Tax Assessor's Parcel Identification Number (P.I.N.):

- - -

Attach additional PINs on a separate sheet of paper, if necessary

Description of Property Boundaries or Legal Description *(use an additional page, if needed):*

PLEASE SEE ATTACHED

Attach a map indicating the property location and the boundaries of the property nominated for Historic Landmark designation.

LEGAL DESCRIPTION

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 2, TOWNSHIP 39 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN AND PART OF F. S. WRATE'S SUBDIVISION, GENEVA, KANE COUNTY, ILLINOIS DESCRIBED BY COMMENCING AT THE POINT OF INTERSECTION OF THE SOUTHERLY LINE OF EAST STATE STREET AND THE WESTERLY LINE OF BENNETT STREET AS ESTABLISHED BY PROCEEDINGS IN THE COUNTY COURT OF KANE COUNTY ENTERED JANUARY 18, 1927, AS CASE NO. 6348; THENCE WESTERLY ALONG SAID SOUTHERLY LINE 244.96 FEET; THENCE SOUTHERLY ALONG A LINE FORMING AN ANGLE OF 77°14'20" WITH THE LAST DESCRIBED COURSE (MEASURED CLOCKWISE THEREFROM) 102.0 FEET TO A POINT ON THE NORTHERLY BANK OF THE FOX RIVER FOR THE POINT OF BEGINNING; THENCE NORTHERLY ALONG THE LAST DESCRIBED COURSE 102.0 FEET TO SAID SOUTHERLY LINE; THENCE EASTERLY ALONG SAID SOUTHERLY LINE 137.39 FEET TO THE WESTERLY LINE EXTENDED NORTHERLY OF AN EXISTING GARAGE BUILDING; THENCE SOUTHERLY ALONG SAID WESTERLY LINE EXTENDED AND SAID WESTERLY LINE FORMING AN ANGLE OF 83°05' WITH THE PROLONGATION OF THE LAST DESCRIBED COURSE (MEASURED CLOCKWISE THEREFROM) 104.40 FEET TO THE SOUTHWEST CORNER OF SAID BUILDING; THENCE SOUTHEASTERLY ALONG A LINE FORMING AN ANGLE OF 158°22' WITH THE LAST DESCRIBED COURSE (MEASURED CLOCKWISE THEREFROM) 78.10 FEET; THENCE EASTERLY PARALLEL WITH THE SOUTHERLY LINE OF SAID F. S. WRATE'S SUBDIVISION FORMING AN ANGLE OF 119°29' WITH THE LAST DESCRIBED COURSE (MEASURED CLOCKWISE THEREFROM) 78.42 FEET TO THE WESTERLY LINE OF SAID BENNETT STREET; THENCE SOUTHERLY ALONG SAID WESTERLY LINE BEING ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 1227.01 FEET THAT IS TANGENT TO A LINE FORMING AN ANGLE OF 101°50'03" WITH THE LAST DESCRIBED COURSE (MEASURED COUNTERCLOCKWISE THEREFROM) 47.61 FEET TO A LINE DRAWN PARALLEL WITH AND 99.0 FEET WESTERLY OF THE WESTERLY LINE OF LOT 9 OF THE ASSESSOR'S PLAT FOR THE YEAR 1860 (MEASURED ALONG THE SOUTHERLY LINE OF SAID STATE STREET); THENCE SOUTHERLY PARALLEL WITH THE WESTERLY LINE OF SAID LOT 9, 33.92 FEET TO THE NORTHERLY LINE OF SAID F. S. WRATE'S SUBDIVISION; THENCE EASTERLY ALONG SAID NORTHERLY LINE 4.12 FEET TO THE WESTERLY LINE OF SAID BENNETT STREET; THENCE SOUTHERLY ALONG THE WESTERLY LINE OF SAID BENNETT STREET BEING ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 1227.01 FEET, 173.90 FEET TO THE NORTHERLY LINE OF OAK STREET; THENCE WESTERLY ALONG THE NORTHERLY LINE OF SAID OAK STREET 62.30 FEET TO THE NORTHWEST CORNER OF SAID OAK STREET; THENCE SOUTHERLY ALONG THE WESTERLY LINE OF SAID OAK STREET FORMING AN ANGLE OF 83°30' WITH THE LAST DESCRIBED COURSE (MEASURED CLOCKWISE THEREFROM) 50.32 FEET TO THE SOUTHWEST CORNER OF SAID OAK STREET; THENCE WESTERLY ALONG THE PROLONGATION OF THE SOUTHERLY LINE OF SAID OAK STREET 53.0 FEET TO THE EASTERLY BANK OF THE FOX RIVER; THENCE NORTHWESTERLY AND WESTERLY ALONG THE BANK OF SAID RIVER TO THE POINT OF BEGINNING, IN THE CITY OF GENEVA, KANE COUNTY, ILLINOIS;

TOGETHER WITH:

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 2, TOWNSHIP 39 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS: COMMENCING AT THE POINT OF INTERSECTION OF THE SOUTHERLY LINE OF EAST STATE STREET WITH THE WESTERLY LINE OF BENNETT STREET AS ESTABLISHED BY PROCEEDING IN THE COUNTY COURT OF KANE COUNTY, ENTERED JANUARY 18, 1927 AS CASE NO 6348; THENCE WESTERLY ALONG SAID SOUTHERLY LINE 133.57 FEET; THENCE NORTHERLY AT RIGHT ANGLES TO THE LAST DESCRIBED COURSE 3.50 FEET FOR THE POINT OF BEGINNING; THENCE SOUTHERLY ALONG THE LAST DESCRIBED COURSE 3.50 FEET TO SAID SOUTHERLY LINE; THENCE WESTERLY ALONG SAID SOUTHERLY LINE 111.39 FEET; THENCE NORTHERLY ALONG A LINE FORMING AN ANGLE OF 77°14'20" WITH THE PROLONGATION OF THE LAST DESCRIBED COURSE (MEASURED CLOCKWISE THEREFROM) 16.40 FEET TO A LINE DRAWN PARALLEL WITH AND 16.0 FEET NORTHERLY OF

SAID SOUTHERLY LINE (MEASURED AT RIGHT ANGLES THERETO); THENCE EASTERLY PARALLEL WITH SAID SOUTHERLY LINE 54.0 FEET; THENCE EASTERLY ALONG A LINE FORMING AN ANGLE OF 171°47'13" WITH THE LAST DESCRIBED COURSE (MEASURED COUNTERCLOCKWISE THEREFROM) 14.0 FEET TO A LINE DRAWN PARALLEL WITH AND 14.0 FEET NORTHERLY OF SAID SOUTHERLY LINE (MEASURED AT RIGHT ANGLES THERETO); THENCE SOUTHEASTERLY ALONG A LINE FORMING AN ANGLE OF 163°58'23" WITH THE LAST DESCRIBED COURSE (MEASURED COUNTERCLOCKWISE THEREFROM) 25.58 FEET TO A LINE DRAWN PARALLEL WITH SAID SOUTHERLY LINE FROM THE POINT OF BEGINNING; THENCE EASTERLY ALONG SAID PARALLEL LINE 23.84 FEET TO THE POINT OF BEGINNING;

EXCEPT THAT PART MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE POINT OF INTERSECTION OF THE SOUTHERLY LINE OF EAST STATE STREET AND THE WESTERLY LINE OF BENNETT STREET AS ESTABLISHED BY PROCEEDINGS IN THE COUNTY COURT OF KANE COUNTY ENTERED JANUARY 18, 1927, AS CASE NO. 6348; THENCE NORTH 80 DEGREES 00 MINUTES 59 SECONDS WEST ALONG SAID SOUTHERLY LINE 172.31 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 10 DEGREES 13 MINUTES 35 SECONDS WEST, 51.36 FEET; THENCE NORTH 79 DEGREES 49 MINUTES 24 SECONDS WEST, 31.84 FEET; THENCE NORTH 09 DEGREES 36 MINUTES 01 SECOND EAST, 52.47 FEET; THENCE SOUTH 78 DEGREES 59 MINUTES 56 SECONDS EAST, 32.42 FEET; THENCE SOUTH 10 DEGREES 13 MINUTES 35 SECONDS WEST, 0.64 FEET TO THE POINT OF BEGINNING;

ALL IN THE CITY OF GENEVA, KANE COUNTY, ILLINOIS.

2. PROPERTY CLASSIFICATION

Building Structure Object Landscape Site

3. SIGNIFICANT DATES

Original Date of
Construction:

Unknown but believed to have been built 1843 or thereafter

Date(s) of Major
Alteration(s):

Unknown but believed to be etween 1866-1868

Period of Significance (*may be a single date or range*): Possibly 1835-1964

4. CRITERIA FOR DESIGNATION

Please indicate which of the following criteria apply to the nominated property (check all that apply):

- Property is located within the corporate boundaries of the City of Geneva.
- Property is at least 30 years old.
- Property possesses integrity of design, materials, workmanship, setting, location, feeling and association.
- Property has broad cultural, political, economic or social association with the historic development of the nation, state or community.
- Property is identified with a historic person or with important events in national, state or local history.
- Property has distinguishing characteristics of an architectural type inherently valuable for the study of a period, style, method of construction or use of indigenous materials or craftsmanship.
- Property is the notable work of a master builder, designer or architect whose work and/or activity has significantly influenced a period of Geneva's development.
- Property has an improvement of historic, architectural or cultural significance which is threatened with demolition by public or private action.

5. PROPERTY RECOGNITION

Is the nominated property and/or landmark to be nominated (or any portion of it) listed in or nominated to either the Geneva; Kane County; Illinois or National Register of Historic Places?

Yes No

If yes, in which of the following:

Geneva Kane County Illinois National

Please attach a copy of the nomination form(s) for any property which has been granted landmark status at the County, State and/or National levels.

Is the nominated property Significant or Contributing in the Geneva Historic District?

Significant Contributing Non-Contributing: Less than 30 years old
 Non-Contributing: Reversible Integrity
 Non-Contributing: Irreversible Integrity

6. PROPERTY STATUS

At the time of application, is the nominated property (check all that apply):

- Threatened by demolition or neglect? *(attach a detailed explanation)*
- Considered for replacement by new development? *(attach a detailed explanation)*
- Likely to remain in present condition with no known threat?
- Vacant or not in use?

7. PROPERTY DESCRIPTION

Provide photographs of all exterior sides of the building and photographs of all significant architectural features or details. Photographs should clearly depict the existing character, condition and integrity of the nominated property. **Historic photographs and/or plans of the property to be nominated are encouraged.** *Provide photographs in print and digital format (jpeg/300dpi).*

To the extent possible, provide a sketch plan of each level of the building(s), structure(s) and/or object(s) associated with the nominated property. If the nominated property contains a significant landscape, please provide a sketch plan of the historic landscape plan and its significant components.

Architectural Description of the Nominated Property. Describe the physical appearance of the exterior(s) of the building(s) located on the nominated property, identifying the building shape, form, details and general characteristics from the ground plane to the roof. Include a description of each nominated building, structure, object, landscape or site on the subject parcel (use additional pages, if needed):

For each building, structure or object associated with the nominated property, complete the following descriptive checklist (use additional pages, if needed):

Primary Building Function

- | | |
|--|---|
| <input type="checkbox"/> Domestic/Residential | <input type="checkbox"/> Recreational/Cultural |
| <input type="checkbox"/> Commercial/Office | <input type="checkbox"/> Agricultural |
| <input type="checkbox"/> Social/Fraternal | <input type="checkbox"/> Industrial |
| <input type="checkbox"/> Government | <input type="checkbox"/> Health Care |
| <input type="checkbox"/> Education | <input type="checkbox"/> Transportation |
| <input type="checkbox"/> Religious | <input checked="" type="checkbox"/> Other: <u>Uninhabitable</u> |
| <input type="checkbox"/> Funerary | |
| <input type="checkbox"/> The nominated property is a natural or purposefully-designed landscape. | |

Architectural Style (check all that apply)

Recommended reference: *A Field Guide to American Houses* by Virginia & Lee McAlester

- | | |
|---|---|
| <input type="checkbox"/> Early Classic Revival (1843-1868) | <input type="checkbox"/> Spanish Colonial Revival (1920-1930) |
| <input type="checkbox"/> Late Classical Revival (1889-1960) | <input type="checkbox"/> Prairie (1905-1930) |
| <input type="checkbox"/> Regency (1849) | <input type="checkbox"/> American Foursquare (1895-1945) |
| <input type="checkbox"/> Greek Revival (1840-1865) | <input type="checkbox"/> Craftsman (1910-1930) |
| <input type="checkbox"/> Gothic Revival (1855-1910) | <input type="checkbox"/> Bungalow (1915-1930) |
| <input type="checkbox"/> Carpenter Gothic | <input type="checkbox"/> Minimal Traditional (1940-1955) |
| <input type="checkbox"/> Italianate (1848-1890) | <input type="checkbox"/> Cape Cod (1930-1960) |
| <input type="checkbox"/> Stick Style (1853-1895) | <input type="checkbox"/> Ranch (1950-1970) |
| <input type="checkbox"/> Queen Anne (1869-1930) | <input type="checkbox"/> Split-Level (1955-1965) |
| <input type="checkbox"/> Shingle (1890-1905) | <input type="checkbox"/> Mid-Century Modern (1945-1970) |
| <input type="checkbox"/> Romanesque Revival (1872-1892) | <input type="checkbox"/> Contemporary (1950-2000) |
| <input type="checkbox"/> Colonial Revival (1869-1945) | <input type="checkbox"/> Mansard (1930-1970) |
| <input type="checkbox"/> Dutch Colonial (1895-1930) | <input type="checkbox"/> New Traditional (1955-Present) |
| <input type="checkbox"/> Neoclassical (1905-1930) | <input type="checkbox"/> Other: _____ |
| <input type="checkbox"/> Tudor Revival (1905-1935) | |

Number of Stories (check one)

- | | |
|--|---------------------------------------|
| <input checked="" type="checkbox"/> Basement | <input type="checkbox"/> 2 Stories |
| <input checked="" type="checkbox"/> Single Story | <input type="checkbox"/> 3 Stories |
| <input type="checkbox"/> 1.5 Stories | <input type="checkbox"/> Other: _____ |

Foundation (check all that apply)

- | | |
|---|---------------------------------------|
| <input checked="" type="checkbox"/> Limestone | <input type="checkbox"/> Uncertain |
| <input type="checkbox"/> Brick | <input type="checkbox"/> Other: _____ |
| <input type="checkbox"/> Concrete | |

Siding/ Exterior (check all that apply)

- | | |
|---------------------------------|--|
| <input type="checkbox"/> Wood | <input type="checkbox"/> Vinyl/ Aluminum |
| <input type="checkbox"/> Brick | <input checked="" type="checkbox"/> Other: Stone _____ |
| <input type="checkbox"/> Stucco | |

Windows

Operation (check all that apply)

- Double Hung
- Casement
- Fixed/Picture

- Awning
- Hopper
- Other: _____

Frame/Sash Material (check all that apply)

- Historic Wood
- Historic Metal
- Other: _____

- Replacement Clad
- Replacement Vinyl

Glazing (check all that apply)

- Clear
- Colored
- Obscure / Pattern

- Beveled / Prismatic
- Art / Stained
- Other: _____

Status (check all that apply)

- Original
- Replacement

Provide a photograph of each window type at the nominated property.

If the nominated property includes more than one building or structure, attach photographs for the windows at each building. Use additional pages, if necessary.

Architectural Details (check all that apply)

- Porch or Porches
- Historic Street-facing Door(s)
- Transom(s)
- Sidelight(s)
- Historic Shutters
- Columns/Pilasters
- Porte Cochere/Car Port
- Balcony or Balconies

- Eave Brackets
- Gable Returns/Broken Pediment
- Dormer(s)
- Belvedere/Lantern/Cupola
- Historic Fencing
- Pergola/Arbor/Trellis
- Other: _____

Roof Features

Form

- Flat/Shed Gable
 Hipped Other: _____

If an attic gable is present, which way does it face?

- Visible to street
 Visible to the side

Material

- Wood Tile
 Asphalt Metal
 Other: _____

Chimney

Is the chimney visible from the street?

- Yes No

Does the chimney have a distinctive shape?

- Yes No

Is the chimney an integral part of the building wall?

- Yes No

Provide a photograph of each chimney that is visible from the street.

8. PROPERTY SIGNIFICANCE

Attach a written statement describing the historical, architectural and/or aesthetic significance of the nominated property. The statement should be of sufficient length and detail to describe the historic evolution, people and events associated with the nominated property. *Include major bibliographic sources and references at the end of the written narrative. (Use additional pages, if needed):*

- No historical significance
- No architectural significance
- No aesthetic significance

9. APPLICANT'S CERTIFICATION

I certify that I have received a copy of the submittal requirements and review procedures related to this request for designation of a property as a Historic Landmark within the City of Geneva, Illinois. I understand that I must attend the public hearing, once scheduled, and present my case for designation before the Geneva Historic Preservation Commission and, if required, before the Geneva City Council.

I have reviewed the Geneva City Code requirements which relate to this application, and I certify that, to the best of my knowledge, this application submittal is in conformance with applicable ordinances.

I understand that any unused portion of the application deposit of five hundred dollars (\$500), will be dispersed to me following consideration of this nomination by and final action of the City Council. Additionally, I agree to reimburse the City of Geneva for any additional professional services or costs incurred by the City of Geneva—including but not limited to—fees of attorneys, engineers, planners, architects, surveyors and/or other consultants when those fees are directly associated with the City of Geneva making a final determination regarding this request for Historic Landmark designation of the nominated property.

I further certify that all the information provided above and that the information contained within any documents submitted herewith is true and accurate, to the best of my knowledge.



Signature of Applicant

9/22/2022
Date

10. OWNER'S CERTIFICATION OF SUPPORT (complete if Owner is in support of designation)

I certify that I am the Owner or designated agent(s) for the Owner(s) of the nominated property and hereby affirm my support for designation of the property as a Historic Landmark within the City of Geneva, Illinois.



Signature of Owner or Authorized Representative

9/22/2022
Date

Historic Preservation Commission Staff Use Only

Case Number _____

HPC Meeting Date _____

Application Complete: Yes No

HPC Distribution Date _____

Date Received _____

City Council Distribution Date _____

Staff Acknowledgement _____

Action: HPC City Council



CITY OF GENEVA
 BUILDING DEPARTMENT
 109 JAMES STREET
 GENEVA, IL 60134
 630/262.0280
 pdf@geneva.il.us

Exhibit 2b

For Office Use Only

PERMIT NUMBER _____

BIN NUMBER _____

APPLICATION FOR PERMIT

PROJECT ADDRESS 4 East State Street Geneva, IL 60134

APPLICANT

Check here if applicant is property owner

Name David A. Patzelt

Address 77 N. First Street Geneva IL 60134

Email dave@shodeen.com Phone 630-444-8252

PROPERTY OWNER

Name Shodeen Family Foundation

Address 77 N. First Street Geneva IL 60134

Email dave@shodeen.com Phone 630-444-8252

CONTRACTOR

Name Shodeen Construction

Address 77N. First Street Geneva IL 60134

Email dave@shodeen.com Phone 630-444-8252

Roofing License

Plumbing License

BUILDING TYPE

- Residential
- Commercial
- Other

TYPE OF WORK - GENERAL

- Change of Tenant
- Remodel
- New construction
- Addition
- Demolition
- Other

TYPE OF WORK - SPECIFIC

- Driveway/Parking
- Sidewalk
- Basement/Attic
- Kitchen/Bath
- Replace Windows
- Roof/Siding
- Sign/Awning
- Irrigation System
- Fence
- Patio
- Shed
- Deck
- Electric
- Plumbing
- HVAC
- Other

DESCRIPTION OF WORK

Demolition of existing structure on property.

Applications will not be accepted without supporting documentation. Attach additional sheets and submit plan/drawings, plat of survey, etc. as needed to illustrate proposed work.

HISTORIC PRESERVATION

Is subject property located in the Historic District or a Historic Landmark? Historic Preservation Commission review is required for exterior improvements.
 Yes No

ZONING

What zoning district is the property located in? _____
 Is the use permitted at this location? Yes No
 Is a variance needed? Yes No

PROJECT COST

What is the estimated project cost? _____

I HEREBY CERTIFY THAT I AM THE OWNER OF RECORD OR THAT THE PROPOSED WORK IS AUTHORIZED BY THE OWNER OF RECORD; THAT I HAVE BEEN AUTHORIZED BY THE OWNER TO MAKE THIS APPLICATION AND TO SCHEDULE ALL NECESSARY INSPECTIONS AS AN AGENT, AND THAT I AGREE TO CONFORM TO ALL APPLICABLE CODES, LAWS, AND ORDINANCES OF THE CITY OF GENEVA.

Signature [Signature]

Date

10-6-22

For Office Use Only

FEES

Building Permit Fee _____
 Fire Department Fee _____
 Plumbing Fee _____
 Public Works Fee _____
 Tree Preservation Fee _____

Engineering Fee _____
 Electric City Engineer _____

ROUTING

Historic Preservation _____
 Tree Preservation Review _____
 Planning/Zoning _____
 Fire Inspection Services _____

TOTAL FEES _____



CITY OF GENEVA
BUILDING DIVISION
109 JAMES STREET
GENEVA, IL 60134
630/262.0280
www.geneva.il.us

Demolition Permit Information

Revised: 4/20/20

A building permit is required prior to any residential or commercial demolition. A demolition followed by new construction requires a separate demolition permit and cannot be included in the new construction application. This is designed so that in the event the lot is left vacant for any period of time, it is left in a condition so it does not drain onto abutting properties. The following are guidelines and comments for obtaining a building permit.

A **commercial** demolition permit may be applied for but will not be issued until the applicant has submitted a copy of the return receipt from the IEPA (see application attached) and provided the Building Division with letters of disconnection from each of the utilities that serve the structure (electric, gas, water, sewer, and phone).

A **residential** demolition permit may be applied for but will not be issued until the applicant has provided the Building Division with letters of disconnection from each of the utilities that serve the structure (electric, gas, water, sewer, and phone).

Application and Drawing Procedures:

- An Application for Permit is to be filled out and submitted to the Building Division.
- For general permit application questions for any property within the City of Geneva, please contact the Building Division at 630 262-0280 or pdf@geneva.il.us.
- For any property that is a designated Historic Landmark or located within the Geneva Historic District, approval is required by the Historic Preservation Commission (HPC) prior to obtaining a permit through the Building Division. Please contact Michael Lambert, Preservation Planner, at 630 938-4541 or mjambert@geneva.il.us for more information.
- Mill Creek residents with building permit questions should contact the Kane County Building Division at 630 232-3485 or kgriazakos@co.kane.il.us because Mill Creek properties are not under the jurisdiction of the City of Geneva.
- The contractor's name, address, phone number and, if required, their license numbers are to be filled out when submitting the application.
- Two (2) copies of the most recent plat of survey (exact duplicate; please do not enlarge or reduce the surveys). The plat must include the following:
 - All existing structures, including the structure(s) to be demolished.
 - The location of all utilities (electric, gas, phone, sewer, water, etc).
 - Proposed grading post demolition.
 - Location of 6 foot chain link construction safety fence around entire property
 - Rate of grass seed mixture applied post demolition.
 - Location of all trees on said property and abutting properties within the construction activity zone. (See Tree Preservation Review Application)
- A Tree Preservation Review Application is required if there is a 10 inch or larger tree on the property or any size tree on adjacent public or private property within approximately 50 feet of the construction project. Please see our Tree Preservation Review Application for more details.
- Allow 10 working days for the permit application to be reviewed and approved. A staff member will call you when your permit is ready to be picked up and paid for.

Fees:

- **Demolition permit fee:** \$300.00 plan review fee.
- **Tree Preservation fee:** \$100.00 (if applicable)
- **Re-inspection fee:** \$50.00 to be paid prior to re-inspection if an inspection has failed.
- We accept cash, check (made payable to the City of Geneva), MC, VISA, DISC, and AMEX.

General Comments:

- **The application packet and stamped City approved plans are to be on the job site at all times.**
- A minimum of 24-hour notice is required when scheduling any inspection.
- Compliance with the indicated codes, ordinances, and inspections required.
- Hours of Operation – Construction or demolition activity cannot occur, nor can construction or demolition personnel be on site before 7 a.m. or after 8 p.m. Monday thru Friday, or before 8 a.m. or after 8 p.m. Saturdays, Sundays and City recognized holidays.
- Fencing - Contractor will install and maintain tree protection, silt fencing and chain link security fencing as required by City ordinance. The fencing will remain in sound condition during the life of the project.
- Restrooms - Contractor/owner will install or cause to install portable restrooms for use by the trades conducting work on the subject property.
- Dumpsters - Contractor/owner will have a dumpster on site during construction activity. When dumpster is full, it will be removed and an empty dumpster will replace it. Project site will be kept free of construction debris at the end of each business day.
- Loud Music - Contractor/owner will monitor the amount of noise generated by the trades conducting business on the site and using amplified music. Noise levels will be kept to a minimum.
- Post Demo Conditions - Demolition permits are good for 10 days from issuance. If a permit for reconstruction of a home is not obtained within 10 days, the site must be backfilled to original grade and the lot seeded with a minimum of 75# of perennial ryegrass per acre.
- Parking - Parking for project will be done on site. For safety reasons, parking near or around a school bus stop will be restricted further.
- Mud, Stone, and Debris on Streets/Walks – Mud, stone or debris coming from the construction/demo site will be removed a minimum of twice daily employing mechanical sweeping methods. Existing public pedestrian access (city sidewalks) across the site shall be maintained in a safe condition at all times. Visibility triangle will be kept unobstructed.
- Material Storage - Storage of construction materials on streets or other public rights of way is prohibited. Any changes caused by this activity will be repaired by the contractor or owner at their expense.
- Public Notification - A sign bearing the above regulations and a 24 hour contact phone number shall be posted by the contractor/owner on the exterior of the chain link security fence. (See attached example.)
- Dust control shall be maintained during the entire process by means necessary.
- Permission must be received from the Building Division to remove any construction, silt, or tree fence.

Inspections – Clarification and Details:

The following is a list of inspections, which may be required for your project and the approximate amount of time it takes for each inspection.

✓ Tree preservation	¼ hour
✓ Tree fence inspection	¼ hour
✓ Site inspection	¼ hour
✓ Backfill	¼ hour
✓ Final inspection	¼ hour

The following are general guidelines and details on the types of inspections that may be required for your project. For further clarification please call our office and speak with one of our building inspectors.

Tree Plan Review:

- ✓ This inspection consists of the review of the Tree Preservation Review Application and a site visit to ensure the proper tree protection is noted.

Tree fence:

- ✓ Confirm that the tree protection fence is in place according with the Tree Preservation Plan.

Site Inspection:

- ✓ Confirm that utilities have been disconnected and the site is ready for demolition. The silt fence, construction fence, and the construction sign are on site.

Backfill:

- ✓ Confirm backfill is completed per approved plans.

Final:

- ✓ Confirm that the demolition and lot restoration is completed per approved plans.

Building Codes:

The following are the Building Codes the City of Geneva has adopted.

- City of Geneva Municipal Code
- 2009 Int'l Building Code w/amendments
- 2015 Int'l Mechanical Code
- 2005 Nat'l Electrical Code
- 2014 State Plumbing Code
- 2015 Int'l Residential Code w/amendments
- 2009 Int'l Fire Code w/amendments
- 2018 Int'l Energy Conservation Code
- 2015 Int'l Swimming Pool and Spa Code (ISPSC) w/amendments
- 2015 Int'l Fuel and Gas Code w/amendments

Homeowner and Contractor Responsibilities:

- It is the responsibility of the homeowner/contractor to schedule with the Building Division the required inspections.
- The required inspections are indicated on the plan review form and weather card, which is attached to the permit and the field copy of drawings. When scheduling an inspection, please have the address and permit number available.
- Inspections require a minimum of 24 hour notice. Please call (630) 262-0280 to schedule inspections.

Call **J.U.L.I.E.** (Joint Underground Location for Inspectors and Engineers) at least 48 hours prior to digging on site to locate any underground utilities. **(1-800/892-0123)**

- Electric Utilities Red
- Comcast (Cable) Orange
- Northern Illinois Gas (NICOR) Yellow
- Sewer Utilities Green
- Telephone Utilities Orange
- Water Utilities Blue

JOB SITE RULES

(Demolitions and New Construction)

Sign Size (2'x3' min)

Address & Lot Number

Contact Name

Contact Phone Number

Scheduled Date of Demolition (if applicable)

No one allowed on this property except during these hours:

Working Hours: M-F 7 a.m. – 8 p.m.

Sat, Sun, and Holidays 8 a.m. – 8 p.m.

City Parking Regulations to be enforced at all times

**Mud/debris on street to be cleared twice a day
by mechanical means.**

**All required fencing must remain in sound conditions
at all times.**

Loud music prohibited.

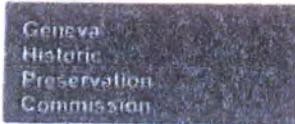
****Project Personnel****

Remember you are working in an established neighborhood.

Respect for neighbors will be shown at all times.

Neighbors will respect the rights of property owners.

Exhibit 2C



Building Permit Application Review

Application for HPC Review

Do you have questions about the Historic Preservation Commission? Please contact staff at:

630/638-4541 or preservation@geneva.il.us

PROPERTY INFORMATION

Property Address: 4 East State Street Geneva, IL

Name and Address of Property Owner: Shodeen Family Foundation

11 N First St. Geneva, IL 60134

PROJECT DESCRIPTION

(Describe, in detail, all proposed work. Attach additional pages, if necessary.)

SUBMIT PLANS & DRAWINGS TO ILLUSTRATE PROPOSED CHANGES

See reverse for more information.

For HPC Staff use only

APPLICANT INFORMATION

I attest that all submitted information is accurate. Submitted information becomes public record and I acknowledge that this application may be subject to Freedom of Information Act requests.

CASE #

Name (print): David A. Patzelt

HPC MTG

Address: 77 N First Street Geneva, IL 60134

RECEIVED:

Telephone: (630) 444-8252

Email: Dave@shodeen.com

Applicant Signature: [Signature]

Property Owner Signature: [Signature]

If the applicant is not the property owner, notification must include property owner's signature



City of Geneva
Department of Community Development
Planning Division

Historic Preservation Commission
22 S. First Street
Geneva, IL 60134
preservation@geneva.il.us
630/638-4541
Fax 630/232-1494

To achieve the City of Geneva's goal of maintaining the historic and architectural integrity of its significant neighborhoods and individual properties, permit applications for proposed exterior building and/or property improvements at designated historic properties must be reviewed and approved by the Geneva Historic Preservation Commission *prior to review and permit issuance by the Building Division*. The maps below show those properties located within the Geneva Historic District and those individually-designated properties outside of the Historic District.

HPC REVIEW APPLICATION PROCEDURE

1. Complete a City of Geneva Building Permit Application. When submitted with an HPC Review Application (on reverse side), an application for a building permit initiates the HPC Review process. Work visible from the public right-of-way that requires HPC review includes new construction, demolition, sign modifications, exterior lighting, fence construction, site modifications and roofing.
2. Complete an HPC Review Application (on reverse side).
3. Gather and submit appropriate supporting documents. Supporting documents may include any or all of the following: Plat of Survey, scaled site plan; scaled floor plans, drawings of the proposed building exteriors (elevations); product / material information / cut sheets from the manufacturer; cost estimates for repair vs. replacement; photographs of existing conditions; artist renderings, etc. Additionally, for sign and awning projects, provide dimensions of the linear street frontage for the building and / or retail unit, proposed sign dimensions, lighting fixture information, and mounting systems and methods.
4. Submit items 1-3 to the Building Division at City Hall (109 James Street) not less than fourteen (14) calendar days prior to the scheduled HPC meeting. Please consult with Staff regarding the appropriate submission materials. Complete permit application (building permit and HPC review forms) may be submitted electronically / digitally by forwarding to: pdf@geneva.il.us
5. The Applicant—or a representative familiar with the project—must attend the HPC meeting when your project is scheduled for review. The HPC takes action only when a representative for a project is present. Meetings begin at 7:00 pm and are held in the City Hall Council Chambers.
6. The HPC will vote to approve, approve with conditions, deny, or continue the review process pending the submission of additional information or project modification.
7. Once the HPC has approved the permit request, the application will be forwarded to the City of Geneva Building Division. The Building Division review will verify compliance with applicable building and life safety codes.

DESIGNATED PROPERTIES

Map of Geneva Historic District boundaries (right) and designated properties (left and right).

- | | |
|---|---|
| 1. Fargo Residence
318 Elizabeth Pl | 7. Alexander Blacksmith Shop / MIT Press Inn
4 East State Street |
| 2. Davis Residence
1101 Salonia Ave | |
| 3. 312 Fargo Blvd | |
| 4. Riverbank Laboratories
1513 Salonia Ave | |
| 5. Queen Anne Cottage
718 Shady Ave | |
| 6. Marshall-Judson Home
312 Cow Avenue | |



For project design assistance, please consult the HPC Guide to Window Rehabilitation & Window Policy, Guide to Siding Rehabilitation & Siding Policy, and / or the Design Guidelines for Historic Properties. Also, see the Property Rehabilitation information, found at the Historic Preservation page of the City of Geneva website: <https://www.geneva.il.us/416/Property-Rehabilitation-Information>

**2022 - 2023
HPC
Deadlines & Meetings**

Application Deadline	Meeting Date
2022	
Oct 4	Oct 18
Nov 1	Nov 15
Dec 6	Dec 20
2023	
Jan 4	Jan 18
Feb 6	Feb 22
Mar 7	Mar 21
Apr 4	Apr 18
May 2	May 16
Jun 6	Jun 20
Jul 5	Jul 18
Aug 1	Aug 15
Sep 5	Sep 19
Oct 3	Oct 17
Nov 7	Nov 21
Dec 5	Dec 19

Applications are due prior to 5:00 p.m. on the Application Deadline Date. Electronic / digital submissions must be provided in jpeg or pdf formats and be clearly legible at a final printed size of 11" X 17" or smaller. Applicants are encouraged to discuss specific submission requirements with Staff prior to delivering an application for review.

Michael Lambert
Preservation Planner
mlambert@geneva.il.us
630/938-4541



Exhibit 2.e

AFFIDAVIT

State of Illinois
County of Kane

As an Authorized Officer of Shodeen Family Foundation, the owner of the Mill Race Inn property, I hereby state that the Shodeen Family Foundation is aware of the proposed demolition of the remnant building on the property.

I hereby state that the above information is true, and I also confirm that the information here is both accurate and complete.



Craig A. Shodeen, Secretary

10/10/22

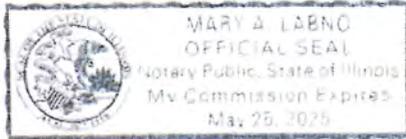
Date



Anna B. Harmon, Treasurer

Oct 10, 2022

Date



Subscribed and sworn to before me this

10 day of October, 20 22



Notary Public

State of Illinois
DOMESTIC CORPORATION
ANNUAL REPORT
General Not for Profit Corporation Act

Year: 2022 File #: 6039-989-1

FILED Feb 08, 2022

Jesse White, Secretary of State

1. Corporation Name: SHODEEN FAMILY FOUNDATION

2. Registered Agent: SHODEEN GROUP LLC

Registered Office: 77 N FIRST ST

City, IL, ZIP, County: GENEVA, IL 60134 KANE COUNTY

3a. Date of Incorporation/Qualification: 03/18/1999 3b. State of Incorporation: IL

4. Names and Addresses of Corporation's Officers and Directors:

OFFICE	NAME	NUMBER & STREET	CITY	STATE	ZIP
Title Name & Address	PRESIDENT KENT W. SHODEEN	77 N. FIRST ST.,	GENEVA, IL	60134	
Title Name & Address	SECRETARY CRAIG A. SHODEEN	77 N. FIRST ST.,	GENEVA, IL	60134	
Title Name & Address	TREASURER ANNA B. HARMON	77 N FIRST ST.,	GENEVA, IL	60134	

5. Brief statement of type of activity the corporation is conducting:
 NOT FOR PROFIT

6. Is this Corporation a Condominium Association as established under the Condominium Property Act? Yes No
 Is this a Cooperative Housing Corporation as defined in Section 216 of the Internal Revenue Code of 1954? Yes No
 Is this Corporation a Homeowner's Association, which administers a common-interest community as defined in subsection (c) of Section 9-102 of the code of Civil Procedure? Yes No

7. Address, including street and number, of Corporation's Principal Office:
77 N 1ST ST GENEVA, IL 60134

8. Under the penalty of perjury and as an authorized officer, I declare that this annual report, pursuant to provisions of the General Not for Profit Corporation Act, has been examined by me and is, to the best of my knowledge and belief, true, correct and complete.

By CRAIG A. SHODEEN
 Authorized Officer
SECRETARY Feb 08, 2022
 Title & Date

Fee Summary	
Filing Fee:	\$ 10.00
Penalty:	\$ 0.00

Total Fee:	\$ 10.00



State of Illinois
Domestic/Foreign Corporation Annual Report

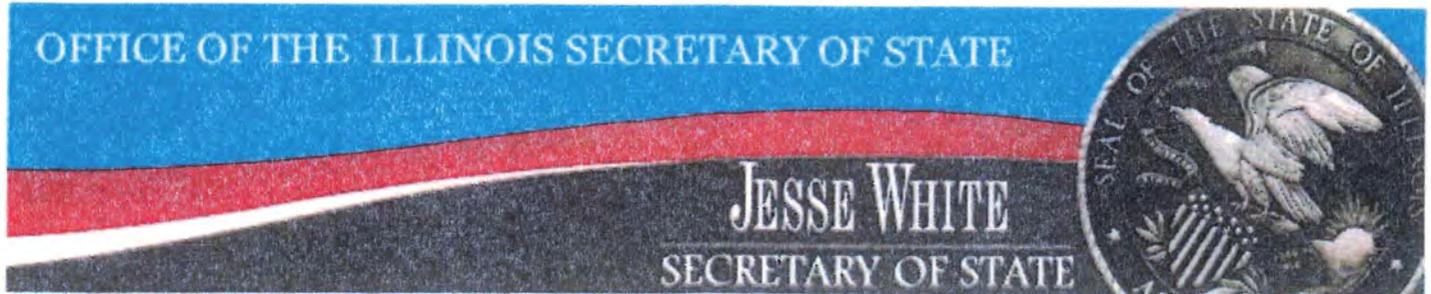
Year 2022 **Corporation File No** 60399891

FILED Feb 08, 2022

Jesse White, Secretary of State

1. **Corporate Name** SHODEEN FAMILY FOUNDATION
Registered Agent SHODEEN GROUP LLC
Registered Office 77 N FIRST ST
City, IL, Zip Code, County GENEVA, IL 60134 KANE COUNTY

Officers	
Title Name & Address	DIRECTOR JOAN G. SHODEEN, 77 N 1ST ST, GENEVA, IL 60134
Title Name & Address	DIRECTOR ANNA B. HARMON, 77 N 1ST ST, GENEVA, IL 60134
Title Name & Address	DIRECTOR BETH C SHODEEN, 77 N 1ST ST, GENEVA, IL 60134
Title Name & Address	



Annual Report Filings - Not For Profit

Thank you for using Secretary White's CyberService Express!

Please print this receipt for your records.

Your application to file Not for Profit Annual Report has been received and payment processed.

You can check the status of your submission at <http://apps.ilsos.gov/nfpannualreports/status.jsp> by using the Packet number provided below. If you experience difficulty in obtaining the status of your application, please contact the Web Master at webmaster@ilsos.gov

Packet Number: 164435540315480255
File Number: 60399891
Authorization Number: 23495175
Filing Fee: \$10.00
Penalty: \$0.00
Payment Processor Fee: \$1.00
Total Fee: \$11.00
Payment Type: CREDIT CARD
Date: 02-08-2022

Exhibit 2f.

Evolution and Preliminary Historic Significance Evaluation of the Former Mill Race Inn Property 4 East State Street – Geneva, Illinois

Michael A. Lambert – Preservation Planner, City of Geneva, Illinois

Historic photos provided by HPC Commissioner Alan Hiller and the Geneva History Museum

Preliminary Chain of Title provided by HPC Commissioner Carolyn Zinke

Original Draft: January 15, 2014 (Revised July 27, 2016 and August 12, 2016)

STAFF COMMENTS AND CORRECTIONS – February 28, 2018; March 1, 2018; May 9, 2018; November 15, 2018;

November 27, 2018; July 17, 2019; January 23, 2020; July 27, 2020; November 3, 2020; and June 3, 2021.

NOTE: This report has been compiled at the direction of the Geneva Historic Preservation Commission for the purpose of evaluating the potential of granting landmark status to a portion of the former Alexander Blacksmith Shop / Mill Race Inn property. Additional research may provide supplementary information that may substantiate or refute assumptions contained herein. All stated dates are based on documented sources, local histories, and/or probable dates in the case of construction improvements. Evaluations and conclusions are subject to change based on further research and/or site investigation. Amendments and clarifications have been added based on additional research between the issuance of the initial report (2014) and 2016. Further investigation has been completed to verify the accuracy of the preliminary history that was attached to a Historic Landmark nomination submitted in December 2017. Additional information has been discovered at the Geneva History Museum, resulting from research on other properties within and adjacent to the Geneva Historic District. On July 27, 2020, Shirley Koelling (koelling@yahoo.com) provided additional emigration information pertaining to the Rystrom family from a database of Swedish immigrants. Minor content additions, text clarifications, and grammatical/formatting corrections were made on June 3, 2021.

Evolution of the Early Industrial Site

First pioneer settlers arrived in vicinity of present-day Geneva in 1833, including Daniel Shaw Haight and James Brown. Following year, Frederick Bird, James Clayton Herrington and Christian Bowen Dodson arrived. In the winter of 1834-35, Haight "sells out his claim" to Herrington.

Between 1835 and 1837, the newly-settled area was known concurrently as "Herrington's Ford," "La Fox," and "Campbell's Ford."

Between 1836 and 1840, the nucleus of a community formed on both the east and west banks of the Fox River.

May 1837, a plat for the City of Geneva was recorded for the settlement on the west bank of the Fox River.

1835 – Samuel Sterling arrived at Geneva, living on west side of Fox River. (Joslyn, History of Kane County, Volume 1, 1908, p. 819)

1836 – Julius and Edward Alexander arrived at Geneva (Kane), Illinois but apparently did not settle permanently. (Geneva, Illinois: A History of its Times and Places ["Geneva"])

1836 – Lyman German arrived and settled on east side of Fox River across from location of Geneva. (Joslyn, History of Kane County, Volume 1, 1908, p. 821)

Late 1836 or Early 1837 – Samuel Sterling and Mr. Gilbert built the first bridge across the Fox River at Geneva, Illinois. The bridge was swept away by the spring freshet before the bridge was completed. Mr. Gilbert was likely P. C. Gilbert of Elgin or Truman Gilbert of South Elgin. Mr. Gilbert had been involved in the construction of several dams upriver in 1836 and 1837. (The Past and Present of Kane County, Illinois [Chicago: Wm. LeBaron, Jr. & Co.], 1878, pp. 323, 359-360)

1837 – Samuel Sterling settled on east side of Fox River across from location of Geneva. (*Joslyn, History of Kane County, Volume 1, 1908, p. 819*)

May 1837 – Samuel Sterling, Henry Madden, and Mark Daniels began erection of a sawmill, the first industrial concern on the east bank of the Fox River at Geneva. A dam had been built that year (or the previous year); a millrace had been partially completed; and a sawmill was expected to be operational by the spring of 1838. It is probable that Mr. Gilbert of Elgin (who apparently had some engineering experience) assisted in the design and construction of the first dam at Geneva. (*Joslyn, History of Kane County, Volume 1, 1908, p. 819*)

June 30 – July 1, 1837 – Julius and Edward Alexander arrived from Plainfield, Illinois and settled along the Fox River.

Julius and Edward Alexander were blacksmiths, by trade. The first task undertaken by the brothers was assistance with the completion of the sawmill under construction. (*Geneva, p. 33*)

Julius Alexander laid claim to land on the east side of the Fox River (north and south of present-day State Street).

"When they arrived, (Julius and Edward) cleared the land just north and east of the present bridge, using the lumber to build and roof their first shop. Stone for the forge and chimney came from the nearby quarry. Their first job was for Daniels, Stride, Sterling and Company, the new proprietors of the dam and sawmill enterprise.... With the help of Robert Lester and James and Ralph Adsit, the Alexanders built a one-and-a-half story frame house.... The work done by Julius and Edward Alexander helped to complete the sawmill so essential for (Geneva's) growth.... The completion of the sawmill made Geneva a little more self-reliant than before." The first blacksmith shop of Julius Alexander was built the year of the brothers' arrival, 1837. (*Geneva, p. 34 and The Past and Present of Kane County, Illinois [Chicago: Wm. LeBaron, Jr. & Co.], 1878, p. 323*)

October 1837 – Eben Danford arrived at Geneva. (*Gibbons, The Founders and Early History of Geneva, Kane County, Illinois, 2014, p. 454*)

Autumn 1837- Summer 1838 – Eben Danford and David Lacy (also Lacey) dug the first millrace on the east side of the Fox River. (*Gibbons, The Founders and Early History of Geneva, Kane County, Illinois, 2014, p. 466*)

Likely, Eben Danford and David Lacy completed the millrace that had been begun by Sterling, Madden, and Daniels, who had built a dam and had begun construction of a sawmill in 1837. The dam had been damaged during the spring of 1837.

Spring 1838 – Eben Danford and Alfred Churchill assembled a threshing and mowing machine, the Danford Harvesting Machine which was demonstrated on August 16, 1841 to positive reviews. (*Geneva, p. 37 and Gibbons, The Founders and Early History of Geneva, Kane County, Illinois, 2014, pp. 220, 266*)

Likely, the components of that first threshing machine were not manufactured at Geneva. The patented Danford Reaper and Mower was not wholly produced at Geneva until 1850 when a blacksmith shop, machine shop, and foundry were added to the Danford furniture manufactory.

1838 – John Penney commenced making brick at St. Charles, Illinois. This is one of the earliest documented brick kilns in northeastern Illinois and likely supplied brick for a later building erected by Julius and Edward Alexander. (*Commemorative Biographical and Historical Record of Kane County, Illinois [Chicago: Beers, Leggett & Co.], 1888, p. 1083*)

John Penney (1792-1851) established, by 1839, a brickworks along the north branch of the Chicago River at Chicago which he continued with his sons until about 1845-1848, when the brickworks were relocated to "South Chicago," where the company operated until shortly after John Penney's death. In 1853, George W. Penney (1824-1868), son of John Penney, established the brickworks at Penneyville (later, Brickton, and, now, present-day Park Ridge), Illinois. George operated those brickworks through 1858 but, then, became a merchant until his death in 1868. Father, son, and a brother all died of cholera.

March 30, 1840 – James Brown purchased from Mark Daniels and Robert W. Chapman water power rights and the sawmill on east side of Fox River. (*Kane County Land Records, Book 1, pp. 182-183, also pp 184-186 and p 187-188 [Hendrick Miller & Son Distillery]*)

Elijah S. Foote may have completed the improvements of the mill race.

April 1, 1840 – Daniels, Chapman & Brown deeded water rights to Julius and Edward Alexander. (*Kane County Land Records, Book 2, pp. 446-448*)

This granting of water rights was likely in anticipation of the brick manufactory / foundry built by the Alexander Brothers in 1842. The need for waterpower with a blacksmith shop is unusual and suggests that the "blacksmith shop" was more likely a small foundry that included either water-powered bellows for the forge or, more likely, the operation of a large piece of forging equipment such as a pile or trip hammer.

1840 – U. S. Government completed survey of public lands in Kane County, making registration of claims possible.

1840 – U. S. Government allowed public sale of lands in Kane County through the Chicago District Land Office; Julius Alexander purchased his original land claim at the Chicago District Land Office: the fractional southwest quarter of Section 2 of Township 39 North, Range 8 East, consisting of 135.88 acres.

Circa 1842 – Julius Alexander erected a manufacturing building, constructed of brick, on the north side of State Street at the millrace. It is unclear what purpose the building served, but most probably a blacksmith shop and foundry. (*Geneva, p. 38*) The bricks used in the construction of this blacksmith shop at the south end of the Bennett Mill were the first to be made in Kane County and "were made by an Englishman over on White's Creek...." (03 February 1894 *The Geneva Republican*)

The "Englishman" was probably John Penney, who continued to make bricks at both the White's Creek location (located, in 2018, within Stanley Esping Park in the Ridgewood Subdivision on the east side of Geneva) as well as the Chicago location through the early 1840s, when the clay vein was depleted.

*The young Alexanders were instrumental in founding the Methodist congregation in Geneva. ...in the early 1840s, Julius' second blacksmith shop was built on the north side of State (street), which has been confused in later histories with the third blacksmith shop of

the Alexander Brothers, built on the south side of State Street and was (in 1977) part of the Mill Race Inn." (*Geneva*, p. 38)

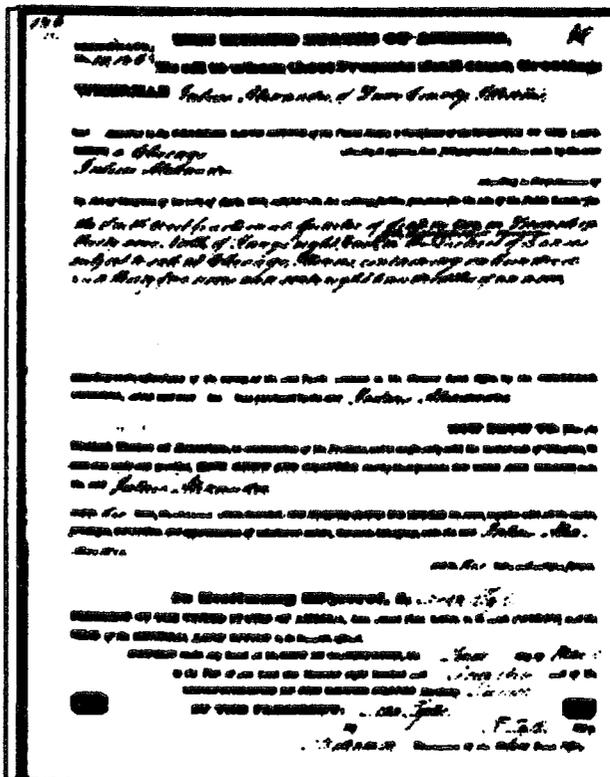
Some local histories identify the brick blacksmith shop that was built on the north side of State Street as having been constructed in 1846. However, that is likely an error of historians confusing the north and south blacksmith shops, primarily an account published in the 03 February 1894 The Geneva Republican newspaper. Historical records, accounts and documents support an "early 1840s" date for the brick structure (second blacksmith shop), which can be reasonably extrapolated to be the circa 1842 date of construction. Consequently, the 1846 date of construction is, most appropriately, associated with the limestone blacksmith shop (third shop of the Alexander brothers) on the south side of State Street.

July 1, 1842 – Julius Alexander and his wife sold 49 acres to Samuel Sterling and Allen Hubbard but retained the water rights granted in 1840 to Julius and his brother, Edward. This property lay north of State Street and east of the Fox River, eventually being subdivided as Howards & Baird's Addition to the Town of Geneva. The retention of water rights suggests that the Alexander brothers had established their brick shop by this time and that they intended to maintain operations along the millrace. The same, 49-acre property was later deeded to Ira Minard (July 20, 1843), who transferred the property to John Buttrick (June 1, 1844), who sold the property to Leonard Howard (July 1, 1844); the land comprised most of Howard & Baird's Addition to the Town of Geneva (October 1851). (*Kane County Land Records, Book A, p. 197*)

September 5, 1842 – Julius Alexander's land claim of SW ¼ of Section 2, Township 39 North, Range 8 East at the Chicago General Land Office was verified between the Illinois and Federal land offices and officially recorded in state records. (*Illinois Public Domain Land Tract Sales Database*)

March 10, 1843 – U. S. Government issued a Land Patent Certificate to Julius Alexander for the fractional southwest quarter of Section 2 of the Township, consisting of 135.68 acres (see image to right).

Due to the large volume of land that the Federal government offered for sale, it was not uncommon that property owners did not receive a land patent (a "title") to their claimed property for several years. When new areas of land were offered for sale, long lines would form at district land offices. Consequently, the long lines, zealous rush for prime parcels, and the long wait for the receipt of patents resulted in the coining of the phrase "doing a land office business."



1843 – Eben, John, and Jarvis Danford moved from their rented furniture manufactory on the west bank of the Fox River and built a new manufactory on the east side of the Fox River, along the east millrace. Water-power supplied the energy to operate the power drive for various furniture-making machinery, including turning lathes.

1843 – Leonard Howard and Alexander H. Baird were at St. Charles, where they were organizers of the Franklin Medical College. (*Joslyn, History of Kane County, Volume 1, 1908, p. 518*)

Both Howard and Baird live near the Geneva –St. Charles border. Later, the two men establish Howard & Baird's Addition to the Town of Geneva.

1844 – David Lacy (also Lacey) built a blacksmith shop north of the Danford factory and, there, manufactured hoes, hayforks, and knives. (*Geneva, p. 38*)

1845 – Leonard Howard was elected as Geneva Town President. (*Joslyn, History of Kane County, Volume 1, 1908, p. 816*)

1846 – Julius and Edward Alexander along with Lyman German constructed a limestone building for use as a blacksmith shop. It is highly probable that this limestone blacksmith shop building on the south side of State Street was erected in the spring and summer of 1843 (or shortly thereafter). The source of the limestone was either from the excavation of the mill race, itself, or from the small quarry northeast of the site along the "east river road" (now Bennett Street / Illinois Route 25).

A deed, dated May 1, 1847, described the transfer of land situated on the south side of State Street and along the east bank of the Fox River. The land was sold by Julius Alexander and his wife, Wealthy, to Edward Alexander and Lyman German; however the deed noted the exemption and reservation—by Julius Alexander—of "the undivided third part of a strip one hundred feet wide on the west side of the lot, above described, it being the lot on which the Blacksmith Shop now stands, (emphasis added) to have and to hold the same together with all and singular the tenements, hereditaments, privileges and appurtenances thereto belonging or in any wise appertaining..." (*Kane County Land Records, Book 8, pp. 471-473*)

While a source of water was necessary to cool small forgings, typical blacksmiths would utilize several barrels of water but not require proximity to a water-power source. It is a most probably a misnomer to identify the Alexander operation as a simple blacksmith shop and think the mistake may be traced to two sources.

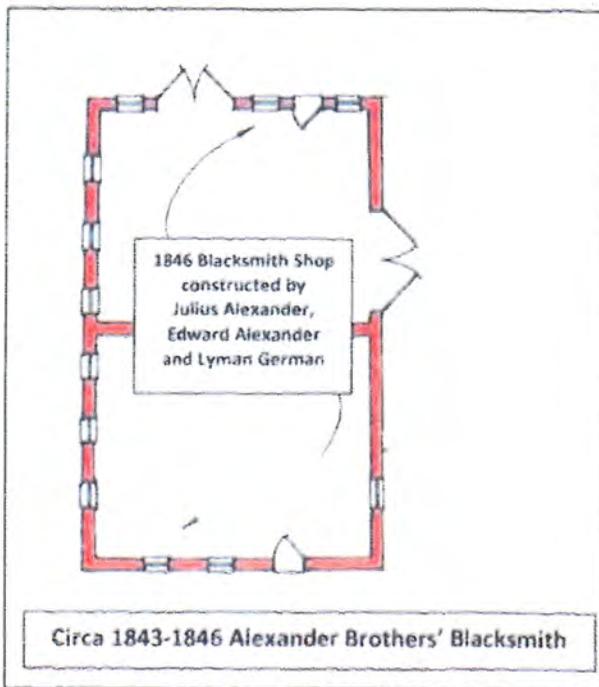
Federal census data for Geneva in 1850 does not distinguish between "blacksmith" and "foundryman." Although some census locations used the terms interchangeably, other locations made a distinction. Apparently, the Geneva census enumerator fell into the former camp.

Based on a review of blacksmith shops, the need for waterpower is triggered by two needs: a power drive for lathes to create wooden molds for certain types of castings (necessary for mill and agricultural equipment) and—more importantly—the operation of a pile or trip hammer which was useful for shaping large forged items such as shovel blades, plowshares, and turbine blades.

The operations of the Alexander brothers / Lyman German appear to have been more of a foundry rather than traditional blacksmith shop (a place where small implements, horseshoes, and other, common tools were produced). The large doorway at the east side of the limestone building would have been necessary for large wagon repair but also to ship larger mill or factory components. The Alexander brothers were knowledgeable of the Dillman foundry operation at Plainfield, Illinois,

which was established with Julius and Edward Alexander's brother-in-law, Lewis Miller, who was a principal investor and early business partner in the Plainfield enterprise. (Miller, himself, later associated with Cornelius Aultman and established Aultman, Miller & Co. at Akron, Ohio. By the mid-nineteenth century, the C. Aultman & Co. manufactory at Canton, Ohio had become the largest manufacturer of agricultural implements in the world.)

Although a pre-1847 existence is verified for the blacksmith shop / foundry, the limestone building (the third shop of the Alexander brothers) may have been constructed as early as 1843 or 1844, when the Alexanders lay claim to the property and after they sold their interests in their 49 acre parcel north of State Street.



However, unsourced references do identify the construction of a blacksmith shop for the Alexander brothers in 1846. An 1890 engraving made from a *circa* 1850 daguerreotype (from the collections of the Geneva History Museum) shows the limestone building with a gable roof (with its ridge running east-west).

The limestone building was situated close to the mill (or "tail") race to take advantage of either water-driven turbines for power or as a source for intensive water use in the production and/or fabrication of manufactured goods (most likely water to cool forgings and castings).

If a water-driven turbine was the power source (more likely after 1845), then the power drive may have

entered the building through an opening in the west foundation wall.

It is possible that the structure incorporated a vertical water wheel as a power source for a pile or trip hammer. Although a great amount of energy in the race would have been consumed by those factories north on the race, it is possible that an intermediate dam may have provided sufficient head pressure to operate a small vertical wheel.

No evidence of a horizontal water wheel (more common in the early water-powered industries of northeastern Illinois where rivers are relatively shallow) exists on site or in any historical record.

The one story, utilitarian building was constructed with limestone, exterior bearing walls with a wood-framed, gable roof (ridge presumed to run east-west).

Measuring approximately 30 feet wide along East State Street and approximately 48 feet deep, the structure was constructed on a shallow cellar. The main floor was constructed of heavy timber framing and wood planking; the cellar floor was likely dirt or, possibly, limestone slabs.

Circa 1846-48 – Danford Warehouse of limestone was constructed. (*Geneva*, p. 85)

The Danford Warehouse (still standing in 2018 on the west side of Bennett Street, just north of East State Street) may have been constructed by Leonard Howard, the earliest known mason in Geneva. By 1850, Andrew Stevens is identified as a stonemason (i.e. "quarryman") and the following men were identified (according to the 1850 United States Federal Census) as masons in the Village of Geneva: George Coorwin, John Kelly, Robert Leicester (possibly Lester), Joseph Shaw, Stephen Torrence, George Westgarth, James Westgarth, and Joseph Wisby.

1849 – John and Daniel Stevens (also Stephens) purchased the 1842 brick structure on the north side of State Street and operated a paper mill in the building until 1851. (*Geneva*, p. 38)

1849 – Mr. and Mrs. John Stevens along with Mr. and Mrs. Joseph Stevens among 12 original members who gathered the Geneva Congregational Church (*Geneva*, p. 263)

1850 – United States Federal Census:

Daniel Stevens, 51 (b. 1799 NJ), merchant John

Stevens, 46 (b. 1804 NJ), papermaker

Joseph C. Stevens, 37 (b. 1813 NJ), papermaker Henry

Shapatin, 35 (b. 1815 PA), papermaker

William Lawrence, 31 (b. 1819 NY), works in paper mill

Jacob K. Anthony, 25 (b. 1827 NJ), papermaker (later becomes Geneva's first advertised druggist [*Geneva*, p. 332])

Likely, the paper mill utilized cotton rag pulp rather than wood pulp since the process and machinery for producing a quality paper from wood pulp was not developed until 1850. It is likely the paper produced was for stationery and pamphlet printing rather than for wallpaper or other large-scale household use.

1850 – Eben Danford converted the furniture manufactory on the east side of the Fox River to a reaper manufacturing facility. Despite the popularity of Danford's reaper, threshing, and mowing machines, the reaper factory closed in 1862 due to competition from larger factories—including Cyrus McCormick's plant at Chicago, combined with war-time shortages of materials, supplies, and manpower. (*Gibbons*, pp. 464-475 and *Geneva* pp. 37-39)

1850 – The United States Federal Census for Geneva, Illinois identified the following men and occupations related to water-powered industry or iron works:

Blacksmith: Julius Alexander, Otis P. Scott (Alexander household), George Henry, David Lacey, Carter Longley, Royal J. Pier, Philetus Pier, and Joseph Williams

Wagon Maker / Wheelwright: Oscar Brown, Jarvis Danford, Oscar Dewey, Cornelius Haight and William Haight

Miller: Andrew McWayne/McWagner, Brigham Moore / Morse, and James Shuttleworth

1851 – Stevens Paper Mill at Geneva closed. The business was sold to and continued by O. M. Butler of St. Charles (03 February 1894 *The Geneva Republican*)

Circa 1852 – David Lacy sold his interests at Geneva and relocated to Kansas Territory, settling at Bourbon County by 1855. (Kane County Land Records, Book 20, pp. 111-112 and Kansas State Census Records, and Find-A-Grave.com)

July 31, 1853 – Julius Alexander and his wife, Wealthy transferred (by Quit Claim Deed) two parcels of land along the east bank of the Fox River, north and south of State Street to Ira Minard. The south parcel is the site of the Alexander Brothers' Blacksmith Shop. (Kane County Land Records, Book 39, p. 364)

1854 – John Rystrom, a blacksmith, emigrated from Rydaholm, Sweden arrived at Geneva in 1854. Upon his arrival, he formed a partnership with John Rysjo, a Swede and carriage maker. The two men took over the former Alexander Blacksmith Shop and added a frame second floor to the building, where carriages were upholstered and painted. (Geneva, p. 85)

A newspaper account (recollections of a local resident) identified that John Rystrom, "in the early sixties" established a "carriage and wagon manufactory at the east end of the bridge in the building where the (Oscar Carlson's Excelsior) laundry is now located." (03 February 1894 The Geneva Republican). However, based on other documents, John Rystrom established and was operating his wagon shop much earlier, likely established no later than 1855. The published recollection in the local newspaper is more likely a reference to when Rystrom added the second floor to the original limestone structure built at least 15-20 years earlier. The wooden, second floor of the Rystrom Carriage and Wagon manufactory, therefore, may be dated to between 1860 and 1863 since material and labor shortages significantly increased as the Civil War continued (1861-1865). John Rystrom and his workers were highly regarded as carriage and wagon makers.

Based on Federal census data, immigration documents, and other records, the Rystrom's family arrival at Geneva can be summarized as follows:

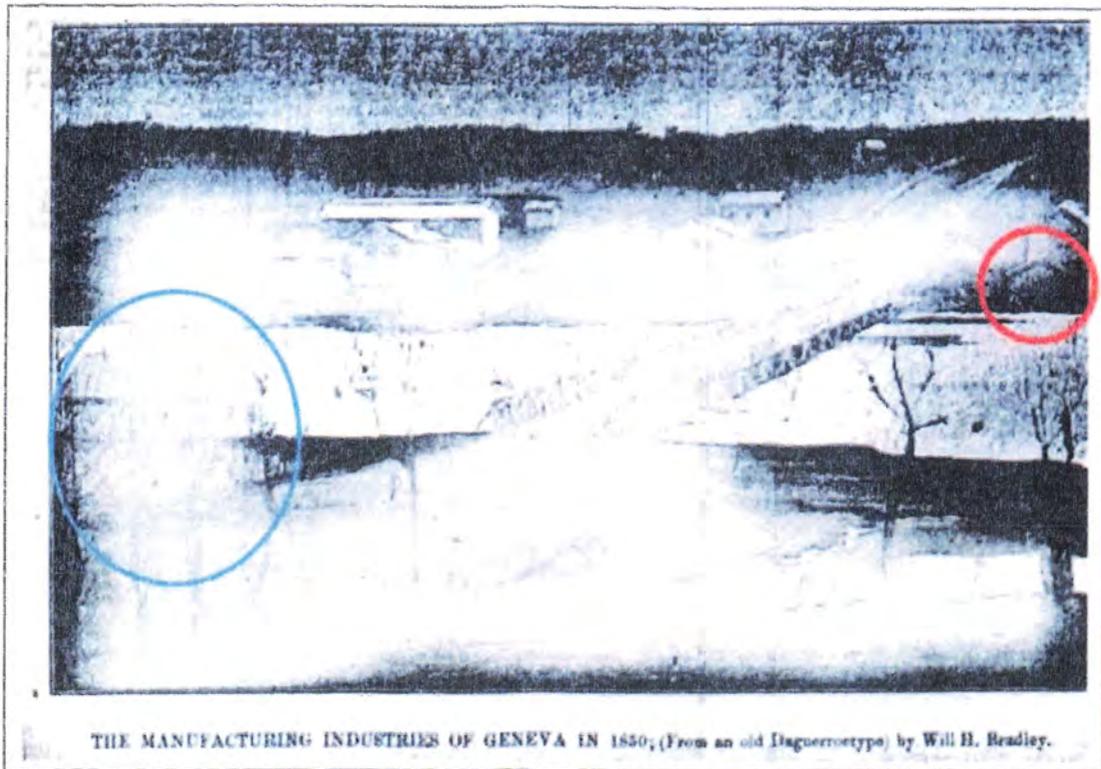
John Rystrom (b. 1821) arrived in Geneva from Sweden in the company of his wife, Annie/Anna (Stina) (b. 1825), along with their first three children, friends, and relatives.

The Rystrom children were: Anders/Andrew (b. 1847); Mary (b. 1849); Christina (b. 1852); John A. (b. 1856); Charles (b. 1858); Albert (b. 1860); Edward "Eddie" (b. 1865); and Clara (b. 1867) – all born in Illinois except Mary (Sweden).

Arriving also from Sweden and residing with the Rystrom family were:

John Riders (b. 1839), wagonmaker;
John Peterson (b. 1821), blacksmith; and
May Carey (b. 1817), presumed sister-in-law.

Under John Rystrom, the 1846 limestone structure was altered dramatically. Although the limestone structure of the Alexander Brothers' blacksmith shop remained in its original form, a wood-framed second floor was constructed above the original limestone building. Consequently, the original roof structure (presumably a gable roof with an east-west ridge) was removed and replaced with a new floor structure, constructed—most probably—of heavy timber posts and beams with plank flooring. The second floor was utilized—as was the common practice—for the upholstery and paint shop of Rystrom's carriage and wagon manufactory. An inclined ramp, rising to the new second floor from State Street, allowed for the movement of lightweight carriages from one level to the other. Apparently, the new second floor addition incorporated an east-west ridge, based on the 1869 Bird's Eye View of Geneva engraving.



Based on other documentation, the daguerrotype (from which the engraving, shown above, was created) was produced in the 1850s, probably prior to 1854. The view—taken from a point south of State Street between First Street and River Lane—is looking easterly. The building, circled in red, is the circa 1846 Alexander Brothers' Blacksmith Shop. The building in the foreground to the left, circled in blue, is likely very similar to the Alexander Brothers' blacksmith shop once it had been converted and enlarged for the John Rystrom Wagon Shop around 1854. The expansion of the Rystrom shop included a wood-framed second floor, probably with an east-west ridge.

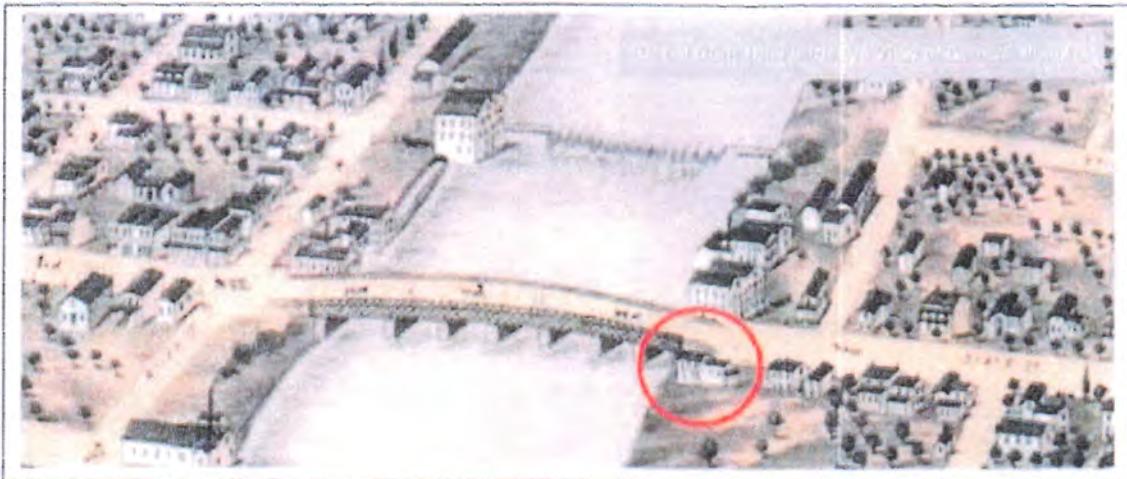
Between 1853 and 1866 – Ira Minard sold the Rystrom Wagon & Carriage Shop property to Patrick and Bridget Clancy of Geneva. (Kane County Land Records)

March 7, 1866 – The property was sold by Patrick and Bridget Clancy to Christian B. Dodson with the provision that the site of the Rystrom Wagon Shop would be deeded simultaneously to John Rystrom. (Kane County Land Records, Book 84, p. 388 and Book 91, p. 504 and Book 104, pp. 117-118)

The sales contract specifically stated that *"the party of the second part shall in no manner interfere with or infuse the walls of the Race running by said premises or obstruct the water running therethru."*

1868 – Construction began on a new State Street bridge across the Fox River. The bridge consisted of stone piers with an iron truss driving deck. The new bridge included a raised approach at the east end; the raised approach extended across the west half of the north façade of the 1846 limestone

building, constructed by Julius Alexander and Lyman German. Based on various records of sales and mortgages, additional improvements to the Rystrom wagon and carriage shop were likely completed between 1866 and 1868 (see image below with Rystrom wagon and carriage shop circled in red).



1872 – John Rystrom relocated to Oregon (Ogle County), Illinois where he established a well-regarded carriage and wagon manufactory. (*Geneva*, p. 85)

Afterward, Andrew Rystrom continued the family business at Geneva. History noted that Andrew Rystrom was an “exemplary Swedish carriage manufacturer.” (*Past & Present of Kane County, Illinois*)

June 16, 1875 – The Rystrom wagon and carriage shop property was seized for delinquent taxes. James C. Brown of Elgin, Illinois (relationship to Andrew Rystrom unknown) assumed the liability for the delinquency. At a Sheriff’s Sale, the property was transferred to James C. Brown with the documents being filed on June 13, 1876. (*Kane County Land Records, Book 164, p. 399*)

On May 18, 1876, James C. Brown transferred (by warranty deed) the wagon shop property to Andrew Rystrom in consideration of \$100.00. Apparently, Andrew Rystrom was also responsible for the payment of the delinquent 1875 and 1876 taxes. (*Kane County Land Records, Book 182, p. 432*)

Seemingly, Andrew Rystrom could not manage the finances of the Geneva wagon and carriage shop. By 1880, he and his brother, Charles, were working, again, alongside their father, John, at the Oregon, Illinois shop. According to the census data, John A. (“Andrew”) was a skilled carriage painter; Charles was a skilled carriage maker. (*1880 United States Federal Census*).

Circa 1878-1879 – The former Rystrom wagon and carriage shop was operated for a period of time by another wagon and carriage painter, presumably William Updike of Batavia.

An undated letter from Eric Anderson (*Geneva History Museum Collections*) stated in reference to Anne Forsyth’s Mill Race inn restaurant: “Remember your building, vacancy of it. Never remember it as a blacksmith shop. Remember it as Carlson laundry and a paint shop. A fella by name of Updike from Batavia running it. Wagon painter.”

The only member of the Updike family that has been recorded as a painter was William Updike, who—through his relatives—was acquainted with the Rystrom family. The Rystrom family had acquired land near the Geneva wagon and carriage shop from William Updike's older cousin, Johnson Updike. As a painter, William Updike may have worked at the Rystrom shop under Andrew Rystrom.

William Updike was born in 1828 at Somerset County, New Jersey, where he had learned the trade of painter. William Updike arrived at Geneva in 1850 but moved to Batavia, Illinois, where he went to work for the U. S. Wind Engine & Pump Company of Batavia. There, he became foreman of the painting department. He engaged in his trade, for a time, with the Chicago & North Western Railroad. He may have taken over the Rystrom wagon and carriage shop for a brief time between 1879 and 1884, when "tiring of the brush" ...he "abandoned it for the cleaver" and opened a meat market in Batavia. (*Commemorative Portrait and Biographical Record of Kane and Kendall Counties, Ill. [Chicago: Beers. Leggett & Co.], 1888, p. 775*)

Circa 1880 – Site purchased by Lewis E. and Huldah Landon.

Lewis Landon of Wheaton, Illinois was the father of Sarah Landon, first wife of Charles E. Mann; Sarah Landon and Charles E. Mann married in 1868.

No significant information has been discovered about Landon or the early use of the property under the Landon's ownership; however, the building may have continued to be used as a carriage and wagon shop for a short period of time, possibly under the hand of William Updike.

It is probable that Lewis & Huldah Landon were little more than landlords and that the property continued to operate as a carriage shop until mid-summer 1882.

No significant modifications or improvements were known to have been made during the period from 1875-1882.

1882 – C. E. Mann began the manufacture of patented potato planter along with cheese and butter boxes.

Charles E. Mann resigned his position as Kane County Superintendent of Schools and Principal of Geneva Schools. He began a manufacturing site in the former Rystrom wagon and carriage shop "at the east end of bridge." (*The Geneva Republican, Volume 47, Issue 12, March 24, 1894*)

An undated advertisement (right, courtesy of Geneva History Museum files), appears to have been published around the time that C. E. Mann opened his shop on East State Street. The advertisement states:

New Milk Wagons, Buggies or Cutters, Horse-shoeing, and all kinds of Blacksmithing Painting and Wood Work. We wish to invite special attention to the fact that we are now prepared

—[NEW]—

MILK-WAGONS, Buggies or Cutters, HORSE-SHOEING, And all kinds of BLACKSMITHING Painting and Wood Work.

We wish to invite special attention to the fact that we are now prepared to furnish MILK WAGONS, BUGGIES or CUTTERS of various sizes from 1000 lbs. to 2000 lbs. of the factory. The prices are shown if you wish and their value will be seen.

In the matter of many articles we are now prepared to do **WAGON-REPAIRING**, having built a shop especially for that purpose.

We also do all kinds of work in iron repairing, all kinds of wagon or carriage **PAINTING**, **UPHOLSTERING**, top-dressing, etc.

The advantage, both in **CONSTRUCTION** and in **COST** of having all of a job, including, perhaps, **BLACKSMITHING**, **WOOD WORK**, **PAINTING** and **UPHOLSTERING**, done at one place is apparent to all.

We intend to do all work **CHEAP**, but the **customer** must first do us some work for everything, and we will give our **customers** the advantage of so doing and all in **VERY GOOD** or **BEST** order as they see fit. We will also, for **WAGON**, a **quantity** of 1 per cent.

Come to the shop at the east end of the bridge, Geneva, Ill., and have your repairing done or give your order for new work.

C. E. MANN.

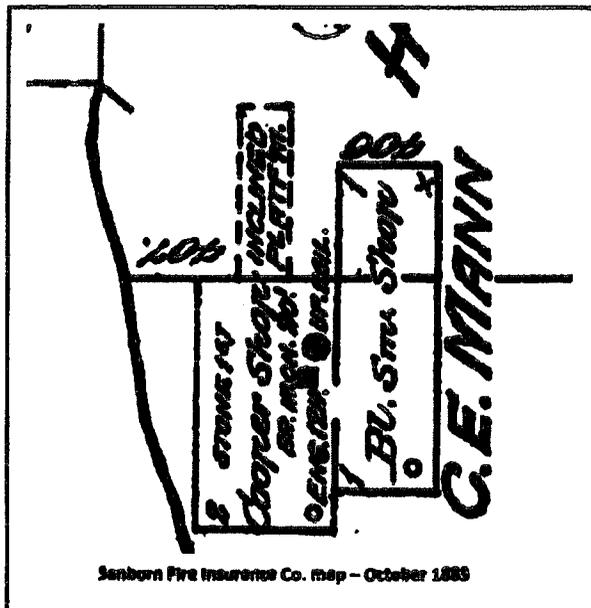
to furnish MILK WAGONS, BUGGIES or CUTTERS at prices less than they can be bought at the factory. Get prices elsewhere if you wish and then come and see us.

At the request of many patrons we are now prepared to do HORSE-SHOEING, having built a shop especially for that purpose... (emphasis added)

The advertisement suggests that Charles E. Mann erected the wood-framed blacksmith shop to the east of the stone structure between 1880 and 1883. However, Mann may have simply remodeled the east wing depicted in the 1869 Bird's Eye View of Geneva engraving.

"(Charles E.) Mann's factory turned out a patented potato digger, cheese boxes and similar items beginning in 1882. He started in the abandoned Rystrom carriage shop at the east end of the bridge." (Geneva, p. 56)

October 1884 (recorded 1887) – Site sold to "Clyde E. Mann."



This entry is confusing (and, likely, a recording error) since Clyde Mann was only 10 years old at the time of the transaction; 13 years old at the time of recording. Also, Clyde's middle name was "Alison."

Clyde's father was Charles E. Mann (1844-1907), who arrived in Geneva during the 1860s and, in the early 1880s, practiced law briefly at Geneva, but before and afterward served as Superintendent of Schools at Geneva, St. Charles, and Batavia as well as serving as the Kane County Superintendent of Schools. Charles E. Mann was instrumental in establishing the high school at Geneva (1874) and served as its first Principal.

Charles E. Mann was first married to Sarah Landon (1847-1883); following her death, C. E. Mann married Emma Violet Curtis (1854-1932).

Two children were born of the first marriage: Mary Estella (1876-1944) and Clyde Alison (1874-1966).

1885 – Alexander Blacksmith Shop / Rystrom Carriage and Wagon Shop remained (1846 limestone building) and was operating as C. E. Mann's Cooperage. (1885 Sanborn Fire Insurance Co. map)

According to several histories, the State Street property was converted to a barrel making factory (cooperage) and a manufactory of wooden butter tubs and cheese boxes as well as a patented potato planter. However, other sources suggest that

Mann's patented potato planter was manufactured at his plant on the north side of State Street.

The building was remodeled to accommodate manufacturing equipment and a steam-powered lineshaft, powered by a 12 horsepower engine. A vertical steam boiler was vented through a 20 foot tall brick and iron chimney.

Because the cooperage business was so successful, C. E. Mann, in 1885, partnered with Walter D. Turner. The two men erected a new building on the former Danford Reaper Works site and moved the manufacturing company to the north side of State Street (where Mann's potato planter was produced). However, later that year, Walter D. Turner and his family decided to move to California and the brief partnership was dissolved. (*The Geneva Republican*, Volume 47, Issue 12, March 24, 1894 and Geneva, p. 56)

October 27-28, 1888 – Fire broke out at Mann's shops on East State Street and was discovered around midnight on Saturday, October 27, 1888. The fire was extinguished in the early morning of Sunday, October 28, 1888, resulting in a loss of \$15,000. The fire destroyed the three year old factory on the north side of State Street and wiped out Mann, financially. Insufficient insurance was in place at the time of the fire to cover rebuilding immediately. (*Sterling Standard*, Sterling, Illinois, November 1, 1888, p 1) According to Walter D. Turner, the fire was intentionally set by "a fiend" who destroyed the cooperage building. (*The Geneva Republican*, Volume 47, Issue 12, March 24, 1894)

Other accounts attributed the October 1888 fire to "drunken loafers loafing around the building." The Geneva Improvement Association pledged to assist C. E. Mann in rebuilding and putting his 25-30 employees back to work as soon as possible. (*Geneva Patrol*, November 1888 – courtesy of the Geneva History Museum).

Presumably, Mann set up shop at a leased location in Block 5 of the Original Town of Geneva.

Within two weeks of the fire, Mr. Mann, a City Alderman, presented a proposal for fire pumps and hoses to the City Council; the report was accepted and approved to seek funding for the equipment. (*Geneva Patrol*, November 1888 – courtesy of the Geneva History Museum).

December 7, 1889 – Petition for two crossings (presumably of the "Glucose rail spur") at Mann's Cooper Shop was approved by Geneva City Council. (*City of Geneva, Illinois – City Council Minutes for December 7, 1889*)

March 1890 – Charles E. Mann acquired Block 5 in the Original Town of Geneva (Fourth and Stevens Streets, north of the "Glucose Line" of the Chicago & Northwestern Railway); purchased from Emily Herrington, et. al. (*Kane County Land Records*)

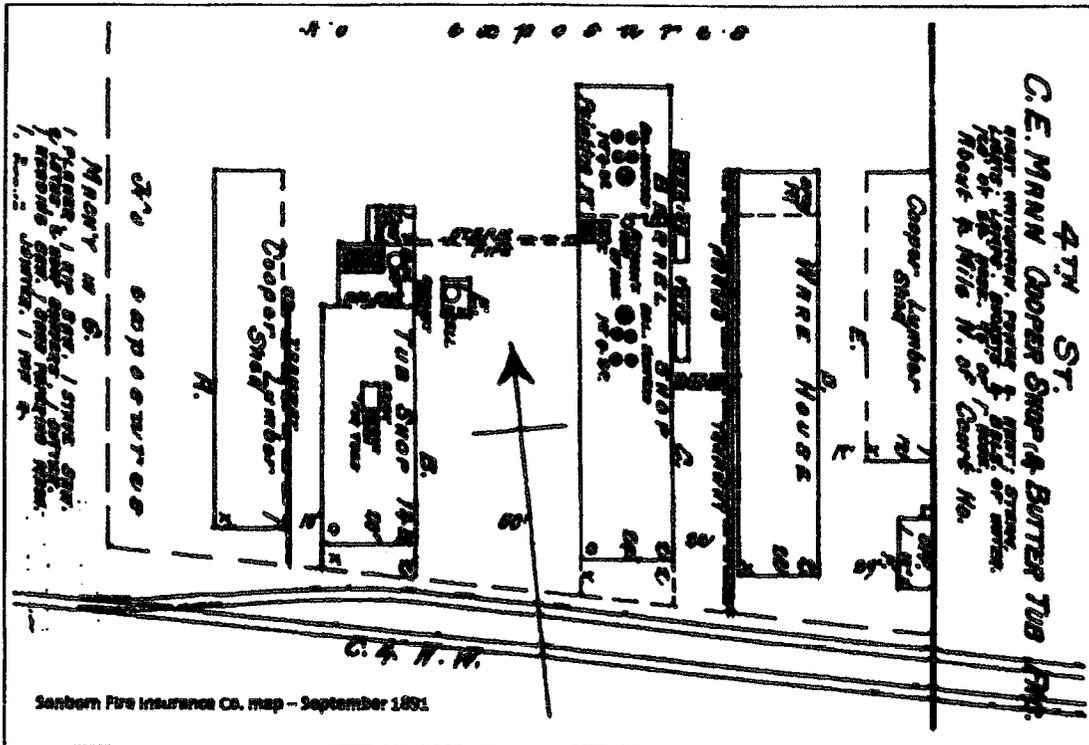
1890 – The New Haven Wire Goods Factory & Cooperage was established at Aurora; Baker & Morton laid out an addition to the city but defaulted and did not build a factory, as promised, for New Haven Wire Goods Factory & Cooperage. (*Joslyn and Joslyn. History of Kane County, 1908. Volume 1, p. 589 and Bateman, Selby and Wilcox, Historical Encyclopedia of Illinois and History of Kane County, 1904. Volume 2, p. 794*)

1890-1891 – Dr. Stephen C. Gillett, of Aurora, and associates acquired the Baker & Morton Addition to the City of Aurora, sold the platted lots; and built a factory, presented to New Haven Wire Goods Factory & Cooperage. (*Joslyn and Joslyn. History of Kane County, 1908. V1, p 589 and Bateman, Selby and Wilcox, Historical Encyclopedia of Illinois and History of Kane County, 1904. Volume 2, p. 794*)

The New Haven Wire Goods Factory & Cooperage began operations at Aurora on February 10, 1891 (*The Chicago Tribune*, Chicago, Illinois, February 11, 1891, p. 5)

Circa March 1891 – The newly-constructed Charles E. Mann Cooper Shop & Tub Factory at Fourth and Stevens streets in Geneva were completed and in full operation.

The property and large industrial complex incorporated several large manufacturing buildings including a barrel-making (cooper's) shop, a butter tub shop, two lumber sheds and a warehouse. The "Mann Shops" were serviced by a rail spur that facilitated the receiving of raw materials and the shipping of finished products. The property was large enough to accommodate future expansion of the manufacturing facility.



Circa March to July 1891 – Sanborn Fire Insurance map survey team documents Geneva, Illinois buildings.

(The Sanborn Map Co. prepared its maps with an army of surveyors traveling from town to town, literally working from strangers' backyards [although surveyors were told to contact the police station first, stories abound of surveyors being thrown in jail, attacked by dogs, or reported as spies]. Relying heavily on their "Surveyors' Manual," surveyors recorded careful notes and diagrams that were then developed into intricately drawn, hand-colored maps that have become invaluable to historians. Surveyors gathered information from local courthouses but, where information was not readily available, actually measured individual buildings by hand. Field surveyors often spent several weeks to several months gathering information in a local community before the field survey notebooks were delivered to New York City where cartographers drew the maps; lithographers printed the maps; and artists hand-tinted the maps. The entire mapping process would require two to six months from sending forth surveyors to issuing of the completed maps.)

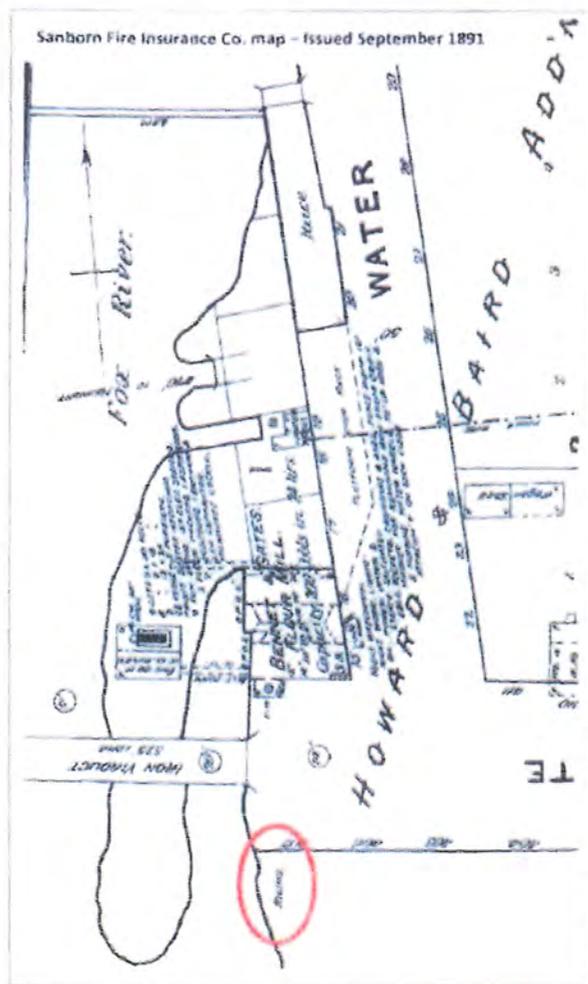
Source: <https://www.historyassociates.com/resources/blog/notes-from-the-field-mapping-history-with-sanborn-maps/> and <http://www.loc.gov/rr/ecdm/m/sanborn/1891.html> accessed February 23, 2018)

September 1891 – Sanborn Fire Insurance map of Geneva (image below to right) is published based on surveyor's notes recorded months earlier. The Sanborn map shows the Mann site as "RUINS" and not yet reconstructed following a fire earlier that year.

All of the earliest industrial buildings, dating to the 1840s and lying north of State Street, had been removed and replaced by the ever-expanding Bennett Flour Mill. The millrace had been modified over time and the flour mill built over the race, where 5 turbines supplied power to the mill equipment.

The former Rystrom / Mann factory site was apparently uninhabitable; nothing about the operations of a factory or other business was recorded on the Sanborn Fire Insurance Co. map.

The fact that the Sanborn Fire Insurance map does not indicate anything about the structure at this site suggests that the building may not have been functional...again, suggesting that the reported fire may have rendered the building unusable for a period of time and, therefore, uninsurable. Other buildings identified as "ruins" on Sanborn Fire Insurance Co. maps are known to have suffered a rather recent calamity (fire, flood, storm, etc.) and were uninhabitable at the time of field surveying. Presumably, "ruins" (in this context) does not indicate the complete and wholesale destruction of a building.



Margaret A. (Alexander) Allan—the grand-daughter of Julius Alexander, noted in a paper presented to the Geneva Historical Society (*Geneva History Museum collections*) that a fire occurred at the former Rystrom Wagon Shop / C. E. Mann Cooperage on the south side of State Street and that, afterward, the property sat vacant for a number of years. **A fire in 1891 destroyed the property "despite the best efforts of Bennett's hose."** (*Geneva History Museum files*) However, she did not identify her source(s) for the 1891 fire nor the nature of the ineffectiveness of "Bennett's hose." Presumably, the hose that was identified in Margaret A. Allan's sources was the 50 feet of fire hose at the Bennett & Gates Flour Mill, north across State Street, as noted in the 1891 Sanborn Fire Insurance map descriptions. The fire, quite probably, also destroyed the frame building to the east of the stone building (unless it had fallen into disrepair prior to the 1891 fire). Margaret A. Allan, a noted local historian and descendant of Geneva pioneers, did not provide sources of her account and does not describe the extent to which the former Rystrom Wagon Shop / C. E. Mann Cooperage property was destroyed. However, it is presumed that the factory building was not suitable for business operations, and only the limestone walls may have remained standing after the fire.

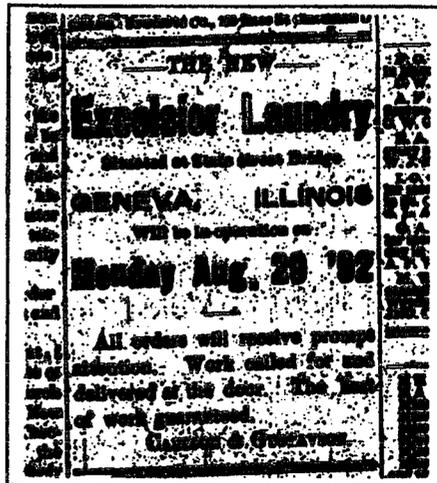
in any case, between 1885 and 1891, the circa 1853-1868 second floor above the stone building (including the inclined ramp), attributable to Rystrom, was removed along with the frame building to the east.

Late 1891 - Early 1893 – The New Haven Wire Goods Factory & Cooperage at Aurora (owned by the Chicago Wire Goods Company) failed (June 17, 1891); the factory was sold on August 22, 1892 for the DuLaney Clock Company of Valparaiso, Indiana (however, the clock company appears to have never occupied the Aurora factory and ended up at Elgin, Illinois); and the factory, machinery, and assets were sold off to E. W. Hall, who acquired the factory but only operated for a few months before fire destroyed a portion of the building and machinery. Hall suspended operations at Aurora. (*Joslyn and Joslyn. History of Kane County, 1908. V1, p 589* and *The Chicago Tribune, Chicago, Illinois, June 18, 1891, p 8* and *The Inter-Ocean, Chicago, Illinois August 23, 1892, p 12* and *The Inter-Ocean, Chicago, Illinois, November 10, 1893, p. 7*)

1892 – Frank E. Stevens moved from Sweden to Geneva in 1892 and, first, was employed for six months at a local foundry and, then, for six months at a local “coopering establishment,” presumed to be Mann’s (which was the only known such establishment in Geneva at that time). (*Joslyn and Joslyn, History of Kane County, 1908. Volume 2, p. 194*)

Mid-1892 – Former Rystrom Wagon Shop and former C. E. Mann cooper shop at East State Street, Geneva, was rehabilitated to be utilized for the Oscar Carlson Laundry, known formally as the Excelsior Laundry. (*Eric Anderson letter and Margaret A. Allen paper and Colin Campbell and The Geneva Patriot, May 20, 1896, all courtesy of Geneva History Museum*)

A shed roof (sloping from north to south) was constructed at the former C. E. Mann shops building at East State Street, based on Geneva History Museum images with Kane County Courthouse in background (courthouse completed in September 1892).



August 1892 – Excelsior Laundry operated by Carlson & Gustavson opened on the 29th of August (*Geneva Republican* 23 September 1892). In addition to operating the Excelsior Laundry, Oscar Carlson was employed full-time; first, at the Howell Foundry and, after 1910, at the Burgess-Norton Company. (*U. S. Federal Census records, obituary and Geneva History Museum files*)

March 30, 1893 – C. E. Mann’s Cooperage on North Fourth Street was destroyed by fire for second time; \$11,000 loss. (*The Geneva Republican, Geneva, Illinois, April 1, 1893, p. 1* and *The Geneva Republican, Geneva, Illinois, April 8, 1893, p. 1* and *DeKalb Chronicle, DeKalb, Illinois, April 8, 1893, p. 7* and *The Bevidere Standard, Bevidere, Illinois, April 12, 1893, p. 8* and *Marion County Democrat, Salem, Illinois, April 28, 1893, p. 2*)

Circa May – June 1893 – The Aurora Cooperage Company was organized “with C. E. Mann, of Geneva, as manager, which bought the (Aurora) factory, and Mr. Mann moved some cooper’s machinery from

Geneva into it and continued the manufacture of barrels and butter tubs in large quantities." An announcement of organization of the Aurora Cooperage Co. at Aurora, Illinois was published in *The Iron Trade Review* "for manufacturing and general cooperage business; incorporators: S. C. Gillett, E. W. Hall, C. E. Mann, Edw. Pierce, Pierce Burton. Address letters to Hopkins, Aldrich & Thatcher, Aurora, Ill." (*The Iron Trade Review*, Vol 26, Issue No. 27; Cleveland, Ohio and Chicago, Illinois. July 6, 1893 and *The Chicago Tribune*, Chicago, Illinois, May 10, 1893, p. 13) (SEE ALSO: https://books.google.com/books?id=NzU6AQAAMAAJ&pg=RA47-PA18&lpg=RA47-PA18&dq=%22Aurora+Cooperage%22+Aurora,+Illinois&source=bl&ots=5kTrhQDr4&sig=fcUTb_IQYzTizhkooIbJhCMCb4&hl=en&sa=X&ved=0ahUKEwias-rsX8LZAhUlxoMKHUhhB38Q6AEINjAD#v=onepage&q=%22Aurora%20Cooperage%22%20Aurora%20Illinois&f=false accessed February 23, 2018)

The barrel-making work resumed at the Geneva factory by mid-June 1893; however, the butter tub manufacturing was reported to be moving to Aurora. (*The Geneva Republican*, June 17, 1893). Dr. Stephen C. Gillett served as President of the Aurora company and his son, William E. Gillett, served as Treasurer. Under the management of C. E. Mann, the Aurora Cooperage Company was never profitable. (*Joslyn and Joslyn. History of Kane County, 1908. Volume 1, p. 589*)

1893 – Frank E. Stevens moved to Aurora, where "he was employed by the Aurora Cooperage Company" for one year. (*Joslyn and Joslyn. History of Kane County, 1908. Volume 2, p. 194*)

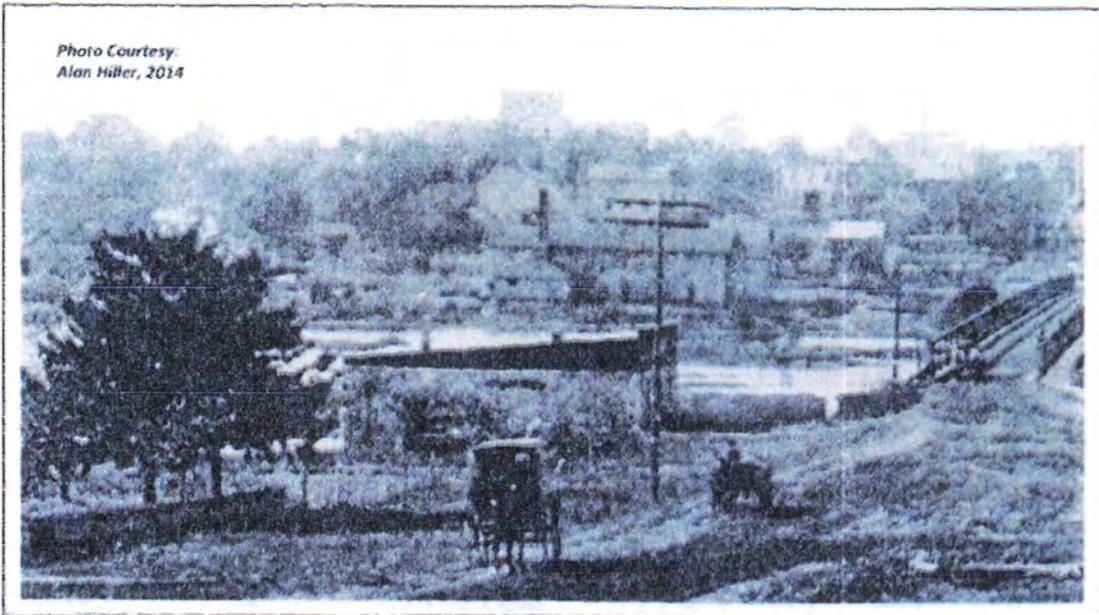
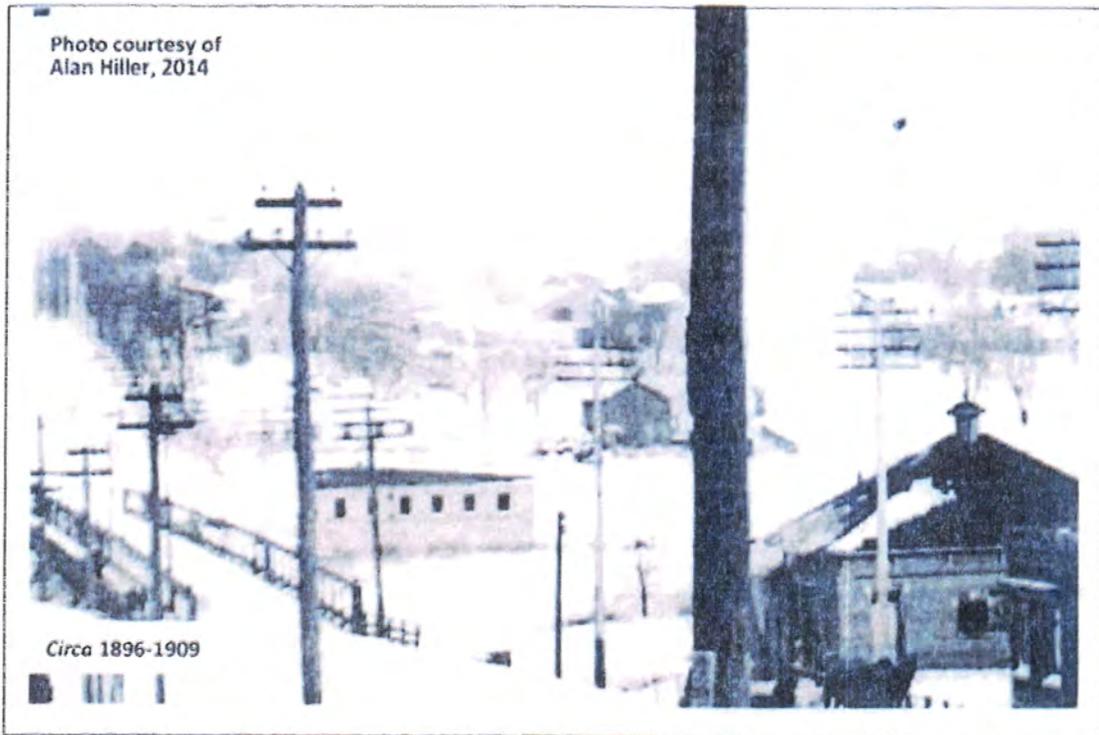
August 3, 1893 – "C. Rebenstorff, foreman of the Aurora Cooperage, has purchased a home near the factory and has moved his family to this city from Geneva." (Source: *Aurora Daily Express*, Aurora, Illinois. August 3, 1893, Issue 3377, p. 3)

February 1894 – The Mann Shops at Geneva were closed down, and the remaining lumber stock was purchased for use in a new home in the Wilcox Addition to Geneva. (*The Geneva Republican*, February 9, 1894)

May 16, 1896 – A thunderstorm struck Geneva, Illinois which may have initiated a fire at the Carlson Laundry on East State Street at the east end of the bridge. The fire was quickly extinguished "but not until it had ruined all the inside apparatus, and damaged the building somewhat." (emphasis added) (*The Geneva Patrol*, May 20, 1896) The implication of the article is that the building structure was salvageable but likely resulted in the damage to the roof structure that remains in 2018.

1896 – C. E. Mann was removed as manager of The Aurora Cooperage Company and replaced by William E. Gillette, who continued to serve as both manager and Treasurer with great success. (*Joslyn and Joslyn. History of Kane County, 1908. Volume 1, p. 589* and *Bateman, Selby and Wilcox. Historical Encyclopedia of Illinois and History of Kane County, 1904. Volume 2, p. 794*) Note: The Aurora Cooperage Company continued in operation until 1923 (*National Coopers' Journal*, Philadelphia, Volume 38, No. 11, March 1923, p. 11)

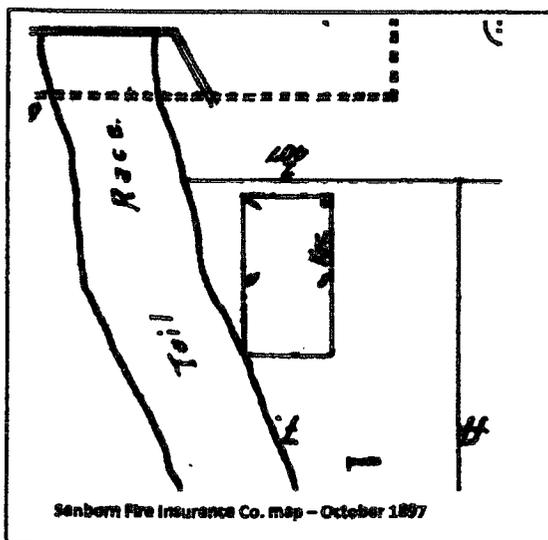
1896 - 1897 – Operated by Oscar Carlson, the Excelsior Laundry on East State Street "at the east end of the bridge" was advertised in the Kane County Business Directory. (*Geneva History Museum collections*)



June 1897 – C. E. Mann accepted employment as the Superintendent of St. Charles, Illinois schools.

October 1897 – The building at the south side of State Street, immediately east of the bridge, was identified as “vacant” on the Sanborn Fire Insurance Co. map.

The notation indicates that the building may have been sitting idle following the May 1896 fire or that Oscar Carlson simply closed down or relocated his laundry following the fire. The building may or may not have yet been repaired or reconstructed. It is probable that C. E. Mann, who by this time had returned to the educational profession, had transferred the property to his son, Clyde A. Mann during the bankruptcy proceedings earlier that same year. It is probable that no funds existed to fully restore the building or that Clyde A. Mann was in the process of disposing of his father's property.



Jan 1900 – Clyde A. Mann sold the property to Charles W. Carter.

Charles Willard Carter (1868-1957) was the brother-in-law of Clyde A. Mann; married to Mary Estella (Mann) Carter (1871-1944). Presumably, the property provided rental income to the Carter family, who lived in Aledo (Mercer County), Illinois, where he was a physician.

The Excelsior / Carlson Laundry ceased to exist at this location sometime between 1897 and *circa* 1902. No known modifications to the building have been identified during this period.

Circa 1902 – The former blacksmith shop-turned-carriage shop-turned laundry was occupied (likely rented) by Joseph Kirk, who established a painting shop in the limestone building.

Joseph Kirk (1842-1918) came to Kane County from Scotland around 1860 (after three years in Connecticut). He married Mary Ann Marshall at Kane County on March 17, 1865 after serving in the Civil War. They were the parents of ten children: Sarah, Jennie, Lottie, Hattie, Minnie, Joseph “John” W. (1876-1912), Estella, Maggie, George (1885-1961), and Irene. He farmed near St. Charles, Illinois. In 1900,

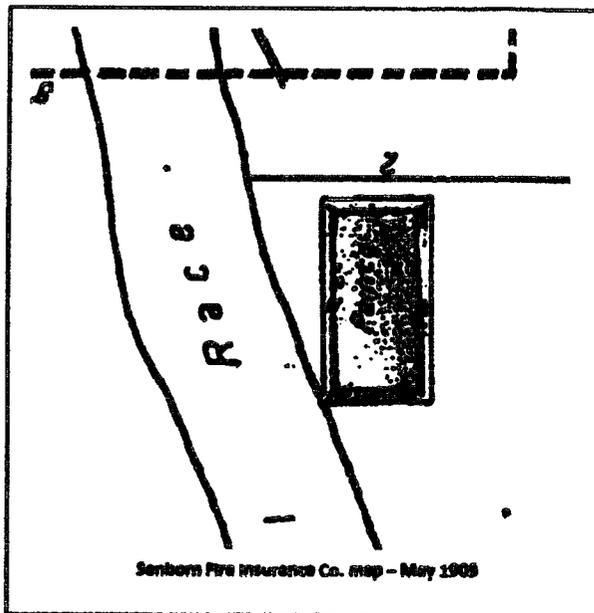
JOSEPH KIRK, retired farmer, Geneva, born Aug. 24, 1842, in Lanarkshire, Scotland, son of Joseph and Charlotte (Scholar) Kirk; came to the United States in 1867, when about fourteen years old; lived at Northford, Conn., until 1869, when he came to Illinois and settled on a farm east of St. Charles, Kane County, remaining four years, when he located on a farm which he had bought north of St. Charles. He spent a year in Maple Park and about four years in what is now Lily Lake. In 1878 he moved to a farm of 160 acres which he now owns, and on which he lived until he retired from active work in 1900. The latter year he removed to Geneva, where he now (1900) resides, and rents his farm to his two sons. While a resident of District No. 8, near St. Charles, he served twelve years as School Director. Mr. Kirk was married March 17, 1865, to Miss Mary Ann, daughter of William Marshall, of St. Charles. In political belief he is a Republican.

Find A Grave Memorial 19281282
www.findagrave.com
www.Ancestry.com

he retired and moved the following year to Geneva. Around 1902, Joseph Kirk—at the age of 60—rented the State Street property from and managed the property for the Carter family (who lived at Aledo, Illinois). Joseph Kirk opened a painting shop, presumably for the painting of carriages, buggies, and wagons.

By 1904, the building at the "east end of the State Street bridge" had been occupied as the painting shop of Joseph Kirk for approximately two years.

In late 1903, the property was rented by John M. Updike of Batavia, Illinois, who continued the painting and varnishing of carriages, buggies, and wagons at the property. (January 9, 1904 *Geneva Republican*)



John M. Updike
OF BATAVIA,

Having rented the Paint Shop of Joseph Kirk, on the east side,

GENEVA, ILL.,

Is prepared to do all work in the

PAINTING AND VARNISHING....

line. Carriage buggy and wagon work a specialty.

All Work First Class and Guaranteed. Prices Reasonable. Shop east end of State Street Bridge.

This may be the "Updike" mentioned in the undated letter from Eric Anderson (*Geneva History Museum Collections* – see pages 10-11 of this report) stated in reference to Anne Forsyth's Mill Race Inn restaurant: "Remember your building, vacancy of it. Never remember it as a blacksmith shop. Remember it as Carlson laundry and a paint shop. A fella by name of Updike from Batavia running it. Wagon painter."

May 1905 – One story "Painting Shop" was recorded on the Sanborn Fire Insurance Co. map. (image to right)

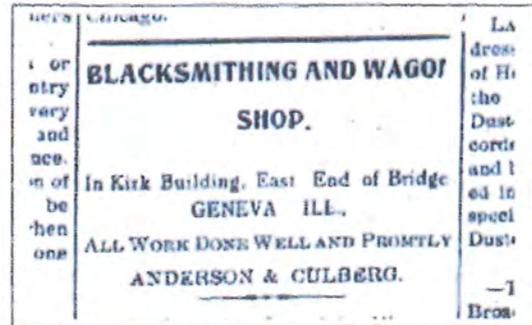
Margaret A. (Alexander) Allen presented an account to the Geneva Historical Society with a mention of two men who used the building for wagon and carriage painting after Oscar Carlson closed his laundry and abandoned the East State Street building. However, she is not specific about the dates of this occupation. (*Geneva History Museum*) Presumably, the men that Margaret Allen did not identify were John M. Updike and Joseph Kirk between circa 1902 and circa 1906. John Montgomery Updike, Jr. is listed in the 1910 Federal census as a widowed carriage painter (shop

location unknown), born about January 1860, and living on Church Street in Batavia. In November 1906, the property was transferred through several transactions to M. Estelle (Mary Estrella) Carter, wife of Charles Willard Carter and sister of Clyde A. Mann.

By 1907, the building was known as “the Kirk Building” and was used as a blacksmith and wagon shop.

When the wagon shop and carriage painting businesses that Margaret A. (Alexander) Allen identified closed, the building was occupied as the blacksmith and wagon repair shop of Anderson & Culberg (*Geneva Republican*, February 1907 Advertisement). Likely, the partners in this business were Andrew/Anders O. Anderson and Artel Culberg.

Andrew Anderson, a blacksmith by trade, was born in Sweden in 1859 and settled at Geneva, Illinois after his 1881 arrival in the United States. Artel Culberg, also a blacksmith by trade, was born in Sweden in 1872 and settled at Geneva, Illinois after his 1898 arrival in the United States.



1909 - 1910 – The 1868-69 bridge was removed and replaced with a concrete bridge.

At this time, the raised grade of the east approach to the Fox River bridge was lengthened, terminating a substantial distance east of the 1846 manufactory building. The elevation of State Street had been raised approximately 6-8 feet above the historic grade and new retaining walls were added at each side of the roadbed approach. The new approach obscured a significant portion of the north façade of the 1846 manufactory building. After that time, the large doorway at the east elevation certainly became the primary access point to the limestone structure.

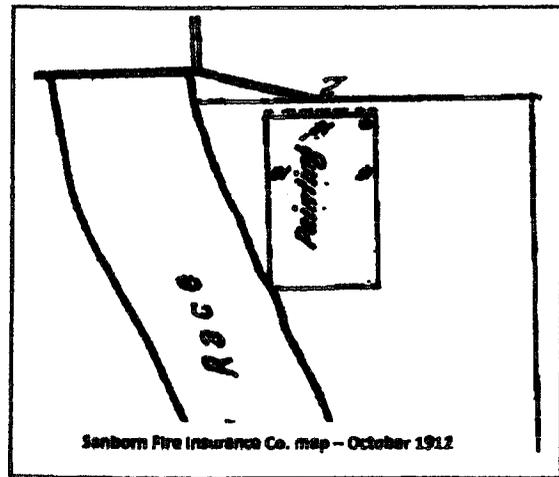


Note the exposed basement at the southwest corner of the former blacksmith shop; the basement level is not viewable in 2018 because of grading changes and building additions over time. The building sat at the edge of the east bank of the tail race; the corner of the limestone building was protected by rip-rap (large stone) to prevent erosion of the building corner from flowing water and ice damming.

October 1912 – One story “Painting Shop” was recorded on the Sanborn Fire Insurance Co. map.

Presumably, the blacksmith and wagon shop went out of business prior to 1912, possibly shortly after the grade of State Street was raised. No additional information about the nature of the “painting shop” is known; however, it is possible that the sons of Joseph Kirk (Joseph “John” W. Kirk and George Marshall Kirk) re-established their father’s earlier painting business.

Circa 1918 – Building is believed to have been used as a machinist’s (repair) shop by brothers George M. Kirk and Joseph “John” Kirk.



December 1921 – The property was sold by Charles W. Carter to George M. Kirk.

At this point in time, no family other than the extended Mann family owned the property for a longer period of time; the property was held by that family for at least 37 years. Although the Mann family did not occupy the premises the entire time, the building underwent significant alterations—in response to calamity and necessity—during the Mann family tenure.

No significant changes to the structure have been identified during this period. However, the mill race on the west side of the limestone building had begun to fill in with soil. It is possible that during this period, some of the original limestone walls may have been painted at either the interior or exterior or both.

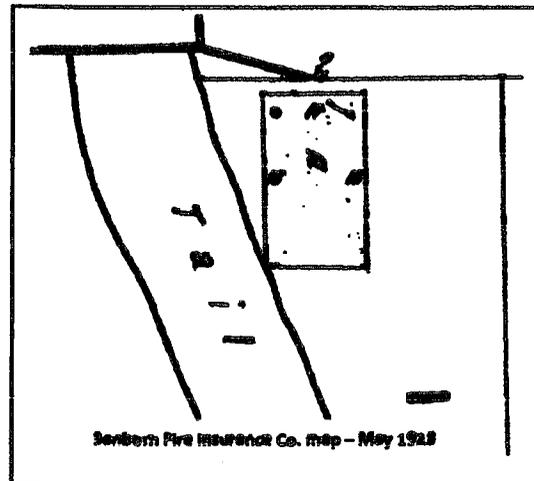
September 1922 – Building and property were sold at Sheriff’s Sale to Emery T. Moore.

Emery Thomas Moore (b. 18 May 1870 at Lisbon, Illinois) was a resident of St. Charles, Illinois. He had been engaged as a retail merchant in 1910, but had become a real estate dealer, specializing in farmland by 1930. When he died on 27 October 1938, he was engaged in farming and had lived for 60 years at St. Charles.

May 1923 – Building was used for an auto business as recorded on Sanborn Fire Insurance Co. map. (image to right) The recorded use could have referred to either auto sales or auto repair.

By this date, the building consisted only of the 1846 limestone structure; however, decorative parapet walls (likely wood-framed construction) were added at the roofline above the original limestone walls of 1846.

Presumably, Emery T. Moore replaced the wooden floor structure (likely plank over heavy timber frame) with the existing, cast-in-place



concrete floor structure in order to adapt the building for automobile sales and/or repairs. At this time, the south basement may have been filled.

In 1923-1924 (per City Council Minutes of October 1923), a one-story, masonry automobile sales and repair garage (Lundeen Garage built by the Wilson Brothers, Geneva contractors) was constructed on the lot east of the property that would become the Mill Race Inn. It is possible—but unlikely—that the new building may have accommodated the business that had been housed (circa 1918-1930) in the former Alexander Brothers' Blacksmith Shop, built of limestone by 1846.

March 1929 – Emery T. Moore sold the property to John R. Tallman, who opened a plumbing and heating business in the building.

John R. Tallman (b. 19 Sep 1882) was a resident of Geneva, Illinois, where he worked as a plumber prior to and after 1920.

John R. Tallman was married to Elizabeth (b. 1880) in 1901, and they had at least three children: Wheeler (b. 1903), Bernice (b. 1906) and Grace (b. 1919).

1930 – Occupied as the Plumbing and Heating Shop of John Tallman. (per several historical accounts)

Federal Census identifies Tallman as “proprietor of plumbing shop,” but he likely closed his business near the onset of the Great Depression (1929-1938) and began farming on South Batavia Road, where he remained through at least 1940. John R. Tallman died in August 1962.

1933 – John R. Tallman leased the former industrial property to Anne Forsyth, who named her new restaurant “Mill Race Inn.”

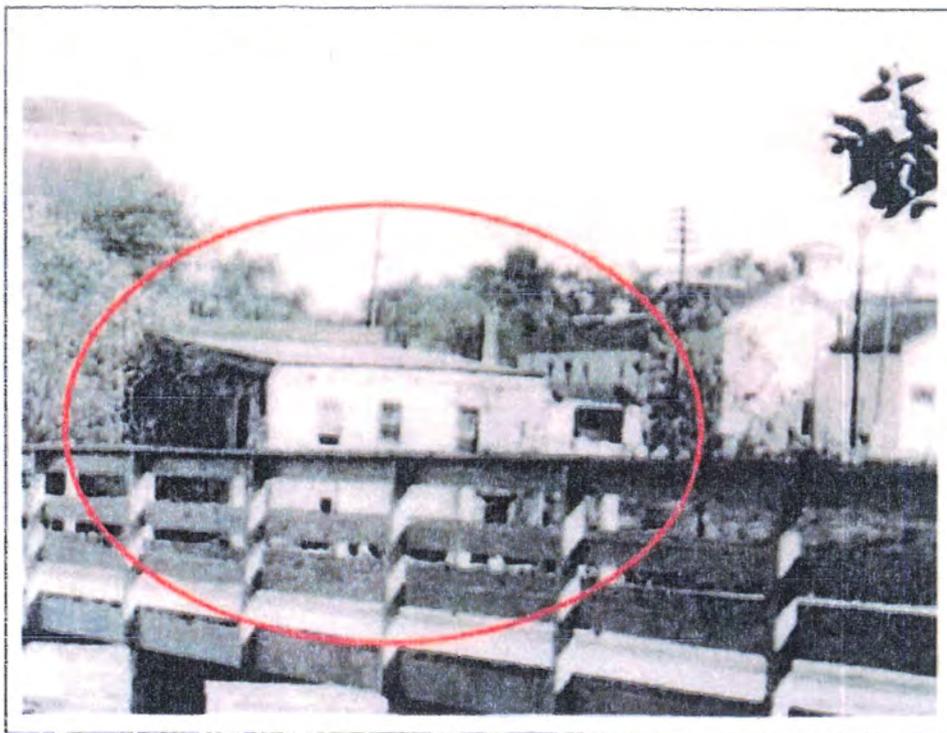
Anne Forsyth was single and a resident of Aurora, Illinois, where she had worked in a variety of clerical positions before becoming a police woman at Aurora (*according to records of the Geneva Historical Society per Glorianne Campbell, presenter of “Remembering the Mill Race Inn” lecture on January 14, 2014*).

Anne's father, Alex, had been an official with the Chicago, Burlington & Quincy (C B & Q) Railroad, but had died in 1913. At that time, Anne (b. 20 Nov 1875) lived with her mother, Rose M.; a spinster (unmarried) sister, Margaret “Marjorie” (b. 25 Oct 1873), who was a kindergarten teacher in the local schools; and an adopted, bachelor brother and artist, Harold (b. 1909). The family (said to be a missionary family according to records of the Geneva Historical Society) lived at 78 S. Root Street, Aurora.

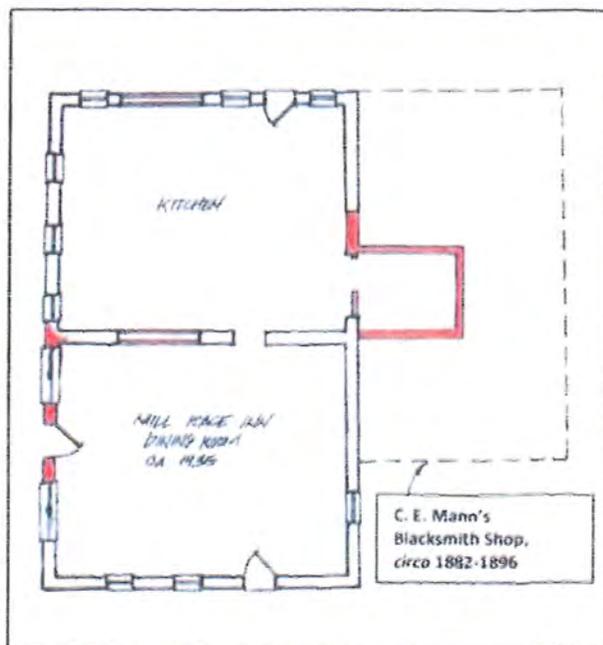
Kate Raftery of The Little Traveler shops and lunch room which—as a gift shop and restaurant established in the late 1920s—had operated successfully and grown “topsy-turvy” on Third Street, encouraged Anne Forsyth to open the small restaurant on the east bank of the Fox River. Kate Raftery also encouraged several other women to open restaurants, bookstores, art studios, and gift shops in downtown Geneva. Also at this time, Kate Raftery encouraged artists, literary people, and upper middle class families to move to Geneva.



LEFT: Detail of photograph from previous page (pre-1931, probably *circa* 1920) showing the 1846 blacksmith shop (later wagon painting shop and cooper shop) before 1933 remodeling by August Wilson & Son for Anne Forsyth's Mill Race Inn. Note: exposed lower level at south wall which does not appear to be accessible from the north basement in 2016 (*not* accessible from south basement of later additions to Mill Race Inn). Also, a later addition (probably wood frame) has been removed from the left (west) side by evidence of an old roof line above the windows at the south end.



1933 – The circa 1846 Alexander Brothers' Blacksmith Shop building was remodeled for Anne Forsyth by local contractor, August Wilson & Son (formerly a principal partner in Wilson Brothers Contracting).



The remodeling consisted of providing larger windows to the west side of the building (to afford better views of the former mill race and Fox River); remodeling of the north section of the building for use as a Kitchen; and two, small, limestone additions to the east side (probably for a walk-in refrigerator and a storage or mechanical room). The entrance was located at the southeast corner of the building through an original (or early) doorway that, later, connected the original limestone structure to the C. E. Mann addition to the east of the original structure.

The historic window to the east at the southeast corner may also have been enlarged, at this time, to match the west windows installed for Anne Forsyth. A parapet (likely of wooden construction) may have been added to the north façade at this time to increase the visibility of the new

establishment. No other structural changes are known to have been made to the exterior of the building.

Based on several photographs, the limestone walls at the exterior were unpainted; the interior finishes of the original restaurant are unknown although one account states that the interior walls were "whitewashed" during Anne Forsyth's tenure. (*Geneva History Museum files*)

The 1933-1935 remodeling may have included the addition of some decorative elements to the State Street façade of the building as well.

Anne and Marjorie Forsyth opened their new restaurant on Saturday, May 20, 1933. The Mill Race Inn operated as a seasonal eatery—serving lunch, tea, dinner and supper—from 1933 thru 1939.

The building was not centrally heated or cooled; therefore, the restaurant operated only between mid-April and early November. The only source of heat, according to several articles, was the fireplace that Anne Forsyth had constructed on the east wall of the Dining Room when the building was remodeled for the restaurant. (*Geneva History Museum files*)

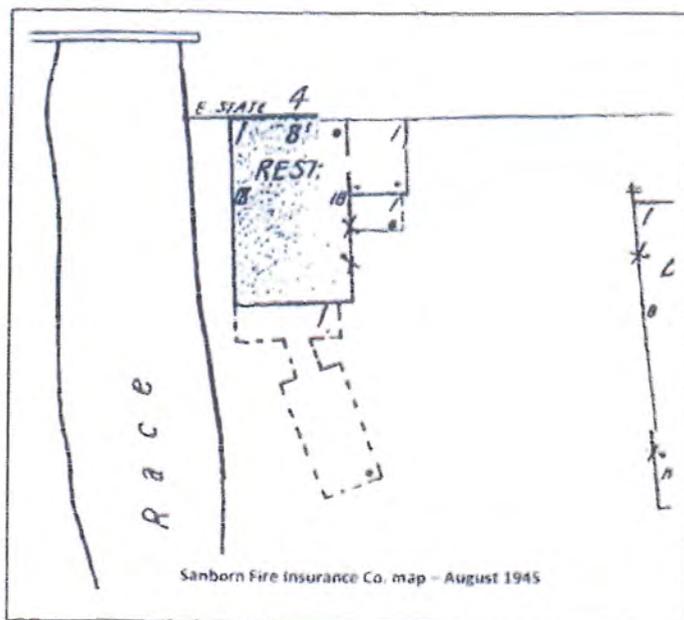
Nov. 1939 – Anne Forsyth purchased building from John R. Tallman.

For a short period of time in the early 1940s, Margaret Sollinger, wife of Albert Sollinger, of Aurora provided some financial support for the operation of the Mill Race Inn; the extent of the business relationship is unclear. Presumably, this business relationship had allowed Anne Forsyth to purchase the property and expand her restaurant operations and offerings.

Circa 1940-45 – Anne Forsyth completed second renovation of her restaurant.

At this time, the Kitchen was expanded at the northeast corner of the 1846 former mill building of limestone, and—likely about 1940—an open-air porch and attached pavilion was constructed to the south of the original 1846 building.

Within a short time, the 1940s-era pavilion was screened for outdoor dining and special events use. Possibly, the space was utilized for dancing, especially with the return of veterans from World War II.



Sanborn Fire Insurance Co. map – August 1945

It is likely that, during this period, the exposed limestone walls in the Kitchen and support areas were painted for a healthier food preparation environment.

March 1946 – Property was sold by Anne Forsyth to Mill Race Inn, Inc.

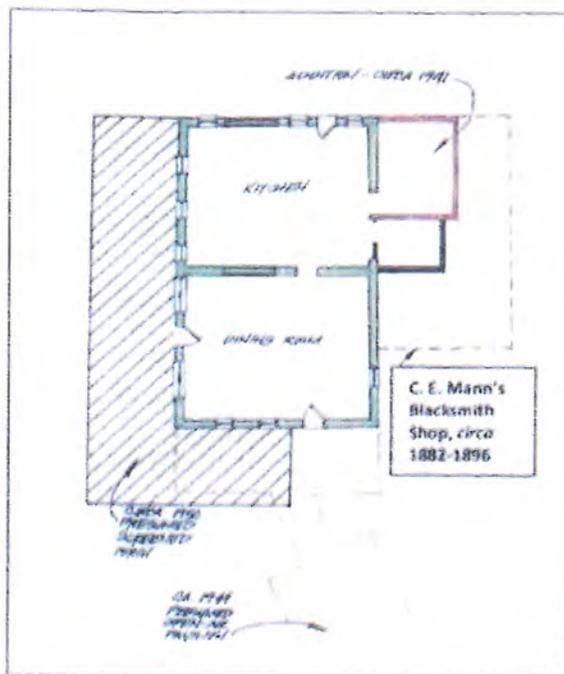
The parties to the new corporation included Anne Forsyth along with her sister, Marjorie, and Kathleen Covey; Anne Forsyth was 71 years old.

After 1946, the extent of Anne Forsyth's involvement in the daily operation of the restaurant is unclear; however, it is probable that she reduced her day-to-day association with her advancing age.

Consequently, the years of Anne Forsyth's significant years of management and operation of the Mill Race Inn ceased sometime between 1946 and 1955, but most probably in 1946.

At this point in time, the cozy dining setting along the scenic Fox River—the hallmark of Anne Forsyth's original Mill Race Inn—began to disappear in favor of an ever-larger restaurant with an expanding customer base.

In April 1946, an open-air, uncovered dining porch was added at the direction of Kathleen Covey, according to City Council records of



building permits issued in March 1946. Built by August Wilson, the new dining porch was added to the west side of the restaurant; the west addition utilized salvaged streetcar rails for structural beams. Likely this work occurred shortly after the close of World War II, when scrap iron and steel was no longer in demand for the war effort (many communities had removed streetcar rails to provide scrap metal for the war effort).

By 1950, the west porch was enclosed with screening.

Circa 1955 – The interior dining space was enlarged by the Mill Race Inn company.

Around 1954, the business was sold to Ray C. Johns of Wayne, Illinois. Under Ray C. Johns ownership, numerous changes were made between 1955 and 1960 to the Mill Race Inn building. The Kitchen was expanded to the north, encroaching into an un-used right-of-way along State Street. The Kitchen, also, was expanded to the east, destroying the original stone additions constructed by August Wilson & Son between 1933 and 1935. Likely, additional painting of the original limestone walls was completed in the food service areas of the restaurant. The circa 1946 west deck was enclosed with stacked awning and fixed windows within new exterior walls and a permanent roof about 1956. The new space was used as an additional dining room. Other building additions also provided a new entrance area at the east side of the complex as well as a private dining room at the northwest corner of the 1846 limestone building.

Only a small portion of the south and east walls at the southeast corner of the 1846 limestone structure remained exposed to the exterior. The exposed stone walls—nearly 175 years old—appear to have survived unpainted.

Under Ray C. Johns, the restaurant continued to operate seasonally between mid-March and late November.

1963-1964 – The mill race north of State Street was filled in by the State of Illinois.



Roy S. Lasswell, Geneva attorney, fought the filling of the historic waterway...going as far as blocking equipment with his own automobile. Claiming that downstream water quality would be affected, Lasswell's represented several clients: Walter Frazier, Howard J. Raftery, J. Ross Drever, Neil R. McBain, Richard Barney, R. C. Johns, and Mill Race Inn. Others named in suit were Hillquist Bros. Construction and Ted Hillquist (February 27, 1964 *Chicago Tribune* Section 1C, p 11 and March 1, 1964 *Chicago Tribune* Section 10, p 1)

Ray C. Johns died in 1964

1964 – The Mill Race Inn was operated by Stuart Johns.

Following the death of his uncle, Stuart Johns managed the restaurant for a number of years

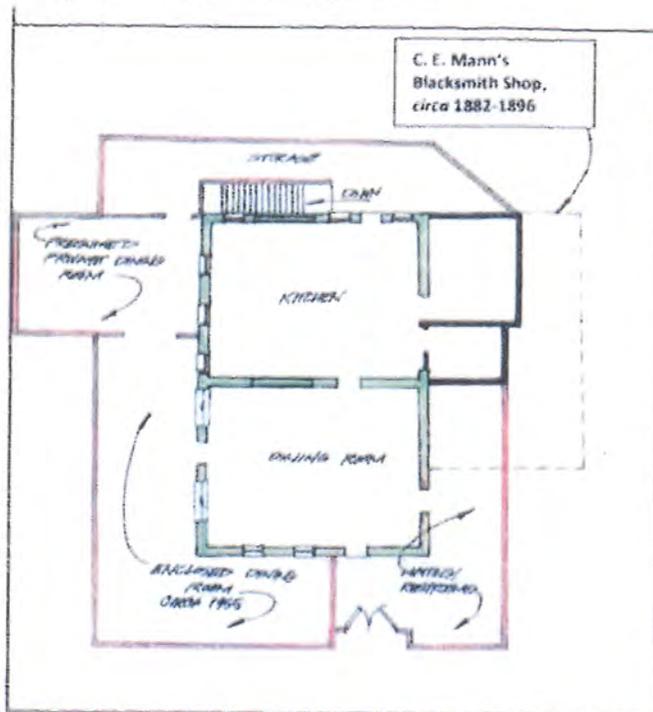
1965 – The Mill Race Inn’s original owner celebrated a milestone birthday.

Anne Forsyth was 90 years old.

1966 – The Mill Race Inn was expanded by Stuart Johns.

Apparently, the screened south porch and pavilion were removed around 1966 to make way for a new reception area and waiting room. The addition completely enveloped the historic 1846 blacksmith shop building.

Between 1967 and 1968, a new dining room along the river edge was built around the west and south sides of the original Mill Race Inn restaurant building. It is likely that the first air conditioning system was installed during this time.



The new addition was constructed within a portion of the former mill race channel and required a basement; the basement floor was set approximately 3 feet lower than the cellar floor of the 1846 structure.

The mill race—which had long been stagnant and filled the Mill Race Inn with a noticeably pungent odor during the late summer months—had been filled in through a joint effort of the Geneva Park District and the Johns family.

According to recollections of former owners and employees, the newly-constructed basement was prone to flooding from the time it was constructed. In fact, the restaurant operators “knew exactly what to do when the river rose” because it “flooded quite often” according to

comments of Diane Ellsworth (speaking at the “Remembering the Mill Race Inn” lecture— Geneva History Center, 01.14.2014).

1969 – The Mill Race Inn was remodeled for nearly year-round use.

During Stuart Johns’ tenure the building was “winterized” with the addition of an expanded entry (Arthur Nelson of State Bank of Geneva notes, Geneva History Museum Archives). A building permit was issued for an addition in December 1968, according to the 09 January 1969 issue of the Geneva Republican) However, the restaurant still continued the tradition of closing several months during the winter.

Central air conditioning was installed about this time.

1973 – The Mill Race Inn management was assumed by Ray C. Johns' daughter, Rae Johns Ellsworth.

1974 – An original Mill Race Inn partner died.

Margaret "Marjorie" Forsyth died in February 1974, nine months short of her 100th birthday. She was buried alongside her parents and brother at Spring Lake Cemetery, Aurora.

Circa 1975 – The Mill Race Inn management responded to growing popularity of the Geneva dining destination.

A major expansion along the east side of the Mill Race Inn complex was undertaken as early as 1975 but—more probably—beginning in 1976.

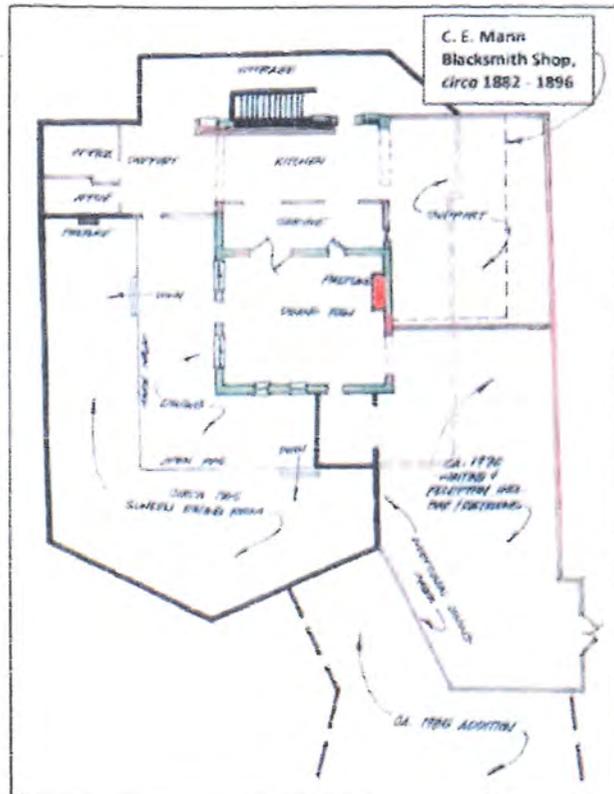
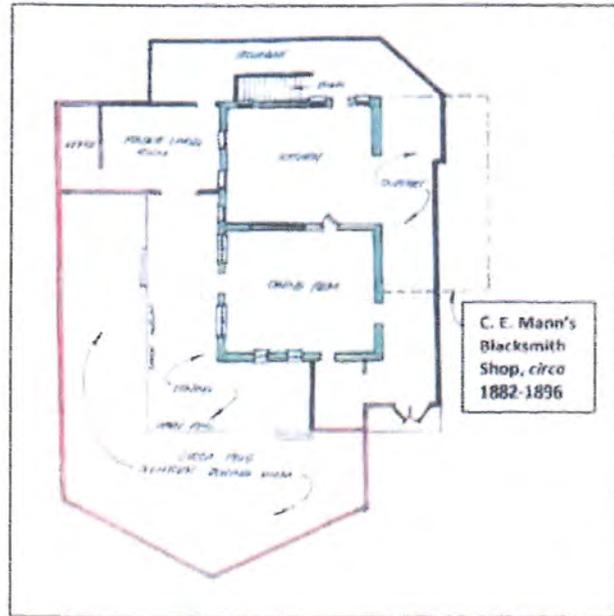
At this time, several fireplaces were installed throughout the restaurant, including a gas fireplace inserted within the original Dining Room fireplace of Anne Forsyth's Mill Race Inn.

During this remodeling, the Kitchen design required the removal of a section of the east and west walls of the 1846 building. The east wall was comprised of a large doorway; however, the west side required the removal of a portion of the historic limestone perimeter walls. With the completion of this remodeling effort, the original 1846 limestone walls of the 1846 Alexander Brothers' Blacksmith Shop were completely enveloped within the Mill Race Inn complex.

Upon the completion of this expansion, the Mill Race Inn operated as a year-round restaurant.

1976 –The Mill Race Inn's original owner and creator died.

Anne Forsyth died in May 1976, 100 years and 5 months old. She was buried at the family plot at Spring Lake Cemetery, Aurora.



Following the death of Anne Forsyth, the Mill Race Inn continued to be transformed from a cozy, intimate dining establishment to a larger, modern restaurant. Although historic limestone walls and many of the early small dining rooms remained, the regionally famous restaurant was not able to meet the demands for larger parties. Notably, the restaurant's patrons were drawn to the legendary restaurant along the historic, Fox River—a site steeped in the legends of early Geneva and its pioneer settlers.

February 6, 1978 – The Owners of the Mill Race Inn requested a Variance for use of basement level.

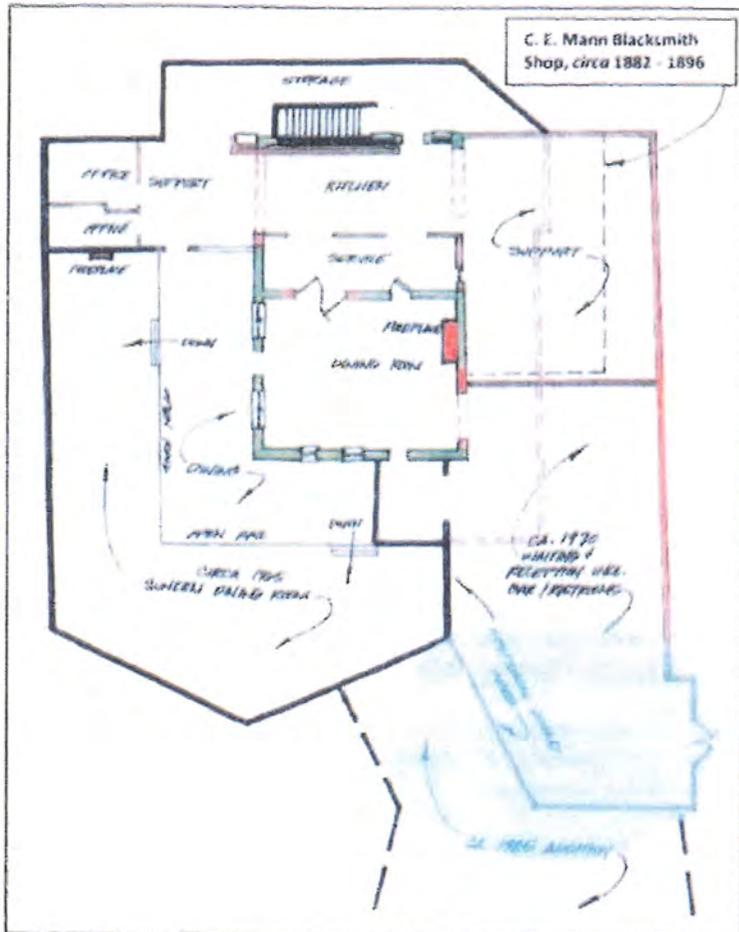
In an effort to serve its patrons more effectively, the Mill Race Inn management appeared before the Geneva City Council to make the following request:

Alderman Mayer advised the Council that the Mill Race Inn wished to change the plans under their present building permit which would provide for a basement storage room to be converted to a banquet room.

The Building Commissioner was unable to extend the permit to cover the change because BOCA Code does not permit such

use in a flood plain under the water level. The problem was reviewed by the Building Planning and Zoning Committee and determined that in the best interests of the Commercial district and the City as a whole, the Mill Race Inn should be permitted to expand its facilities. Thus the City Attorney was instructed to prepare an indemnification agreement to hold the City harmless in the event of a damage claim resulting from a flash flood. Such a document was prepared and presented for consideration. Because the City Attorney felt uncomfortable concerning a possible liability even with passage of the agreement, considerable discussion followed. Alderman King felt that the BOCA Code prohibits such a structure, then why

are we trying to break the code (sic) Alderman Mountsier inquired if the document could really hold



the City harmless. Mr. Radovich advised of a possible exposure here. The integrity of the Mill Race comes into play and we would have to rely upon them to provide legal counsel in the event of a suit against us. Motion by Mayer that the City Attorney be instructed to study a variation amendment to the Building Code. The motion died for lack of a second. Motion by Montsier, seconded by Langeness, that the question be sent back to committee for further study and a recommendation. The motion passed unanimously.

(Based on the Council Meeting Minutes, it is presumed that the area of the proposed basement level Banquet Room is the space identified by a blue oval [see illustration on preceding page]. However, the request may have been for the conversion of the circa 1965 storage room along the river bank.)

No evidence has been discovered suggesting the banquet room expansion was permitted.

Circa 1983 – The Mill Race Inn was managed by John Mitchell and Bonnie Rae Off, the grand-daughter of Ray C. Johns.

At some time between 1981 and 1986 (apparently opened in 1985), an expansive, timber-framed Dining Room and Bar (“The Mallard Room”) as well as a Lower Level casual dining room (“The Mill Grill”) and bar (“The Duck Inn”) were added to south end of the building, in the location of the former 1940s-era pavilion.

The interior and exterior limestone walls of the 1846 structure that were exposed to public view were *faux* painted to mimic the original limestone and to mask modern enhancements (soffits, HVAC ductwork / louvers, and lighting) to the original limestone building.

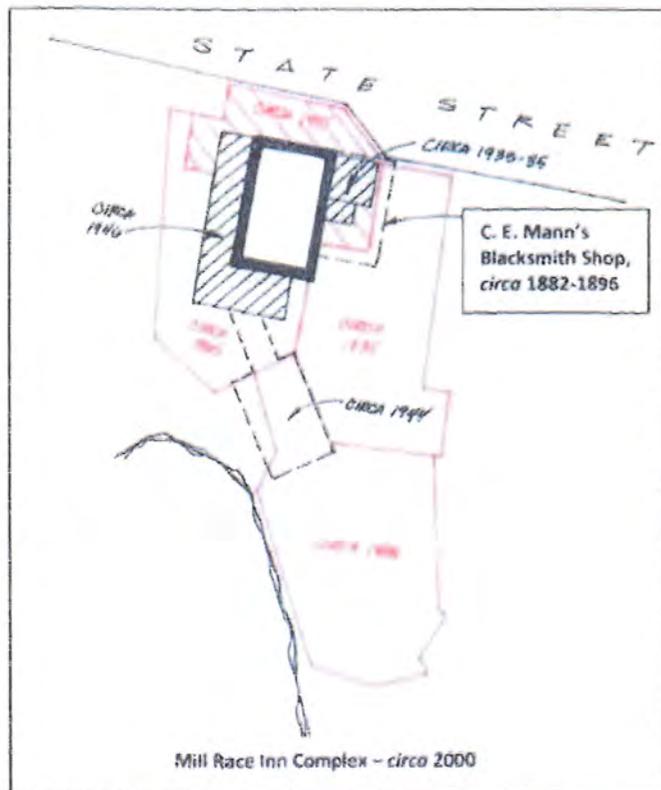
2005 – The Mill Race Inn was sold to new owner, Charlie Roumeliotis.

During the tenure of Charlie Roumeliotis, few—if any—significant changes were made to the Mill Race Inn complex.

Thursday, January 20, 2011 – The closing of the Mill Race Inn was announced for the approaching weekend.

The building was vacated and began to deteriorate over a two year period. The lowest basements of the abandoned building flooded several times, and the property was vandalized periodically.

Mid-Summer 2013 – A prospective purchaser of the abandoned Mill Race Inn complex approached the City of Geneva with plans for redevelopment of the site.



November 19, 2013 – The Mill Race Inn property was discussed as a possible local landmark at the regular meeting of the Geneva Historic Preservation Commission.

HPC Staff (Preservation Planner) was directed to investigate the historic significance of the Mill Race Inn complex and to identify the extent of any remnant portions of the reported 1842 structure or the 1933 restaurant.

November 20, 2013 – Investigation of what remained of the 1840s structure(s) began.

November 26, 2013 – Geneva Preservation Planner, Michael Lambert, and Geneva Code Enforcement Officer, Jim Forni, toured the abandoned structure with the prospective purchaser.

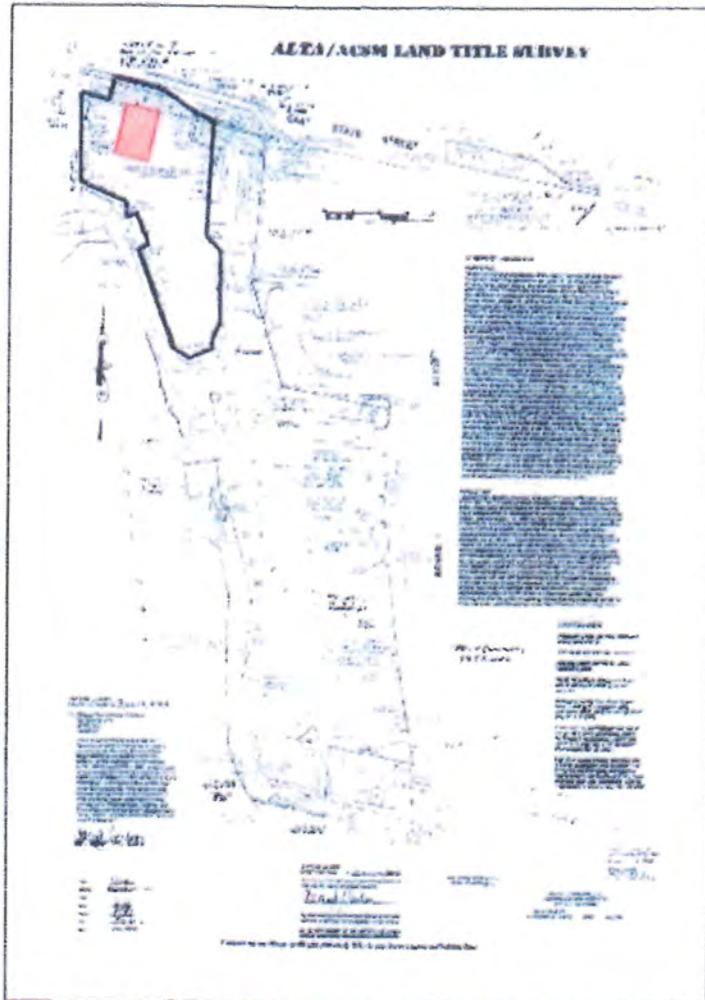
December 10, 2013 – A draft report of the Mill Race Inn property was prepared for review by the City of Geneva Administrative and Community Development Staff.

December 20, 2013 – Revisions were made to the draft report based on questions and comments raised by internal staff review and based on additional historical research provided by HPC members Carolyn Zinke and Alan Hiller, including access to photographic and archival files of the Geneva History Center (a/k/a Geneva History Museum).

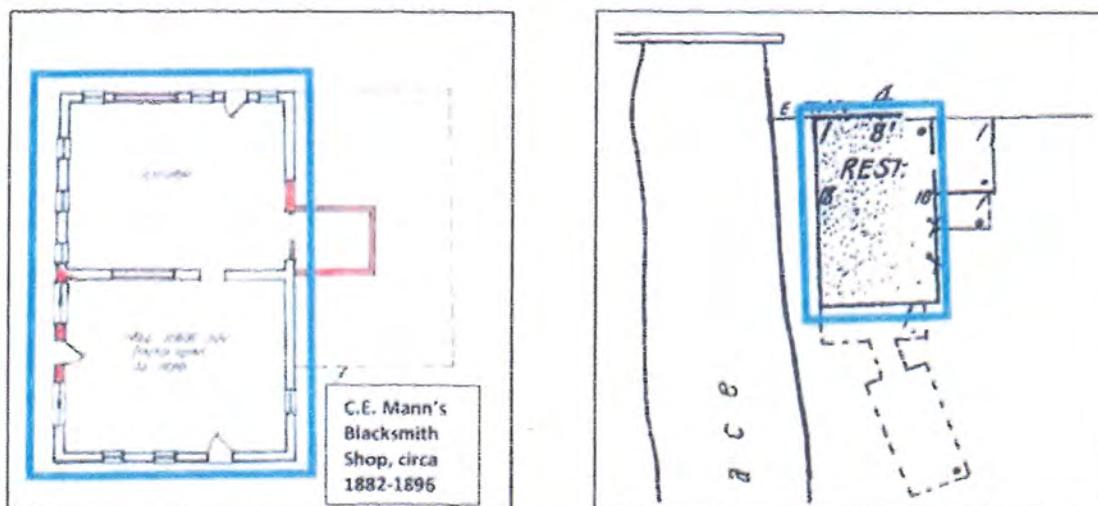
January 14, 2014 – “Remembering the Mill Race Inn” was the “Brown Bag Luncheon” topic at the Geneva History Center (a/k/a Geneva History Museum) at Geneva, Illinois.

January 17, 2014 – Report of significance and preliminary findings was completed.

July 27, 2016 – Report was updated to provide minor additions of new information and documentation of the historical development of the Mill Race Inn.



August 10, 2016 – The City of Geneva announced that the Shodeen Construction Co., recent purchasers of the former Mill race inn property, had submitted an application for the selective demolition of the Mill Race Inn that would raze the majority of the existing building and expose the historic structure (circa 1846 – circa 1944) for further evaluation of historic and structural integrity as well as potential adaptive use within future development of the site.



Areas outlined in blue (above diagrams) represent the historic **Alexander Brothers' Blacksmith Shop**, scheduled to be exposed during the selective demolition undertaken by Shodeen Construction Co.

December 2018 – The Shodeen Family Foundation applied for a demolition permit of the surviving, circa 1846 limestone structure. In response to the demolition permit request, a nomination for Historic Landmark designation was filed and duly amended by Fred H. Zinke, local Geneva resident.

February 20, 2018 – The Geneva Historic Preservation Commission held a public hearing to consider the Historic Landmark nomination; the Commission continued the public hearing to its **March 20, 2018** meeting, when the Commission voted to recommend Historic Landmark designation by a vote of 4:1.

April 16, 2018 – The Geneva City Council considered the Commission's recommendation for Historic Landmark designation; the Council continued discussion to its **May 7, 2018** meeting, when the City Council voted to uphold the Commission's recommendation for designation by a vote of 9:1. During the interim between Council meetings, Landmarks Illinois—the statewide organization for preservation advocacy—identified the building as one of Illinois' Ten Most Endangered Properties on **April 25, 2018**.

June 24-27, 2019 – A planning and design charette, organized by the City of Geneva and the Shodeen family Foundation and headed by The Hitchcock Design Group (Naperville, Illinois) proposed a mixed-use development of the landmark property that dismantled the historic structure and re-purposed a portion of the salvaged material. The Geneva City Council ratified the charette parameters on July 15, 2019.

Preliminary Historic Significance Evaluation of the Site and Buildings

Early Settlement-era structures (those properties constructed within the first 15-20 years of the establishment of a populated place) are rare historic resources, particularly in suburbanized communities where growth pressure has been constant for significant periods of time.

Typically small and humble, Early Settlement-era properties are often utilitarian, vernacular structures of little to no architectural style. However, the character of these early 19th century buildings provides a glimpse of the buildings that the first pioneers erected when establishing a new community.

The Mill Race Inn complex contains a remnant Settlement-era structure from Geneva's earliest days as a populated place.

General Condition of the Mill Race Inn Complex

The Mill Race Inn complex was a complicated assemblage of additions to an Early Settlement-era limestone structure that dates to the earliest years of the Geneva community.

The complexity of the floor plan made it difficult—for the average person—to understand the historic and non-historic portions of the existing building.

However, the 1846 manufactory building that became, in 1933, Anne Forsyth's original Mill Race Inn was clearly evident within the sprawling complex (see illustration to right).

As it stood to 2016, the Mill Race Inn complex, overall, was in a poor state of repair. The building and grounds were abandoned stood but with little effort to stabilize the structure or prevent damage and deterioration during a long period of no

occupancy. Based on visual

inspection of those areas that were accessible and without the aid of special instrumentation or investigative aids, the original limestone building appeared to be structurally sound and showed no readily-discernable signs of imminent structural failure.



Several windows had been broken; exterior decking was in poor condition and the pavement and sidewalks were beginning to deteriorate. Furnishings and miscellaneous restaurant appointments, along with upholstered furniture and worn carpeting, were scattered throughout the complex. Kitchen fixtures—with few exceptions—had been removed in their entirety.

Building systems (electrical, HVAC and plumbing) were antiquated and installed in piecemeal fashion throughout the rambling complex. It was doubtful that any building systems retain any functional utility. Water had flooded the lowest basements areas of the structure; however, no standing water was evident in the 1846 cellar. In fact, little evidence of water ever being present within the 1846 cellar existed; the 1846 cellar floor was substantially higher than the newer basements. The presence of standing water and the long-vacant condition combined to create a poor interior environment.

Demolition of the post-1945 additions to the original building as well as efforts to “mothball” the original structure between 2016 and 2018 preserved the remaining portions of the original 1846 structure that had been modified over time, principally for the establishment of the Mill Race Inn restaurant in 1933.

What Remains of the Alexander Brothers’ Early Settlement Buildings?

The earliest structures attributed to the Julius and Edward Alexander have disappeared from the Geneva landscape: the original Alexander Brothers’ Blacksmith Shop (1837-38) north of State Street; their wood- frame home (1837-38); and their 1842 brick blacksmith shop on the north side of State Street. In fact, records that indicate the second 1842 building exists are incorrect.

However, the *circa* 1846 limestone structure—which measures approximately 30’ X 48’ and comprises little more than 1400 square feet of the entire property—remained clearly visible within the rambling Mill Race Inn complex. The *circa* 1846 limestone building is, *in fact*, the third blacksmith shop of the Alexander brothers and the remaining, settlement-era building directly associated with this important pioneer family.

Identifiable, today, by the original limestone bearing walls, the Alexander Brothers’ 1846 blacksmith shop no longer retains its original floor or roof. However, that condition is not as much an issue of building deterioration as a case of building evolution over time.

Three of the four original exterior walls of the 1846 limestone structure were visible within the present- day building; the exterior and interior faces of those walls are readily visible. However, the historic exterior face of the east wall is largely obscured from examination or observation; the interior face is largely exposed.

Unfortunately, approximately 15% of the historic west wall and approximately 40% of the historic east wall have been altered over time. The west wall loss encompasses a portion of the bearing wall and at least one original window opening. The east wall loss incorporates a large area that was once a sizable doorway (see *circa* 1892-1909 image). However, an initial assessment suggests that at least 82% of the original walls, as exposed in 1846, remain intact with minor modifications made for Anne Forsyth’s restaurant in 1933.

The cellar level of the 1846 manufactory building remains in exceptional condition. However, the original ceiling / floor structure has been replaced with poured concrete over time.

Although some historic window and door openings of the 1846 structure remain unaltered (particularly at the north facade), few—if any—retain original jambs. Where historic jambs exist, no historic window sash or doors were evident during the site visit. Many window openings appear to retain original lintels and sills.

What Examples of Pre-Civil War Industrial Buildings Remain in the Fox River Valley?

Although a comprehensive survey of this building type has not been undertaken, it appears—based on surveys of many communities south of and including Elgin, Illinois—that the Alexander Brothers' blacksmith shop building at Geneva is one of a handful of the original, pre-Civil War, industrial buildings remaining (in 2019) in the Fox River valley. The 1840s Bennett Mill at Aurora was dis-assembled and reconstructed at a new site with old and new material and is a recreation (but not an authentic building) employing both historic and modern building techniques. The most impressive, surviving, pre-Civil War industrial building is the 1854 Gray Mill at Montgomery (but the foundry there was dismantled along with other river-powered factories many decades ago). The blacksmith/foundry industry that was key to the development of these river communities is all but lost at this point in time (July 2019). No other pre-Civil War industrial buildings have been located as a result of previous studies of Ottawa, Sheridan, Millington, Plano, Yorkville, Oswego, Montgomery, Aurora, St. Charles, South Elgin, and Elgin. While highly unlikely, it is possible that one or two sites may be as indiscernible as the Geneva property when it was enveloped within the Mill Race Inn. Perhaps, an early, industrial building of this type lies north of Elgin. However, it is unclear whether the communities north of Elgin (East Dundee, West Dundee, Carpentersville, Algonquin, Fox River Grove, Cary, Port Barrington, Burton's Bridge, Island Lake, Holiday Hills, McHenry [Gagetown], Johnsburg, or Fox Lake) have ever been surveyed for this type of structure. With the possible exception of McHenry [Gagetown], the towns north of Elgin were settled as either agricultural centers, railroad stops, or entertainment resorts; many were established in the early to mid-twentieth century. Only McHenry [Gagetown] references any sort of mill or industrial complex in its early history.

What Remains of Anne Forsyth's Mill Race Inn of 1933?

With the exception of the early service additions constructed along the east side of the 1846 structure, Anne Forsyth's original restaurant was contained within the walls of the 1846 limestone structure.

Eighty years after Anne Forsyth's tiny restaurant first opened, the dining room space of the original Mill Race Inn remains intact, including the fireplace she had installed, although finishes and some walls have been modified over time. Several windows installed in the early 1930s by August Wilson remain.

Alterations made after 1946 were largely not associated with Anne Forsyth's original eatery; those areas of the complex were an odd arrangement of spaces and differing floor levels. Unfortunately, many of the original limestone walls were painted after Anne Forsyth was no longer involved in the day-to-day operations of the Mill Race Inn. Subsequent owners continued to modify and alter the original Mill Race Inn with the addition of later dining rooms.

However, the boundaries of Anne Forsyth's 1933 restaurant are clearly identifiable as the perimeter of the 1846 structure; the 1933 Mill Race Inn restaurant is clearly evident within the abandoned complex.

What Architectural Integrity Remains?

As an early vernacular structure, constructed of indigenous materials and adapted for many uses over time, the building retains a sufficient amount of integrity to be identifiable as the early blacksmith shop building. Although the John Rystrom Carriage & Wagon Shop was, likely, the second most significant business at the site and C. E. Mann's Cooperage was the third significant business to occupy the site, little of the architecture constructed for either of those ventures remains today.

However, the diminutive building survives as one of the few examples of pre-1850 commercial or industrial buildings in Geneva and is among the oldest of its kind in the entire Fox Valley. The building stands, in 2018, as an example of a utilitarian building that—for more than 170 years—has been adapted and re-purposed,

continuously, to accommodate growth and redevelopment of the east bank of the Fox River at Geneva.

A thorough investigation of the architecture of the remaining 1846 structure, as modified by Anne Forsyth in 1933, could better quantify the extent of original, extant materials from the two most significant periods of the structure's history that have survived: the 1846 manufactory and Anne Forsyth's 1933 Mill Race Inn.

Does the Building Satisfy Any Criteria for Listing in the National Register of Historic Places or as a Local Landmark?

The National Register of Historic Places has established criteria that evaluates properties based on the quality of significance in American history, architecture, archeology, engineering, and culture present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and

(a) that are associated with events that have made a significant contribution to the broad patterns of our history; or

(c) that embody distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

(d) that have yielded, or may be likely to yield, information important in prehistory or history.

Admittedly, vernacular, utilitarian buildings are often challenging structures to nominate for landmark recognition. However, the Alexander Brothers' 1846 blacksmith shop building may qualify for National Register listing under Criterion A because the building is one of the few remaining Geneva buildings that is closely associated with the initial settlement of the pioneer community. Furthermore, it may be argued that the structure qualifies under Criterion C as an example of an early manufactory building associated with the early industrial development along the Fox River at Geneva. Few examples of these very early (pre-Civil War) industrial buildings remain throughout the Kane County section of the Fox River Valley. A survey of the Fox River valley communities may verify that the building at Geneva is the sole surviving (or one of a dozen or less), pre-Civil War industrial building still at its original location (Aurora's Bennett Mill was dis-assembled and reconstructed at another site around 2013). Additionally, the building has associations with several other industrial users that were important in the development of Geneva through the nineteenth century: the Rystrom Wagon Shop and the C. E. Mann Cooperage, primarily, but—to a lesser degree—even the Carlson Laundry.

Important to any case that would lead to landmark status for the Mill Race Inn site would be the appropriate identification of a Period of Significance for the remaining structure. Based upon this preliminary investigation, an appropriate Period of Significance may be 1846-1945 (the date the building was first constructed thru the final year Anne Forsyth operated the Mill Race Inn, individually. Without further investigation, it is difficult to suggest that later (post 1946) sections of the Mill Race Inn complex meet the National Register criteria or merit consideration for landmark status due to continued modifications of spaces in recent times.

In either case, the building may qualify for Investment Tax Credits and other grant funds that could assist in the preservation of those portions of the complex determined to have historic significance. Identification of the appropriate parts of the structure that may be preserved as well as an appropriate Period of Significance would allow the redevelopment of large portions of the abandoned Mill Race Inn complex and site.

Following a similar evaluation (although the evaluation is not as restrictive at the local level), the City of

Geneva—which is a designated Certified Local Government—could identify the property as a local landmark.

How Does Landmark Status and Rehabilitation of the 1846 Limestone Manufactory Fit with the City of Geneva Planning Efforts?

The Geneva community has a long history of embracing its historic places and utilizing its history to promote economic development. To that end, several community planning documents have been developed within the last ten (10) years, each including goals and objectives for the preservation of architecturally and/or historically-significant buildings, sites and structures. Although the former Mill Race Inn building lies outside of the boundaries of the Geneva Historic District, the building has been identified by the City of Geneva as a historically-significant site.

Historic Preservation Plan (2008)

The Historic Preservation Plan (2008) identifies numerous early settlement buildings and sites on the east side of the Fox River, including the former Mill Race Inn site. Goals of the Historic Preservation Plan that may be applicable to the former Mill Race Inn site include:

Goal 1: Identify historic resources including architecturally and/or historically-significant buildings, sites and/or structures.

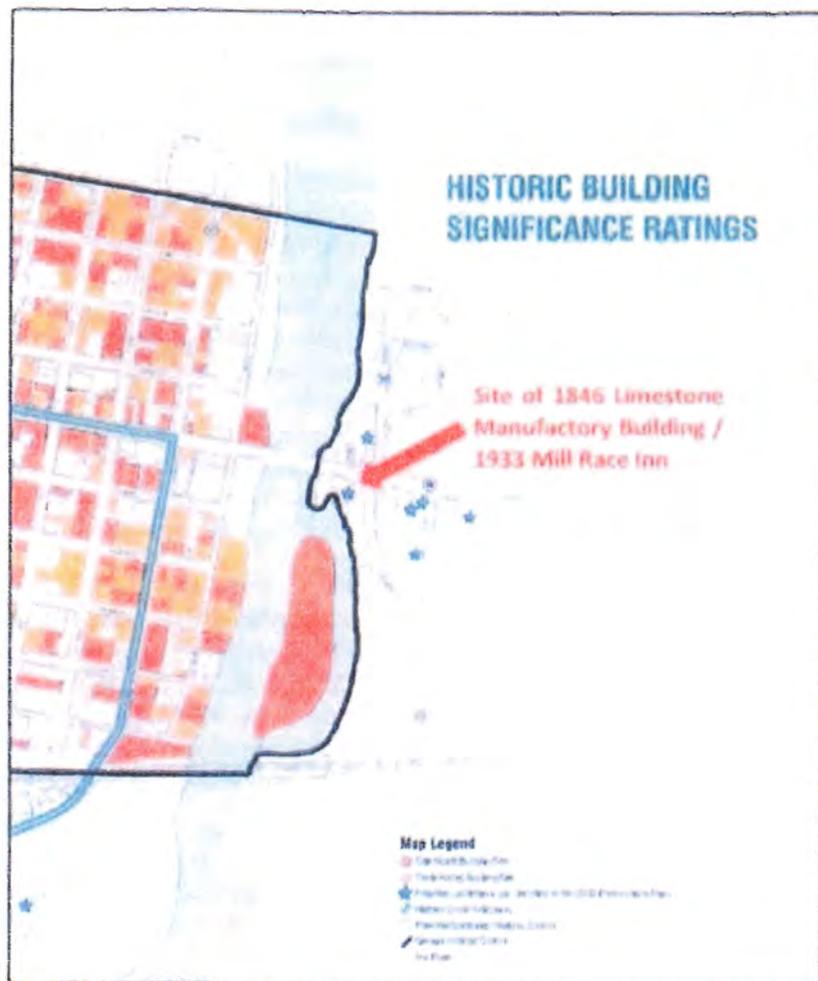
Goal 2: Protect historic resources through landmark designation.

Downtown / Station Area Master Plan (2012)

The Downtown / Station Area Master Plan (2012), which incorporates the east side of the Fox River, embraced historic preservation.

The Downtown / Station Area Master Plan (2012) identified seven (7) architecturally and/or historically significant structures on the east side of the Fox River in Downtown Geneva. These sites were identified as "Potential Landmarks" in the 2008 Historic Preservation Plan.

These extremely rare buildings—dating to the mid-1840s and 1850s—are representative of Geneva's initial period of settlement.



Although many significant "settlement era" properties on the west side of the Fox River are incorporated within the boundaries of the Geneva Historic District, none of the identified "settlement era" buildings on the east side of the Fox River, to date, have been individually landmarked. One of those buildings is the former Mill Race Inn property. (Page 15)

In fact, "many participants (in The Downtown / Station Area Master Plan (2012) focus groups) were in support of new redevelopment and reuse of existing buildings Downtown, however, the majority stressed that they had concerns regarding the type, style and architecture of future developments. Preserving the City's historic architecture and character, while also promoting new infill development, will be an important (consideration to) balance moving forward." (Page 20)

The Downtown / Station Area Master Plan (2012), identifies the Mill Race Inn as a site (contained within Opportunity Site 6 – East Shoreline Opportunity Concept) with significant historical value but that is, also, prime for redevelopment for commercial and/or residential use. (Page 30) The nearby intersection has been identified as a prime development "gateway" to Downtown Geneva in the plan as well.

Opportunity Site 6

East Shoreline Opportunity Concept

Development Concept Overview
The development area is located along the east side of the Fox River, between the intersection of State and Bennett Streets and the intersection of State and East State Streets. The area is currently a mix of residential and commercial uses, with a significant amount of vacant land. The plan calls for a mix of residential and commercial uses, with a focus on historic preservation and new infill development. The plan also calls for the creation of a public park and trail along the riverfront.

East State Residential
The plan calls for the creation of a residential development along East State Street, between State and Bennett Streets. The plan calls for a mix of residential uses, including single-family homes, townhomes, and multi-family units. The plan also calls for the preservation of historic buildings and the creation of new historic-style buildings.

Open Space, Trails, and Trailhead
The plan calls for the creation of a public park and trail along the riverfront, between State and Bennett Streets. The plan also calls for the creation of a trailhead at the intersection of State and East State Streets.

Example Character Images

Historic Architecture is addressed in the Downtown / Station Area Master Plan (2012): "Architectural details play a tremendous role in the creation of the area's image, identity and sense of place. Building materials, ornamentation, style, articulation, doors and windows, rooflines, architectural features and massing are all elements of the built form that contribute to urban design. In Downtown Geneva, several traditional styles are represented and reflect the rich history of the area. It is this architectural and historic character that many residents recognize as one of the most valuable and important Downtown assets. Many of the existing buildings in Downtown are historically significant and have been identified as structures that should be preserved. (Page 50)

The Downtown / Station Area Master Plan (2012) identifies several implementation Goals and Objectives that may be applicable to redevelopment of the former Mill Race Inn site including (pages 68-71):

Goal 1: Preserve Downtown's Authentic Character While Accommodating New Infill Development

- Objective 1: Encourage preservation and adaptive re-use of historic and architecturally significant buildings**
- Objective 2: Ensure that new infill buildings respect the existing historic context and character of downtown.**
- Objective 4: Establish programs that provide financial support to property owners and business owners for building improvements and rehabilitation projects.**

Goal 2: Strengthen Downtown's Role as the Central Business District (CBD)

- Objective 3: Initiate programs to encourage the improvement and rehabilitation of older commercial buildings and spaces that are already, or are becoming, functionally obsolete.**

Examples of Historic Buildings Integrated Into Contemporary Adaptive Use Spaces.

The Geneva community has a long history of embracing its historic places and utilizing its history to promote economic development and creative, continued adaptive use of its iconic buildings. Examples of adaptive use—whether local or elsewhere—provide an immediate sense of timelessness and connection to a local community which supports the goals of the City of Geneva's planning and economic development efforts.

The Geneva business and development community has re-purposed numerous remnant historic structures and entire buildings into vibrant, commercial assets for the community. In fact, iconic Third Street is rooted in a very early example of adaptive use that integrated a former, historic residence within a much larger retail complex: Kate Raftery's The Little Traveler (established in 1924 with significant enlargement in 1946). A few, more recent, local examples include Dodson Place, The Herrington Inn, and Geneva Bank & Trust. Beyond the Geneva streetscape, numerous examples of small historic structures have been integrated into larger, contemporary complexes that serve as highly-successful restaurants, inns, pubs, spas and other commercial and hospitality-related uses across the United States.

Images of the Former Mill Race Inn – November 2013



Original 1846 West Foundation Wall to right



Original 1846 Foundation Wall and Window at left



Original Southwest Corner of 1846 Building



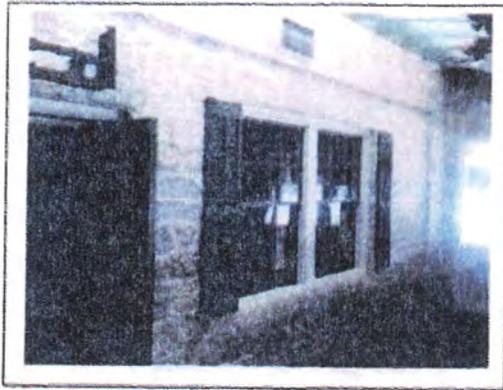
Streetcar Rail "Beam" at Post-1945 Addition



Original Window Opening at 1846 Cellar



Circa 1955 Stairway to Basement along Original North Foundation Wall with Original North Façade Window Opening at Left



Original 1846 Exterior West Wall Looking Southeasterly – Original 1933 Windows



Original 1846 Exterior West Wall Looking Northeasterly – Original 1933 Windows



Original 1846 Exterior South Wall Looking Northwesterly – Original Window Opening with 1933 Windows



Original 1846 Exterior South Wall Looking Northwesterly – Original Window Opening and Doorway



1846 North Façade Original Window Opening



1846 North Façade Original Doorway Opening



1846 North Façade Original Window Opening



Original South Wall as Modified for Anne Forsyth's Original Mill Race Inn Dining Room (1933 compare to 1918 photo)



Original West Wall as Modified for Anne Forsyth's Original Mill Race Inn Dining Room (1933 compare to 1890 photo)



Interior of Southwest Corner of 1846 Limestone Building as Modified for Anne Forsyth's Original Mill Race Inn Dining Room (1933 as updated)



Interior of Southeast Corner of 1846 Limestone Building as Modified for Anne Forsyth's Original Mill Race Inn Dining Room - Original Doorway (right) and Altered 1846 Window (left)

All graphics, illustrations and other information provided herein is representational, in nature, and does not attempt to depict actual dimensions of building walls, areas, or configurations. The information provided in respect to building evolution is based on the best available data accessible on the date when the report is identified as completed and amended. The report is informational only and provided to assist in the evaluation of the property for adaptive use potential and possible local landmark status. The site was designated as a local Historic Landmark in 2018.

-- End of Document --

EXHIBIT 2.J-1

	A	B	C	D	E	F	G	H	I	J	K	L
1	Mill Race Inn Reconstruction Analysis											
2	09/13/22											
3												
4	BOX 1 - CONSTRUCTION						BOX 2 - OPERATIONS					
5												
6					\$	952.95	\$	20.00				Rent Per Square Foot
7						1,215		1,215				Building Size
8						1,157,836		24,300				Annual Rent
9				560 psf		72,900		8,092	56.66			CAM/Ins (1)
10						54,633		8,019	\$6.60			RE Tax (1)
11						87,150		40,411				
12						87,000		4,041	10.0%			Vacancy
13						67,653		35,370				
14						5,200		8,092	\$6.66			CAM/Ins
15				2.0%		30,847		8,019	\$6.60			RE Tax
16				5.0%		57,870		20,259				NOI
17						1,583,019						
18				2.0%		4,000						
19				estimated		11,400						
20				15 months		8,700						
21						10,000						
22						1,597,119		270,119				
23				10.0%		156,700		75.0%				Estimated Value
24						500,000		203,000				LTV
25						2,256,819		6.50%				LTV LOAN Estimated Loan (rounded)
26								25				Interest Rate
27								16,448				Amortization Term
28												Annual Payment
29	BOX 4 - REQUIRED EQUITY						BOX 3 - POSSIBLE LOAN					
30						2,256,819		2,256,819				Estimated Total Cost
31								75.0%				LTC
32						200,000		1,882,819				LTC LOAN Estimated Loan (rounded)
33								6.50%				Interest Rate
34						2,056,819		25				Amortization Term
35								137,144				Annual Payment
36	BOX 5 - RETURN ON INVESTMENT						BOX 3 - POSSIBLE LOAN					
37						20,259		20,259				NOI
38						16,207		1.25				OSCR
39						4,052		16,207				Annual Payment
40								6.50%				Rate
41						2,056,819		25				Amortization Term
42								200,000				DSCR LOAN Estimated Loan (rounded)
43						0.20%						
44						18.00%		200,000				Lowest of LTV LTC and DSCR
45				???				16,207				Corresponding Annual Debt Service
46												
47												
48	BOX 6 - OTHER COSTS											
49												
50												
51						33,290						City Permit Fees
52						21,343						Electrical Connection
53						54,633						Sanitary Sewer Extension
54												Waterworks Extension
55												Sewer Treatment
56						62,500						Water Supply Treatment
57						18,250						Furnish Water Meter
58						6,400						Water Meter Inspection
59						87,150						Waterworks Connection
60												Sanitary Connection
61												Site Plan Review
62						20,000						Subdivision
63						17,000						Stormwater Review
64						25,000						Commercial Bldg Permit
65						10,000						Fire Department
66						15,000						Plumbing Fee
67						87,000						line 15
68												87,653
69												

Updated By

10/6/2022

Michael J. Kilbourne, MBA Kane County Treasurer
 Make Checks Payable to: KANE COUNTY TREASURER
 Please remit to: P.O. Box 4025, Geneva, IL 60134

Parcel Number 12-02-353-002



1st
2
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DUPLICATE

GIANNINI ELIS W
 125 E STATE ST
 GENEVA IL 60134

1ST INSTALLMENT 2021	7,549.17
ADJUSTMENT	
PENALTY	
INSTALLMENT AMOUNT PAID	\$7,549.17
INSTALLMENT BALANCE DUE	Paid on 09/01/2022 \$0.00
DUE ON OR BEFORE 06/01/22	

Remove stub and remit with payment

1202353002100000000000601222

Michael J. Kilbourne, MBA Kane County Treasurer
 Make Checks Payable to: KANE COUNTY TREASURER
 Please remit to: P.O. Box 4025, Geneva, IL 60134

Parcel Number 12-02-353-002



2nd
2
0
2
1

DUPLICATE

GIANNINI ELIS W
 125 E STATE ST
 GENEVA IL 60134

2ND INSTALLMENT 2021	7,549.17
ADJUSTMENT	
PENALTY	
INSTALLMENT AMOUNT PAID	\$7,549.17
INSTALLMENT BALANCE DUE	Paid on 09/01/2022 \$0.00
DUE ON OR BEFORE 09/01/22	

Remove stub and remit with payment

1202353002200000000000901229

Site Address 12 East St. Street

Rate 2020	Tax 2020	Taxing District	Rate 2021	Tax 2021
0.289732	\$436.14	KANE COUNTY	0.282168	\$424.78
0.072866	\$108.46	KANE COUNTY	0.069992	\$105.36
0.147616	\$222.20	KANE FOREST PRESERVE	0.143392	\$216.86
0.000128	\$0.20	KANE FOREST PRESERVE	0.000124	\$0.18
0.049010	\$73.78	GENEVA TOWNSHIP	0.049000	\$73.78
0.004330	\$6.63	GENEVA TWP ROAD DIST	0.004320	\$6.61
0.317363	\$477.73	GENEVA CITY	0.260576	\$392.41
0.214175	\$322.40	GENEVA CITY	0.248547	\$374.29
0.830456	\$1,246.82	GENEVA SCH DIST 304	0.780922	\$1,170.25
0.147300	\$221.95	GENEVA SCH DIST 304	0.145491	\$219.27
0.428646	\$645.26	WALBORNSEE COLLEGE DIST	0.417096	\$630.99
0.449182	\$676.18	GENEVA PARK DISTRICT	0.444004	\$669.28
0.024632	\$34.61	GENEVA PARK DISTRICT	0.023273	\$34.74
0.402975	\$608.12	GENEVA LIBRARY	0.188592	\$283.29
0.029828	\$44.80	GENEVA LIBRARY	0.017588	\$26.48
0.413710	\$622.77	GENEVA SSA 1	0.411907	\$620.08
0.000000	\$1,589.49	GENEVA TR 3	0.000000	\$1,782.58

Lot SF 16247 VALUE
 \$ 31,52 (SF)
 Bldg SF 5300 \$ 9663 (SF)

Parcel Number 12-02-353-002

Late Payment Schedule

Due Date	Amount
Jul 2 Thru Jul 1	
Jul 2 Thru Aug 1	
Aug 2 Thru Sep 1	
Sep 2 Thru Oct 1	
Oct 2 Thru Oct 28	

Payment on or after Oct 2, 2022. Please see instructions on reverse side for LATE PAYMENTS.

Mail To: GIANNINI ELIS W, 125 E STATE ST, GENEVA IL 60134

Property Location: 12 EAST STATE ST, GENEVA IL 60134

Township	Tax Code	Acres
02	02955	
0.840678		

First Installment Tax	Second Installment Tax
7,549.17	7,549.17

Adjustment	Penalty

Other Fees	Other Fees

Paid on 06/01/2022 Paid on 09/01/2022

TRF BASE	150,534.00
FAIR CASH VALUE	
LAND VALUE	512,109.00
BUILDING VALUE	50,054.00
HOME IMPROVEMENT / VET	120,632.00
ADDED VALUE	0.00
ASSESSED VALUE	170,686.00
STATE MULTIPLIER	1.0000
EQUALIZED VALUE	170,686.00
HOMESTEAD EXEMPTION	0.00
SENIOR EXEMPTION	0.00
OTHER EXEMPTIONS	0.00
FARM LAND	0.00
FARM BUILDING	0.00
NET TAXABLE VAL	170,686.00
TAX RATE	6.845678
CURRENT TAX	\$15,098.34
NON AD VAL GERM TAX	\$0.00
RACK TAX / FORM AMOUNT	\$0.00
ENTERPRISE ZONE	\$0.00
TOTAL TAX DUES	\$15,098.34

Michael J. Kilbourne, MBA Kane County Treasurer
 Make Checks Payable to: KANE COUNTY TREASURER
 Please remit to: P.O. Box 4025, Geneva, IL 60134

Parcel Number 12-02-305-009



1st
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DUPLICATE

DORN, ELIZABETH & JAMES DCLRN OF TRUSTS
 JAMES T & ELIZABETH M DORN, TRUSTEES
 6N835 HASTINGS DR
 SAINT CHARLES IL 60175-8442

1ST INSTALLMENT 2021	9,728.97
ADJUSTMENT	
PENALTY	
INSTALLMENT AMOUNT PAID	\$9,728.97
INSTALLMENT BALANCE DUE	Paid on 08/01/2022 \$0.00
DUE ON OR BEFORE 06/01/22	

Remove stub and remit with payment

12023050091000000000000601224

Michael J. Kilbourne, MBA Kane County Treasurer
 Make Checks Payable to: KANE COUNTY TREASURER
 Please remit to: P.O. Box 4025, Geneva, IL 60134

Parcel Number 12-02-305-009



2nd
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DUPLICATE

DORN, ELIZABETH & JAMES DCLRN OF TRUSTS
 JAMES T & ELIZABETH M DORN, TRUSTEES
 6N835 HASTINGS DR
 SAINT CHARLES IL 60175-8442

2ND INSTALLMENT 2021	9,728.97
ADJUSTMENT	
PENALTY	
INSTALLMENT AMOUNT PAID	\$9,728.97
INSTALLMENT BALANCE DUE	Paid on 08/22/2022 \$0.00
DUE ON OR BEFORE 09/01/22	

Remove stub and remit with payment

12023050092000000000000901221

site Address 35 N. Bennett St.

Rate 2020	Tax 2020	Taxing District	Rate 2021	Tax 2021
0.289782	\$581.63	KANE COUNTY	0.282169	\$577.20
0.072066	\$137.21	KANE COUNTY	0.069992	\$133.27
0.147616	\$281.06	KANE FOREST PRESERVE	0.143362	\$273.01
0.000129	\$0.24	KANE FOREST PRESERVE	0.000124	\$0.24
0.049010	\$93.31	GENEVA TOWNSHIP	0.049000	\$93.29
2.224330	\$46.32	GENEVA TWP ROAD DIST	0.021220	\$46.30
0.317363	\$604.23	GENEVA CITY	0.260170	\$499.92
0.214175	\$407.76	GENEVA CITY	0.248021	\$473.42
6.430486	\$11,101.01	GENEVA SCH DIST 304	5.760022	\$11,006.88
0.187300	\$366.62	GENEVA SCH DIST 304	0.195481	\$372.20
0.426646	\$816.13	WAUBONSEE COLLEGE 510	0.470986	\$898.74
0.449188	\$855.24	GENEVA PARK DISTRICT	0.444004	\$860.51
0.025632	\$50.42	GENEVA PARK DISTRICT	0.023273	\$46.65
0.402975	\$769.16	GENEVA LIBRARY	0.410960	\$792.18
0.029628	\$56.41	GENEVA LIBRARY	0.017365	\$34.56
0.413710	\$787.09	GENEVA SSA 1	0.411907	\$794.29
0.000000	\$2,029.90	GENEVA TIF 1	0.000000	\$2,616.02

Lot sf 18930 Value \$3486 /sf
 Bldg sf 5000 \$1320 /sf

Parcel Number 12-02-305-009

Late Payment Schedule

1st	2nd
Jul 2 Thru Jul 1	
Jul 2 Thru Aug 1	
Aug 2 Thru Sep 1	
Sep 2 Thru Oct 1	
Oct 2 Thru Oct 31	

Payments on or after Oct 2, 2022. Please see instructions on reverse side for LATE PAYMENTS.

Mtd To: DORN, ELIZABETH & JAMES DCLRN OF TRUSTS
 JAMES T & ELIZABETH M DORN, TRUSTEES
 6N835 HASTINGS DR
 SAINT CHARLES IL 60175-8442

Property Location: M N BENNETT ST
 GENEVA, IL 60134

Township	Tax Code	Acres
04	0800	
0440878		

Tax Year	Serial Tax Sale	Penalty Tax
0440878		

Fiscal Installment Tax	Second Installment Tax
9,728.97	9,728.97

Adjustment	Adjustment

Penalty	Penalty

Other Fees	Other Fees

Paid on	Paid on
08/01/2022	08/22/2022

TIF DAGE	190,397.00
FAIR CASH VALUE	
559,979.00	
LAND VALUE	
58,320.00	
BUILDING VALUE	181,051.00
HOME IMPROVEMENT VET	0.00
ASSESSED VALUE	219,971.00
STATE MULTIPLIER	1.0000
EQUALIZED VALUE	219,971.00
HOMESTEAD EXEMPTION	0.00
SENIOR EXEMPTION	0.00
OTHER EXEMPTIONS	0.00
FARM LAND	0.00
FARM BUILDING	0.00
NET TAXABLE VAL	219,971.00
TAX RATE	8.845678
CURRENT TAX	\$19,457.94
NONAD-VALOREM TAX	\$0.00
SAGA TAX - FORT AMOUNT	\$0.00
ENTERPRISE ZONE	\$0.00
TOTAL TAX DUE	\$19,457.94

Exhibit 2.j.ii page 4 of 4

Michael J. Kilbourne, MBA Kane County Treasurer
 Make Checks Payable to KANE COUNTY TREASURER
 Please remit to: P.O. Box 4025, Geneva IL 60134

Parcel Number 12-02-354-001



1st
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DUPLICATE

FITZPATRICK PROPERTIES LLC
 PO BOX 358
 SUGAR GROVE IL 60554-0358

1ST INSTALLMENT 2021	4,849.04
ADJUSTMENT	
PENALTY	
INSTALLMENT AMOUNT PAID	\$4,849.04
INSTALLMENT BALANCE DUE	Paid on 06/01/2022 \$0.00
DUE ON OR BEFORE 06/01/22	

Remove stub and remit with payment

1202354001100000000000601224

Michael J. Kilbourne, MBA Kane County Treasurer
 Make Checks Payable to KANE COUNTY TREASURER
 Please remit to: P.O. Box 4025, Geneva, IL 60134

Parcel Number 12-02-354-001



2nd
2
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DUPLICATE

FITZPATRICK PROPERTIES LLC
 PO BOX 358
 SUGAR GROVE IL 60554-0358

2ND INSTALLMENT 2021	4,849.04
ADJUSTMENT	
PENALTY	
INSTALLMENT AMOUNT PAID	\$4,849.04
INSTALLMENT BALANCE DUE	Paid on 06/12/2022 \$0.00
DUE ON OR BEFORE 09/01/22	

Remove stub and remit with payment

1202354001200000000000901221

site Address 102 E. State

Rate 2020	Tax 2020	Taxing District	Rate 2021	Tax 2021
0.287732	\$283.20	KANE COUNTY	0.287732	\$275.81
0.072068	\$70.44	KANE COUNTY	0.069952	\$66.41
0.147618	\$144.29	KANE FOREST PRESERVE	0.143092	\$140.15
0.005128	\$5.12	KANE FOREST PRESERVE	0.005124	\$5.12
0.049010	\$47.90	GENEVA TOWNSHIP	0.049020	\$47.89
0.021430	\$21.18	GENEVA TWP ROAD DIST	0.021436	\$21.17
0.217353	\$210.19	GENEVA CITY	0.260879	\$254.80
0.214170	\$209.35	GENEVA CITY	0.245647	\$243.05
0.630456	\$616.92	GENEVA SCH DIST 304	0.720922	\$700.51
0.187300	\$183.08	GENEVA SCH DIST 304	0.195461	\$191.07
0.428646	\$418.97	WAUBONSEE COLLEGE 514	0.470980	\$460.36
0.449788	\$439.06	GENEVA PARK DISTRICT	0.444804	\$434.57
0.029632	\$29.04	GENEVA PARK DISTRICT	0.033779	\$33.45
0.403973	\$394.86	GENEVA LIBRARY	0.418882	\$409.25
0.09828	\$96.96	GENEVA LIBRARY	0.012384	\$12.10
0.000000	\$1,312.68	GENEVA TR 3	0.000000	\$1,454.58

Parcel Number 12-02-354-001

Late Payment Schedule

	1st	2nd
Apr 2 Thru Jun 1		
Jul 2 Thru Aug 1		
Aug 2 Thru Sep 1		
Sep 2 Thru Oct 1		
Oct 2 Thru Dec 31		

Payment on or after Oct 2, 2022. Please see instructions on reverse side for LATE PAYMENTS.

TIF BASE	97,744.00
FAIR CASH VALUE	
LAND VALUE	345,008.00
BUILDING VALUE	11,646.00
HOME IMPROVEMENT - VET	103,345.00
ASSERSED VALUE	0.00
STATE MULTIPLIER	114,991.00
EQUALIZED VALUE	1,000.00
HOMESTEAD EXEMPTION	114,991.00
SENIOR EXEMPTION	0.00
OTHER EXEMPTIONS	0.00
FARM - LAND	0.00
FARM BUILDING	0.00
NET TAXABLE VAL	114,991.00
TAX RATE	\$ 433.771
CURRENT TAX	\$9,698.08
NOV AD VAL CREM TAX	\$0.00
BACK TAX - FORG AMOUNT	\$0.00
ENTERPRISE ZONE	\$0.00
TOTAL TAX DUE	\$9,698.08

Lot square feet 3780
 Bldg square feet 3190

Value
 \$91.27/sf
 \$108/sf

Mail To: FITZPATRICK PROPERTIES LLC, PO BOX 358, SUGAR GROVE IL 60554-0358

Property Location: 102 E. STATE ST, GENEVA IL 60134

Item	Amount	Item	Amount
First installment Tax	4,849.04	Second installment Tax	4,849.04
Adjustment		Adjustment	
Penalty		Penalty	
Other Fees		Other Fees	
Paid on 06/01/2022		Paid on 08/12/2022	

Lease Comps Details

Lease Comps Report

102 E State
Geneva, IL 60134 - Western East/West Corridor Submarket

☆☆



LEASE	
SF	3,190 SF
Start Date	Jul 2021
Use	Office
Lease Type	Direct
Floor	1st Floor

RENTS	
Rate	\$30.72/MG <i>Gross Rent</i>
	$\div 3190$
PROPERTY EXPENSES	
Rate	\$38.09/SF (2020)

LEASE TERM	
Start	Aug 2021

TIME ON MARKET	
Start	Oct 2020
End	Jul 2021
Duration	9 Months

TIME VACANT	
Start	Oct 2020
End	Aug 2021
Duration	9 Months

LEASING REP	
Company	BEI Commercial Real Estate

MARKET AT LEASE

Vacancy Rates	2021 Q3	YOY
Current Building	0.0%	0.0%
Submarket 1-3 Star	11.7%	0.0%
Market Overall	14.8%	

Same Store Asking Rent/SF	2021 Q3	YOY
Current Building	\$23.36	
Submarket 1-3 Star	\$20.16	
Market Overall	\$29.36	

Submarket Leasing Activity	2021 Q3	YOY
12 Mo. Leased SF	1,002,080	
Months On Market	15.8	↑ 0.2

PROPERTY	
Use	Office
Year Built	Built 1920
Multi	Multi
Ratio	C
Ratio of 2.18/1,000 SF	Ratio of 2.18/1,000 SF
SF	3,190 SF
Count	2
Value	1,595 SF
Cap Rate	0.0%
Yield	0.10

Lease Comps Details

Lease Comps Report

23-29 N Water St
Geneva, IL 60134 - Western East/West Corr Submarket

★ ★



LEASE

1,800 SF
Oct 2005
Office/Retail
Direct
1st Floor

RENTS

\$13.00/MG

CONCESSIONS AND BUILDOUT

Partial Build-Out

LEASE TERM

Nov 2005

PROPERTY EXPENSES

\$2.77/SF (2020)

TIME ON MARKET

Sep 2002
Oct 2005
37 Months

TIME VACANT

Sep 2002
Nov 2005
38 Months

LEASING REP

SVN/Landmark

MARKET AT LEASE

Category	2005 Q4	YOY
Vacancy Rates		
Current Building		
Submarket 1-3 Star		
Market Overall		
Same Store Asking Rent/SF	2005 Q4	YOY
Current Building	\$17.08	
Submarket 1-3 Star		
Market Overall		
Submarket Leasing Activity	2005 Q4	YOY
12 Mo. Leased SF		
Months On Market		

PROPERTY

Office	5,000 SF
-	2
Multi	2,500 SF
6	6.24
Masonry	

Lease Comps Details

Lease Comps Report

22 Crissey Ave
Geneva, IL 60134 - Western East/West Corr Submarket

★★



LEASE	
SF Leased	629 SF
Sign Date	Dec 2016
Space Use	Office
Lease Type	Direct
Floor	1st Floor

RENTS	
Asking Rent	\$12.50/NNN

PROPERTY EXPENSES	
Taxes	\$3.41/SF (2020)

LEASE TERM	
Start Date	Jan 2017



TIME ON MARKET	
Time On Market	Sep 2015
Copy On Market	Dec 2016
Months On Market	15 Months

TIME VACANT	
Date Occupied	Jan 2017

LEASING REP	
SVN/Landmark	
25 N 340 St, Suite 201	
Geneva, IL 60134-2228	
Met. John Paul - RTB - 938-9950 X 101	

TENANT REP	
SVN/Landmark	
25 N 340 St, Suite 201	
Geneva, IL 60134-2228	
Met. John Paul - RTB - 938-9950 X 101	

MARKET AT LEASE

Vacancy Rates	2016 Q4	YOY
Current Building	0.0%	+/- 0.0%
Submarket 1-3 Star	12.6%	↑ 0.2%
Market Overall	12.2%	↑

Same Store Asking Rent/SF	2016 Q4	YOY
Current Building	\$18.41	↑
Submarket 1-3 Star	\$18.10	↑
Market Overall	\$28.45	↑

Submarket Leasing Activity	2016 Q4	YOY
12 Mo. Leased SF	2,132,624	↑
Months On Market	21.7	↑ 1.1

PROPERTY			
Property Type	Office	Remain. Area	2,500 SF
Class	Built 1986	Units	2
Timberly	-	Floor Sqft	2,562 SF
Class	B	Vacancy At Lease	0.0%
		Lease Rates	0.16

Lease Comps Details

Lease Comps Report

22 Crissey Ave

Geneva, IL 60134 - Western EastWest Cor Submarket



LEASE	900 SF	Mar 2009	Office	Direct	1st Floor
RENTS	\$14.00/N				
PROPERTY EXPENSES					\$3.41/SF (2020)
LEASE TERM		Mar 2009			
TIME ON MARKET		Dec 2008	Mar 2009	4 Months	
TIME VACANT		Dec 2008	Mar 2009	3 Months	

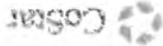
LEASING REP

3M/Landmark

MARKET AT LEASE

PROPERTY	2008 Q1	2009 Q1	YDY
Agency Rates	2.0%	2.0%	100%
Current Market	1.8%	1.8%	100%
Submarket 1-3 Star	1.8%	1.8%	100%
Market Overall	1.8%	1.8%	100%
Same Store Asking Rent/SF	2008 Q1	2009 Q1	YDY
Current Building	2.19 SF	2.19 SF	100%
Submarket 1-3 Star	2.19 SF	2.19 SF	100%
Market Overall	2.19 SF	2.19 SF	100%
Submarket Leasing Activity	2008 Q1	2009 Q1	YDY
12 Mo Leasing SF	1,550,956	1,550,956	100%
Market On Market	10.1	10.1	100%

PROPERTY	Office	Built 1988	B
RENTS	2,500 SF	2	0.16
PROPERTY EXPENSES	2,562 SF	0.0%	



10000 Crissey Ave, Geneva, IL 60134

STUDY

3/20/2022

Page 1

Lease Comps Details

Lease Comps Report

34 N Bennett St
Geneva, IL 60134 - Western East/West Corr Submarket

★ ★



LEASE

SF Leased: 5,000 SF
 Start Date: Jan 2012
 Use: Office
 Lease Type: Direct
 Location: 1st Floor

RENTS

Base Rent: \$9.12/NNN
 Total Rent: \$9.12/NNN

CONCESSIONS AND BUILDOUT

Leasing Concessions: 0.00%
 Leasehold Improvements: 2 Months
 Buildout: Partial Build-Out

LEASE TERM

Lease Start: Mar 2012
 Lease End: Feb 2014
 Term: 2 Years

PROPERTY EXPENSES

Operating Expenses: \$3.85/SF (2020)

TIME ON MARKET

Lease Start: Mar 2011
 Lease End: Feb 2012
 Time on Market: 11 Months

TIME VACANT

Lease Start: Mar 2011
 Lease End: Mar 2011
 Time Vacant: 12 Months

LEASING REP

RE/MAX

MARKET AT LEASE

Vacancy Rates	2012 Q1	YOY
Current Building	0.0%	↑ 100.0%
Submarket 1-3 Star	14.8%	↑ 1.2%
Market Overall	14.1%	↑ 0.5%

Base Rent Asking Rent/SF	2012 Q1	YOY
Current Building	\$15.82	↓ 1.1%
Submarket 1-3 Star	\$17.52	↑ 1.2%
Market Overall	\$22.41	

Submarket Leasing Activity	2012 Q1	YOY
12 Mo Leased SF	1,271,560	
Months On Market	21.0	

PROPERTY

Use: Office
 Built: 1960
 Type: Single
 Construction: C
 Material: Masonry
 Features: 20 free surface Spa...

Lease Comps Details

Lease Comps Report

102 E State
Geneva IL 60134 - Western East/West Corr Submarket

★ ★



LEASE		RENTS	
Size	695 SF	Asking Rent	\$25.90/MNN
Start Date	Oct 2008	CONCESSIONS AND BUILDOUT	
Use	Office	Build-Out	Full Build-Out
Lease Type	Direct	PROPERTY EXPENSES	
Floor	1st Floor	Expenses	\$38.09/SF (2020)
LEASE TERM			
Start	Oct 2008		

TIME ON MARKET		TIME VACANT	
Start	Feb 2008	Start	Feb 2008
End	Oct 2008	End	Oct 2008
Duration	8 Months	Duration	8 Months

LEASING REP
DOLAN MURPHY TEAM at CATON COM...

MARKET AT LEASE

Category	2008 Q4	YOY
Vacancy Rates		
Current Building	0.0%	0.0%
Submarket 1.3 Star	14.2%	↓ 0.7%
Market Overall	12.4%	
Same Store Asking Rent/SF	2008 Q4	YOY
Current Building	\$23.04	↑ 1.1%
Submarket 1.3 Star	\$19.85	↑ 0.7%
Market Overall	\$24.61	
Submarket Leasing Activity	2008 Q4	YOY
12 Mo Leased SF	1,435,191	
Months On Market	10.7	↓ 0.8

PROPERTY	
Office	3,190 SF
Built 1920	2
Multi	1,695 SF
G	0.0%
Ratio of 2.15/1,900 SF	0.10

EXHIBIT B

STATE OF ILLINOIS)
) SS
)
COUNTY OF KANE

AFFIDAVIT

The undersigned, being duly sworn on oath, deposes and says that the attached list of property owners comprises, to the best of the Affiant's knowledge, a true and complete list containing the names and addresses of the persons to whom the current real estate tax bills are sent for those premises lying within five hundred feet (500') in all directions of the property lines of the Subject Property.

DAVID A. PATZELT
Printed Name

David A. Patzelt
Signature

Subscribed and sworn to before me this
22 day of September, 2022

Mary A. Labno
Notary Public

