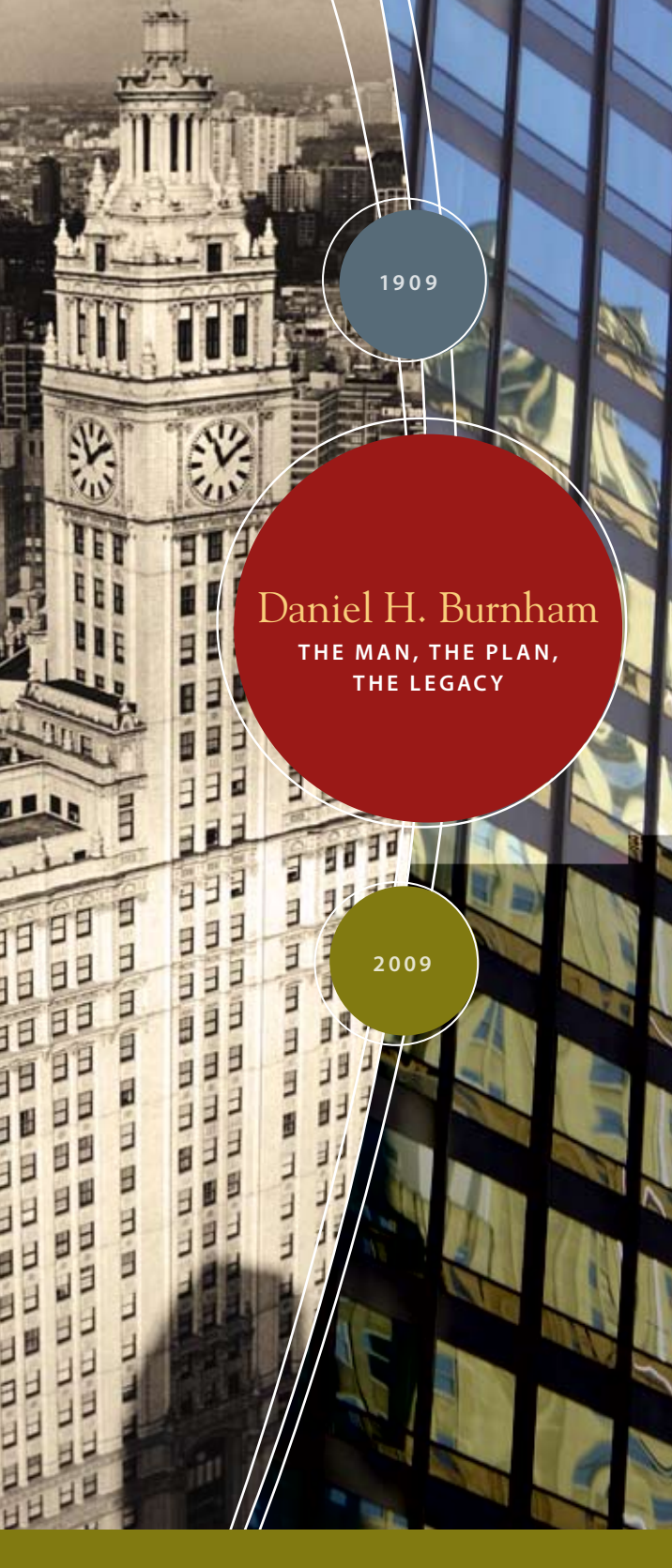


BURNHAM ARCHITECTURAL TOUR



Daniel H. Burnham
THE MAN, THE PLAN,
THE LEGACY

2009

Improvements proposed in the Plan of Chicago

- Michigan Avenue Bridge and Esplanade** ★ ★ **Michigan Ave. at Wacker Dr.** | 1920 | 1926, Edward H. Bennett | 1928, Henry Hering and James Earl Fraser, (sculptors)
- Chicago River Bridges and Bridgehouses** **Chicago River at Wabash, Clark, LaSalle, Wells, Franklin-Orleans, Jackson, Adams, Monroe, Madison, Washington and Lake streets.** | 1913–1930, Various bridge designers & engineers, with Bennett, Parsons & Frost, consulting architects
- Congress Drive Bridge, Pylons, and Plaza** **Congress Plaza at Michigan Ave.** | 1916–1930, Edward H. Bennett; 1928, Ivan Mestrovic (sculptor)
- U.S. Post Office** **433 W. Van Buren St.** | 1932, Graham, Anderson, Probst & White
- Grant Park** 1903–1907, Olmsted Brothers; 1916–1930, Bennett, Parsons & Frost
- Balbo Drive Bridge and Pylons** **Balbo Dr. at Michigan Ave.** | 1925, Bennett, Parsons & Frost
- Clarence Buckingham Memorial Fountain and Garden** **Bounded by Lake Shore Dr, Balbo Dr, Columbus Ave. & Jackson Blvd.** | 1927, Bennett, Parsons & Frost, Jacques Lambert (engineer) and Marcel Loyau (sculptor)
- East Jackson Boulevard Bridge** **East Jackson Blvd. at Michigan Ave.** | 1925, Bennett, Parsons & Frost
- Pedestrian Bridge, Van Buren Street** **401 S. Michigan Ave.** | 1925 | Bennett, Parsons & Frost
- Union Station** ★ ★ **210 S. Canal St.** | 1913–1925, Graham, Anderson, Probst & White

Select buildings by Daniel Burnham and successor firms

- Monadnock Block** ★ ★ ★ **53 W. Jackson Blvd** | 1891, Burnham & Root | 1891–93, Holabird & Roche
Built in two halves, the earlier north part is a masonry load-bearing structure and the last and world's tallest skyscraper to employ this method of construction, with six-foot thick walls at the base. The later south addition is an early example of steel-frame construction.
- Reliance Building** ★ ★ ★ **32 N. State St.** | Base: 1890, Burnham & Root | Upper stories: 1895, D. H. Burnham & Co.
Expansive windows and Gothic-ornamented terra cotta give this building a light and airy appearance befitting its international reputation as a forerunner of 20th-century glass-and-steel skyscrapers.
- Bankers Building** **105 W. Adams St.** | 1927, Burnham Brothers, Inc.
- Carson Pirie Scott & Company Building** ★ ★ ★ **1 S. State St.** | Built in stages, 1899 | 1903, Louis H. Sullivan | 1906, D. H. Burnham & Co.
- Butler Brothers Warehouses** **111 and 165 N. Canal St.** | 1913, D. H. Burnham & Co. | 1922, Graham, Anderson, Probst & White
- Commercial National Bank Building** (a/k/a Edison Building) **72 W. Adams St.** | 1907, D. H. Burnham & Co.
- Marshall Field and Company Building** ★ ★ ★ **111 N. State St.** | Built in stages, 1892–1914, D. H. Burnham & Charles Atwood, D. H. Burnham & Co., Graham, Burnham & Co.
The Marshall Field and Company Building is the "grand dame" of Chicago department store buildings, finely designed and detailed in the Classical Revival style. Built in stages over a generation, the building is noteworthy for its lavish interiors, including two atria decorated with stained glass and Tiffany mosaics, plus the much-loved Walnut Room.

KEY TO SYMBOLS

- ★ Chicago Landmark
- National Register of Historic Places
- 🏛️ National Historic Landmark
- 🚶 Publicly-accessible historic interior
- CTA rail station



- Insurance Exchange Building** **175 W. Jackson Blvd.** | 1912, D. H. Burnham & Co. | 1928, Graham, Anderson, Probst & White
- Marshall Field & Co. Men's Store** ★ ★ **25 E. Washington** | 1911, D. H. Burnham & Co.
- Orchestra Hall** ★ ★ **220 S. Michigan Ave.** | 1905, D. H. Burnham & Co.
- People's Gas Building** ★ **122 S. Michigan Ave.** | 1910, D. H. Burnham & Co.
- Railway Exchange Building** ★ ★ **224 S. Michigan Ave.** | 1904, D. H. Burnham & Co.
This white, terra cotta-clad building was constructed at a time when the railroad industry could mark its success with headquarters in prime downtown locations. After its completion, Daniel Burnham moved his architectural practice to the 14th floor, and it was here that he and Bennett produced the famous 1909 *Plan of Chicago*. No doubt, part of their vision for an improved city and lakefront came from the views they observed from their office windows.
- Silversmith Building** ★ **10 S. Wabash Ave.** | 1897, D. H. Burnham & Co.
- Stevens Building** ★ **17 N. State St.** | 1912, D. H. Burnham & Co.
- State Bank Building** **120 S. LaSalle St.** | 1928, Graham, Anderson, Probst & White
- Civic Opera Building** ★ ★ **20 N. Wacker Dr.** | 1929, Graham, Anderson, Probst & White
This ornate, French Renaissance Revival-style structure combines a 45-story office tower with a 3,650-seat opera theater. In contrast, the building's Art Deco-style exterior faces the Chicago River and is shaped like an enormous armchair, which led to the nickname of "Insull's throne," after the building's developer, utilities magnate Samuel Insull. The interior of the opera house features a sumptuous lobby and fire curtain by noted muralist and designer Jules Guerin, also responsible for illustrating Burnham's 1909 *Plan of Chicago*.
- Federal Reserve Bank of Chicago** **230 S. LaSalle St.** | 1922, Graham, Anderson, Probst & White
- Field Building** ★ **135 S. LaSalle St.** | 1934, Graham, Anderson, Probst & White
- Merchandise Mart** **222 Merchandise Mart Plaza** | 1930, Graham, Anderson, Probst & White
Originally built for the wholesale showrooms of Marshall Field & Co., the building was the world's largest, containing over 4 million square feet of floor space. With its monumental presence on the Chicago River, it remains primarily an active wholesale showroom.

- Continental Bank & Trust of Illinois** **231 S. LaSalle St.** | 1924, Graham, Anderson, Probst & White
- Pittsfield Building** ★ ★ **55 E. Washington St.** | 1927, Graham, Anderson, Probst & White
The 38-story Pittsfield Building combines both Art Deco and Gothic detailing and illustrates the influence of the city's 1923 zoning ordinance which encouraged skyscrapers with setback towers. The interior of the building features an outstanding five-story atrium embellished by glowing marbles, gleaming brasses and carvings in a Spanish Gothic style.
- Old Heidelberg Restaurant Building** **14 W. Randolph St.** | 1934, Graham, Anderson, Probst & White
- Straus Building** ★ **310 S. Michigan Ave.** | 1924, Graham, Anderson, Probst & White
- Wrigley Building** **400 & 410 N. Michigan Ave.** | 1924, Graham, Anderson, Probst & White
Built for chewing-gum magnate William Wrigley, Jr., the building tower's form and ornament was inspired by the Giralda Tower of the Seville Cathedral in Spain. Shortly after its completion in the mid-1920s, the building helped spur a building boom along North Michigan Avenue, soon making it the city's most prestigious commercial thoroughfare.
- Carbide & Carbon Building** ★ ★ **230 N. Michigan Ave.** | 1929, Burnham Brothers, Inc.
- Medical & Dental Arts Building** **185 N. Wabash Ave.** | 1927, Burnham Brothers, Inc.

Select buildings that reflect the principles of the Burnham Plan

- 333 North Michigan Building** ★ **333 N. Michigan Ave.** | 1928, Holabird & Roche/Root
- 35 E. Wacker Building** ★ ★ **35 E. Wacker Dr.** | 1927, Giever & Dinkelberg
The 40-story "Jeweler's Building" is marked by its Beaux-Arts detailing and five domes. The building's terra cotta-clad, classical design marks it as one of the most prominent high-rise statements along the river of the City Beautiful Movement.
- Chicago Board of Trade** ★ ★ **141 W. Jackson Blvd.** | 1930, Holabird & Root
The Chicago Board of Trade is one of the city's finest examples of Art Deco architecture, a style of the 1920s and 30s characterized by its use of cubic forms, geometric ornament, and sleek surface materials. The unrelieved verticality of the north facade provides a dramatic termination to LaSalle Street. The two-story lobby is one of the city's finest examples of this period of design.
- Chicago Daily News Building** **2 N. Riverside** | 1929, Holabird & Root
The former home of the *Chicago Daily News*, this Art Deco-style building was one of the first Chicago buildings constructed over a railroad right-of-way. Facing the Chicago River, it also typifies the beautification of the riverfront corridor envisioned by the 1909 *Plan of Chicago*, with the building's "arms" flanking a pedestrian plaza.
- Chicago Public Library/Cultural Center** ★ ★ **78 E. Washington St.** | 1897, Shepley, Rutan & Coolidge
- London Guarantee Building** ★ **360 N. Michigan Ave.** | 1923, Alfred S. Alschuler
- Reid, Murdoch & Co. Building** **320 N. Clark St.** | 1914, George C. Nimmons
Built as a warehouse and office for a wholesale grocery company, it was one of the first designs to respond to the 1909 *Plan of Chicago's* goal for riverfront redevelopment: docking facilities are recessed at the water level, a promenade extends at street level, and a clock tower rises overhead, all with a civic, formal face along the river. Combining elements of both the Chicago and Prairie schools of architecture, this is a rare reminder of the type of buildings that once lined the Chicago River.
- Tribune Tower** ★ ★ **435 N. Michigan Ave.** | 1925, Howells & Hood

"Make no Little Plans; they have no magic to stir men's blood and probably themselves will not be realized. Make big plans; aim high in hope and work, remembering that a noble, logical diagram once recorded will never die, but long after we are gone will be a living thing, asserting itself with ever growing insistency."

— Daniel H. Burnham
Published posthumously as part of Burnham's obituary in *Collier's National Weekly*, July 6, 1912

Daniel H. Burnham (1846–1912)
Burnham & Root (1873–91)
D.H. Burnham & Charles Atwood (1892–94)
D.H. Burnham & Co. (1894–1912)

Daniel H. Burnham, architect and premier urban planner, was the driving force of the 1909 *Plan of Chicago*. Although born in New York State, Chicago became his home from early childhood. The aspiring architect apprenticed under pioneering architect and "father of the skyscraper," William LeBaron Jenney. Later while a draftsman at Carter, Drake, and Wight, Burnham met John Wellborn Root, who became his partner from 1873 until 1891. With the organizational ability of Burnham and the design talents of Root, the two created a legacy that would continue to dominate commercial architecture well into the 20th century. When master planning for the 1893 World's Columbian Exposition fell to Burnham following Root's death, his classical "City Beautiful" aesthetic gained him an international reputation. The firm of D. H. Burnham & Company went on to create city plans for Washington, DC, Cleveland and San Francisco. After Burnham's death in 1912, the successor firms of Graham, Burnham & Co. (1912–1917), Graham Anderson Probst & White (1917–present) and Burnham Brothers, Inc. (1924–1933), continued his influence.

Edward H. Bennett (1874–1954)
Bennett, Parsons & Frost (1924–1938)

English-born architect Edward H. Bennett fashioned Burnham's big plans into achievable ideas. Bennett arrived in California in 1890 to seek his fortune as a rancher and found work instead at a series of architectural firms. Inspired by visionary architect Bernard Maybeck, he studied at the Ecole des Beaux-Arts in Paris. In 1902 Bennett returned to the U.S. and the New York office of George B. Post where he was first contacted by Daniel Burnham. In 1905 Bennett was offered field work for the Plan for San Francisco and then co-authorship of the 1909 *Plan of Chicago*, remaining associated with Burnham until Burnham's death in 1912. In his position as consulting architect to the Chicago Plan Commission from 1913–1930, Bennett led the implementation of the influential vision presented to Chicago in 1909, and with his firm Bennett, Parsons & Frost was responsible for the design of Grant Park, Buckingham Fountain, and many bridges throughout downtown and the city.

Bennett, Edward H., portrait, detail. Edward H. Bennett Collection. Ryerson and Burnham Archives, The Art Institute of Chicago. Digital File #19730.0869-01 © The Art Institute of Chicago.



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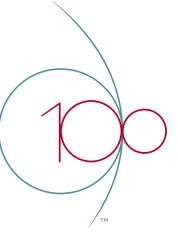
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The Commission on Chicago Landmarks, whose ten members are appointed by the Mayor and City Council, was established in 1968 by city ordinance. The Commission is responsible for recommending to City Council buildings, sites, objects and districts for designation as Chicago Landmarks. The Commission is also responsible for reviewing any proposed alteration, demolition or new construction affecting individual landmarks or landmark districts.

This brochure was created on the occasion of the centennial anniversary of the Plan of Chicago. An electronic version of the brochure is available on the Chicago Landmarks website at <http://www.cityofchicago.org/landmarks>.

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BURNHAM PLAN CENTENNIAL PROGRAM PARTNER

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CITY BEAUTIFUL MOVEMENT

Chicago in 1909 was in need of “big plans.” The rising Midwestern commercial and industrial city had increased its land area five-fold through annexations in the late 19th century and had doubled its population every ten years between 1870 and 1910. Daniel H. Burnham, then at the peak of his illustrious architectural career, believed rational planning could resolve the problems of uncontrolled development fed by market-driven, self-serving interests. Only with bold action to improve transportation, streets, the city center, the lakefront, and parkland in Chicago could order come from chaos.

Some of the greatest cities in history were held up as ideals for Chicago – Athens’ civic beauty in the Acropolis; ancient Rome with its public baths and aqueducts; Haussmann’s 19th-century Paris with its network of beautiful avenues, boulevards, and plazas; and Washington, DC, where L’Enfant organized our nation’s capital with broad malls linking governmental structures and monuments. Yet the 1909 Plan of Chicago also embraced a growing movement in city planning known as the “City Beautiful,” and executed so brilliantly by Burnham as chief architect of Chicago’s 1893 World’s Columbian Exposition held in Jackson Park. The 1893 fair introduced the idealized “White City” to the world with its grand plazas and classically-styled buildings. Cities across the nation aspired to be like what they saw in Chicago. At its foundation was the Beaux-Arts architectural tradition, named for the Ecole des Beaux-Arts in Paris where architects were trained in the order and harmony of Renaissance and Baroque classical

models. The City Beautiful Movement also appealed to social reformers who believed that beautiful physical improvements would cure social ills and create a better life for all citizens.

At the core of the 1909 Plan was the ambitious goal to permanently transform Chicago into the embodiment of the City Beautiful. This was expressed directly in the grand civic improvements later overseen by Bennett that were some of its core legacy – Grant Park, with Buckingham Fountain, as the centerpiece of the lakefront park system, and impressive bridges throughout the city, but most notably at Michigan Avenue, Congress Plaza, and Balbo Drive. The Beaux-Arts spirit of the plan is similarly manifested in classically-inspired buildings found throughout the city. The impact of Burnham and Bennett’s vision continued well into the end of the 1920s and remains today.

PLAN OF CHICAGO



1909 Plan: Primary Principles

- The improvement of the Lake Front
- The creation of a system of highways outside the city
- The improvement of railway terminals and the development of a complete traction (elevated, surface street car, and subway) system for both freight and passengers
- The acquisition of an outer park system and of parkway circuits
- The systematic arrangement of the streets and avenues within the city in order to facilitate the movement to and from the business district
- The development of centers of intellectual life and of civic administration so related as to give coherence and unity to the city

LAKEFRONT PARKS

Lincoln Park
 1857
 Lakefront parks were expanded on the city’s north side following the 1909 Plan. The first 60-acres of Lincoln Park were planned and built by nurseryman Swain Nelson in 1865. Named in honor of the nation’s 16th President, the land had been converted to parkland after the relocation of the city cemetery. The Lincoln Park Commission, established in 1869, expanded the park in phases with numerous landfill and breakwater projects. A final expansion in the late 1940s and 1950s brought the park to its current size of 1,208 acres.

Grant Park
 East of Michigan Avenue from Randolph Street to Roosevelt Road | 1835 | 1903–07, Olmsted Brothers | 1916–1930, Bennett, Parsons & Frost
 Initially named Lake Park, “Chicago’s Front Yard” was renamed for President Ulysses S. Grant in 1901. Two years later the Olmsted Brothers created a formal park design based on the gardens of Versailles. Construction on the cultural center called for in the 1909 Plan was halted in 1911 when the Illinois Supreme Court ruled in favor of mail-order magnate Aaron Montgomery Ward, who filed a lawsuit to protect the park’s open character. In 1915, Edward H. Bennett was hired to oversee Grant Park, and improvements were completed with federal relief funds in 1934.

Clarence Buckingham Memorial Fountain and Garden
 Bounded by Lake Shore Dr., Balbo Dr., Columbus Ave. & Jackson Blvd. | 1927, Bennett, Parsons & Frost, Jacques Lambert (engineer) and Marcel Loyau (sculptor)
 Funded by philanthropist Kate Buckingham in memory of her brother, this remains one of the world’s largest and finest ornamental fountains. Made of pink Georgia marble, it was modeled after the Latona Basin at the French Palace of Versailles and features four bronze sea creatures symbolizing the states bordering Lake Michigan. Creating a terminus at the end of Congress Parkway, it is the central feature of one of the city’s finest intact examples of a Beaux Arts-style landscape design.

Congress Drive Bridge and Plaza
 Congress Parkway between Michigan Avenue and Columbus Drive | 1916–1930, Edward H. Bennett; 1928, Ivan Mestrovic (sculptor)
 Two imposing classically-inspired pylons and a surrounding plaza at Congress Dr. and Michigan Ave. mark the formal entrance to Grant Park. Made from cast aggregate concrete, the pylons feature cartouches, engaged columns and shields with a “Y” symbolizing the Chicago River. The visually-striking bronze sculptures of Native Americans, titled “Bowman” and “Spearman,” were added to the plaza in 1928.

Balbo Drive Bridge and Pylons
 Balbo Dr. at Michigan Ave. | 1925, Bennett, Parsons & Frost
 East Jackson Boulevard Bridge
 East Jackson Blvd. at Michigan Ave. | 1925, Bennett, Parsons & Frost

FOREST PRESERVES

The Forest Preserve District of Cook County, created in 1914, is an unparalleled outer park and recreation system called for in the 1909 Plan to protect naturalistic settings for educational, pleasure, and recreational purposes. County residents voted to create a Forest Preserve district on November 3, 1914. In the following year, the district purchased the first 500 acres of 13,000 acres recommended in its initial program. By the end of World War II, the Forest Preserve district had acquired 36,000 acres of forest and prairie lands in Cook County, and by 1969 it was 59,500 acres.

Forest Preserve Districts within the City of Chicago

Northwest	Southeast
Caldwell Woods	Beaubien Woods
Edgebrook Woods/Edgebrook Golf Course	Flatfoot Lake
Forest Glen Woods	Eggers Grove
LaBagh Woods	
Southwest	
Indian Road Woods/Billy Caldwell Golf Course	Dan Ryan Woods

KEY TO SYMBOLS

- Chicago Landmark
- National Register of Historic Places
- National Historic Landmark
- Publicly-accessible historic interior

17 Pedestrian Bridge, Van Buren Street
 401 S. Michigan Ave. | 1925, Bennett, Parsons & Frost

Burnham Park
 Lakeshore park from 14th Street to 57th Street | 1917–1930
 Burnham’s vision for a south lakefront park was completed and named in his honor in 1922. Created with landfill, the park features a series of manmade islands, linear boating harbor, beaches, meadows, and playfields. The park hosted fairs and expositions beginning with the 1933 Century of Progress Exposition and the construction of the first McCormick Place in 1960.

18 Northerly Island
 1400 South Lynn White Drive | 1928–30
 This is the only island that was built of the series of manmade islands envisioned by Burnham between Grant and Jackson Parks, and featured paths, scattered trees, a parking lot, and the 12th Street Beach. In 1938, the Chicago Park District replaced the bridge with a causeway connecting Northerly Island to Burnham Park. In 1947, the Meigs Field airport opened under the Exposition Authority Act. The airport ceased operations in 2003 and was converted to parkland.

19 Field Museum of Natural History
 Roosevelt Road and South Lake Shore Drive
 1909–12, D. H. Burnham & Co. | 1912–17, Graham, Burnham & Co. | 1917–20, Graham, Anderson, Probst & White

20 Soldier Field
 425 East McFetridge Drive | 1922–26, Holabird & Roche, original architects | 2002–03, Wood + Zapata, Inc., architects

21 Adler Planetarium
 1300 South Lake Shore Drive | 1930, Ernest A. Grunsfeld, Jr.

22 John G. Shedd Aquarium
 1200 South Lake Shore Drive | 1929, Graham, Anderson, Probst & White
 The Field Museum (designed by Burnham), Soldier Field, the Adler Planetarium, and the Shedd Aquarium (designed by a successor firm to D. H. Burnham & Co.) are part of Burnham’s original vision for a grouping of cultural institutions in Chicago’s lakefront park, although proposed in the 1909 Plan to be sited in Grant Park.

23 Promontory Point
 55th Street and South Shore Drive | 1937 | restored 1987
 Alfred Caldwell, landscape architect
 Promontory Point follows Burnham’s vision for a peninsula stretching into Lake Michigan with breathtaking views of the city and was undertaken with federal funds from the Works Progress Administration in 1935. Promontory Point features a naturalistic design by renowned Prairie School landscape architect Alfred Caldwell. Its Norman-inspired field house of Wisconsin Lannon stone was designed by architect Emanuel V. Buchsbaum in 1937.

WATERWAYS & HARBORS

24 Navy Pier Headhouse and Auditorium
 600 East Grand Avenue at Lake Michigan
 1916, Charles S. Frost
 Municipal Pier No. 2, now known as Navy Pier, was completed at the foot of Grand Avenue, rather than Chicago Avenue as suggested in the 1909 Plan. Great Lakes shipping, excursion boat piers and public recreation piers were important components of the plan.

25 Calumet Harbor
 1920
 The 1909 plan called for a harbor for both of Chicago’s rivers: the Chicago and Calumet. Each harbor would connect with a freight handling center. The 1920 Van Vliissingen Plan for the Calumet Region included harbor improvements and filling in areas of Lake Calumet for use as additional industrial and terminal sites. When Chicago became a world port in 1959, Calumet Harbor was modified to accommodate ocean vessels.

26 Yacht Harbors
 Diversey, Belmont and Montrose Harbors | 1930
 The 1909 Plan called for yacht harbors to be constructed along the north lakefront in conjunction with proposed islands, since navigation there was considered dangerous. Although some slips existed at Diversey since 1890, boaters began calling for improvements by 1893. The islands were never built, but the inland Diversey, Belmont and Montrose harbors were opened by the 1930s.

27 Straightening of the South Branch of the Chicago River
 Between Polk and 18th Streets | 1926–30
 One goal of this project was to open through-streets in the area, but this did not occur because railroad facilities were never removed.

The Plan of Chicago, prepared by Daniel H. Burnham and Edward H. Bennett and released in 1909, is one of the most groundbreaking and influential documents in the history of American city planning. Presented to a congested city experiencing explosive growth, the plan inspired a physical transformation.

A continuous lakefront park system forms the “jewel” of the 1909 Plan. While cities across the world still struggle today to open up their waterfronts for public uses, Chicago cherishes its unbroken 24-mile long lakefront filled with parks, beaches, harbors, and recreational opportunities. An enhanced Grant Park was to be the city’s cultural center, with not only open-air loggias and gardens but also monumental buildings devoted to music, arts and culture. Lincoln Park, the north lakefront park since the mid-1800s, was expanded from 450 to 1,200 acres, eventually reaching Hollywood Avenue. South-siders would embrace Burnham Park, created from landfill for the 1893 World’s Fair and after, with scenic manmade features such as Northerly Island and Promontory Point and its own harbor, beaches and playgrounds. The plan’s call for continuous public accessibility for all shoreline parks would make Chicago’s lakefront exceptional.

In the Chicago of 1909, unbridled transit and commercial traffic clogged central city streets, while tangled rail lines and winding river branches blocked access. Another goal of the Plan of Chicago was to alleviate traffic congestion, advance commerce, and beautify the city. Large-scale street improvements were proposed, including widening and connecting north and south Michigan Avenue across the Chicago River; continuing Lake Shore Drive; creating a central east/west axis at Congress Street and new diagonal streets radiating out from the center of the city; building a viaduct over the rail yards to continue Roosevelt Road; widening 120 miles of arterial streets throughout the city; and the unrealized construction of a new civic center west of the Chicago River. Ambitious railroad proposals included the relocation of the city’s many railroad stations between Canal and Clinton streets and the consolidation of shared freight routes and yards. Although not all undertaken, Union Station was built as a result of the 1909 Plan. Pleasing two-level drives segregating service traffic were proposed to improve the downtown riverbank, later embodied in the South Water and Wacker Drive projects. The south branch of the Chicago River was straightened, and a new harbor was created between Chicago and Cermak Road.

With exquisite illustrations by Jules Guerin and Fernand Janin, the plan was formally adopted as the City’s official planning document at a major event on July 4, 1909. The Commercial Club of Chicago then took over the monumental task of promoting it and getting every Chicagoan to support it. An exhibition of Guerin and Janin’s impressive drawings was mounted at the Art Institute. Speakers were arranged to present the plan at local club meetings. Yet the most effective promotion was a 1911 book, *Wacker’s Manual of the Plan of Chicago*, by Walter D. Moody, which was distributed to schools as part of their curriculum to instill civic pride in the city’s youth.

Implementation of the recommendations in the 1909 Plan was the responsibility of the newly-created Chicago Plan Commission. Influential businessman Charles Wacker (1856–1929) was its chairman until 1926, enthusiastically backing projects throughout his tenure. Related efforts that grew out of the plan included the 1923 Zoning Ordinance and the establishment of the Chicago Regional Planning Association.

The indelible impact of the Plan of Chicago is due to a timely combination of forces – Burnham, the gifted architect and visionary city planner, and the influential business leaders of the Commercial Club. With their original conceptualization, sponsorship and promotion, the plan’s implementation was guaranteed for years to come. Under the continued stewardship of Bennett following Burnham’s death, Chicago was transformed by the public improvements envisioned by the plan, and the plan’s Beaux Arts-inspired designs would similarly have a lasting impact on the architecture of Chicago and cities around the world.

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CIVIC AND TRANSPORTATION IMPROVEMENTS

1 Michigan Avenue Bridge & Esplanade
 Michigan Avenue at East Wacker Drive | 1920
 1926, Edward H. Bennett | 1928, Henry Hering and James Earl Fraser, sculptors
 A priority of the 1909 Plan was to connect north and south Michigan Avenues as a grand boulevard with a bridge over the Chicago River. Unveiled in 1920, the double-level, trunnion bascule bridge is a design based upon the Alexander III Bridge of 1900 in Paris. Limestone bas-relief sculptures, similar to those found on the Arc de Triomphe in Paris, were executed by Henry Hering (southern pylons) and James Earle Fraser (northern pylons) in 1928. Each of the four corner pylons depicts important events in the historical development of Chicago – “Defense,” “Regeneration,” “The Pioneers,” and “The Discoverers.” The southwestern bridgehouse, entered from the riverwalk level, houses the McCormick Tribune Bridgehouse & Chicago River Museum.

2 Chicago River Bridges and Bridgehouses
 Chicago River at Wabash, Clark, LaSalle, Wells, Franklin-Orleans, Jackson, Adams, Monroe, Madison, Washington and Lake Streets. | 1913–1930. Various bridge designers & engineers, with Bennett, Parsons & Frost, consulting architects
 Chicago was the innovator of the trunnion bascule-type bridge, developing the first such bridge in 1900. Newer engineering designs after 1910, along with the Edward Bennett’s architectural aesthetic, resulted in visually-pleasing, Beaux Arts-influenced architectural elements, such as bridge railings and bridgehouses.

3 Wacker Drive
 Michigan Avenue west to Lake Street | 1926, Edward H. Bennett
 This east-west segment of Wacker Drive was initially conceived in the 1909 Plan as a two-level riverfront drive on the south bank that would replace the crowded South Water Street market. Burnham wanted the Chicago riverfront to resemble the Seine in Paris. Built of reinforced concrete and limestone details, Wacker Drive is named for the first president of the Chicago Plan Commission. Between 1949–1958, Wacker Drive was extended southward to Congress Parkway to connect with the Eisenhower Expressway, and later expanded eastward from Michigan Avenue after Mies Van der Rohe’s 1967 Master Plan for Illinois Center.

4 Congress Boulevard and the proposed Civic Center
 Opened 1958 | Lake Shore Drive to beginning of Eisenhower Expressway
 Considered the “Axis of Chicago,” Congress Parkway was to be a “great boulevard to the west” with a proposed civic center at the western end. Although the civic center was never executed, Congress Boulevard did become the link between the lakefront and the city’s western suburbs.

5 Union Station
 210 S. Canal St. | 1913–1925, Graham, Anderson, Probst & White
 Upon its completion, Union Station was hailed as an outstanding achievement in railroad facility planning, handling as many as 300 trains and 100,000 passengers daily. The station’s ornate Beaux-Arts main waiting room, the “Great Hall,” is one of the nation’s great interior public spaces, with its vaulted skylight and connecting lobbies, staircases, and balconies.

6 U.S. Post Office
 433 W. Van Buren St. | 1932, Graham, Anderson, Probst & White
 This mammoth structure was built in direct line with Chicago’s Union Station to access rail lines for mail distribution. With the construction of the city’s highway system begun in the late-1940s, the Eisenhower (originally Congress) Expressway was constructed through the base of the building in 1956, linking it to Congress Drive and the lakefront.

7 Roosevelt Road (12th Street) Improvement, Between Michigan and Ashland Avenues | 1910–1917
 12th Street Bridge, completed 1927
 The widening of Roosevelt Road between Michigan and Ashland avenues was part of an “outer circuit” project in the 1909 Plan to route traffic around the central business district. It also included a bridge over the South Branch of the Chicago River. One hundred thousand people attended a ceremony marking completion of a portion of the work that began in 1914 and was finished on December 20, 1917.

8 South Lake Shore Drive (Shoreline Parkway)
 1917–1932
 A lakefront boulevard on Chicago’s south side was proposed in the 1909 Plan, and by September 1928 the roadbed was laid for what was then Leif Erickson Drive. It allowed access and pleasure motoring to and from Chicago’s Loop for Chicago’s south lakefront residents. The boulevard spurred development of architecturally distinguished high-rise apartment buildings along the south lakefront.

9 North Lake Shore Drive/Sheridan Road
 This north lakefront boulevard was expanded to Foster Avenue by 1933, and a bridge was opened in 1937 at the mouth of the Chicago River as part of the Outer Drive Improvement project to connect the south and north lake-shore drives.

10 Ogden Avenue
 Between Ashland Avenue and Clark Street (at Armitage)
 1929–32
 Burnham envisioned a system of diagonal streets to expedite traffic flow, but the only one built was Ogden Avenue, named for the city’s first mayor. This 108-foot wide road extended from the west side’s Union Park at Ashland Avenue northeast to Lincoln Park at Armitage Avenue. It had bascule bridges over the North Branch of the Chicago River and the canal, and a viaduct across Goose Island. The northeastern part was closed to traffic in stages in 1967, 1983 and finally in 1993 when the Goose Island viaduct was demolished.

11 Arterial Widening Projects: Western Avenue, Ashland Avenue
 1915–1931
 The 1909 Plan offered many arterial street-widening projects. To accommodate increasing automobile traffic, 120 miles of streets were widened between 1915 and 1931. Hundreds of buildings along these arterials had their front porches shaved off for the street widening projects.

12 South Water Market
 Bounded by W. 14th Pl., W. 16th St. rail embankment, S. Racine Ave. and S. Morgan St. | 1925, Fugard & Knapp
 The city’s wholesale market had been located along the Chicago downtown riverbank but was moved to this location on the Near West Side to make way for Wacker Drive.