

**CITY OF CHICAGO
COMMISSION ON CHICAGO LANDMARKS**

July 9, 2026

**RECOMMENDATION TO THE CITY COUNCIL OF CHICAGO THAT
CHICAGO LANDMARK DESIGNATION BE ADOPTED FOR**

BRYN MAWR AVENUE DISTRICT

Including the Following Address Ranges (even/odd addresses):

N. Broadway	5555-5615 (odds)
W. Bryn Mawr Avenue	1016-1146 (evens), 937-1147 (odds)
N. Kenmore Avenue	5552-5608 (evens), 5553-5609 (odds)
N. Sheridan Road	5548-5558 (evens), 5531-5559 (odds)
N. Winthrop Avenue	5550-5614 (evens), 5543-5607 (odds)

Docket No. 2026-07

To the Mayor and Members of the City Council of the City of Chicago:

Pursuant to Section 2-120-690 of the Municipal Code of the City of Chicago (the “Municipal Code”), the Commission on Chicago Landmarks (the “Commission”) has determined that the Bryn Mawr Avenue District (the “District”) is worthy of Chicago Landmark designation. On the basis of careful consideration of the history and architecture of the District, the Commission has found that it satisfies the following four (4) criteria set forth in Section 2-120-620 of the Municipal Code:

1. *Its value as an example of the architectural, cultural, economic, historic, social, or other aspect of the heritage of the City of Chicago, State of Illinois, or the United States.*
4. *Its exemplification of an architectural type or style distinguished by innovation, rarity, uniqueness, or overall quality of design, detail, materials, or craftsmanship.*
5. *Its identification as the work of an architect, designer, engineer, or builder whose individual work is significant in the history or development of the City of Chicago, the State of Illinois, or the United States.*
6. *Its representation of an architectural, cultural, economic, historic, social, or other theme expressed through distinctive areas, districts, places, buildings, structures, works of art, or other objects that may or may not be contiguous.*

I. BACKGROUND

The formal landmark designation process for the District began on April 2, 2026, when the Commission approved a preliminary landmark recommendation (the "Preliminary Recommendation") for the District as a Chicago Landmark. The Commission found that the District meets four of the seven criteria for designation, as well as the integrity criterion, identified in the *Chicago Landmarks Ordinance* (Municipal Code, Section 2-120-580 *et seq.*). As part of the Preliminary Recommendation, the Commission preliminarily identified the "significant historical and architectural features" of the District as:

- All exterior elevations, including rooflines, of the buildings visible from public rights-of-way.

Also, as part of the Preliminary Recommendation, the Commission adopted a Designation Report, dated April 2026, the most current iteration of which is dated July 9, 2026, incorporated herein and attached hereto as **Exhibit A** (the "Designation Report").

On May 1, 2026, the Commission received three demolition permit applications for the buildings at 5614 N. Winthrop Ave., 1106 W. Bryn Mawr Ave., and 1114 W. Bryn Mawr Avenue within the District.

At the Commission's next regular meeting on May 7, 2026, the Commission received a report from Ciere Boatright, Commissioner of the Department of Planning and Development ("DPD"), stating that the proposed landmark designation of the District supports the City's overall planning goals and is consistent with the City's governing policies and plans. This report is incorporated herein and attached hereto as **Exhibit B** (the "DPD Report").

At its regular meeting of May 7, 2026, the Commission voted to approve demolition permits for non-contributing buildings at 5614 N. Winthrop Avenue and 1106 W. Bryn Mawr Avenue and to preliminarily disapprove a demolition permit application for the building at 1114 W. Bryn Mawr Avenue. Per the Municipal Code, the Commission's preliminary disapproval of the demolition application initiated expedited consideration of both the proposed District landmark designation and the demolition permit application.

In a letter dated May 21, 2026, the Commission notified owners of property within the proposed District that Commission's preliminary disapproval of the demolition application for 1114 W. Bryn Mawr Ave. initiated expedited consideration of both the proposed District landmark designation and the demolition permit application.

The May 21, 2026, letter also notified owners that a public hearing on the proposed designation of the District as well as the preliminary disapproval of the permit application was scheduled for June 15, 2026, in accordance with the Landmarks Ordinance and the Rules and Regulations of the Commission on Chicago Landmarks. Notices of the time and date of the hearing were (a) posted on signs in the proposed District, and (b) published as a legal notice in the *Chicago Tribune* newspaper, as required by the Landmarks Ordinance. A notice was also posted on the DPD web site.

II. PUBLIC HEARING

The hearing was convened, as scheduled and noticed, on Monday, June 15, 2026, at 10:00 a.m. at City Hall, 121 N. LaSalle St., Rm. 1103. Commission member Alicia Blakely served as Hearing Officer, assisted by Bradley Peltin, Assistant Corporation Counsel for the Real Estate and Land Use Division of the City's Law Department, as legal counsel to the Commission. The hearing was conducted in accordance with the Commission's Rules and Regulations, specifically Article V regarding the conduct of public hearings for expedited consideration of proposed landmark designations and permit applications.

The Commission staff's presentation recommending the proposed landmark designation was given by Eiliesh Tuffy, Coordinating Planner of the Historic Preservation Division.

At the conclusion of the staff presentation the Commission's Rules and Regulations allow property owners within the District, regardless of whether they request party status, to question the staff. A resident of the Belle Shore Apartments property at 1052 W. Bryn Mawr Ave. asked how District designation would affect the Bryn Mawr and Belle Shore Apartment buildings, expressing concerns about resident displacement. Staff responded that District designation would create no change in status, and that individual landmark designation had already been granted previously to those buildings. The speaker was referred to staff to follow up on questions specific to housing matters. A member of the Edgewater Residents for Responsible Development asked why some buildings at the intersections of Ridge Avenue, Broadway, and Bryn Mawr were not considered for inclusion in the District, and whether they could be considered for designation. Staff responded that they were surveyed and the decision was made to align the district boundaries with the 1995 National Register nomination which meet established standards for district boundary delineation. Staff also stated that other area buildings could be looked at separately to determine whether they meet criteria for designation on their own.

One (1) representative of a property owner of buildings located at 5614 N. Winthrop Ave., 1106 W. Bryn Mawr Ave., and 1114 W. Bryn Mawr Ave. within the proposed District specifically requested and was granted party status by the hearing officer. The owner's permit application to demolish the building at 1114 W. Bryn Mawr Ave. was the subject of the second part of the hearing. Owner's counsel asked to have their expert witness's report on the building entered into the record for the designation portion of the hearing. The hearing officer agreed and the Department of Planning and Development (DPD) did not object. The party expressed that they were not in opposition to the district at large, but rather with respect to the identification of 1114 W. Bryn Mawr as a contributing building in the District. Testimony was provided by an architectural historian argued that the building at 1114 W. Bryn Mawr Ave. was non-contributing to the district and should therefore be permitted to be demolished.

After the presentation by this party, property owners within the District not requesting party status and members of the general public made statements.

One (1) owner of property within the District who did not request party status made statements in opposition to the District.

Two (2) members of the general public spoke in opposition to the District.

Two (2) shareholders of the Edgewater Beach Apartments property within the District who did not request party status spoke in favor of the District.

Eight (8) members of the general public spoke in favor of the District, including representatives of Landmarks Illinois, Preservation Chicago, the Edgewater Historical Society, and Edgewater Residents for Responsible Development.

The transcript (the "Hearing Transcript") and related exhibits from the public hearing are attached hereto.

III. TALLY OF SUPPORT/OPPOSITION FORMS TO THE DESIGNATION AND CHANGES TO THE DISTRICT

Because the designation was subject to the expedited consideration process, there was no time for the Commission to include its standard written request-for-consent process in the designation. In lieu of this process, the May 21, 2026, letter to owners also requested that owners return an enclosed form indicating if they support or oppose the District. As of July 1, 2026, the staff has received 3 forms indicating support for the District and 3 forms indicating opposition to it.

Because a majority of property owners in the District responding to the Commission's informal inquiry about the proposed designation do not support it, a recommendation to City Council for landmark designation of the District must be approved by the affirmative vote of at least six members of the Commission as required by Section 2-120-690 of the Municipal Code.

IV. FINDINGS OF THE COMMISSION ON CHICAGO LANDMARKS

WHEREAS, the District traces its origins to John Lewis Cochran, who is widely regarded as the founder of Edgewater. Bryn Mawr Avenue and the Edgewater train station (now Bryn Mawr station) are located in the neighborhood's first prospective residential development. Cochran's first subdivision included a network of streets, utilities, and well-designed houses in what was intended to be an exclusive railroad suburb; and

WHEREAS, the District exemplifies the high-quality commercial and residential architecture constructed in Chicago's early railroad suburbs during the late nineteenth- and early twentieth centuries. These areas were later annexed by the city in 1889, expanding the geographic area of the city by approximately 125 square miles; and

WHEREAS, the District is a distinctive and remarkably intact group of primarily two- to three-story store & flats buildings, with three large apartment buildings, built between 1897 and 1928; and

WHEREAS, the District is distinctive for the fine detailing and craftsmanship seen in such building elements as cornices, windows and doors, the overall collection of stylistic examples, ranging from excellent to modest, illustrating Classical Revival, Queen Anne, Romanesque Revival, Gothic Revival, Mediterranean Revival and Arts and Crafts influences, and for the high-quality use of materials including brick, stone, terra cotta and metal; and

WHEREAS, the collection of buildings along the three city blocks which form the Bryn Mawr Avenue District include architect-designed works by a number of practitioners who have become significant in Chicago and U.S. history. Individual architects include Benjamin H. Marshall and John Edmund Oldaker (J.E.O.) Pridmore, while architectural firms with commissions in the corridor include Koenigsberg & Weisfeld, Levy & Klein, and Perkins, Fellows & Hamilton; and

WHEREAS, the District displays a distinct visual unity based on the consistent scale, relationship to the sidewalks, design, size, use of materials, and overall detailing for the District's buildings; and

WHEREAS, the District possesses a distinctive and recognizable sense of place within the larger context of the Edgewater neighborhood; and

WHEREAS, the District meets the four (4) criteria for landmark designation set forth in Sections 2-120-620 (1), (4), (5) and (6) of the Municipal Code; and

WHEREAS, consistent with Section 2-120-630 of the Municipal Code, the District has a significant historic, community, architectural, or aesthetic interest or value, the integrity of which is preserved in light of its location, design, setting, materials, workmanship, and ability to express such historic, community, architectural, or aesthetic interest or value; now, therefore,

THE COMMISSION ON CHICAGO LANDMARKS HEREBY:

1. Incorporates the preamble and Sections I, II, III, and IV into its findings; and
2. Adopts the Final Designation Report, as revised and dated this 9th day of July 2026; and
3. Finds, based on the Designation Report, DPD Report, the Hearing Transcript and the entire record before the Commission, that the District meets the four (4) criteria for landmark designation set forth in Sections 2-120-620 (1), (4), (5) and (6) of the Municipal Code; and
4. Finds that the District satisfies the "integrity" requirement set forth in Section 2-120-630 of the Municipal Code; and
5. Finds that the significant historical and architectural features of the District are identified as follows:

- All exterior elevations, including rooflines, of the buildings visible from public rights-of-way.

6. Recommends that the District be designated a Chicago Landmark.

This recommendation was adopted unanimously (8-0).



Ernest C. Wong, Chair
Commission on Chicago Landmarks

Dated: July 9, 2026

LANDMARK DESIGNATION REPORT



BRYN MAWR AVENUE DISTRICT

Predominantly Bryn Mawr Avenue, between Sheridan Road and Broadway

Final Landmark Recommendation adopted by the Commission on Chicago Landmarks July 9, 2026



CITY OF CHICAGO
Brandon Johnson, Mayor

Department of Planning and Development
Ciere Boatright, Commissioner

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BRYN MAWR AVENUE DISTRICT
PREDOMINANTLY BRYN MAWR AVENUE BETWEEN SHERIDAN
ROAD AND BROADWAY
PERIOD OF SIGNIFICANCE: 1897-1929

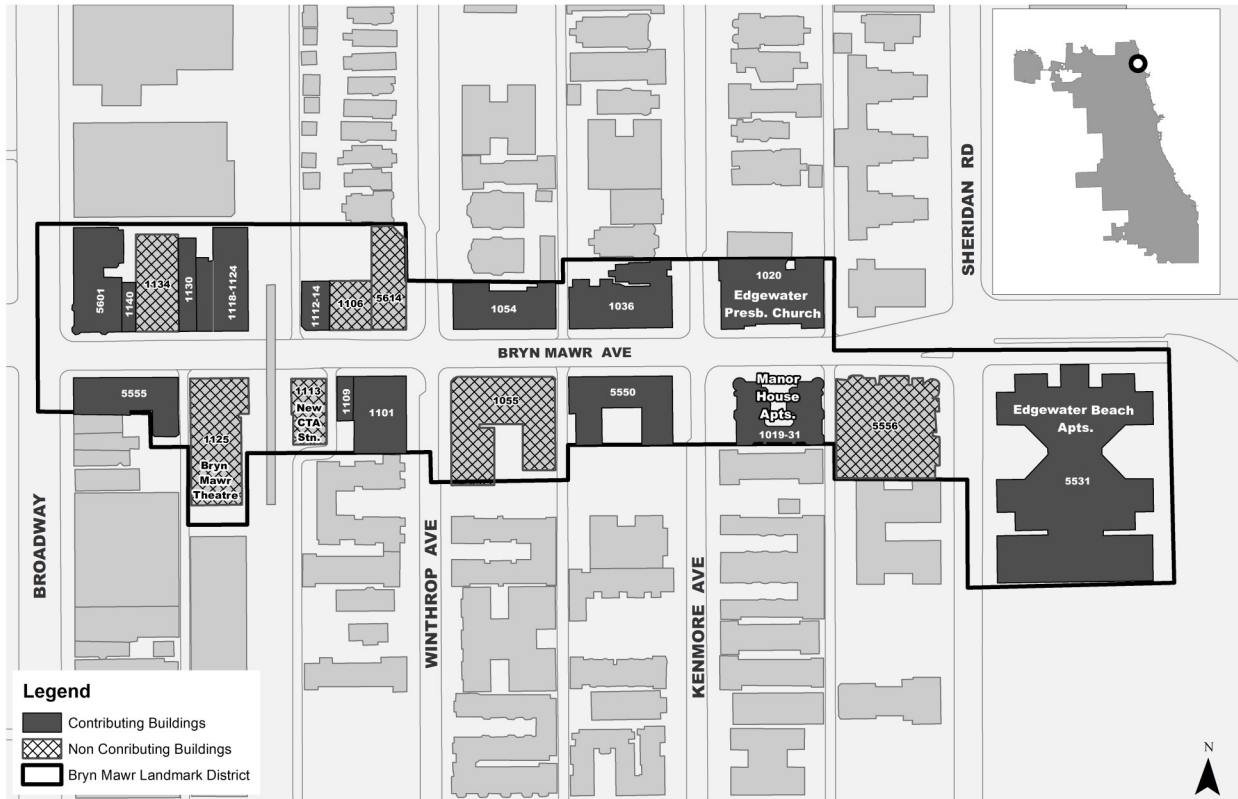
The Bryn Mawr Avenue District, spanning the 900- through 1100- blocks of West Bryn Mawr Avenue, is in the Edgewater Community Area on the North Side of Chicago. From its earliest period of development, Bryn Mawr Avenue has served as a neighborhood commercial corridor, a street where residents of the surrounding community could access shopping and professional services in a walkable setting close to home. It has continued to function for over 140 years. The District's history is closely related to commuter rail service to downtown, and the recently renovated Chicago Transit Authority's Red Line Elevated Station at Bryn Mawr stands at the heart of the district geographically and functionally. In addition to commerce and transit, the district includes four architecturally significant apartment buildings from the first two decades of the 20th century. One religious building along the corridor serves a congregation with lengthy ties to the District.

Evidence of Bryn Mawr Avenue's change over time can be seen through its architectural evolution, which ranges from modest two-story commercial blocks from the late-1890s to the fanciful pink-stucco Edgewater Beach Apartments from 1928, a visual landmark along the shoreline of Lake Michigan.

It should be noted that the proposed District's boundaries correspond with the boundaries of the Bryn Mawr Avenue Historic District, which is listed in the National Register of Historic Places, and this report owes much to the National Register Nomination prepared by Daniel Bluestone in 1995. In addition, valuable context was found in the National Register Nominations for the Edgewater Beach Apartments and the Manor House which are within the proposed local district, as well as Chicago Landmark designation reports for the Belle Shore and Bryn Mawr apartment hotels. The Edgewater Historical Society's collections have provided a wealth of information on Bryn Mawr Avenue's architectural and social history.

HISTORY AND DEVELOPMENT OF THE DISTRICT

Bryn Mawr Avenue's first phase of European settlement began well before it was part of the City of Chicago. Prior to an 1889 annexation, when the City of Chicago expanded its outer boundaries by approximately 125 square miles, the land around what is today's Bryn Mawr Avenue was sparsely settled rural territory. During this time, small farms were established and crops were driven to central city markets by horse-drawn wagons, a type of agriculture historically known as truck farming. The soil in Edgewater was particularly favorable for growing celery, which was the primary crop from the 1840s through as late as the 1930s. One such "truck farmer", Nicholas Kransz, resided at the northeast corner of today's Clark St. and



The Bryn Mawr Avenue District generally covers the 900– through 1100– blocks of West Bryn Mawr Avenue in Chicago’s Edgewater Community Area.



1100-1106 W. Bryn Mawr, later damaged by a 1934 fire. This historic image depicts a typical late-19th century storefront on Bryn Mawr Avenue. Historically, commercial tenants in the District were predominantly grocers, drug stores, and bakeries. Source: Edgewater Historical Society.

Ridge Ave., near the present-day location of Senn High School. His home was known as Seven Mile House based on its distance from downtown Chicago.

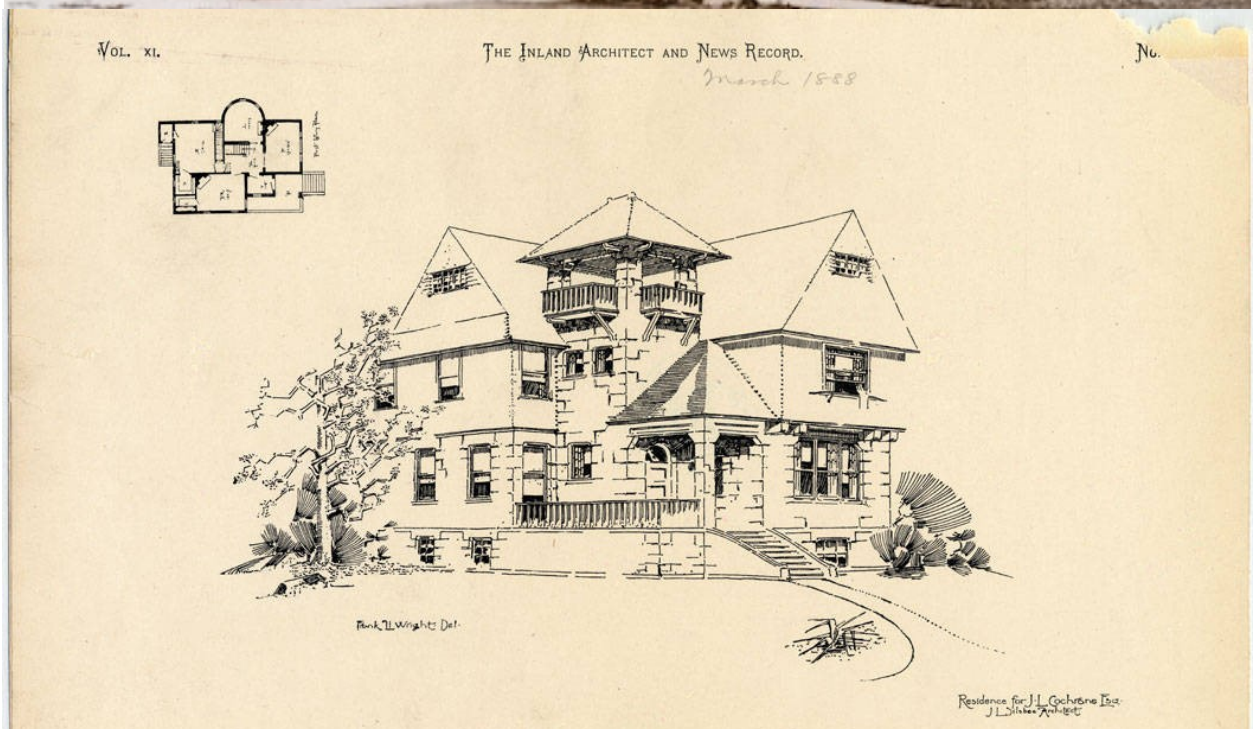
In keeping with many communities established during the late-1800s, the introduction of rail service precipitated residential settlement. Railroads first appeared in the community in 1856, when the Chicago & Milwaukee Railroad built tracks from Chicago north to Waukegan. The C&M line ran parallel to Ravenswood Avenue, one mile west of the Bryn Mawr commercial corridor, and was initially conceived as a freight line. The area closer to the lakefront eventually had passenger rail service on the Chicago, Milwaukee & St. Paul Railroad, beginning in 1885.

The impetus for the Chicago, Milwaukee & St. Paul Railroad to create a stop at Bryn Mawr Avenue was an offer from John L. Cochran to pay for the new train station. Cochran, a sales representative for the Blackwell Durham Tobacco Company, had settled in Chicago in 1881. Within four years of his arrival, he had purchased 380 acres which would then be subdivided and developed as a residential community known as Edgewater, an area today bounded by Sheridan Rd. to the east, Foster Ave. to the south, Broadway to the west, and Bryn Mawr Ave. to the north.

Cochran subdivided the land, building out Kenmore and Winthrop avenues for residential development with Bryn Mawr Avenue planned as the neighborhood's commercial corridor. The name Bryn Mawr is Welsh for large hill and was chosen by Cochran to recall his youth near the Philadelphia suburb of the same name. With street infrastructure, utilities and early housing options in place, completion of the Edgewater train station provided workers access to Evanston and downtown Chicago jobs while enjoying the large houses and open space in Cochran's development. Edgewater was one of several "railroad suburbs" that would later become established Chicago neighborhoods. The Edgewater station was a 1½-story wood frame building constructed at grade on the east side of the tracks, in the same location of today's Chicago Transit Authority Red Line Elevated Station at Bryn Mawr.

The first non-residential building on Bryn Mawr Avenue was known as the Guild Hall, which Cochran commissioned in 1886. Designed by Chicago architect Joseph Lyman Silsbee, it was a 2½-story, mixed-use building with commercial space on the ground floor and a meeting room above. The Guild Hall served as a gathering space for the community's earliest institutions, including the Episcopalian, Methodist and Catholic congregations as well as the first public school.

While the Guild Hall no longer survives, two of the oldest surviving 19th-century store and flats buildings which date to 1897 and 1899 form its western gateway by framing one entrance to the historic corridor. The third remaining shops building from the 1890s is the former C.N. Michael hardware store at 1130 W. Bryn Mawr Avenue, which was completed in 1898. The upper floors of these early commercial buildings were typically used for office space or residential apartments. Census records show many early residents working at manufacturing businesses within the Ravenswood industrial corridor.



Pictured above are two of the earliest buildings constructed for developer John L. Cochran on Bryn Mawr Avenue. The Guild Hall (left) and the Edgewater Train Depot (right) were designed in the Shingle Style by architect John Lyman Silsbee. Both buildings were demolished and replaced with newer structures. Source: Edgewater Historical Society

The lower image is a design for an early Shingle Style residence in Cochran's first subdivision. The signature in the lower right corner is that of Frank Lloyd Wright, who was just beginning his career with Silsbee and was tasked as the delineator for this architectural rendering.

Source: Inland Architect, 1888



Pictured above is the John Lyman Silsbee-designed Edgewater Train Depot from 1886, which was built for the railroad by developer John L. Cochran to facilitate the sale of houses in his new residential subdivision. This photo below was taken in May 16, 1908, when the Northwestern Elevated Railroad (now CTA) extended its tracks further north, from the Wilson station to Evanston. The handwritten note suggests these were the first passengers to board the train at what is now the Bryn Mawr Red Line stop. Source: Edgewater Historical Society.

As is typical in the history of community development, transportation facilitated growth. Streetcar service between Irving Park Road and Evanston passed near the District along Broadway beginning in 1893. Development of lots on Bryn Mawr Avenue occurred in two waves: the first being the 1880s-1890s early subdivision structures; the second between 1908, when the Northwestern Elevated railway was extended north of Wilson to include a stop at Bryn Mawr, up through 1929 when limitations on multi-family construction were eased and building height allowances were expanded.

While Cochran's initial residential development of Edgewater catered to upper-class families in free-standing houses, increased transportation access and frequency of service between Edgewater and downtown Chicago helped attract single working professionals and married couples to the neighborhood after the turn of the twentieth century. The changed demographic created a demand for apartment housing; however, this density was not embraced by John Cochran. Several legal challenges were filed against Cochran related to these density restrictions.

Ultimately permissions were granted for the construction of apartments. The first appeared in 1908 at 1025 West Bryn Mawr Ave. Known as the Manor House, the apartment stands out as one of Chicago's largest and most architecturally developed six-flats, with two apartments on each of its three floors. The castle-like Tudor Revival design is the work of prominent Chicago architect J.E.O. Pridmore. Constructed on a large parcel of land, the Manor House's site layout provides an open-air courtyard at the center of the lot which fronts onto Bryn Mawr Avenue. The nature of the development, which included accommodations for domestic workers, attracted occupants of higher means.

Aside from the Manor House, the 1910s saw Bryn Mawr continuing to be developed with commercial buildings, including the brick Arts and Crafts mixed-use building at the northwest corner of Kenmore Avenue and the one-story terra cotta-clad Ingal Building at 1126 W. Bryn Mawr Avenue.

The 1910s also saw the construction of novel entertainment venues in the District. A dance hall was located on the second floor of 1106 W. Bryn Mawr Ave., immediately east of the new elevated tracks and the D. Collander Company opened the 768-seat Bryn Mawr Theater for vaudeville performances and silent black & white films in 1912 at 1125 W. Bryn Mawr Ave. Although the front façade of the theater has been lost, it was one of the earliest theaters designed by the Chicago-based architecture partnership of brothers C. W. & George L. Rapp who would go on to design hundreds of motion picture theaters between 1906-1931.

Like many of Chicago's neighborhoods, the Bryn Mawr Avenue District peaked in the 1920s with new commercial buildings, a church complex and high-rise apartment development. Commercial developments of the 1920s continued the pattern of lower-height mixed-use building types. By 1928, maps suggest 46 commercial storefronts existed in the district, which was a 109% increase from the 1905 count. An architecturally significant commercial building from this period is located at 1101 W. Bryn Mawr Ave., the former site of the 1886 Guild Hall.



EDGEWATER

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Over \$375,000 has been expended to make these improvements during the past 20 months.

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EDGEWATER

AN AMUSEMENT CENTER

Raymond Gregori designed this building, which will be located at the southwest corner of Bryn Mawr and Winthrop. There are to be four stores, ten offices, and billiard and pool tables and bowling alleys. Lackner Butz & Co. are underwriting a bond issue on the project. E. L. Bloomster drew this picture.

Top image: The first building on Bryn Mawr Avenue designed as luxury apartments was the Manor House in 1908. Each unit included maid's sleeping quarters. Lower right: 1927 newspaper announcement prior to completion of 1101 W. Bryn Mawr Ave. Lower left: Amenities touted in the original subdivision marketing included lakefront proximity, stone sidewalks, sewer drainage and electric street lights.

This Venetian Gothic Style building was designed by architect Raymond J. Gregori to house a bowling alley and billiard hall. The upper floors feature terra cotta window surrounds and quoining. The center bays facing Bryn Mawr are detailed with groupings of narrow vertical window openings capped with pointed arches, like those seen on 13th-century palazzos in Venice, Italy.

The decade of the 1920s also saw the construction of the corridor's sole religious building, the Edgewater Presbyterian Community House at 1020 W. Bryn Mawr Ave. The Presbyterian congregation first gathered in the Guild Hall, then in a George Maher-designed church on the south side of the street. Having outgrown their original church, congregation members raised funds for a new church and community building. Ultimately only the community building was constructed due to financial constraints resulting from the Great Depression.

The most visually prominent developments in the District from the decade of the 1920s is the trio of high-rise apartment buildings: the Edgewater Beach Apartments (1927; Benjamin H. Marshall); the Bryn Mawr Avenue Apartment Hotel (1927; Levy & Klein); and the Belle Shore Apartments (1928; Koenigsberg & Weisfeld). All three buildings are listed in the National Register of Historic Places in their own right, and both the Bryn Mawr and Belle Shore apartment buildings are individually designated Chicago Landmarks. John L. Cochran placed 20-year covenants on some lots which restricted their development to single-family residential homes, however the expiration of covenants followed by the passage of the City's 1923 zoning ordinance allowed greater opportunity to construct multi-family housing.

The Edgewater Beach Hotel, with its distinctive pink stucco exterior, is a visual landmark not only from Bryn Mawr Avenue but also as a marquis building along Chicago's North Side lakefront. The 19-story Mediterranean Revival Style building is X-shaped in plan, capped with an octagonal rotunda, and provides its residents sweeping views of the northern reaches of Lincoln Park, DuSable Lake Shore Drive, and Lake Michigan beyond. Originally part of the larger Edgewater Beach Hotel campus, which continued for two city blocks to the south, the existing 1927 apartment building is all that remains following the hotel's demolition in 1971.

In the center of the district, between Kenmore and Winthrop avenues, stands the other two iconic tower apartments. On the south side of the street, at the corner of Kenmore, is the Gothic Revival Style Bryn Mawr Avenue Apartment Hotel. Clad in buff brick and cream-colored terra cotta, the building's continuous vertical piers emphasize its 12-story height. On the north side of the street, at the corner of Winthrop, is the 8-story Art Deco Style Belle Shore Apartment building. The vibrant green, black and gold exterior stands out along the streetscape, particularly the colorful details inspired by ancient Egyptian motifs.

The period of significance for the Bryn Mawr District ends at the onset of the Great Depression in 1929. At that time, the District was largely built out and both the Great Depression and the start of World War II in 1941 halted most construction for almost two decades. The growth of suburbs in the 1950s and 1960s tended to increase vacancies in older mixed-use corridors like the Bryn Mawr District. Population loss in Edgewater during the second half of the 20th century

was offset by an influx of new immigrant residents. Beginning in the 1950s, Edgewater's population broadened to include Japanese, Korean, Native American, Greek, Cuban, Mexican, and Puerto Rican residents. During the 1970s-1990s, successive waves of immigration drew Vietnamese and southeast Asians, Russians, Middle Eastern, Bosnians and Ethiopian to the community.

In 1980, the City of Chicago established Edgewater as its own Community Area (77), after having previously been part of the Uptown Community Area dating back to the 1920s. It was also during this timeframe when a rising interest in the area's heritage and historic architecture led residents to establish the Edgewater Historical Society in 1988.

As of a 2025 Community Data Snapshot analysis by the Chicago Metropolitan Agency for Planning (CMAP) Edgewater has a population of 56,146 residents within a 1.74 square mile area, making it the 3rd most densely populated community area in Chicago, after the Near North Side and Lake View. This is largely attributed to the concentration of high-rise apartment and condominium buildings adjacent to Lake Michigan, some of which are included within the District boundaries.

Also in 2025, the Chicago Transit Authority completed track modernization and a new station at the Bryn Mawr stop of the Red Line Elevated train. After several years of increased storefront vacancies, reopening the train station has brought pedestrians back to Bryn Mawr Avenue and new businesses are on the rise.

CONTRIBUTING BUILDINGS

Based on a staff recommendation, 15 buildings in the district are contributing to it and are discussed below in chronological order. These buildings were constructed during the District's historic period of significance, which is identified as the years 1897-1929. They also exhibit a level of architectural integrity to convey their historic design.

Interspersed within the Bryn Mawr Avenue District boundaries are seven buildings considered non-contributing to the architectural or historic significance of the District. Non-contributing is a determination made for a building either constructed outside of the District's identified period of significance or altered to such a degree that its current condition lacks sufficient integrity to convey the historic aspects of the District.



1. 5601 N. Broadway

(1897, 1909; *Joseph A. Thain, architect*)

One of two western gateway buildings to the District, this two-story brick store and flats building was developed by Daniel Gawne. Gawne was born in England, but is listed in the 1897 City Directory under “Carpenters and Builders” with a personal address of Portland Avenue in Chicago’s Canaryville neighborhood.

Constructed in two phases, the oldest portion of the building is its southern half, which dates to 1897. Attributed to architect Joseph A. Thain, the design reflects aspects of Queen Anne architecture. These early store and flats buildings featured larger panes of glass on the ground floor to display goods to passing pedestrians. The ground floor storefront was initially occupied by the A.B. Moore drug store. By 1911, operation of the store had transitioned to Frank H. Ahlborn. On the second story, the brick façade includes three projecting, angled window bays. Limestone coursing at the height of the window lintels forms a continuous band that spans both the Bryn Mawr and Broadway elevations. A simple brick cornice, created through corbelled steps, tops the building.

In 1909, Gawne again hired Thain as the architect for a northern expansion to the building, which was designed with Classical Revival details. Subtle shifts in the design and detailing of the later construction are visible along the Broadway elevation, where it connects to the original 1897 building. Also clad in red brick, the 1909 addition shows more refinement in its limestone ornament. Vertical piers are terminated on the second floor with Ionic capitals and stone roundels. Additional stone ornament appears over the entrance doors to the upper-floor tenant spaces. Stone lintels are carved with the entrance address and flanked by a scroll and foliate design that repeats on the vertical piers. The cornice, while also of brick, has a slightly more intricate pattern than the simple corbel on the 1897 building.



2. **1140 W. Bryn Mawr Avenue**

(1898; 1917, 2nd floor addition)

Originally constructed as a one-story building in 1898, the commercial property was developed by Daniel Gawne, who was also responsible for building the corner building immediately to the west. In 1917 a second story was added and the façade was redesigned. This Queen Anne style store and flats building has a stepped brick parapet. Limestone was used for the parapet's coping stones and as ornamental details within the second-floor brick. Three double-hung windows are grouped together on the second floor, framed using brick with stone corner details. A diamond-shaped stone panel is set above the window lintel. Two vertical piers on the outer edges of the façade have horizontal stacked-bond brick, topped by a pointed arch stone cap and resting on a carved stone base that terminates above the ground floor storefront level. Historically, this building has functioned as a grocery on the ground floor and doctors' offices above.



3. 1130 W. Bryn Mawr Avenue

(1898, William Wallace Blair, architect)

This 1898 store and flats building is notable for its ornamental pressed metalwork, which includes the name “Michels” in the raised parapet. Christian N. Michels, the original owner, constructed this building to serve as his hardware store on the ground floor and a dwelling unit above, where the Michel family lived for six years. The shop is cited as the first hardware store established in Edgewater, and Michels as one of the neighborhood’s first merchants. Prior to moving to Edgewater, Michels ran a hardware business in partnership with other family members on Larrabee St. in Lincoln Park. When he decided to set up his own business, Michels sought out a contemporary from within the hardware industry, William Wallace Blair, to design the Bryn Mawr store. Blair, whose retirement was documented in an 1887 edition of the *Inter Ocean*, had established one of Chicago’s earliest hardware stores in 1842 near Lake and LaSalle streets.

The exterior façade of 1130 W. Bryn Mawr Ave. is a Queen Anne style brick building with stone and pressed metal elements. Horizontal limestone stringcourses align with the upper floor’s windowsills and headers. A projecting bay window is topped by a dentilled frieze band and profiled cornice, which carries across the width of the facade. The pressed metal cornice includes a swagged foliate design and, rising up from the building’s centerline is a smaller, secondary brick parapet featuring the original building owner’s name. Framed by two short brick columns, this secondary parapet repeats the dentilled cornice used above the second floor window bay.

From the 1910s through the early-1940s, the building housed a grocery – first operated by Arthur J. Todd and later by Jewel Foods. During the 1960s and '70s, the retail store functioned as a laundry and dry cleaner business. Tenant signage that once obscured ground floor storefront openings was removed in 2015, restoring the historic composition of the building façade.



4. 5555 N. Broadway

(1899; Niels Buck, architect)

One of two gateway buildings at the western boundary of the District, the three-story yellow brick building at the southeast corner of Bryn Mawr and Broadway was once the largest building in Edgewater. As originally designed, the building had a total of sixteen apartment flats on the upper two floors and multiple ground-floor retail spaces lining both Bryn Mawr and Broadway. Completed in 1899, it is the last 19th-century building constructed within the District. The land on which it stands was purchased by an early Edgewater resident named Conrad Bristle, a German immigrant who owned a nearby celery farm, fought in the American Civil War, and later worked in Chicago real estate. Edgewater's first branch office of the U.S. postal service was located in a storefront on the ground floor of this building, until it later moved to 5501 N. Broadway (demolished). Despite the large investment made by Bristle to construct 5555 N. Broadway, he sold the property within one year of its completion to James Waller, another real estate developer in Chicago. For many years commercial tenants included local grocers and, from 1955-1975, a drug store by the name of Stoyas Pharmacy.

Architecturally, the building at 5555 N. Broadway is the latest Queen Anne style building evident in the District. Its buff-colored brick walls are heavily ornamented with



Classical Revival details in a mix of stone and pressed metal. The north elevation has 150 feet of street frontage that spans a full block of Bryn Mawr Avenue. The length of the building is articulated through the use of double-height design features including two-story pressed-metal window bays alternating with tall stone arches that enframe both second- and third-story window openings. The stone arches, with their oversized keystone and flanking pilasters, vertically align with ground floor doorways signaling each entrance to the upper-floor apartments. Each apartment entrance had a single glazed door with a half-round transom, set in a limestone surround. Double-hung windows at the peak of each stone arch have curved upper sashes that follow the geometry of the adjacent stone surround. The projecting window bays' original fenestration pattern consists of two types: first, a central fixed window with an upper transom, set between fluted metal pilasters and a pressed metal lintel; and second, a double-hung window on each side of the angled bay. Every matching bay has a flat roof with a projecting metal cornice that includes an egg-and-dart molding. Just above the arches and bays is a continuous horizontal band of ornamental pressed metal with a foliate design in keeping with that found on the window bays. While some of the ground floor storefronts have been altered, historic cast iron piers, lintels and traditional storefront compositions largely remain. The Broadway façade, at 50 feet in length, is the shorter of the two public-facing elevations. Stylistically, it replicates the look of the Bryn Mawr façade, minus the double-height stone arches as there are no primary entrances to apartments facing Broadway.

The design of Conrad Bristle's gateway building was the work of Danish-born Niels Buck, who constructed the building at a cost of \$35,000 (equal to \$1.3 million in 2026, adjusted for inflation). Niels Buck was a prolific architect, credited in *American Contractor* with over 300 building designs and 78 in Edgewater specifically. Originally trained as a cabinetmaker in his native Denmark, upon immigrating to Chicago in 1884

he initially carried on in that trade. The commission for Bristle's corner building was one of sixteen project designs completed by Buck in 1899, the remaining fifteen contracted with Edgewater's founder, John L. Cochran. By 1903, Buck was living in a house at 5332 N. Kenmore Avenue and had been practicing as an architect for approximately six years. The Niels Buck & Co. offices were located at 9 S. LaSalle Street. In 1928, Buck redeveloped the land where his house stood, replacing it with a 30-unit apartment building of his own design which still stands at 5330-5338 N. Kenmore Ave. The four-story courtyard building included two large penthouse units on a partial fifth floor, one of which became Buck's own residence. Buck is also credited with designing eight Queen Anne style houses in the neighboring Lakewood-Balmoral National Register District, which date from 1899 to 1905.



5. 1025 W. Bryn Mawr Avenue
(1908; *J.E.O. Pridmore, architect*)

Commonly referred to as The Manor House, this three-story building was the first dedicated apartment building constructed on Bryn Mawr Avenue. Edgewater developer John L. Cochran sought to restrict development in his subdivision to single-family houses, with only minimal flats above Bryn Mawr commercial buildings. However, the Manor House eventually gained Cochran's approval.

The building was designed to fit six luxury apartments within its U-shaped building footprint. Each of the three floor levels contained just two apartments. Units had four bedrooms, two bathrooms and living spaces that included a front library and orangerie sunroom in the rounded corner tower. Service areas, including the kitchen, were walled

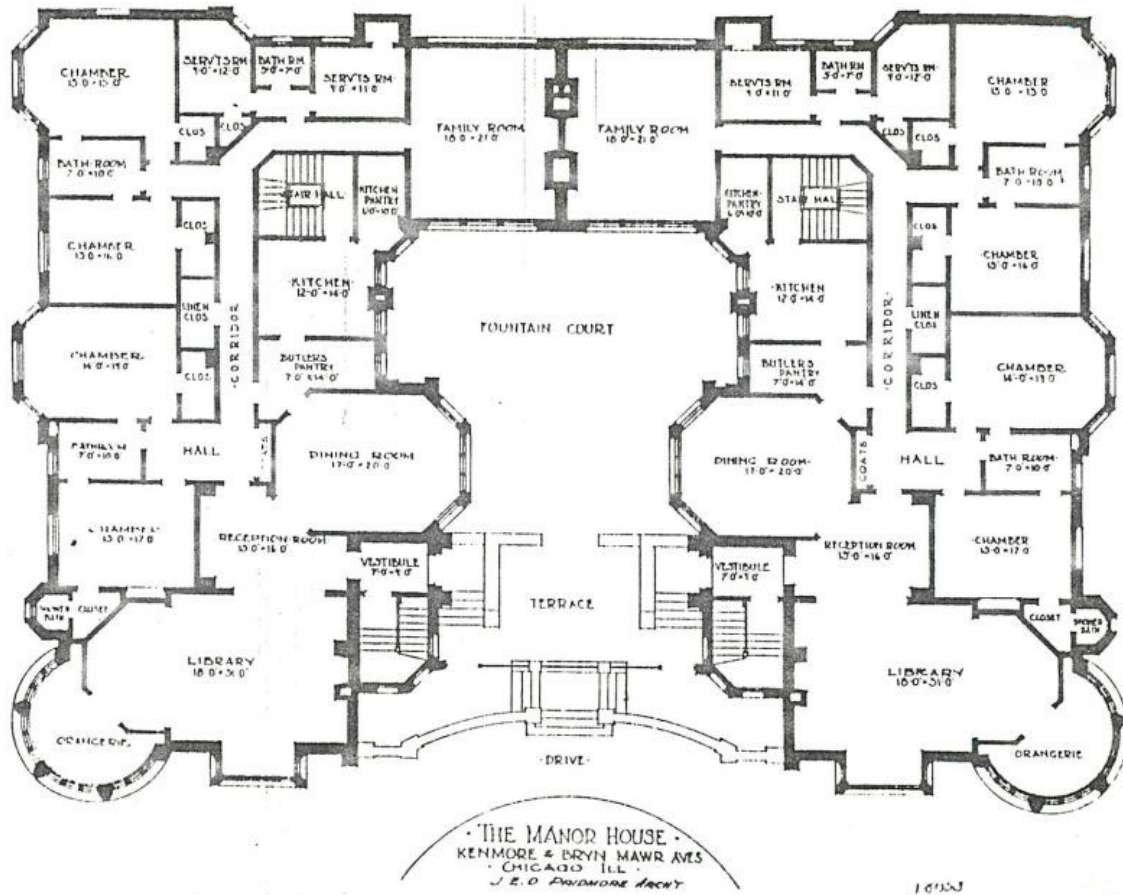


FIG. 50. PRINCIPAL FLOOR PLAN "THE MANOR HOUSE," CHICAGO, ILL.
J. E. O. Pridmore, Architect.



Top image: Original Manor House floor plan, showing the spacious four-bedroom apartment layout, including a library and rounded corner sunroom. Lower left: Architect J.E.O. Pridmore, who lived in the Edgewater neighborhood and attended the Church of the Atonement. Lower right: City directories show Pridmore lived at this address on the 6200-block of North Magnolia.

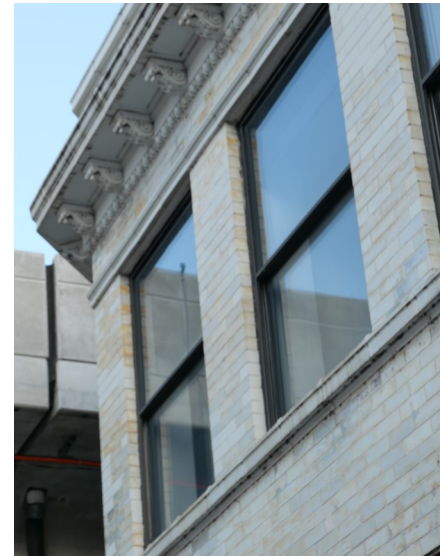
off from sight, as were the domestic workers' living quarters.

The three-story corner towers are remarkable for their castellated rooflines. The first floor is slightly elevated above street grade and is accessed through a walled entry leading to an open air courtyard. Visually the walled entry alerts pedestrians to the building's private residential use. The design of the red brick exterior is reminiscent of a Norman castle with its multiple tall chimneys, corbelled masonry brackets, round towers of various heights and sizes, angled window bays, and divided lite window glazing. White and green terra cotta on the projecting window bays, as tiles set within the brickwork and for elaborate door surrounds at the inner courtyard entrances.

An unusual feature of the Manor House is the British royal coat of arms rendered in terra cotta on the parapet overlooking the courtyard. Contrary to local lore, historic records do not indicate the Manor House ever served as British consular offices.

The Manor House was designed by architect John Edmund Oldaker (J.E.O.) Pridmore. Pridmore was born in England, studied architecture at Greenhill College in Birmingham, and came to America in 1880. Soon settling in Chicago, he developed a reputation for beautifully crafted buildings designed in a variety of historic revival styles as well as numerous theater buildings. Pridmore was also a resident of Edgewater and designed several significant neighborhood buildings. These include an expansion and remodel of his own parish, the Church of the Atonement (5751 N. Kenmore Ave.), a Parish House to the south of the church (5749 N. Kenmore Ave.), and another luxury apartment building mirroring the design of the Manor House at 1055-65 W. Hollywood Ave. Constructed in 1913, the Beaconsfield-Hollywood Apartment building is another excellent example of English Tudor design.

Outside of Edgewater, Pridmore is perhaps best known for his 1901 design of the Bush Temple of Music (a designated Chicago Landmark). Located on the northwest corner of Clark St. and Chicago Ave., the building housed the Bush-Gerts Piano Company as well as a recital hall and music practice studios.



6. 1114 W. Bryn Mawr Avenue

(1909; Doerr & Doerr, architects)

The two-story commercial building immediately east of the elevated rail tracks was originally constructed for John Fisher. Over time it housed a billiard parlor and a dance hall on the 2nd floor, with ground floor tenants including Delmar's Candy and Ice Cream Co. and later Sweet's Restaurant. Shoes could be repaired at a shop run by George Pironis in 1917. By 1929 women's dresses were on offer at a shop run by Mary Elizabeth and these could be cleaned at the Far East Laundry all within in the subject property.

With the purchase of 1114 W. Bryn Mawr in 1909, Fisher became the sole owner of all north side parcels along the 1100-block of West Bryn Mawr, having previously developed stores on the lots immediately to the east. Clad in white glazed brick, the simple design of #1114 has a Classical Revival cornice above the second-story windows with egg-and-dart trim that is supported by scrolled brackets. The cornice is further topped with a horizontal parapet with white terra cotta copings. The roofline at the subject property is one of the more elaborate in the proposed district. The subject property's primarily visible elevation faces south onto Bryn Mawr Avenue with a clipped corner where the building meets the CTA elevated rail line along its west elevation, which is clad in unglazed cream-colored brick, though this elevation is largely obscured by the CTA elevated structure. The existing windows and commercial storefronts were installed shortly after 2007.

Jacob F. and John P. Doerr, siblings and architects for the 1114 W. Bryn Mawr building, primarily designed apartment buildings for their brother, developer William Doerr. Historian Jean Block notes in her book, *Hyde Park Houses*: "The Doerr brothers built substantial, roomy apartments in a period when much that was done was cheap and shoddy." A former day school by Doerr & Doerr can be found at 800 W. Buena Ave. in the Hutchinson Street Landmark District. A commercial building of theirs similarly situated to this building can be seen at 1543 N. Sedgwick, adjacent to the Chicago Transit Authority (cta) Brown Line tracks.



7. 1036 W. Bryn Mawr Avenue

(1916; Ralph C. Harris, architect)

Diagonally across from the Manor House, on the northwest corner of the same intersection is a three-story red brick building once occupied by William Drug in 1917 and later Arthur F. Pierce's Drug Store. The building reflects the Tudor Revival style but executed in a more stripped-down and modern approach for its time. Tudor details of note include the gabled roofline, decorative brick and stucco which replicate half-timbering, window groupings topped by a hoodmold, patterned brickwork, and entrance doors topped by a Tudor (flattened pointed) arch.

The simplified geometry of the building references the Arts & Crafts movement, which prioritized honesty in materials and handcrafted details over machined ornament. While Arts & Crafts was more of an ethos, its effect can be seen in various American artforms produced from roughly 1900-1920. In architectural ornament, these features are low-in relief, largely monochromatic, and bear minimal if any additional carved detailing, lending an Arts & Crafts sensibility to their treatment.

Entrance doors to the upper-floor apartments are vertically aligned with the "half-timbered" roof gables. Four are located on the Bryn Mawr elevation. On the Kenmore elevation a single entrance at the far northeast corner of the lot, with a Tudor arch stone lintel, provides access to the six-flat wing at the rear of the property. The 1995 National Register nomination identified #1036 as "one of the more architecturally distinguished of the low-rise hybrid buildings in the District".

The architect for #1036 was Ralph C. Harris, a 1908 graduate of the University of Illinois. Another prominent work by Harris in the vicinity of the District is the Aquitania

Building at 5000 N. Marine Drive. The Aquitania apartments were completed in 1923, seven years after the Bryn Mawr commission, and the building's Classical Revival façade is visible from the public parkway and DuSable Lake Shore Drive.



8. 1126 W. Bryn Mawr Avenue

(1919; Meredith & Stroetzel, architects)

This one-story building at 1126 W. Bryn Mawr dates to 1919. Little is known about the original owner, Ellen Kenner Ingal, or the architects attributed to the building's design, a firm named Meredith & Stroetzel. Nevertheless, the original roof parapet which is inscribed with Ingal's name and crowned with a monogrammed shield and cornucopias, remains intact. Despite years of deferred maintenance, a new owner restored the property in 2019. The project involved removing multiple layers of signage, replacing non-original storefronts, and cleaning the dilapidated terra cotta and metal storefront. Post-rehabilitation, details of the façade are once again visible, including the Classical Revival style cornice which has swagged festoons, scrolled brackets, and various bands of trim including egg-and-dart and dentils.

Research on commercial tenants during the District's period of significance reveals a multitude of grocers occupying storefronts. From 1921-1928 this building was operated as a Piggly Wiggly, the grocery store chain established in 1916 and headquartered in Memphis, Tennessee. Piggly Wiggly's business strategy was, rather than have a store clerk collect shelved items to fulfill orders, to provide customers with a basket to fill themselves as they roamed the store which streamlined check-out. Based on this model, the company still brands itself as "America's first true self-service grocery store".



9. 1109 W. Bryn Mawr Avenue
(1923; architect unknown)

East of the elevated tracks, on the south side of Bryn Mawr Ave is this two-story brick building dating to 1923. Original permit documents state it was constructed as an office building; no architect is cited on the building permit. While the ground floor storefront is currently clad in buff-colored brick, the historic façade is intact on the second story. It includes stone detailing up the length of the vertical piers which terminate in pointed finials at the parapet. Cast stone squares with a stylized flower design mark the top and bottom of the second-story piers. The building was used as a branch office of John L. Cochran's mortgage loan company. In 1904, he had formed a business partnership with William B. McCluer (spelled McClure in some publications). However, Cochran died in September of 1923 just as this building was being constructed. Five years later the Cochran & McCluer branch was no longer listed at this location. During the mid-1950s it was a Dutch Mill Candies store, a Chicago-based confectioner named for its Dutch-processed chocolate.



10. 1101 W. Bryn Mawr Avenue

(1927; Raymond J. Gregori, architect)

This corner lot was first developed in 1886 when a 2½-story Shingle style Guild Hall was constructed on the site. The Guild Hall was the first commercial building constructed in John L. Cochran's original Edgewater subdivision. A few years after Cochran's death in 1923, the Guild Hall was demolished and replaced with the current building in 1927.

The brick and terra-cotta building is three stories in height with two street-facing elevations, both of which are lined with ground floor commercial storefronts. It was constructed with a wood-truss roof that, facing Bryn Mawr, appears as a clay-tiled Mansard with bracketed eaves. The north elevation's central entrance opened to a long hallway leading to a 12-foot x 60-foot lobby for an indoor amusement center. Original owners Esther and Albert L. Reinitz built a facility large enough for twenty bowling alleys, thirty-four billiard tables, game rooms, a restaurant, and ten office spaces – in addition to the ground floor stores. Excerpts from a 1927 *Chicago Tribune* article with the headline, "Billiard Hall with Splendor of Movie Palace" stated, "entry will be gained through an elaborate lobby hung with oil paintings and tapestries" and, "The walls will be lined with elaborate high backed chairs".

Architecturally, the façade is reminiscent of Venetian Gothic palazzos in Italy. This style has groupings of tall, narrow openings in the wall plane with pointed arches as part of a broad field of stone within a brick- or stucco-clad facade. The height of the windows indicated the hierarchy of the interior spaces. In Venice, the tallest openings signify the most public floor for entertaining and often incorporate an open-air loggia

behind a stone colonnade. In the Bryn Mawr example, the billiard and bowling halls were on the upper floors, which the architectural ornament helps to highlight through the use of elongated arches terminating in the spandrel panels of the floor above. In place of a loggia, the building's window glazing is set directly behind a terra cotta colonnade. This center bay has quoined edges, which also frame the east and west façade returns. Two of the 3rd floor windows are trimmed out to mimic covered balconies. The frieze band above the storefronts alternates two designs: a shield with three clover-shaped stems, and a fleur-de-lis framed flower inside a barbed quatrefoil.

Raymond J. Gregori, the architect of 1101 W. Bryn Mawr Avenue, is noteworthy for his visually eclectic designs, often giving a modernist “slant” to architectural motifs from a variety of historic styles, including Romanesque, Gothic, and Tudor. His best-known Chicago building is arguably St. Pascal Roman Catholic Church at 6149 W. Irving Park Rd., built in 1930-31. He also designed apartment buildings in the Surf-Pine Grove District and the Arlington-Deming District.

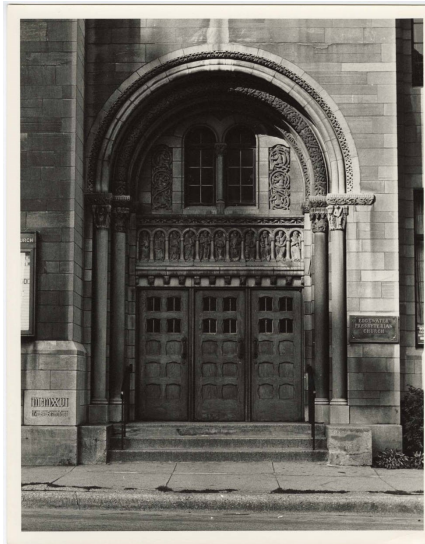


11. 1020 W. Bryn Mawr Avenue

(1927; Perkins, Fellows and Hamilton, architects)

The Edgewater Presbyterian Community House is a four-story, concrete-frame building that encompasses an entire block face within the District. Its 52,000-square-foot interior was designed for multiple uses with fourth-floor ministers' apartments, classrooms throughout, plus a gymnasium and auditorium. At the time, the congregation's church was at 5550 N. Kenmore Ave. but it was looking to expand. The congregation raised funds to construct a new community house and church building on the north side of

Bryn Mawr, between Sheridan Road and Kenmore Avenue. When the Great Depression hit, the congregation was forced to abandon the new church project and the community house's auditorium became their permanent sanctuary space.



The building's exterior, which is clad in gray Bedford, Indiana limestone, is designed in a Romanesque Revival style with details taken from English Norman architecture. Originating during the Medieval period, Norman architecture was often selected for English castles and ecclesiastical buildings. It conveys grandiosity through solid building massing, blocky composition, relatively smooth wall surfaces, and concentrated use of decorative ornament. The resulting buildings have a fortress-like feeling of solidity. The community house's traditional Romanesque elements include the use of smooth ashlar masonry in irregular sizes, window groupings divided by colonettes - often with rounded-arch lintels. On the Kenmore Avenue elevation, the mid-section of the top floor is designed as a blind arcade, also common for the style. The Norman influence is most evident at the building entrances, which are recessed within large arched openings. Above the front doors, supported by a series of stone columns, is a semi-circular tympanum with elaborate carvings that are the work of sculptor Emil Zettler. The arch itself is emphasized through repeated trim layers of various design patterns which is a hallmark of Norman architecture.

The Community House is a later work of the architectural firm of Perkins, Fellows & Hamilton. The partnership of Dwight Perkins (1867-1941), William Fellows (1870-1948), and John Hamilton (1878-1955) is one of the most significant, early twentieth-century Chicago architecture firms, having designed numerous prominent buildings from 1910 to 1929 in progressive, non-historic architectural styles. The building that housed their architecture firm is a designated Chicago Landmark located at 814 N. Michigan Avenue, adjacent to the Old Chicago Water Tower. Among the firm's most important works is the 1912 Lion House at the Lincoln Park Zoo and the South Pond Refectory (now Café Brauer), which are both designated Chicago Landmarks. Prior to

his partnership with Fellows and Hamilton, Dwight Perkins designed a number of public schools in Chicago noteworthy for their progressive designs, details and craftsmanship, including the 1910 Carl Schurz High School (a Chicago Landmark), Bowen High School, and Cleveland Public School. In Edgewater, the former Lyman Trumbull Public School at 5200 N. Ashland Ave., was designed by Dwight Perkins and completed in 1909. Trumbull School was designated a Chicago Landmark in 2019.



2. 5550 N. Kenmore Avenue
(1927; *Levy & Klein, architects*)

The 12-story Bryn Mawr Apartment Hotel is a U-shaped building with approximately 231 apartments on floors two through twelve. Constructed of reinforced concrete, the Bryn Mawr's regal appearance is derived from cream-colored face brick laid in an English bond pattern and Gothic Revival style terra cotta detailing on its north (Bryn Mawr Ave.) and east (Kenmore Ave.) elevations. At the east elevation's main entrance, metal letters on the white stone cladding read, "The Bryn Mawr, 5550". The entrance is sheltered by a large projecting iron canopy sheathed in copper-colored metal with molded rectangular panels. The north elevation storefronts have recessed entrances with tiled vestibules in a checkerboard pattern and are topped by a terra cotta entablature with foliated designs. The upper floors have repeating Gothic-styled white terra cotta ornamentation of colonettes, gables, arches, finials, shields, and projecting niche hoods

with pendentives. The top of the facades do not have projecting cornices, but rather two horizontal terra cotta stringcourses with a unified style of ornament in between to cap off the building. Double-hung windows across both facades have a 6-over-1 muntin pattern.

The Bryn Mawr Avenue Apartment Hotel is the work of the Levy & Klein architecture firm and was completed in 1927. Alexander L. Levy was prominent in Chicago's Jewish community and designed numerous buildings before partnering with William J. Klein around 1920. Their firm was in business from approximately 1920 to 1939. Located in the Conway Building at 111 W. Washington, the firm's name first appears in the Midland Terra Cotta Company index in 1921 and then in the *Lakeside Business Directory* from 1923 through 1937. Levy & Klein built many commercial buildings throughout Chicago, including the 12-story Hotel Wacker (1926; demolished) at 109 W. Huron, the Regal Theater (1928; demolished) at 4719 S. Parkway (now Martin Luther King Drive), the 12-story Sheridan Lakeview Apartments (1929-1930; demolished) at 5050 N. Sheridan, and the Granada Theater (1929-1930; demolished) at 6425 N. Sheridan. In Wicker Park, their North Avenue Baths building (1921) at 2039-45 W. North, has survived despite the neighborhood's popularity and redevelopment trends.



13. 5555 N. Sheridan Road

(1927; Benjamin H. Marshall, architect)

In 1916, the lavish Edgewater Beach Hotel was built just south of this site on Sheridan Road, with an annex added in 1923. In 1927, the 307-unit Edgewater Beach Apartment



Top left: Gothic Revival style terra cotta on the Bryn Mawr Ave. Apartment building at 5550 N. Kenmore Ave. Top right: Egyptian Revival style polychrome terra cotta on the Belle Shore Apartments building at 1062 W. Bryn Mawr Ave. Lower image: Historic postcard of the former Edgewater Beach Hotel complex (demolished) and, far right, the surviving Edgewater Beach Apartments.

building was constructed to accommodate the same wealthy clientele as the adjacent hotel. The Mediterranean Revival style building has a tripartite composition. A rectangular base supports the repeating residential floor plates above, the top two of which have a more ornamental design treatment incorporating projecting cornices in terra cotta and sheet metal. The 19-story residential tower is X-shaped in plan to maximize light and ventilation in each apartment. The exterior is clad primarily in “sunset pink” stucco, with light gray stucco accents on the upper two floors, and is topped by a balustraded parapet, and an octagonal cupola with a hipped roof and flagpole. The building base is clad in concrete *scagliola* and limestone, and the outer corners of each building wing is trimmed using quoining. The main entrance is centered on the north elevation. A curved front drive passes under a 1955 metal and glass canopy where a historic porte cochere once existed. Original bronze storefronts remain intact on the north elevation and along Sheridan Road, which has 300 feet of commercial frontage accessed from both the public sidewalk and an interior building corridor. A detailed building description and history was prepared as part of the nomination form submitted to the State for National Register consideration. The Edgewater Beach Apartments was listed in the National Register of Historic Places in 1994.

Benjamin H. Marshall, the architect of the Edgewater Beach Apartments, was born in 1874 in Chicago, the only son of a wealthy miller and banking company owner. Marshall received his only formal education from the Harvard School in Kenwood, an elite prep school where he was a classmate of John B. Drake II, who would later commission the architect to design the Drake Hotel. At an early age he was influenced by the extravagant neo-Classical buildings of the 1893 World's Columbian Exposition constructed not far from Marshall's home on the South Side. Marshall worked in partnership with Charles Fox from 1905-1926, specializing in luxury apartment buildings, hotels, theaters, and clubs. After Fox's death in 1926, Marshall went into practice on his own. He was known as an eccentric character who enjoyed hobnobbing with Chicago's social elite. Marshall avoided professional and civic commitments, favoring entrepreneurial endeavors, parties, playing golf, the theater, and fishing. From his early training as a suit maker, Marshall designed much of his distinctive wardrobe, which was characterized by white suits and shoes and topped off by a white hat with a black band. His flamboyant style was evident in his architectural designs, such as a luxurious lakefront estate in Wilmette in a Spanish Renaissance style that featured a tropical garden and cost one million dollars to construct in 1921. The South Shore Country Club (now Cultural Center) is another example of a Mediterranean Revival design attributed to Marshall. It too overlooks the Lake Michigan waterfront.



14. 1062 W. Bryn Mawr Avenue

(1928; Koenigsberg & Weisfeld, architects)

The 8-story Belle Shore Apartment Hotel has approximately 140 apartments on floors two through eight. Constructed of reinforced concrete and adorned with glazed yellow face brick and terra cotta, the building's lively Art Deco-style is conveyed through the color of the terra cotta – green, cream, gold, and black – and the fanciful Egyptian-like designs on the two primary facades, the south (Bryn Mawr Ave.) and the west (Winthrop Ave.). At street level, black terra cotta surrounds the storefronts, beneath a golden terra cotta architrave. A black and gold terra cotta entablature repeats a pattern of a decorated Y-shaped relief superimposed over an O-shaped form, alternating with a square chain-like relief with three pendants. The entablature is terminated by rectangular shapes containing a partial sunrise in yellow and sunrays of brick red terra cotta in an Art Deco style. Terra cotta-clad piers between storefronts are topped with a rectangular panel that has a central chevron and polychrome decoration. The main entrance on Bryn Mawr Avenue is a rounded archway surrounded by textured gold-colored terra cotta with deeply molded archivolts of yellow, red, black, and green terra cotta. The arch's keystone has a tan and turquoise sunburst motif, as does the tympanum above the wooden doors, but executed in matte gold with brown and gold sunrays. Above the building base, the upper floors are faced in glazed yellow brick in Flemish bond and vertically-oriented sections of green glazed terra cotta tiles. The terra cotta ornamentation includes low-relief sculptures of female figures and Egyptian papyrus

motifs. At the southwest corner, a green and white projecting sign is anchored at the third floor which reads “BELLE SHORE Apt. Hotel” and is outlined in neon.

The Belle Shore Apartment Hotel was designed by architects Koenigsberg & Weisfeld and is an individually designated Chicago Landmark. The firm specialized in apartment building design, including the 420 W. Surf apartment hotel (1928) in the Surf-Pine Grove District, the seven-story apartment building at 601-605 W. Deming Pl. (1928) in the Arlington-Deming District, and an eight-story Art Deco-style building at 540-550 W. Arlington Pl. (1929). The latter of the three was designed in collaboration with architect Raymond J. Gregori and features a green-tinted concrete cladding for the building base.



15. 1122 W. Bryn Mawr Avenue

(1929; J.B. Rohn & Son, architects)

The red brick façade has minimal detail but the selected material was durable stone. The vertical piers and parapet include simple geometric design details. Historically, the building had a series of grocery store tenants over a span of four decades from 1935-1980. The earliest identified was a National Tea Company grocery store, a Chicago-based chain of groceries. Established in 1899, the National chain grew to 1,627 stores just before the Great Depression. When the business was acquired by a Canadian company in the 1950s, a grocery remained on-site but was run by differing owners. Rehabilitated in 2019, along with the Ingal building immediately west, this one-story brick commercial building had been obscured by a large awning spanning the full length of the building. In addition to the awning removal, non-historic storefronts were replaced which allows the historic masonry to read more clearly.

CRITERIA FOR DESIGNATION

According to the Municipal Code of Chicago (Section 2-120-690), the Commission on Chicago Landmarks has the authority to make a recommendation for an area, district, place, building, structure, work of art, or other object within the City of Chicago if the Commission determines it meets two or more of the stated “criteria for designation” and that it possesses a significant degree of historic integrity to convey its significance. The following should be considered by the Commission on Chicago Landmarks in determining whether to recommend that the Bryn Mawr Avenue District be designated as a Chicago Landmark.

CRITERION 1: VALUE AS AN EXAMPLE OF CITY, STATE, OR NATIONAL HERITAGE

Its value as an example of the architectural, cultural, economic, historic, social, or other aspect of the heritage of the City of Chicago, the State of Illinois, or the United States.

- The District traces its origins to John Lewis Cochran, who is widely regarded as the founder of Edgewater. Bryn Mawr Avenue and the Edgewater train station (now Bryn Mawr station) are located in the neighborhood’s first prospective residential development. Cochran’s first subdivision included a network of streets, utilities, and well-designed houses in what was intended to be an exclusive railroad suburb.
- The Bryn Mawr Avenue District exemplifies the high-quality commercial and residential architecture constructed in Chicago’s early railroad suburbs during the late nineteenth- and early twentieth centuries. These areas were later annexed by the city in 1889, expanding the geographic area of the city by approximately 125 square miles.

CRITERION 4: EXEMPLARY ARCHITECTURE

Its exemplification of an architectural type or style distinguished by innovation, rarity, uniqueness, or overall quality of design, detail, materials, or craftsmanship.

- The District is a distinctive and remarkably intact group of primarily two- to three-story store & flats buildings, with three large apartment buildings, built between 1897 and 1928.
- The District is distinctive for the fine detailing and craftsmanship seen in such building elements as cornices, windows and doors, the overall collection of stylistic examples, ranging from excellent to modest, illustrating Classical Revival, Queen Anne, Romanesque Revival, Gothic Revival, Mediterranean Revival and Arts and Crafts influences, and for the high-quality use of materials including brick, stone, terra cotta and metal.

CRITERION 5: IMPORTANT ARCHITECT

Its identification as the work of an architect, designer, engineer or builder whose individual work is significant in the history or development of the City of Chicago, the State of Illinois or

the United States.

- The collection of buildings along the three city blocks which form the Bryn Mawr Avenue District include architect-designed works by a number of practitioners who have become significant in Chicago and U.S. history. Individual architects include Benjamin H. Marshall and John Edmund Oldaker (J.E.O.) Pridmore, while architectural firms with commissions in the corridor include Koenigsberg & Weisfeld, Levy & Klein, and Perkins, Fellows & Hamilton.

CRITERION 6: DISTINCTIVE THEME AS A DISTRICT

Its representation of an architectural, cultural, economic, historic, social, or other theme expressed through distinctive areas, districts, places, buildings, structures, works of art, or other objects that may or may not be contiguous.

- The District displays a distinct visual unity based on the consistent scale, relationship to the sidewalks, design, size, use of materials, and overall detailing for the District's buildings.
- The District possesses a distinctive and recognizable sense of place within the larger context of the Edgewater neighborhood.

INTEGRITY CRITERION

The integrity of the proposed landmark must be preserved in light of its location, design, setting, materials, workmanship and ability to express its historic community, architecture or aesthetic interest or value.

The Bryn Mawr Avenue District consists of three blocks of historic commercial, mixed-use, residential and ecclesiastical buildings from the late-19th - through the mid-20th century. While buildings of this vintage are found throughout Chicago's neighborhoods, the District is unusual for its concentration and architectural cohesion.

While intact individual historic commercial buildings survive throughout Chicago, it is rare to find commercial streetscapes from this period of the quality and degree of physical integrity possessed by the Bryn Mawr Avenue District. The District possesses fine physical integrity in both its overall streetscape and in the majority of its individual buildings.

Most individual buildings retain the majority of physical characteristics that define their historic significance. These include historic wall materials, including brick and stone, as well as significant architectural details such as terra cotta ornament, carved and incised stone lintels, pressed metal window bays and cornices, and cast-iron store fronts. Although a number of buildings have had changes to historic storefronts (which is not an uncommon condition for commercial buildings), a majority retain the door and window configuration and overall transparency that were characteristics of their historic appearance. In some instances where storefronts have been covered with later materials, original historic cast-iron elements survive and later insensitive changes may be reversible.

Several buildings in the district underwent alteration or expansion during the stated period of historic significance. In addition to storefronts, these historic changes may include the replacement of front facades, the addition of vertical building floors or rear additions, and the re-configuration of window or door openings. These early alterations reflect the historic development and economic prosperity of the district, during which time building technology, architectural style, building functions and space needs evolved. In general, the age, historic material, craftsmanship, and integration of these historic alterations contributes to the overall physical integrity of the district.

There are also later building changes in the district which are not historically significant. The most common of these are inappropriate storefront alterations, replacement windows, and the loss of building cornices. For the most part, these alterations and losses are reversible, and the historic character of most of the buildings in the district is recoverable through rehabilitation and restoration.

Although a few buildings within the District were built after the period of historic significance, in general the building lot sizes, height, placement, and setback of the later buildings has respected the scale and character of the historic buildings. Many of these later buildings carry on the function of retail commerce, and the relationship of storefronts to the sidewalk, and the general configuration of door and window openings of these newer buildings remains consistent with the historic commercial buildings in the district. When seen as a “whole,” the new buildings do not detract from the overall character of the District and the historic streetscape.

The historic integrity of the Bryn Mawr Avenue District is also established by its continued function as an active neighborhood commercial and residential corridor. The retail stores, restaurants and cafes, social institutions, and its easy access to public transportation reflects historic themes that established the district’s popularity. The overall sense of place as a “city within the city” remains strong within the Bryn Mawr Avenue District.

SIGNIFICANT HISTORICAL AND ARCHITECTURAL FEATURES

Whenever an area, district, place, building, structure, work of art, or other object is under consideration for landmark designation, the Commission on Chicago Landmarks is required to identify the “significant historical and architectural features” of the property. This is done to enable the owners and the public to understand which elements are considered most important to preserve the historical and architectural character of the proposed landmark. Based on its evaluation of the Bryn Mawr Avenue District, the Commission recommends that the significant features be identified as:

- All exterior building elevations, including rooflines, visible from public rights-of-way.

Building Catalog

The categorization of whether a property is contributing or non-contributing or potentially contributing to the Bryn Mawr Avenue District represents a preliminary determination by the Historic Preservation Division staff only. It is solely provided as guidance for property owners and the public to anticipate how these properties might be treated under the Chicago Landmarks Ordinance. Individual property owners retain the right to petition the Commission on Chicago Landmarks and the City Council on whether a building is contributing, non-contributing to the district on a case-by-case basis as part of the permit review process. The Commission and the City Council reserve the right to make a final determination in accordance with the procedures established by the Ordinance and the Commission's adopted Rules and Regulations. The staff's preliminary determination remains preliminary—it is not binding on the staff or the Commission on Chicago Landmarks, nor does the Commission or the City Council adopt it as part of the designation.

Building Address	Building Description	Original Owner	Date	Architect	Contributing / Non-Contributing
5555 N. Broadway	3-story Queen Anne style store & flats building	Conrad Bristle	1899	Niels Buck	Contributing
5601 N. Broadway	2-story Queen Anne style store & flats building	Daniel Gawne	1897; 1909 rear expansion	Joseph A. Thain	Contributing
1020 W. Bryn Mawr Ave.	4-story Romanesque style religious building	Edgewater Presbyterian Church	1927	Perkins, Fellows, and Hamilton	Contributing
1025 W. Bryn Mawr Ave.	3-story Tudor Revival style residential building	Kate M. and Samuel Dalton	1908	J.E.O. Pridmore	Contributing
1036 W. Bryn Mawr Ave.	3-story Arts & Crafts style store & flats building	Kusel & Harris	1916	Ralph C. Harris	Contributing
1055 W. Bryn Mawr Ave.	1-story Commercial building	Y. Mailick	1936; 2003	Isadore H. Braun; Antunovich & Assoc.	Non-Contributing
1062 W. Bryn Mawr Ave.	8-story Art Deco style apartment building	Max Malter	1928	Koenigsberg & Weisfeld	Contributing
1101 W. Bryn Mawr Ave.	3-story Venetian Gothic style recreational & flats building	Albert L. and Esther Reinitz	1927	Raymond J. Gregori	Contributing
1106 W. Bryn Mawr Ave.	1-story Commercial building	John Fisher	1896; 1935	unknown	Non-Contributing
1109 W. Bryn Mawr Ave.	2-story Office building	John L. Cochran	1923	unknown	Contributing
1113 W. Bryn Mawr Ave.	1-story Modern train station	Chicago Transit Authority	2021	EXP architects	Non-Contributing
1114 W. Bryn Mawr Ave.	2-story Classical Revival style commercial building	John Fisher	1909	Doerr & Doerr	Contributing
1122 W. Bryn Mawr Ave.	1-story Commercial building	National Tea Company	1929	J.B. Rohn & Son	Contributing
1125 W. Bryn Mawr Ave.	2-story theater & stores building	Dennis Collander Company	1912	C.W. Rapp & G.L. Rapp	Non-Contributing

Building Address	Building Description	Original Owner	Date	Architect	Contributing / Non-Contributing
1126 W. Bryn Mawr Ave.	1-story Classical Revival style commercial building	Ellen Kenner Ingal	1919	Meredith & Stroetzel	Contributing
1130 W. Bryn Mawr Ave.	2-story Queen Anne style store & flats building	Christian N. Michels	ca. 1894-1898	William Wallace Blair	Contributing
1134 W. Bryn Mawr Ave.	1-story Commercial building	unknown	1955	unknown	Non-Contributing
1140 W. Bryn Mawr Ave.	2-story Queen Anne style store & flats building	Daniel Gawne	1897	Joseph A. Shaw	Contributing
5550 N. Kenmore Ave.	12-story Gothic Revival style apartment building	Vincent Marzano and Alexander L. Levy	1927	Alexander L. Levy & William J. Klein	Contributing
5556 N. Sheridan Rd.	6-story Modern condominium building	Pickus Companies	2004	VOA Associates	Non-Contributing
5555 N. Sheridan Rd.	19-story Mediterranean Revival style apartment building	Bryn Mawr Beach Apartment Corporation	1927	Benjamin H. Marshall	Contributing
5614 N. Winthrop Ave.	1-story Commercial building	John Fisher	1897; 1935	Leo B. Steif, post-fire 1935 & 1940 alterations	Non-Contributing

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ACKNOWLEDGMENTS

CITY OF CHICAGO

Brandon Johnson, Mayor

Department of Planning and Development

Ciere Boatright, Commissioner

Dijana Cuvalo, Assistant Commissioner, Historic Preservation Division, Bureau of Citywide Planning

Project Staff

Eiliesh Tuffy, research, author, project manager.

Matt Crawford, editing.

The Commission on Chicago Landmarks, whose nine members are appointed by the Mayor and City Council, was established in 1968 by city ordinance. The Commission is responsible for recommending to the City Council which individual buildings, sites, objects, or districts should be designated as Chicago Landmarks, which protects them by law. The Commission is staffed by the Chicago Department of Planning and Development, Bureau of Citywide Planning, City Hall, 121 N. LaSalle Street, Room 905, Chicago, Illinois 60602

This Landmark Designation Report is subject to possible revision and amendment during the designation process. Only language contained within the designation ordinance adopted by the City Council should be regarded as final.

COMMISSION ON CHICAGO LANDMARKS

Ernest C. Wong, Chair

Gabriel Ignacio Dziekiewicz, Vice-Chair

Ciere Boatright, Secretary

Alicia Blakely

Suellen Burns

Jonathan Fair

Alicia Ponce

Adam Rubin

Richard Tolliver

The Commission is staffed by the:



Historic Preservation Division

Bureau of Citywide Planning

City Hall, 121 North LaSalle Street, Room 1000

Chicago, Illinois 60602

312.744.3200

chicago.gov/dpd

April 2026, revised and reprinted July 2026



CITY OF CHICAGO

DEPARTMENT OF PLANNING AND DEVELOPMENT

May 7, 2026

DPD Report
Bryn Mawr Avenue District

Predominantly Bryn Mawr Avenue between Sheridan Road and Broadway

The Department of Planning and Development (DPD) finds that the proposed landmark designation of the Bryn Mawr Avenue District supports the City's overall planning goals and is consistent with the City's governing policies and plans.

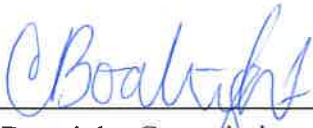
The proposed Bryn Mawr Avenue District (the "District") spans the 900- through 1100- blocks of West Bryn Mawr Avenue between North Sheridan Road on the east and North Broadway on the west. Constructed between 1897 and 1929, the proposed District's 15 contributing buildings form a distinctive and remarkably intact group designed in a range of architectural styles. From its earliest period of development, Bryn Mawr Avenue has served as a neighborhood commercial corridor, a street where residents of the surrounding community could access shopping and professional services in a walkable setting close to home.

In 1995, the District received its first official historical recognition as part of the Bryn Mawr Historic District which was listed in the National Register of Historic Places by the National Park Service and includes the same boundary as the proposed District. According to the designation report, on the blocks included in the National Register area, mass transportation supported the development of a dense pedestrian retail precinct while the proximity to the Lake Michigan shore encouraged the development of distinguished elevator buildings and residences. In addition to this national recognition, two of the buildings located in the proposed District were already designated as individual Chicago landmarks in 2002, the Belle Shore Apartment Hotel, located at 1062 W. Bryn Mawr Avenue and the Bryn Mawr Apartment Hotel, located at 5550 N. Kenmore Avenue.

Current planning initiatives in the area include the Broadway Land Use Framework, approved by the Chicago Plan Commission in 2025, which supports consistent, intentional and transparent development decisions along Broadway from Montrose on the south to Devon on the north, including several blocks at Broadway's intersection with Bryn Mawr, in the proposed District. One of the Framework's goals is to celebrate the unique history and culture of the corridor and surrounding neighborhoods. This goal is further articulated through the Framework's identification of multiple Neighborhood Character Buildings which are structures that as a group demonstrate the scale and design style unique to the corridor's history, several of which are located within the proposed District.

In addition, the Chicago Transit Authority's recent investment in the Red Line Modernization, including the new station at Bryn Mawr Avenue, supports the pedestrian health of the public way adjacent to the proposed District. This work will be further augmented by the CTA's plans to activate the spaces underneath the El with plazas and pedestrian pathways. Finally, this activity is also reinforced by the designation of a Pedestrian-Street zoning classification, under the Chicago Zoning Ordinance, for the area along Bryn Mawr between Broadway and Kenmore Avenues in the proposed District.

In conclusion, the Department supports the landmark designation of the Bryn Mawr Avenue District as advancing planning efforts and goals for the city's neighborhood commercial districts and the Edgewater community area specifically.



Ciere Boatright, Commissioner
Department of Planning and Development