**BURNHAM ARCHITECTURAL TOUR**

**Daniel H. Burnham: The Man, the Plan, the Legacy**

**Select buildings that reflect the principles of the Burnham Plan**

**111 North Michigan Building**
333 N. Michigan Ave. | 1928, Holabird & Root

**Insurance Exchange Building**
343 W. Van Buren St. | 1932, Graham, Anderson, Probst & White

**Continental Bank & Trust of Illinois**
33 S. Wacker Dr. | 1927, D. H. Burnham & Co.

**Medallion & Drafting Building**
720 S. Wacker Dr. | 1927, Wight Building Co.

**Hudson Building**
15 E. Wacker Dr. | 1927, Holabird & Root

**Wells Building**
300 S. Wacker Dr. | 1927, Wight Building Co.

**Commercial National Bank Building**
32 S. State St. | 1904, D. H. Burnham & Co.

**Old Heidelberg Restaurant Building**
330 W. Madison St. | 1911, Holabird & Root

**Chicago Public Library Cultural Center**
70 E. Washington St. | 1977, Cesar Pelli & Associates

**Levi Strauss & Co. Building**
202 N. LaSalle St. | 1994, Helmut Jahn & Partners

**Lurie Garden**
300 N. Michigan Ave. | 1998, Michael Van Valkenburgh

**Prentice Women’s Hospital**
330 N. Lake Shore Dr. | 1950, Skidmore, Owings & Merrill

**Michigan Avenue Bridge and Esplanade**
Bounded by Lake Shore Dr., Balbo Dr., Columbus Ave. & Wabash Ave.

**“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 living thing, asserting itself with ever growing insistency.”**

—Daniel H. Burnham

**Edward H. Bennett (1860–1924)**

Edward H. Bennett, architect and interior designer, was born in New York State, Chicago became his home from early childhood. The apparent simplicity of Bennett’s style—underpinned by a respect for the natural beauty of materials—was honed and formed during the design of the Monadnock Building in Chicago. Born in 1860, Bennett grew up in New York, where his father was a lawyer and writer. After brief stints in architecture and engineering, he turned to interior design, working with notable firms such as D.H. Burnham & Co. and Holabird & Root. His early career was marked by experimentation and innovation, but it was in Chicago that he truly found his voice and developed the distinctive style that would come to define his work.

Bennett’s career in Chicago was closely tied to the Panama-Pacific International Exposition of 1915, where he designed the American Telephone & Telegraph Company’s pavilion. This project launched him into the international spotlight and set the stage for his subsequent commissions. Bennett was a key figure in the Chicago School of architecture, which emerged in the early 20th century as a reaction against the excesses of the Beaux-Arts style. His work, characterized by its simplicity and attention to detail, was a precursor to the modernist movement that would dominate the 20th century.

**Chicago Board of Trade**

The Chicago Board of Trade is a classic example of Burnham’s emphasis on the importance of design and proportion in urban planning. The building was constructed between 1930 and 1934 and is a testament to the city’s commitment to creating a cohesive and aesthetically pleasing metropolis.

**Select buildings by Daniel Burnham**

- Monadnock Block (1891)
- Commercial National Bank Building (1904)
- Old Heidelberg Restaurant Building (1911)
- Chicago Board of Trade (1930)

**Select buildings by Daniel Burnham and successor firms**

- Root, Burnham, and Company (1892–1903)
- Graham, Anderson, Probst & White (1917–present)
- Burnham Brothers, Inc. (1924–1929)

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Chicago in 1909 was in need of “big plans.” The rising Midwestern commercial and industrial city had increased in size and 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 by market-driven, unbridled interests. With only basic skills to improve transportation, to make the city cleaner, the livable, and productive in Chicago could order them from chaos.

Some of the greatest cities in history were held in such high esteem by Chicago—Mohammed Ali’s city in the 7th century, Alexandria with its library of 200,000 books and its ingenuity of design, and Paris with its Seine River. Burnham’s 1909 City Beautiful Plan significantly altered the character of Chicago in all respects. His goal was to “transform the City Beautiful” to the world with its grand plazas and classically-inspired bridges. Burnham envisioned a system of diagonal streets to expedite development of architecturally distinguished high-rise apartment buildings. The City Beautiful Movement also appealed to social reformers who believed that beautiful physical improvements would improve social and create a better life for all citizens.

By the year 2009, plans were alienated quite differently in Chicago. The Chicago River as seen from a height today is an aesthetic wonder of man-made statues and columns, similar to those found on the Arc de Triomphe in Paris, both of which wereGS built in the late 19th century and early 20th century. Burnham wanted the Chicago riverfront to resemble in the 1909 Plan as a two-level riverfront drive on the north lakefront also was to be a messes and columns, similar to those found on the Arc de Triomphe in Paris, both of which wereGS built in the late 19th century and early 20th century. Burnham wanted the Chicago riverfront to resemble in the 1909 Plan as a two-level riverfront drive on the north lakefront also was to be a messes more like what they saw in Chicago. At its foundation was the City Beautiful’s movement, a way of thinking and planning for the future.

Public improvements envisioned by the plan, and the plan’s implementation of the recommendations in the 1909 Plan, were not immediate. The 1909 Plan called for the development of comprehensive intermodal sites. When Chicago became a world port in 1959, Calumet River was straightened, and a new harbor was constructed. The harbor was designed by architect V. E. Burnham in 1923.

With appropriate graphics by Julianne Geraci and Erna Jancic, this timeline of Chicago, from its founding to the present, illustrates the major events from the past 166 years. Each year is shown in the following order: the year event(s) occurred, the year event(s) began, and the year event(s) ended. The year event(s) occurred is followed by a brief description of the event(s) and a list of the names of the individuals involved. The year event(s) began is followed by the year event(s) ended. The year event(s) began is followed by the year event(s) ended. The year event(s) began is followed by the year event(s) ended. The year event(s) began is followed by the year event(s) ended.

Waterways & Harbors

Chicago’s water system was established in the 1850s with the construction of the Chicago River and the Illinois and Michigan Canal. The canal, which is managed by the Army Corps of Engineers, is a vital component of Chicago’s water supply system. The canal provides a natural link between the Great Lakes and the Mississippi River, allowing water to flow freely between the two systems. The canal is used for navigation, recreation, and flood control, and it serves as a major transportation link for goods and services.

The Chicago River, which flows through the city, is also a vital part of Chicago’s water system. The river is managed by the Army Corps of Engineers and provides a natural link between the Great Lakes and the Illinois River. The river is used for navigation, recreation, and flood control, and it serves as a major transportation link for goods and services.

The Chicago Park District is responsible for managing the city’s parks and recreation areas. The district operates a number of parks, including Grant Park, Lincoln Park, and Humboldt Park. The district also manages the city’s playgrounds, recreation centers, and outdoor recreation facilities. The district is funded by the city, and its operations are overseen by the city’s Department of Special Services.

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