



TRANSIT ORIENTED DEVELOPMENT PLAN: HISTORIC PRESERVATION PLAN LAWRENCE TO BRYN MAWR MODERNIZATION

Bryn Mawr Avenue Historic District

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TABLE OF CONTENTS

<u>INTRODUCTION</u>	<u>2</u>
<u>DISTRICT DESCRIPTION</u>	<u>4</u>
Origins & Early Development	4
Bryn Mawr As a Commercial District	4
Physical Description	6
Architectural Styles & Building Types	7
<u>RECOMMENDATIONS</u>	<u>12</u>
General Principles & Prioritized Preservation Goals	12
Design Guidelines for District Buildings	13
Recommendations for Contextually-Appropriate Design	28
Existing Incentives & Programs	36
<u>APPENDIX</u>	<u>38</u>
Suggested Resources	38
References	40
Building Inventory	42

INTRODUCTION

This Historic Preservation Plan (HPP) for the Bryn Mawr Avenue Historic District was prepared by the Chicago Transit Authority (CTA) in partnership with the City of Chicago Department of Planning and Development to support the continued preservation of the district. The HPP is intended to serve as a guide for property owners, developers, and others with an interest in preserving and enhancing the district's distinctive architectural character.

The Bryn Mawr Avenue Historic District was listed on the National Register of Historic Places (NRHP) in 1995. It encompasses the segment of Bryn Mawr Avenue that is located between North Broadway and North Sheridan Road in Chicago's Edgewater community area. In addition to its status as a historic district, the district contains two properties, the Edgewater Beach Apartments (5555 N. Sheridan Road) and Manor House (1021-1029 W. Bryn Mawr Avenue) that have been individually listed on the National Register in 1994 and 1987, respectively. Two district properties are also recognized as Chicago Landmarks: the Bryn Mawr Apartment Hotel (5550 N. Kenmore Avenue) and the Belle Shore Apartment Hotel (1062 W. Bryn Mawr Avenue). These designations have helped preserve the character of Bryn Mawr Avenue through the conservation of the historic building stock and the encouragement of maintenance, repair and restoration efforts.

The area developed in the 1890s as a mixed-use pedestrian and transit-oriented commercial corridor. These historical uses continue today and are reflected in the district's diverse buildings and unique streetscape. Today, many of the district's historic buildings retain a high degree of integrity and retain their original exterior materials. Some have been restored or well-maintained while others have undergone numerous or extensive alterations. Many have been adapted to contemporary uses.

This HPP commenced with an on-site survey of the district to identify, describe, and classify each building within the NRHP district. Following the survey and evaluation, a historical overview of the district that identified its historical themes, key development periods, general preservation principles, prioritized preservation goals, and design guidelines was prepared. The HPP provides information on the architectural and historical significance of the district, available financial incentives and offers preservation recommendations and guidelines. The district's history, pattern of development, and rich contemporary character provide a basis to help guide compatible infill redevelopment in the district and in the surrounding area.

Maps of the district are provided on the next page. The first map identifies the contributing, non-contributing, and individually-listed National Register properties in the district. The second map identifies each building in the district by decade of construction.

CURRENT MAP OF DISTRICT



CONSTRUCTION OF DISTRICT BY DECADE



DISTRICT DESCRIPTION

ORIGINS & EARLY DEVELOPMENT

The Bryn Mawr Avenue Historic District is located in Chicago's Edgewater community, along Lake Michigan on the city's far North Side, approximately seven miles from the Loop. Founded in 1885 by John Lewis Cochran, a tobacco salesman from Philadelphia, who purchased 200 acres of land, subdivided the acreage, and subsequently built the first homes and commercial buildings in 1886. Bryn Mawr Avenue served as the commercial center for a 76-acre residential development between Bryn Mawr and Foster Avenues. Following Cochran's successful development, Edgewater was annexed to the City of Chicago in 1889.

As the population of Edgewater continued to grow, Cochran continued his development ventures in 1890 to expand north of Bryn Mawr to Thorndale Avenues, then north to Devon Avenue, and then west to Glenwood in 1890. To serve the residents of Edgewater, Cochran incorporated a transportation company in 1892 to provide electric trolleys from Edgewater to Diversey Avenue, a transfer point to downtown. In 1893, Cochran continued to seek improvements for his community and began work with the Chicago, Milwaukee, and St. Paul Railway (CM&SP), a steam-operated commuter line between Chicago and Evanston, to open at-grade stations at Bryn Mawr (Edgewater in timetables) and Granville (North Edgewater in timetables) Avenues.

BRYN MAWR AS A COMMERCIAL CENTER

In 1886, the first commercial building in Cochran's development, "Guild Hall," was constructed at the southwest corner of Bryn Mawr and Winthrop Avenues in proximity to the CM&SP station. It was designed by prominent architect Joseph Lyman Silsbee as a mixed-use building with stores on the first floor and a social hall on the second floor.

Following Guild Hall, commercial development persisted in the district despite the economic depression of the 1890s that slowed residential real estate sales. During this time, a key development was constructed by Jonathan Fisher in April 1896 which would shape the built environment of the commercial corridor for the next six decades. Fisher built eight one-story stores at the front lot line on Bryn Mawr Avenue, creating a continuous commercial front stretching across much of the block between the CM&SP station and Winthrop Avenue. These storefronts directly contrasted with Guild Hall, across the street, which was setback from the sidewalk and accessed by stairs crossing a front lawn. Subsequent property owners and builders constructed hybrid, mixed-use buildings abutting the sidewalk through the 1950s. This development pattern remains prevalent in the district today.

By 1900, the intersection of Ridge Avenue, Broadway, and Bryn Mawr Avenue was the gateway to the emerging commercial area in the vicinity of the station and four new buildings along Bryn Mawr Avenue, east of Broadway had been constructed. Today, four structures at the corners of the Ridge Avenue, Broadway, and Bryn Mawr Avenue intersection remain extant and two of the first four buildings constructed along Bryn Mawr Avenue still stand.

Following the CM & SP line's electrification by the Northwestern Elevated Railroad in 1908, 60% of the properties within the Bryn Mawr Historic District were constructed in the next two decades. The Manor House at 1021-1029 W. Bryn Mawr Avenue was built in 1908 and introduced high-end luxury apartments to Edgewater. Previously dominated by modest apartments above retail stores, the Manor House added to the social and economic diversity of the neighborhood.

TRANSIT ORIENTED DEVELOPMENT PLAN: HISTORIC PRESERVATION PLAN BRYN MAWR AVENUE HISTORIC DISTRICT



1101 West Bryn Mawr Avenue, undated. Courtesy of: University of Illinois at Chicago Library, Special Collections and University Archives.

From 1909 until 1916 there was a lull in development activity in the district. Development began again when the Bryn Mawr Theater opened in 1912, designed by Rapp & Rapp for the Dean Collander Company, as Edgewater's first theater building with commercial storefronts at the first floor.

Proximity to transit has long been a catalyst for development in the Bryn Mawr Avenue District. In the mid-1910s, the Northwestern Elevated began to elevate the tracks north from Wilson to Howard Streets. By 1922 the new Bryn Mawr Station (previously Edgewater) and an elevated four track rail line opened, replacing the 1908 ground-level depot and providing full service between the city limits and downtown.

Following the construction of the Bryn Mawr Avenue Station and a change to Chicago's zoning ordinance in 1923, construction in the district moved away from low density, one-to-three-stories mixed-use commercial buildings to higher density mixed-use apartment hotels. Changes to Chicago's zoning ordinance designated much of the residential area surrounding the district as an apartment zone and Bryn Mawr Avenue as a commercial corridor to protect the existing streetscapes, specialization of land and buildings, and predictability of development. The new ordinance reinforced the existing mix of residential and commercial space and

regulated new development during the building boom of the 1920s.

Development was abruptly halted due to the Great Depression in the early 1930s. The district benefited from a federal Works Project Administration project that extended Lake Shore Drive to Foster in 1933 by generating additional traffic into the Edgewater community and its commercial corridor along Bryn Mawr Avenue. The first new construction in the district following the beginning of the Great Depression occurred in 1935 at 1055-1069 W. Bryn Mawr Avenue. In 1955, the district saw its first new building in 20 years, when the department store Woolworth's opened at 1134 W. Bryn Mawr Avenue.

The district was plagued by urban blight in the 1970s and 1980s. The district fell into disrepair and many buildings suffered insensitive alterations. However, in recent decades, the Bryn Mawr Avenue Historic District has experienced a revival as the commercial heart of the Edgewater neighborhood, led by the ca. 1995 restoration of the Bryn Mawr and Belle Shore Apartment Hotels.



University of Illinois at Chicago Library, Special Collections Department.

PHYSICAL DESCRIPTION

The Bryn Mawr Avenue Historic District is distinguished by its range of architectural styles, building materials, height, scale, commercial uses, and pedestrian-scale architecture. This section describes the district's significant defining features, architecture, and the building types that make the district visually unique and distinct from its immediate surroundings.

Defining or Unique Visual Features

The Bryn Mawr Avenue Historic District is distinguished from its surroundings by the prevalence of mixed-use buildings on Bryn Mawr Avenue in contrast to the solely residential buildings in the surrounding neighborhood. Except for the Manor House (1021-1029 W. Bryn Mawr Avenue), the Edgewater Presbyterian Church (1010-1030 W. Bryn Mawr Avenue), and the 5556 N. Sheridan Road condominiums, all buildings have first floor storefronts with one or two upper residential floors, blending commercial and residential uses and creating an urban and diverse streetscape.

The district is composed of 21 buildings, predominately of masonry construction clad in brick, limestone, and terra cotta. Buildings range in height from one to nineteen stories, with 40% being two-stories in height, 24% being one-story in height, and the remaining 36% ranging from three up to 19 stories. The predominately low heights of the buildings create a district with a pedestrian-friendly scale. The tallest buildings are located on the block east of Winthrop Avenue and west of Kenmore Avenue at the district's eastern boundary.

District buildings are constructed to the lot line without setbacks, except the Manor House (1021-1029 W. Bryn Mawr Avenue). Massing is predominately solid, in the shape of a square or rectangular cuboid with slight deviations from the solid massing through the use of bay windows.

The district is landscaped with concrete planters at each corner. Small trees line the

north and south sides of Bryn Mawr Avenue between Broadway and Kenmore Avenue at irregular intervals. Streetlights designed in a historic style are located at regular intervals along Bryn Mawr Avenue between Broadway and just east of Sheridan Road. Wider 12-foot sidewalks separate pedestrian and vehicular traffic along Bryn Mawr Avenue, which has a standard 66-foot right-of-way.

The area is well served by public transit, with the CTA's Red and Purple 'L' Lines elevated above Bryn Mawr Avenue, between Broadway and Winthrop Avenue, along with access to CTA bus routes including Broadway (#36), and a nearby Divvy bike share station on Broadway.

The architecture of the district is a tangible representation of the predominate development period of the district (1894-1955). Buildings were constructed in popular styles from the development period, including the revival styles popular during the 1910s and 1920s - Late Classical Revival, Late Gothic Revival, and Italian Renaissance Revival. Additionally, some buildings represent Art Deco, Art Moderne, and French Romanesque styles, which are unique architectural examples, interspersed between the predominate earlier revival styles. Newer buildings within the district are representations of modern, twenty-first century architecture.

The buildings of the Bryn Mawr Avenue Historic District retain a high degree of architectural integrity and character. Building alterations have been minimal and are mainly localized to the first-floor storefronts. At the first floor, original windows, doors, and most signs have been removed or altered and original storefronts have been replaced with new glazing and an aluminum frame. At upper floors, many architectural details including the cornices, entablatures, window trim, bay windows, and stringcourses remain intact and with excellent integrity.

ARCHITECTURAL STYLES & BUILDING TYPES

Architectural Styles

The Bryn Mawr Avenue Historic District is predominately a commercial corridor and thus follows typical commercial building types popular during the district's main development period (1894-1929).

Buildings in the Bryn Mawr Avenue Historic District can be categorized by architectural style and/or building type. An architectural style is well-defined by features that are distinctive in overall massing, floor plan, materials, and architectural detailing. Architectural styles in the district are most often applied to the one or two-part commercial block type and often display stylistic elements of these styles rather than the forms and massing typically associated with that style. *For additional information on building types see the section "Building Types" in this report.*

Late Classical Revival (c.1895-c.1950)

Late Classical Revival is inspired by stylistic details of the Greek Revival style. Classical Revival style buildings often have massive columns with classical capitals, topped by a front facing pediment. The Late Classical Revival style was frequently used for civic, institutional and commercial buildings, and applied to residential buildings in Chicago. Typical architectural characteristics can include symmetrical façades; smooth masonry exterior surfaces; a prominent centered pediment; semi-circular transom above the paneled front door; broken pediment over the entry door; and modillions and dentils lining the cornice. There are 9 buildings or 42.8% of the district identified as Late Classical Revival.



Example of Late Classical Revival in the district.

Late Gothic Revival (c.1895-c.1945)

The Gothic Revival style is based on medieval design precedents, and was promoted as an ideal, picturesque style. This style is characterized by steeply pitched roofs with cross gables, windows that commonly extend into gables, pointed-arch windows and doors (Gothic arch); and decorative crowns (gable or drip mold) over windows and doors. There are 2 buildings or 9.5% of the district identified as Late Gothic Revival.



Example of Late Gothic Revival in the district.

Romanesque Revival (c.1880-c.1900)

Buildings in the Romanesque Revival style are always heavy, massive masonry construction, usually with some rough-faced stonework. Wide, rounded arches in Roman or Romanesque architecture are an important identifying feature, often resting on squat columns. There is frequently decorative floral

detail appears in the stonework, and sometimes on column capitals. Typical architectural characteristics can include masonry construction; round arches at entrance windows; heavy and massive appearance; polychromatic stonework details; round towers; squat columns; and decorative plaques. There is 1 building or 4.8% of the district identified as Romanesque Revival.



Example of Romanesque Revival in the district.

Tudor Revival (c. 1890-c. 1940)

A popular romantic revival style from the first half of the twentieth century, Tudor Revival was inspired by English Medieval architecture. The style is recognized by steeply pitched side gabled or hipped roofs, with one or more front facing, asymmetrically placed gables. Tudor Revival also features masonry, brick, or stucco with half-timbering walls; rounded Tudor arch door openings; multiple and overlapping dormers; massive chimneys, often stone or stucco with stone ornament; and steeply pitched roofs. Windows are tall and narrow, either double hung or casement, often with decorative leaded glass and stone mullions and trim. There are 2 buildings or 9.5% of the district identified as Tudor Revival.



Example of residential Tudor Revival in the district.



Example of commercial Tudor Revival in the district.

Italian Renaissance (c. 1890-c. 1935)

The Italian Renaissance Revival style developed at the end of the nineteenth century and was inspired by Italy and the ancient world. This style has a studied formalism, symmetrical composition, rectangular forms, simple flat façades, and low-pitched roofs and architectural features including: restrained decoration; minimal use of columns or decoration at the entry; wide roof overhangs; rounded roof tiles; and roof line parapets or balustrades. There is 1 building or 4.8% of the district identified as Italian Renaissance Revival.



Example of Italian Renaissance in the district.

Art Deco (c.1925-c.1940)

The Art Deco style is defined by its characteristic sharp-edges and stylized geometrical details. Its name was derived from the Exposition Internationale des Arts Décoratifs et Industriels Modernes, held in Paris in 1925, where the style was first exhibited as an intentional break with past precedents. Typical architectural characteristics include: low-relief decorative panels at the entrances, around windows, along roof edges or as string courses; smooth building materials such as stucco, concrete block, glazed brick or mosaic tile; stylized decorative elements using geometrical forms, zigzags, chevrons; strips of windows with decorative spandrels; and reeding and fluting around doors and windows. There is 1 building or 1.2% of the district identified as Art Deco.



Example of Art Deco in the district.

Art Moderne (c.1930-c.1950)

The Art Moderne style is part of the Modern Movement in architecture, influenced by advancements in the industrial design of ships, planes, railroad engines and automobiles and featured smooth walls with surface ornamentation, rounded corners and curved glass. Moderne buildings have flat roofs; bands of windows with a horizontal emphasis, smooth exterior surfaces; curved corners or windows; and aluminum or stainless steel detailing. The only building identified as Art Moderne in the district is located at 1055-1069 W. Bryn Mawr Avenue. The building is non-contributing; it was substantially rebuilt and its north and west walls reclad with contemporary ceramic tiles. The building retains the signature, curved form of the Art Moderne style, as well as its original storefront configurations. There is 1 building or 4.8% of the district identified as Art Moderne.



Example of Art Moderne in the district.

Contemporary (c.1945-c.1990)

This style was favored for architect-designed buildings constructed between 1945 and 1990. The contemporary style is simple and predominately features flat wall and roof planes without applied ornamentation; natural materials wood, brick, and stone; broad expanse of uninterrupted wall surface; and the absence of traditional detailing. There are 4 buildings or 19% of the district identified as Contemporary.



Example of Contemporary in the district.

Building Types

The commercial corridor of the district runs along West Bryn Mawr Avenue, from North Broadway to North Sheridan Road, can be considered a traditional commercial district. In a traditional business district, commercial buildings are densely clustered together on small blocks on an orthogonal grid oriented to the street and sidewalk.

There are three residential properties within the district which include The Manor House (1021-1029 W. Bryn Mawr Avenue) a multi-family dwelling; 5556 N. Sheridan Road a low-rise condominium; and the Edgewater Beach Apartments (5555 N. Sheridan Road) a historic apartment hotel.

The commercial building, as a distinct architectural form, did not develop until the 19th century, although trading centers and market halls have been in existence since antiquity. Typically freestanding or share party walls, with the commercial business on the first floor and offices or residences above. The

commercial building almost always fits on its entire lot and is built to the sidewalk.

One-Part and Two-Part Commercial Blocks
Early commercial buildings in the late 1800s often are a one-part commercial block: a one or two-story box with an ornamented façade or false-front façade. The first-floor façade is comprised of plate glass windows, an entry and a cornice or tall parapet above.

Commercial blocks in the Bryn Mawr Avenue Historic District are one to four stories, typically built before 1950. This building type shares party walls with adjacent buildings. Generally, only the front of a commercial block has any architectural detailing.

One-story commercial buildings are almost always one-part commercial blocks. This distinction is made according to the visual arrangement of the principal façade. Two or more story commercial blocks may be classified as one-part commercial blocks if the façade can be read as a single design element, with no projecting cornice or other strong horizontal design element dividing the first floor from the upper floors.



Example of a typical One-Part Commercial Block in the district.

A two-part commercial block is generally limited to structures of two to four stories, this type is characterized by a horizontal division into two distinct zones. The two-part division reflects the separation of uses on the interior, with more public uses found at the street level and private uses such as offices or residences located on the upper levels. Side walls are typically party walls and usually do not have

display windows, public entrances, or architectural treatment. Occasionally larger or corner commercial blocks may have part or all the side façades treated similarly to the front.

For both one-part and two-part commercial blocks, the buildings are located at the front of lot lines, along public sidewalks, and have display windows facing that sidewalk.



Example of a typical Two-Part Commercial Block in the district.

Two-Part and Three-Part Vertical Block (Apartment Hotels)

There are three historic apartment hotel buildings in the Bryn Mawr Avenue Historic District; The Belle Shore (1062 W. Bryn Mawr Avenue), The Bryn Mawr (5550 N. Kenmore Avenue), and The Edgewater Beach Apartments (5555 N. Sheridan Road). Apartment hotels were mixed-use buildings, usually with a commercial use(s) on the first floor and residences on the upper floors. The apartment hotel was a popular property type during the 1910s and 1920s and developed in response to increasing land prices and offered middle-and upper-middle class families a reprieve from the undesirability of apartment living while providing residents with a list of amenities.

These buildings represent the two-part and three-part vertical block used in the late nineteenth century as a means of simplifying the exterior of tall, commercial buildings. On the two-part vertical block, the façade is divided horizontally into two major zones that are different but carefully relate to one another

to create a unified whole. The lower zone rises one or two stories and serves as a visual base of the dominant "shaft", or upper zone. The two-part vertical block must be at least four stories in height to possess a sufficient sense of verticality.

The three-part vertical block is identical to the two-part vertical block though it has a distinct upper zone of one to three stories in height. Thus, the composition is analogous to the divisions of the classical column: base, shaft, and capital.



Example of a Three-Part Vertical Block in the district.

RECOMMENDATIONS

GENERAL PRINCIPLES & PRIORITIZED PRESERVATION GOALS

The following General Principles and Prioritized Preservation Goals were developed through discussions with neighborhood representatives, through public meetings, research, and a survey of the Bryn Mawr Avenue Historic District. The principles and goals aim for the continued preservation of the historic buildings, and encourage appropriate rehabilitation to preserve and enhance the area's diverse history and architecture, while allowing for compatible new construction that retains the pedestrian-scale, uses, and strong sense of community.

Historically and architecturally important materials and features that convey the district's period of significance (1894-1955) **should be preserved.**

- Distinctive historic architectural elements should be retained. Removal and replacement of historic architectural features is discouraged.

Significant architectural features and details should be **repaired rather than replaced.**

- Deteriorated architectural features should be repaired rather than replaced whenever possible. Repair and maintenance can stabilize existing features and prevent deterioration.

If significant architectural features cannot be repaired or are missing, **replace with compatible features or materials.**

- If replacement of such features is unavoidable, then evidence, in the form of physical evidence, historic photographs, or archival records, should be referenced for accurate replacement.

Replacement features should **draw from existing examples within the district.**

- When replacement or reconstruction is necessary and historical evidence is not available, similar contributing buildings from the same architectural style and time period in the district may be used as a reference.

New construction should be differentiated from the historic resources, but **respect the historic character of the district.**

- New designs should be creative and contemporary, but should strive to preserve the integrity and scale of the district.

Demolition of significant resources within the district should be avoided.

- Interior demolition and/or modification is expected to be part of any rehabilitation and reuse project. Such work should not adversely impact significant exterior architectural and design features.

Support the historically transit-oriented nature of district.

- Preserve the compact, walkable, and pedestrian-oriented nature of the district.
- Provide streetscapes with pleasant walking environments that connect easily to transit.
- Promote the historically mixed-use buildings in the district.
- Encourage increased density and residential development near transit.
- Promote redevelopment that reduces auto-dependency.
- Enhance the existing street wall with engaging storefront designs and active ground floor uses.

Flexibility in Implementation.

- The historic, “contributing,” buildings within the district comprise its historic and architectural fabric, and demonstrate the evolution of the district over time. The following guidelines are not intended to freeze the district’s future development, but instead support compatible new construction, repairs, and sympathetic improvements.

To ensure the district is preserved and allows for new development, the following Prioritized Preservation Goals should be implemented:

- Rehabilitation of non-historic storefronts and first floors to be compatible with the historic character of the district.
- Restore/reuse prominent historic buildings.
- Remove and rehabilitate insensitive alterations. Storefront alterations should be reviewed for historic significance before being removed or restored.
- Restore/reconstruct visually unique historic features that were removed from or are in need of repair.
- Install new streetscape features that are in character with the historic streetscape, compatible with the district, and promote pedestrian comfort, safety, and walkability.

DESIGN GUIDELINES FOR DISTRICT BUILDINGS

Design guidelines provide helpful, interpretive, and explanatory recommendations for rehabilitation, additions, alterations, or new construction in historic districts. The following design guidelines are recommended based on *The Secretary of the Interior’s Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings*, the National Park Service’s Preservation Briefs, the “Pedestrian Streets” Ordinance in the Chicago Zoning Code, and the Rules and Regulations of the Commission on Chicago Landmarks. See the section “Suggested Resources” for information on how to obtain copies of these sources and others.

ALTERATIONS TO BUILDINGS

Masonry

Existing masonry throughout the district includes brick, limestone, and terra cotta. Primary façades are clad in face brick, terra cotta, or limestone while secondary and rear façades are constructed of common brick.

Deterioration

- Signs of brick deterioration may include crumbling or spalling of the brick surface, cracked or missing bricks, missing mortar, and efflorescence. Efflorescence is the migration of mineral-rich water to the surface of a porous material, such as brick, where it forms a white powdery coating. Causes of deterioration may include water-related deterioration, freeze/thaw degradation, water-soluble salts, acid precipitation, air pollution, and poor repairs. Signs of mortar deterioration include disintegrating mortar, cracks in mortar joints, loose masonry, damp walls, or damaged plaster. Causes of mortar deterioration include poor original mortar, differential settlement, extreme weather exposure, or water exposure.

(Masonry cont'd.)

Repair/Restoration

- Historic masonry should be preserved and retained.
- It is encouraged that mismatched brick from earlier alterations be replaced or stained to match the original brick. Masonry should not be painted.
- Repointing (tuckpointing) should match the original in joint width, color, tooling, profile, and mortar composition.
- Terra cotta and stone that has deteriorated can be patched and cracks repaired.
- Deteriorated brick should be replaced with matching brick.

Replacement

- Replacement is appropriate only for historic masonry that is beyond repair.
- New masonry and mortar should match the original in color, texture and unit size. There is no substitute material for brick.
- Limestone should be replaced in kind.
- Terra cotta that is severely damaged may be replaced either in kind or with a carefully selected substitute material, such as glass fiber reinforced concrete (GFRC). It is discouraged to clad or cover masonry with a veneer or exterior insulation finishing system (EIFS).

Dismantlement / Reconstruction

- The dismantlement and subsequent reconstruction of existing masonry should only be undertaken if it is demonstrated to be structurally necessary.
- Should major reconstruction be required, such work shall support, repair and retain in-place as much of the historic material as possible.

- The reconstruction should be guided by *The Secretary of the Interior's Standards for Reconstruction*.
- Brick should be salvaged from non-primary façades, if appropriate, and reinstalled or install a compatible substitute to match historic coursing.

Cleaning

Masonry should be cleaned to remove retardant deterioration (soiling materials that are potentially harmful to the masonry), to provide a clean surface for repairs, for masonry inspection, or to improve appearance.

- Cleaning masonry should be done using the gentlest effective means, avoiding the use of harsh acids.
- Cleaning products should be selected specifically for the type of masonry and type of soiling.
- Prior to cleaning a large area, test panels should be undertaken to confirm that the selected cleaner is appropriate.
- Masonry should never be sandblasted or abrasively cleaned. Previously sandblasted masonry may require a protective coating.



Example of cream brick and terra cotta ornament in the district.



Example of terra cotta cladding in the district.



Example of typical limestone cladding in the district.



Example of carved limestone in the district.

Windows

Windows reflect the period, style, or regional characteristics of the building, and represent technological development. Existing historic and non-historic windows in the Bryn Mawr Avenue Historic District include the following types:

Historic

- Varieties of the wood double hung window with a multi-light upper sash and single pane lower sash.
- Multi-light steel casement windows

Non-Historic

- One-over-one vinyl or aluminum replacement windows
- Aluminum replacement windows with appropriate light design
- Replacement single-light fixed windows

Though there are one-over-one aluminum or vinyl replacements and the single-light fixed window referenced above in the district, they are considered inappropriate replacements for historic properties in the district. If an existing inappropriate window (aluminum or vinyl) is replaced on a historic building, an appropriate window, such as wood or wood clad, should be used. *For additional information, see Preservation Brief No. 9 "The Repair of Historic Wooden Windows."*

Deterioration

- Signs of window deterioration include paint failure, rough surfaces, UV damage, rot, and separation of sash and frame joints. With steel windows metal may corrode and components may become misaligned or bow.
- Causes of deterioration may include structural settling, water, vandalism, deferred maintenance, or improper maintenance practices including lack of paint or paint build-up.

(Windows cont'd.)

Repair/Restoration

- Preservation of historic windows and masonry openings is encouraged. If possible, historic windows should be retained and repaired.
- Conduct regular evaluations of the window including: window location, condition of the paint, condition of the frame and sill, condition of the sash, glazing problems, hardware, and the overall condition of the window to determine an appropriate restoration and maintenance plan.
- Conduct regular maintenance of windows in good condition or recently restored.
- Make necessary repairs in place, if possible, using stabilization and splicing techniques.
- If fully restoring historic windows, consider making the windows thermally efficient such as by adding a high-quality storm window. An additional layer of glazing in certain cases can be added to steel windows to improve the thermal efficiency of the existing window.
- If removal is necessary, thoroughly investigate the structural detailing and seek appropriate professional consultation.

Replacement

- The creation of new, non-historic masonry window openings on primary façades is discouraged.
- If historic windows are beyond repair, the window should be replaced with a similar window type, configuration, number of panes, dimensions, and profiles. Details such as arched tops, hoods, or other decorative elements should be included.
- Wood windows can be replaced with wood, aluminum clad wood, or vinyl clad wood. Steel windows should be

replaced in-kind with steel or aluminum windows.

- Window openings that have been infilled with siding, glass block, or masonry can be reintroduced or left as is. If restoration of the infilled openings is selected an appropriate window type should be re-installed.
- Dropped ceilings should be set back from the plane of the window glazing to minimize appearance of the dropped ceiling.
- Glazing should be clear and not mirrored, reflective or dark-tinted.

Shutters, balconies or false balconies were not historically found in the district and, if desired, should not be located on the primary façade(s).



Example of a historic wood sash window in the district.



Example of a historic wood sash window in the district.



Example of an inappropriate use of mirrored glass windows on a historic building not in the district.

Doors

Doors contribute to the character of the building through their size, placement, materials, and detail. A significant number of original doors in the district have been replaced. *For additional information on doors and storefront entries, see Storefronts.*

Repair/Restoration

- Preservation of existing exterior historic doors including entrance doors to storefronts or upper floors is encouraged. Existing historic materials should be repaired rather than replaced. Historic materials that are damaged beyond repair should be replaced in kind. Missing historic elements may be replaced with appropriate new materials.

Replacement/Alteration

- Building openings, including doors and transoms, should be maintained in their historic location.
- Restoration of doors and transoms, to their historic configuration is encouraged.
- A new fenestration opening or the alteration of a historic opening should not be made on the primary façade.
- New security grilles should be located on the interior of the glass if possible. Exterior grilles should be placed as inconspicuously as possible.

TRANSIT ORIENTED DEVELOPMENT PLAN: HISTORIC PRESERVATION PLAN BRYN MAWR AVENUE HISTORIC DISTRICT



Example of a contemporary door type that is appropriate to this older building not in the district.



Example of an inappropriate contemporary replacement door not in the district.

Storefronts

Throughout the Bryn Mawr Avenue Historic District, storefronts are located at the first-floor level. Storefronts do not include secondary doors which provide access to other areas of the building, such as the rear of the first floor or the upper floors. Historic storefronts were made of wood, metal, or masonry and glass elements. Storefronts are typically composed of a bulkhead (base), display windows, and an entry to one side or centered with a transom above. The entry historically may have been flush with the storefront or recessed. In the Bryn Mawr Avenue Historic District, 95% of storefront entrances are recessed.

For additional information, see Doors. See also: Pedestrian Streets Ordinance; and Preservation Brief 11 "Rehabilitating Historic Storefronts" for general information and specific guidelines for rehabilitating metal, wood, and masonry storefronts.



Example of a historic door and transom not in the district.

(Storefronts, cont'd.)

General

- Before determining whether to repair/renovate or replace a historic storefront, the architectural features and condition of the storefront should be evaluated to determine the appropriate course of action.
- If the original or a historically significant storefront exists, repair and retain its historic features.
- If the original or historically significant storefront no longer exists or is too deteriorated to save, undertake an accurate restoration based on historical research and physical evidence or undertake a contemporary design which is compatible with the rest of the building in scale, design, materials, color and texture.
- Where an original or significant storefront no longer exists and no evidence exists to document its early appearance, a contemporary storefront compatible with surrounding streetscape is appropriate. The contemporary design should be compatible with architectural details of the building and not obscure any significant features.
- Retain transparency of the storefront. Retail displays should not obstruct storefront windows.
- Dropped ceilings should be set back from the storefront glazing to minimize visual impact of the dropped ceiling.
- The storefront should be preserved even if there is a new use on the interior.
- Choose paint colors appropriate to the building's style and setting or consider a paint analysis, if an accurate restoration is desired. Do not coat surfaces that were not historically painted.
- Alterations to a storefront may be required for public safety, improved accessibility, and fire codes. These

alterations should be discussed with the appropriate officials to ensure that all applicable codes are being met while maintaining the historic character and significant architectural features of the building.

Repaired/Renovated

- Existing historic storefronts should be retained and preserved.
- Historic materials that are damaged beyond repair should be replaced in kind. Missing historic elements may be replaced with compatible new materials.
- When renovating a storefront remove inappropriate alterations that have been made in the past. Later storefronts, including mid-twentieth century designs, should be evaluated for historic significance prior to removal.

Replacement

- A new design should not replicate stylistically different details or features from neighboring buildings or other structures of the period, as it may create a false historical appearance that never existed on the building.
- New storefronts should be compatible with the building including: proportions; materials; cornice; frame; fenestration design (windows and doors); and secondary design elements such as graphics and/or awnings.
- Glazing should be clear and not mirrored, reflective, or dark-tinted.
- Avoid the use of materials that were unavailable when the storefront was originally built; this may include vinyl and aluminum siding, anodized aluminum, mirrored or tinted glass, artificial stone, and brick veneer.

TRANSIT ORIENTED DEVELOPMENT PLAN: HISTORIC PRESERVATION PLAN BRYN MAWR AVENUE HISTORIC DISTRICT



Example of a typical, contemporary historically-appropriate storefront in the district.



Example of an inappropriate, contemporary storefront alteration not in the district. Incompatible limestone veneer has been applied to the original storefront and glass block windows installed which are disproportionate in size, type, and material.



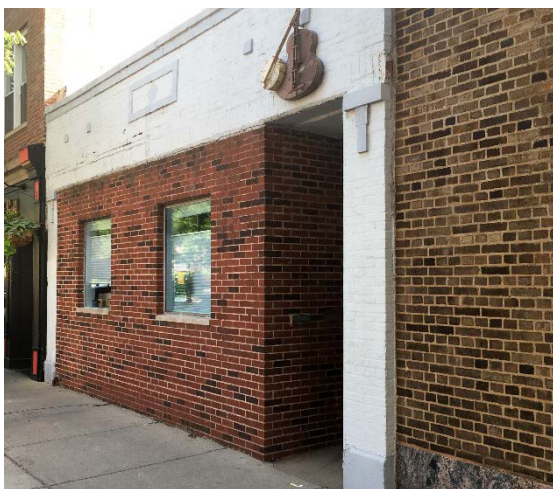
Example of an appropriate contemporary interpretation of a historic storefront not in the district.



Example of an inappropriate contemporary storefront alteration not in the district. The original storefront would have been recessed.



Example of an intact mid-twentieth century storefront with few contemporary alterations not in the district.



Example of an inappropriate contemporary storefront alteration where the historic storefront has been infilled with brick not in the district.



Example of an incompatible alteration to the storefront design and window type not in the district.



This storefront, located outside of the district, is inappropriate due to the painted brick cladding and reconfigured storefront, but it has preserved some original elements, including the brick and limestone bulkhead and a cast iron column (painted blue).

Lighting

Historically, lighting in the district was not mounted to the exterior of buildings. Owners are encouraged to work within these guidelines and *The Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings* to develop an appropriate lighting plan for buildings in the district.

Appropriate New Exterior Lighting for Buildings Includes:

- Concealed lighting used to illuminate architectural features, storefronts, and signs.
- Lighting is concealed and selectively accentuates façade elements.
- Integrate fixtures and wiring with architectural elements to the greatest extent. Avoid exterior surface-mounted transformer boxes, raceways and conduit.

(Lighting, cont'd.)

Types of Lighting to Avoid:

- Industrial wall pack lights.
- Box lights.
- Lighting that creates glare.
- Animated, flashing, or “rope” lighting.



Example of historic architectural lighting not in the district.



Example of inappropriate gooseneck exterior lighting and exposed conduit not in the district.



Example of contemporary architectural lighting, located outside of the district, that appropriately lights an architectural feature, but is not concealed.

Awnings

Awnings, which are mounted along buildings to protect individual storefronts and entrances, are common in the Bryn Mawr Avenue Historic District. Canopies, typically mounted above the masonry openings are extended to protect a main entrance, are not common in the district. Only the Bryn Mawr Avenue Apartment Hotel (5550 N. Kenmore Avenue) has a historic canopy, located at the residential entrance along Kenmore Avenue. The use of awnings is encouraged in the district. As canopies were not historically prevalent in the district, their use should be restricted to corner buildings which have a residential entrance located off a north-south street, such as The Bryn Mawr Avenue Apartment Hotel. *For additional information, see Preservation Brief 44 “The Use of Awnings on Historic Buildings, Repair, Replacement and New Design.”*

Repair/Restoration

- Existing canopies or awnings should be evaluated to determine if they are appropriate to the age, style, and scale of the building. If so, the canopy of awning should be retained and preserved.

(Awnings, cont'd.)

Replacement or New Awnings

- Comply with all applicable zoning codes.
- For replacement awnings: if historically appropriate to the building and district, the existing awning should be used as a basis for selecting the replacement awning. When a historic awning is missing, owners should first look for evidence of a previous awning installation.
- Fixed or retractable shed type awnings should be mounted in a location that respects the design of the building. Awnings should be designed to project over individual masonry openings and not be a continuous feature across the storefront. Awnings should be mounted within masonry openings and should not obscure or overlap decorative features.
- Awning material was historically woven fabric. Plastic, vinyl, or rubber awnings are incompatible with the character of the district. "Standard" type awnings are encouraged.
- Waterfall, concave, box, or other exaggerated shaped awnings or canopies are discouraged as they are not historically appropriate.
- Signage on awnings should be limited to the valance area.
- Internally illuminated awnings or canopies are discouraged in the district.



Example of a historic canopy in the district.



Example of a historically-appropriate "standard" awning in the district.



Example of inappropriate contemporary "concave" awning, located outside of the district.



Example of inappropriate contemporary "box" awning, located outside of the district.



Example of inappropriate contemporary "waterfall" awning, located outside of the district.

Signage

Signage contributes to the neighborhood character of the district. Existing historic and contemporary signage in the district includes hanging or projecting signs (any non-translucent sign which is affixed at a right angle to the building wall, which include fin, blade, and symbol signs), posters, awnings, neon signs, fascia signs (any sign painted on or attached to an exterior building wall, or any other permitted structure, on which a two dimensional representation may be placed), plaque signs, signs integrated into the storefront of a building, and glazed tile masonry incorporated into the buildings parapet. Rooftop signs are discouraged, as

there is no evidence that they were historic to the district. Painted wall signs (a sign painted on or attached and parallel to the wall of a building) may have been used in the district, but were probably uncommon given that many buildings are close in proximity or abut each other. *For additional information, see the City of Chicago Sign Ordinance and Preservation Brief 25 "The Preservation of Historic Signs".*

Repair/Restoration/Maintenance

- Historic signs should be retained whenever possible.
- Maintain signage with periodic inspections for evidence of damage and deterioration.

Reusing Historic Signs

- If a building or business has changed hands, historic signs associated with the building should be reused, if possible.
- Keep the historic sign unaltered. The historic sign could be left as is and a new sign added elsewhere to the building.
- Leave the historic sign in its original location or move it to a historically appropriate location if necessary, to accommodate a new sign. While less preferable, relocating the sign to a prominent interior space could also be an option.
- Design a new sign to be compatible, but differentiated from the historic sign.
- Modify the sign for use with the new business, if possible without destroying essential features. For example, a historic sign may be painted with new text and contribute to the overall district character.
- If a historic sign cannot be reused or retained, consider donating the sign to a local museum, preservation organization, or other group.

(Signage, cont'd.)

New Signs

- Comply with the applicable sign ordinance.
- Rooftop, wall billboards, flashing and moving signs are discouraged.
- Signs should be integrated into the design of the building and should not obscure or extend over any significant architectural features.
- Illuminated signs or any sign which is lighted by artificially generated light, either directly or indirectly, with an opaque or non-transparent background and routed lettering (letter or logo cut out of a specified sign material) may be appropriate.
- Hanging signs, blade signs (a projecting sign mounted on a building façade or storefront pole or attached to a surface perpendicular to the normal flow of traffic), banner signs (any piece of fabric displaying a distinctive insignia, identifying wording and/or symbolic representation of a business, service or activity) are compatible with the historic character and are encouraged.
- Lettering on storefront glazing and individual lettering is encouraged.
- New signs should not damage any historic fabric. Fittings should penetrate mortar joints rather than brick, for example, and sign loads should be properly calculated and distributed. Signs on awnings should be located on the valance. See *Awnings*.
- New signs should respect the size, scale, and design of the historic building, as well as neighboring buildings and should not shadow or overpower the adjacent structures.
- Materials for new signs should be inspired by the building's historic architecture or historic signs.



Example of a maintained historic neon sign not in the district.



Example of a maintained historic projecting sign not in the district.



Example of a reused, historic neon vertical projecting sign in the district.



Example of an appropriate contemporary horizontal projecting sign in the district.



Example of an appropriate horizontal hanging/projecting sign in the district.



Example of inappropriate gold leaf signage not in the district. Gold leaf lettering has been used since the mid-to-late-nineteenth century on storefront display windows and entrances or on wooden projecting signs for lettering.



Example of inappropriate sign mounting, located outside of the district, as the sign is directly attached to the historic cast iron header.



Example of appropriate contemporary signage, located outside of the district, that is appropriately attached into the mortar joints and not the masonry façade of the building.

TRANSIT ORIENTED DEVELOPMENT PLAN: HISTORIC PRESERVATION PLAN BRYN MAWR AVENUE HISTORIC DISTRICT



Example of an incompatible, excessive signage and signage mounted into the brick not in the district.



Example of an inappropriate box sign not in the district. This sign is not integrated into the design of the building, obscures a larger portion of the main façade, and is mounted directly into the brick.



Example of an inappropriate contemporary sign not in the district. The letters are disproportionately scaled and obscure the historic storefront/transom configuration.



Example of an appropriate, contemporary minimalist sign not in the district.



Example of an inappropriate digital banner sign not in the district, that is directly mounted into the building's limestone façade and obscures architectural features at the first floor.



Example of inappropriate freestanding signage not in the district. Signage should not be located in the pedestrian right-of-way.

RECOMMENDATIONS FOR CONTEXTUALLY-APPROPRIATE DESIGN

Design guidelines provide helpful, interpretive, and explanatory recommendations for rehabilitation, additions, alterations, or new construction in historic districts. The following design guidelines are recommended based on the established guidelines and standards of *The Secretary of the Interior's Standards for Rehabilitating Historic Buildings*, the National Park Service Preservation Briefs, the "Pedestrian Streets" Ordinance in the Chicago Zoning Code, and the Rules and Regulations of the Commission on Chicago Landmarks. See the section "Suggested Resources" for information on how to obtain copies of these sources and others.

Additions

The following principles refer to vertical additions and rear additions to existing buildings. Additions can include both habitable and non-habitable structures such as rooftop additions, mechanical penthouses, and green roofs.

These principles are intended to guide the contextually appropriate design of additions. Bryn Mawr Avenue is designated as a Pedestrian Retail Street by the City of Chicago. Buildings within the district are predominately one, two, and three-stories in height, yet extend to 19 stories. The Floor-Area-Ratio (FAR) for the district is 3 or 5 depending on the zoning districts. All additions must also comply with zoning codes. For additional information, see *Preservation Brief 14 "New Exterior Additions to Historic Buildings: Preservation Concerns."*

Massing/Scale

- Vertical additions (including rooftop additions and mechanical penthouses) should be minimally visible from the public right-of-way.
- If allowed under the zoning code, rear additions are encouraged. Rear

additions on corner lots should be setback from the street.

- New additions should be smaller than the historic building and should be subordinate in both size and design to the historic building.

Design

- Additions should be visually compatible but differentiated from the existing building.
- The new addition should respect the scale of the district.
- The addition should be connected to the existing building in a way that does not alter, change, obscure, damage, or destroy any significant architectural features.
- Designs that unify the historic building and a new addition are discouraged.
- The size, pattern, and alignment of the new addition's windows and doors should be in keeping with the historic building.

Materials

- New materials should be compatible in character, color, and texture with the existing building and the district. Additions may use contemporary materials, such as glass, metal, and wood, while maintaining a form and scale that is appropriate to the historic building.
- Materials that are not compatible with the district, including split face block concrete block, rough wood, stucco, exterior insulation finishing system (EIFS), and vinyl siding, are discouraged.
- The use of color and texture as a finish should be appropriate to the building and not detract from the character of the district.

(Additions, cont'd.)

Setbacks/Heights

- The height of new floors for rooftop additions should be compatible with the floor heights of the existing and adjacent buildings.
- It is recommended that a rooftop addition be set back, based on sight line considerations, from the primary elevation of the building and other elevations if the building is highly visible from the pedestrian right-of-way.



Example of appropriate contemporary rear addition not in the district. It uses contemporary materials and respects the overall scale and shape of the historic building.



Example of an inappropriate rooftop addition located outside of the district. This rooftop addition maintained the building's pedestrian-scale by preserving the historic ground floor storefront, but is incompatible with the historic building due to its scale, and contemporary design, and materials.

Demolition

Demolition of a historic, contributing building in the Bryn Mawr Avenue Historic District is acceptable if the building is structurally deficient. Prior to demolition, the building should be comprehensively documented using architectural photography and other records, as available, and made available to a local preservation organization or historical society. Demolition of a non-contributing building in a National Register district is acceptable.

New Construction

New construction should be compatible with the district's historic character. All new construction must comply with the Chicago Zoning Code and the Pedestrian Streets Ordinance.

Setbacks/Orientation

- To respect the character of the historic district and Bryn Mawr Avenue, which is designated as a Pedestrian Street, new infill construction should not have front or side setbacks. Buildings should abut or be within five feet of the sidewalk.

(New Construction, cont'd.)

- The primary façade and main entrance should be oriented to Bryn Mawr Avenue, but new construction located on a corner site may take advantage of a corner entrance.

Massing/Scale

- The height of new infill construction should be compatible with the surrounding buildings. Existing buildings in the district range in height from one to 19 stories and the current Floor-Area-Ratio (FAR) for most parcels is 3 or 5.
- Current Transit-Oriented Development (TOD) guidelines encourage increased residential density and reduced parking requirements near transit stations. This is consistent with the historical pattern of the district and should continue to be encouraged.
- Except at corner sites, curved or angled building lines are discouraged.

Design

- New construction should be consistent and compatible with design elements already found in the district.



Example of inappropriate non-historic construction not in the district. The building is disproportionate in scale and massing to its surroundings and setback back from the street.



Example of inappropriate new construction not in the district. Design is pseudo-historic and out of scale to its surroundings.

Storefronts

Storefronts in the district that retain their historic configuration feature bulkheads, recessed entries, and transoms, while new construction is not required to incorporate these elements, including them would positively contribute to the character of the district.

- If a bulkhead is included in the design, its height should be comparable to the nearby historic buildings.
- Storefronts should be adjacent to the property line and with the primary entrance facing Bryn Mawr Avenue.
- Entrances should be recessed and should not exceed more than one-story in height.
- Design should be simple and contemporary and avoid exaggerated design motifs, replications, elements not found in the district, and blank walls lacking fenestration on primary façades.
- Primary façades should include storefront or display windows and provide visibility from Bryn Mawr Avenue.
- Per the Pedestrian Streets Ordinance, a minimum of 60% of the street-facing façade should be composed of non-reflective windows to allow views of the interior commercial space and/or product displays.

(New Construction, cont'd.)

Materials

- The use of masonry materials such as brick, limestone, and terra cotta are encouraged.
- Materials that are not compatible with the district should not be used on façades visible from the public right-of-way. These include: split face block concrete block, rough wood, EFIS, and vinyl siding.



Example of appropriate new development not in the district. The design maintained the scale and massing and reassembled the original masonry material and cornice while integrating a contemporary aesthetic.



Located outside of the district, this new infill construction maintained the pedestrian-scale of the neighborhood through the incorporation of storefronts at the first floor. It uses compatible materials, but is disproportionate in scale and massing to its surroundings.



Located outside of the district, this new infill construction maintains an appropriate scale and massing and rhythm of the storefront at the first floor, but uses inappropriate materials such as painted brick and wood shakes and siding.

Streetscape

The following streetscape principles apply to the district. The main east-west thoroughfare through the district is Bryn Mawr Avenue with north-south crossings at Winthrop and Kenmore Avenues and Sheridan Road. Street furniture and vegetated landscaping along Bryn Mawr Avenue are not historic features of the district, based on available historic photographs. Today, the district is landscaped with concrete planters at the corner of Bryn Mawr/Winthrop Avenues and Bryn Mawr/Kenmore Avenues and at the north and southeast corners of Bryn Mawr Avenue/Broadway. Small trees line the north and south sides of Bryn Mawr Avenue between Broadway and Kenmore Avenue at irregular intervals.

A streetscape that incorporates pedestrian amenities such as lighting, landscaping, and street furniture tends to improve the desirability and walkability of the district. *For additional information, see the City of Chicago Landscape Ordinance and Chicago's Rules and Regulations for Sidewalk Cafés.*

(Streetscape cont'd.)

Lighting

Streetscape lighting contributes to the area's sense of safety and provides a high-quality pedestrian experience. Based on historic photographs, there were three types of historic street light fixtures in the district area:

- Lighting Type No. 1: At Sheridan Road and Bryn Mawr Avenue there were narrow concrete posts that tapered and terminated into a white globe light. Below the globe was a metal, Art Deco ornament in a streamlined design. These posts were common along Sheridan Road and are still found along the Lake Shore Trail in the Edgewater community.
- Lighting Type No. 2: On the block between Sheridan Road and Kenmore Avenue there were iron, mast-arm posts, two-stories in height. The mast-arm post had a projecting arm that held the light and a bracket with ornamental scrollwork which supported the arm and tied into the shaft.
- Lighting Type No.3: A typical iron short post was the last type located east of Kenmore Avenue. The short post appears to be just under one-story in height and may have been originally designed for gas and later retrofitted to electricity.

Lighting in the district today is reminiscent, but not an exact replication, of the historic types. Bryn Mawr Avenue is lined with typical twin posts. The posts are predominately one-and-a-half stories in height except at intersections where they are taller, at over two-stories in height. At traffic signals, the contemporary version of the mast-arm post is incorporated into the signal.



Historic streetscape looking west from Sheridan Road and Bryn Mawr Avenue, August 3, 1936. Note: Lighting Type No. 1 on the left side of the photograph and Type No. 2 in the background. Courtesy of: University of Illinois at Chicago Library. Special Collections Department.



Example of contemporary twin-post streetlights in the district.

(Streetscape cont'd.)



Example of contemporary mast-arm post and twin-post streetlights in the district.

It is recommended that pedestrian-scale lighting, such as the historic short posts, be incorporated into the streetscape design to enhance the pedestrian experience and character of the district. Future streetscape improvements should look to restore the existing lighting plan including the historic Art Deco posts along Sheridan Road.

Landscaping

Landscaping can provide an inviting and comfortable environment and enhance the corridor. Though vegetation was not historically part of the streetscape, it is recommended that historically compatible planters be used. Planter design should look to the existing built environment for inspiration in relation to shape, size, material, and color. Small trees are compatible with the district and should be placed at regular intervals to provide a visual buffer between pedestrian and vehicular traffic on Bryn Mawr Avenue.

Café Seating

When allowed, barriers, tables and chairs required for outdoor seating should not detract from the streetscape or obstruct the sidewalk.

Pavement

Based on historic photographs, the paving for Bryn Mawr Avenue was asphalt for roadway elements and concrete for sidewalks. It is recommended that these paving materials be maintained.

Accessibility

Historically, most buildings were not designed to be universally accessible. Due to the Americans with Disability Act (ADA) regulations, historic conditions that may require alterations to meet accessibility standards include: steps at storefront entrances, ramps at exterior or interior level changes, widening of doors, and power door operators. For additional information, see *The Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings*, *Preservation Brief No. 32 "Making Historic Properties Accessible"*, the Mayor's Office for People with Disabilities, *Chicago Building Code*, *Illinois Accessibility Code*, *Uniform Federal Accessibility Standards (UFAS)*, *2010 ADA Standards for Accessible Design*; WWW.ADA.GOV, and *ADA Title II and III Technical Assistance Manuals distributed by the Department of Justice*.

General

Accessibility alterations should be installed to provide access, while retaining the building's historic features.

The National Park Service recommends the following three-step approach to identify and implement accessibility modifications:

- Review the historical significance of the property and identify character-defining features.
- Assess the property's existing and required level of accessibility.

(Accessibility cont'd.)

- Evaluate accessibility options within a preservation context.

Modifications should then be based on the following priorities to improve accessibility:

- Make the main entrance and primary public spaces accessible, including a path to the entrance.
- Provide accessible access to goods, services, and programs.
- Provide accessible restroom facilities.
- Provide accessible access to amenities and secondary spaces.

Historic Entrances

- Automatic door openers connected to push plates can be used to make historic and contemporary entrance doors accessible.
- Off-set hinges may be installed at historic doors to increase the clear opening width of an existing entry.
- Historic door hardware should be retained and retrofitted to meet accessibility standards.
- Historic thresholds that do not meet accessibility standards may be altered or replaced. A historic threshold can be adapted by adding a beveled element. Or a new, visually compatible threshold may be installed.
- If possible, ADA access should be provided through a primary public entrance. If this cannot be achieved without damage to character defining features, an alternative entrance may be made accessible. In the latter circumstance, directional signs should be installed to direct visitors to the accessible entrance.
- Additionally, if it is not possible to modify the existing entrance, it may be possible to create an entirely new opening or modify a secondary window to make a new entrance opening. This solution should only be

considered after evaluating all other options.

Exterior Grading

- If it is necessary, construct a landing and ramp. It should be ADA-compliant and not obscure any architectural features.

Raised Interior Floor Levels

- If needed, interior entry halls or retail spaces can be ramped to provide access to a raised interior.
- If room permits, an interior platform lift may be installed to provide access to a raised interior.

Railings

- A path of travel that incorporates gently sloping (versus steep) walkways is encouraged as it may avoid the need for railings.



Example of an appropriate contemporary exterior ramp at front entrance not in the district.



Example of an ADA-compliant threshold not in the district.



Example of an appropriate contemporary exterior ramp at a side entrance not in the district.



Example of an appropriate contemporary interior ramp in a retail space not in the district.

EXISTING INCENTIVES AND PROGRAMS

INCENTIVES AND PROGRAMS ONLY FOR CONTRIBUTING NATIONAL REGISTER PROPERTIES

The federal incentives and programs listed here are available to developers and private property owners rehabilitating a historic building that is individually listed on the National Register of Historic Places or that contributes to a National Register-listed or eligible historic district as of June 2018. The information provided is for general reference only; check current requirements.

20% Federal Rehabilitation Tax Credit

A 20% Federal Rehabilitation Tax Credit is available for rehabilitating an "income-producing" building such as offices, shops, hotels, or rental housing. The property must be listed individually on the National Register of Historic Places, as a contributing building in a National Register historic district, or eligible for the National Register. The minimum investment required is 100% of the building's "adjusted basis". The tax credit can apply to commercial, agricultural, industrial, or rental residential buildings. The rehabilitation must be in accordance with *The Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings*.

For more information:

<https://www.nps.gov/tps/tax-incentives.htm>

Preservation Easement Donation

A Preservation Easement is a one-time charitable donation eligible for a federal income tax deduction equal to the appraised value of the preservation easement. A Preservation Easement is a legal agreement which assigns the right to review and approve alterations to a qualified non-profit organization (e.g. Landmarks Illinois) for

preserving the property in perpetuity. To receive the income tax deduction, the property must be contributing to a local landmark or National Register historic district or listed on the National Register of Historic Places or locally landmarked as an individual property.

For more information:

<http://www.landmarks.org/preservation-programs/preservation-easements/>

The Edgewater Façade Improvement Program

Managed by the Edgewater Chamber of Commerce, the Edgewater Façade Improvement Program is designed to provide financial assistance for rehabilitation activities at commercial, industrial or residential properties within SSA #26. All properties within the Bryn Mawr Avenue Historic District are eligible for this program except those located east of Kenmore Avenue.

Applicants who plan to complete a minimum of \$500 worth of work and who meet all program requirements may receive financial assistance amounting to 50% of eligible costs. The maximum rebate is \$5,000. This will be awarded after the work is approved by the Chamber, completed in the allotted time, paid in full, and all necessary documentation has been submitted to the Edgewater Chamber of Commerce. Eligible improvements may include:

- Awnings
- Signs or graphics
- Window/door replacements
- Tuck pointing
- Landscaping/flowerboxes
- Exterior lighting

All improvements must meet City of Chicago designated guidelines and are subject to review by the Chamber.

Financial assistance will be applied only once per building per funding cycle on which approved improvements are made.

For more information:

<https://www.edgewater.org/for-business/ssa-26facade-improvement-program/>

City of Chicago Design Guidelines:

<https://www.edgewater.org/wp-content/uploads/2015/03/sbif-design-guidelines.pdf>

INCENTIVES AND PROGRAMS ONLY FOR CITY OF CHICAGO LANDMARKS

Class-L Property Tax Incentive

Cook County offers the Class L property tax incentive to encourage the preservation and rehabilitation of landmark commercial, industrial, and income-producing non-for-profit buildings. The property tax assessment levels are reduced for a 12-year period, provided at least half of the value of the landmark building in an approved rehabilitation project is invested.

Under the Class L incentive, the assessment levels for the improvement or building portion of the assessment are reduced to 10% for the first 10 years, 15% in year 11, 20% in year 12, and back to the regular assessment level in year 13. The land portion is also eligible for the incentive if the building has been vacant or unused continuously for the prior two years.

For more information:

https://www.cityofchicago.org/city/en/depts/dcd/provdrs/hist/svcs/class_l_propertytaxincentive.html

Permit Fee Waiver

The City of Chicago offers a Permit Fee Waiver as an additional financial incentive to encourage rehabilitation for owners of locally landmarked buildings. This incentive waives all building permit fees buildings designated as Chicago Landmarks. Fees can only be waived on permits requiring Historic Preservation Commission approval and must be applied for before a permit has been issued.

For more information:

https://www.cityofchicago.org/content/dam/city/depts/zlup/Historic_Preservation/Publications/Permit_Fee_Waiver_Info_Sheet_2014.pdf

Citywide Adopt-A-Landmark Fund

The Citywide Adopt-a-Landmark Fund allocates funding generated by downtown construction projects to support restoration of buildings designated as Chicago Landmarks. Single-family homes and residential buildings of six units or less are excluded.

Projects must meet the following conditions:

- Restoration project must be consistent with Commission standards and guidelines.
- Scope of work and budget must be pre-approved.
- Scope of work must be substantial interior or exterior renovation work that is visible from a public street or within a portion of the interior that is open to the public. This work must exceed normal maintenance.

See the Citywide Adopt-a-Landmark Fund application at the weblink below for details on submission requirements and review process.

Availability is dependent upon bonus payment amounts deposited into the Citywide Adopt-a-Landmark Fund.

For more information:

https://www.cityofchicago.org/city/en/depts/dcd/supp_info/citywide-adopt_alandmark-fund--alf-.html

APPENDIX

SUGGESTED RESOURCES

The information provided is for general reference only; please check current requirements.

2010 ADA Standards for Accessible Design

<https://www.ada.gov/regs2010/2010ADASTandards/2010ADASTandards.htm>

City of Chicago – Citywide Adopt-A-Landmark Fund

https://www.cityofchicago.org/city/en/depts/dcd/supp_info/citywide-adopt_alandmark-fund--alf-.html

City of Chicago – Economic Incentives

https://www.cityofchicago.org/dam/city/depts/zlup/Historic_Preservation/Publications/Incentives_Flyer.pdf

City of Chicago - Class L Property Incentive

https://www.cityofchicago.org/city/en/depts/dcd/provdrs/hist/svcs/class_l_propertytaxincentive.html

City of Chicago – Mayor’s Office for People with Disabilities

<https://www.cityofchicago.org/city/en/depts/mopd.html>

City of Chicago - Ordinance, Publications and Additional Chicago Landmark Information

http://www.cityofchicago.org/city/en/depts/dcd/supp_info/chicago_landmarks-publicationsandadditionalinformation.html

City of Chicago – Rules and Regulations for Sidewalk Cafes

<https://www.cityofchicago.org/content/dam/city/depts/bacp/rulesandregs/SWC-RULES-REGS-V.01.05.2015.pdf>

Edgewater Historical Society

<http://www.edgewaterhistory.org/ehs/>

Illinois Accessibility Code

https://www2.illinois.gov/cdb/business/codes/illinoisaccessibilitycode/documents/illinois_accessibility_code_full_version.pdf

Illinois State Historic Preservation Office – Historic Preservation Financial Incentives

<https://www2.illinois.gov/dnrhistoric/preserve/pages/financial-incentives.aspx>

Information and Technical Assistance on the American with Disabilities Act

www.ada.gov

Information and Technical Assistance on the Americans with Disabilities Act, State and Local Governments (Title II)

https://www.ada.gov/ada_title_II.htm

TRANSIT ORIENTED DEVELOPMENT PLAN: HISTORIC PRESERVATION PLAN BRYN MAWR AVENUE HISTORIC DISTRICT

Information and Technical Assistance on the Americans with Disabilities Act, Public Accommodations and Commercial Facilities (Title III)

https://www.ada.gov/ada_title_III.htm

Landmarks Illinois –Incentives and Grants

<http://www.landmarks.org/resources/financial-resources/other-incentives-and-grants/>

Municipal Code of Chicago, Division 11 Accessibility and Title 17 Chicago Zoning Ordinance, Chapter 17-3 Business and Commercial Districts, Chapter 17-11 Landscaping and Screening, and Chapter 17-12 Signs

[http://library.amlegal.com/nxt/gateway.dll/Illinois/chicago_il/municipalcodeofchicago?f=templates\\$fn=default.htm\\$3.0\\$vid=amlegal:chicago_il](http://library.amlegal.com/nxt/gateway.dll/Illinois/chicago_il/municipalcodeofchicago?f=templates$fn=default.htm$3.0$vid=amlegal:chicago_il)

National Register of Historic Places

<https://www.nps.gov/nr/>

Preservation Briefs

<https://www.nps.gov/TPS/HOW-TO-PRESERVE/BRIEFS.HTM>

Preservation Tech Notes

<https://www.nps.gov/TPS/how-to-preserve/tech-notes.htm>

The Secretary of The Interior's Standards for The Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings

<https://www.nps.gov/tps/standards/treatment-guidelines-2017.pdf>

Uniform Federal Accessibility Standards

<https://www.access-board.gov/guidelines-and-standards/buildings-and-sites/about-the-aba-standards/ufas>

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TRANSIT ORIENTED DEVELOPMENT PLAN: HISTORIC PRESERVATION PLAN BRYN MAWR AVENUE HISTORIC DISTRICT

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- No. 13: The Repair and Thermal Upgrading of Historic Steel Windows - <https://www.nps.gov/TPS/HOW-TO-PRESERVE/briefs/13-steel-windows.htm>
- No. 14: New Exterior Additions to Historic Buildings: Preservation Concerns - <https://www.nps.gov/TPS/HOW-TO-PRESERVE/briefs/14-exterior-additions.htm>
- No. 25: The Preservation of Historic Signs - <https://www.nps.gov/TPS/HOW-TO-PRESERVE/briefs/25-signs.htm>
- No. 32: Making Historic Properties Accessible - <https://www.nps.gov/TPS/HOW-TO-PRESERVE/briefs/32-accessibility.htm>
- No. 44: The Use of Awnings on Historic Buildings: Repair, Replacement and New Design - <https://www.nps.gov/TPS/HOW-TO-PRESERVE/briefs/44-awnings.htm>

The Bryn Mawr Avenue Historic Preservation Plan (HPP) is part of a comprehensive Transit-Oriented Development (TOD) Plan for the Chicago Transit Authority's Phase One of the Red and Purple Modernization (RPM) Program of the Lawrence to Bryn Mawr Modernization Project and was prepared by McGuire Igleski & Associates, Inc. during 2017-2018.

TRANSIT ORIENTED DEVELOPMENT PLAN: HISTORIC PRESERVATION PLAN
BRYN MAWR AVENUE HISTORIC DISTRICT

BUILDING INVENTORY



	STREET	DIR.	NO.	BUILT	HISTORIC NAME	DES.	ARCH.	C/ NC	CL
1	BROADWAY	N.	5555-5559	1899	Conrad Bristle Building	TPCB	LCR	C	N
2	BROADWAY	N.	5601-5611	1897	Daniel Gawne Building	TPCB	LCR	C	N
3	BRYN MAWR	W.	1010-1030	1925	Edgewater Presbyterian Church	CHU	RR	C	N
4	BRYN MAWR	W.	1021-1029	1908	The Manor House	MUD	TR	NR	N
5	BRYN MAWR	W.	1040-1050	1916	N/A	TPCB	TR	C	N
6	BRYN MAWR	W.	1055-1069	1935	Walgreen's	OPCB	AM	NC	N
7	BRYN MAWR	W.	1062	1928	Belle Shore Apartment Hotel	THPVB	AD	C	Y

TRANSIT ORIENTED DEVELOPMENT PLAN: HISTORIC PRESERVATION PLAN
BRYN MAWR AVENUE HISTORIC DISTRICT

	STREET	DIR.	NO.	BUILT	HISTORIC NAME	DES.	ARCH.	C/ NC	CL
8	BRYN MAWR	W.	1100-1102	c.1940	N/A	OPCB	CNT	NC	N
9	BRYN MAWR	W.	1101-1105	1927	Leo A. Schueneman's Bowling Alley and Billiard Parlor	TPCB	LGR	C	N
10	BRYN MAWR	W.	1106	c.1900	N/A	OPCB	CNT	NC	N
11	BRYN MAWR	W.	1109	1923	N/A	TPCB	LCR	C	N
12	BRYN MAWR	W.	1112-1114	1909	John Fischer Building/ Billiard Parlor & Dance Hall	TPCB	LCR	C	N
13	BRYN MAWR	W.	1122-1124	1929	The National Tea Company	OPCB	LCR	C	N
14	BRYN MAWR	W.	1125-1131	1912	Bryn Mawr Theater	TPCB	LCR	C	N
15	BRYN MAWR	W.	1126	1919	E. Kenner Ingal Building	OPCB	LCR	C	N
16	BRYN MAWR	W.	1130	1898	C.N. Michels Hardware	TPCB	LCR	C	N
17	BRYN MAWR	W.	1134	1955	Woolworth's	OPCB	CNT	C	N
18	BRYN MAWR	W.	1140	1897	N/A	TPCB	LCR	C	N
19	KENMORE	N.	5550	1927	Bryn Mawr Avenue Apartment Hotel	TPVB	LGR	C	Y
20	SHERIDAN	N.	5555	1927	Edgewater Beach Apartments	THPVB	IRR	NR	N

TRANSIT ORIENTED DEVELOPMENT PLAN: HISTORIC PRESERVATION PLAN
BRYN MAWR AVENUE HISTORIC DISTRICT

	STREET	DIR.	NO.	BUILT	HISTORIC NAME	DES.	ARCH.	C/ NC	CL
21	SHERIDAN	N.	5556	2006	5556 N. Sheridan Condominiums	MUD	CNT	NC	N

Abbreviations:

C: Contributing; **CL:** City of Chicago Landmark; **NC:** Non-Contributing; **NRHP:** Individually-listed on the National Register of Historic Places

DES: Description; **CHU:** Church; **MUD:** Multiple-Unit Dwelling; **OPCB:** One-Part Commercial Block; **TPCB:** Two-Part Commercial Block; **TPVB:** Two-Part Vertical Block; **THPVB:** Three-Part Vertical Block

ARCH: Architectural Style; **AD:** Art Deco; **AM:** Art Moderne; **CNT:** Contemporary; **IRR:** Italian Renaissance Revival; **LCR:** Late Classical Revival; **LGR:** Late Gothic Revival; **RR:** Romanesque Revival; and **TR:** Tudor Revival