

## DRAFT NEIGHBORHOOD PLANNING REPORT:

### **Canal-Green Bay Road/Ridge Avenue-Church Street Study Area**

#### **INTRODUCTION**

The guiding question for the neighborhood planning process has been "How can Evanston encourage compatible growth and investment to economically strengthen the area, while also envisioning a more livable and vibrant neighborhood for its diverse residents?" In pursuing the answer or answers to this question, the neighborhood planning committee has been guided by the following principles:

- To understand problems/issues in the study area from the standpoint of all stakeholders.
- To improve the quality of life within these neighborhoods by envisioning and creating a more vibrant area for families, individuals, local businesses.
- To foster an environment where a diversity of people, interests and activities can coexist and feel mutual sense of pride.

After deliberating amongst several potential neighborhood planning areas, the Plan Commission chose one defined by the Metropolitan Water Reclamation District (MWRD) Canal – Green Bay Road/Ridge Avenue – Church Street during its 2000 annual retreat [ATTACHMENT 1]. Its selection reflected the Plan Commission's interest in addressing an array of complex community issues, while accommodating desirable growth and redevelopment. Initially, the committee defined the study area as that portion of the city defined by the MWRD canal, Green Bay Road and Emerson Street. However, after input from community members this was expanded southward to Church Street. While most of this area is located with Evanston's 5<sup>th</sup> Ward, a small portion of the 2<sup>nd</sup> Ward is also included.

The area exhibits great complexity in terms of potential planning considerations. The land use pattern in the neighborhood is a juxtaposition of seemingly incompatible uses – heavy industry, transportation facilities and utilities with single family homes. This was further reflected by the array of zoning districts represented in the neighborhood: R1-R5, B1, B2, C2, O1, I2, MUE, and OS. [ATTACHMENT 2] It is home to three areas of commercial activity, each demonstrating the potential for both neighborhood and wider market attention and influence. This area is also home to a higher than citywide average of boarded up buildings, vacant properties, and foreclosures. [ATTACHMENT 3] There are also recognized needs, particularly amongst its youth, for additional support through social services and public programs.

However, unlike previous neighborhood planning areas where signs of urban stress and blight had been observed, this area also clearly elicited interest for resident, business and institutional reinvestment and new development. A review of applications for

zoning analyses for the prior two years revealed a broad spectrum of projects being undertaken, including improvements to private residences, small commercial business and service establishments and churches. Several old and abandoned commercial buildings had been acquired and rehabbed as 'live-work' space, a hybrid use permitting both residential and business uses. There were also a number of small businesses, attracted by the area's price competitiveness, that have established themselves in this area. This has attracted interest from other, like-minded, businesses. This synergistic activity presents possibilities for positive neighborhood change – in the form of new jobs, economic development and private reinvestment.

This area is part of Evanston's historically African-American West Side. Many of the area's residents can trace their families back generations in this neighborhood and are proud of its traditional sense of community. There is the expressed desire that the role of African-Americans and this community be recognized for its contributions to history, arts, medicine and the civic process. In addition, the 2000 Census has shown that there is social and economic change taking place in the area, increasing the diversity of those who now call it home. [ATTACHMENT 4]

## **PLANNING PROCESS**

### **Public Process**

The goal of the neighborhood planning process is to promote the quality of life, economic health and physical welfare of the City's neighborhoods and to help them realize their full potential. Central to the Neighborhood Planning Committee's work is an inclusive and extensive public input and listening process, through which neighborhood-based concerns are identified for further study and constructive action. After major issues are identified and prioritized, the committee conducts and reviews relevant research and analysis. Findings and recommendations stemming from its planning process are incorporated into a final report or plan for the neighborhood. Past planning areas include Howard Street and adjacent southeast Evanston neighborhoods and the Chicago Avenue Corridor.

The success of this process is dependent upon the participation of all local stakeholders – residents, property and business owners, community groups, developers, important institutions and elected officials – in the discussions. The role of the Neighborhood Planning committee is to solicit all viewpoints on how to enhance the neighborhood. The central challenge for this process is finding common ground amongst sometimes widely divergent opinions.

### **Strengths-Weaknesses-Opportunities-Threats (SWOT) Analysis**

To initiate its planning process in this study area, the committee's first action was to seek input from all participating community members to identify opportunities and challenges facing the neighborhood. This was accomplished through a brainstorming session during which stakeholders were asked to name the strengths, weaknesses, opportunities, threats (SWOTs) most evident to them. [Attachment 5] The responses were subsequently sorted into ten categories: *Public Infrastructure & Services; Streets & Transportation; Public Safety; Human Resources; Local Institutions; Housing; Historic Character; Community Character/Aesthetics; Communication; and Economic Development.* [Attachment 6]

In order to give better focus to the neighborhood planning process, the Committee next asked the community to vote on their top priority issues from the list of ten issue areas. The community's priority issues were: Public Safety, Housing, and Economic Development (each with 19 votes), Streets & Transportation (17 votes), and Public Infrastructure (15 votes). Shortly after this, Public Infrastructure and Streets/Transportation were combined into a single category. The resulting four topics became the issue areas on which the planning process concentrated. [Attachment 7]

### **Four Issue Groups**

The Neighborhood Committee formed four small working groups, or sub-committees, to conduct focused analysis on the four priority topics: *Public Safety; Housing; Public Infrastructure, Services, Streets and Transportation; and Economic Development.* Membership of each group included a committee member and interested neighborhood stakeholders. The work of each subcommittee was to more clearly define the issues related to its assigned topic and to propose a structure of goals and action recommendations. In the course of their research, the groups interviewed city staff, including the Police Chief, Director of Public Works, as well as representatives of community institutions and public agencies. The four working groups presented their

findings to the Neighborhood Committee in March 2003 in the Preliminary Neighborhood Planning Report.

**Creating a Common Vision and Final Draft Report**

Following the work done by the four working-groups to explore and define local issues, the Neighborhood Committee conducted a 'visioning process' focusing on the physical aspects of the study area. Neighborhood groups, organizations and individuals were invited to express their ideas about what the study area might look and "feel" like in twenty years. Four neighborhood organizations and two individuals responded with their vision statements. [Attachment 8] Significantly, there were several areas of overlapping priorities and shared visions. From these, the committee developed a Shared Values Matrix [Attachment 9]. Together with the work of the four issue subcommittees, this was used to define the community's priorities and form the basis of its planning efforts.

**COMMUNITY PRIORITIES: Discussion of Planning Goals, Objectives, Actions**

## **ISSUE I: Economic Development**

A public effort to discuss economic development on the City's west side was undertaken in the late 90's. Discussions explored a home ownership program for local teachers, reinvigorating the local business community, improving public services and facilities and stimulating redevelopment.

For some west side residents, there was a problem with this process because it had been initiated by parties from outside the community, instead of from within. Some residents also had concerns about how these proposals might change this long-time African-American neighborhood. For other residents, redevelopment was welcome but needed to respond first to the needs of the in-place residents. The process failed to capture broad acceptance within the community and the effort ceased after about six months of meetings.

During this effort, the city's staff was asked to provide an analysis of economic strength and market conditions for 5<sup>th</sup> Ward. This analysis utilized 1990 Census data for Census Tracts 8096 and 8092 which encompass the area immediately around the high school and make up the local market area for the Church and Dodge area. The City determined that there was substantial economic capacity in the local market area, capable of supporting more business uses.

The 1997 analysis, while focused on the Church Street/ Dodge Avenue area, has relevance to the current study area. The following is an expanded and updated summary of that study:

### ***I. Analysis of Market Size and Capacity***

- A. 1990 median income of households in the immediate census tracts demonstrated economic capacity. The median incomes for Census Tract 8096 at \$38,862 (slightly below the citywide median income of \$41,115) and for Census Tract 8092 at \$28,956 were still considered favorable for economic development.  
[ATTACHMENT 4]

By 2000, the median income for Census Tract 8096 (\$43,961) exceeded the citywide median income of \$41,994. The median income for Census Tract 8092 (\$41,036) was only slightly lower than that of the City's.

- B. The 1990 per capita income in the study area census tracts was lower than citywide per capita income. Tract 8092: \$10,470 and Tract 8096: \$15,952; Citywide per capita: \$22,346.

In 2000, the Citywide per capita income was \$21,857, less than that for Census Tract 8096 (\$24,438) and more than that for Census Tract 8092 (\$16,885).

- C. The number of households in the adjacent tracts was significant in 1990. The totals were Census Tract 8092: 1,595; and Tract 8096: 1,128. These households were identified as having immediate access to the business area and demonstrating economic capacity.

In 2000, household numbers had grown slightly. Census Tract 8092: 1,543; and Tract 8096: 1,282.

- D. Average Daily Traffic counts for study area arterial streets, taken during the 1990's, are impressive. Church Street: 12,000 vehicles; Dodge Avenue: 13,700; Green Bay Road: 18,000; Simpson Street: 3,000; and Emerson Street: 16,000.

**II. 1997 Locational Analysis of the Church/Dodge Area from Perspective of Retailers**

- A. Location should be capable of supporting more retail given strength of market analysis.
- B. Sites were available for purchase and many of them have been purchased in anticipation of development coming to Church and Dodge.
- C. Zoning was appropriate for a variety of business uses.
- D. Safety concerns may be significant issue for retail prospects and consumers in market area.
- E. Parking is available on street but would need to be improved to support a larger development.

During the current neighborhood planning process covering the Canal-Green Bay Road/Ridge-Church study area [ATTACHMENT 1], community members have perceived a number of strengths within this area that would argue well for its future prospects. These include proximity to downtown, access to transit, new development already underway in several locations, the presence of small neighborhood business districts, and existing commercial and industrial zoning. The area is also surrounded by large, attractive expanses of open space. The MWRD canal wraps around the area, from Church Street on the South and McCormick on the west and northern borders. Within this green belt, and elsewhere throughout the neighborhoods, are numerous parks, playgrounds and recreational facilities (*Twiggs, Butler and Beck Parks, and Fleetwood-Jourdain*).

These and other factors are believed to provide prospective developers with opportunities and incentives to consider the area for investment. Associated with new development, there is also hope for added opportunities for local jobs and an improved entrepreneurial atmosphere for local small businesses. Many residents expressed the need for additional arts, cultural and entertainment venues for all age groups. There is also a growing interest in residential and mixed-use developments, which will enhance prospects for new businesses.

There is a progressive movement to work on improving the community and being an integral part of the City's overall re-development process. Two years of lively discussion produced a shared value matrix that calls for improving the appearance of the community,

attracting and welcoming new businesses and services, encouraging entrepreneurial opportunities, job training and increasing local employment opportunities.

### **OVERALL GOAL:**

Develop neighborhood retail/service centers at three locations within the study area - Ashland/Simpson - Church/Dodge – the Green Bay Road Corridor

### **Discussion:**

Three locations were identified as the foci of economic development in the study area: Ashland Avenue/Simpson Street; Church Street/Dodge Avenue; and the Green Bay Road corridor. All three areas wish to incorporate an arts- or culturally-based theme in their commercial development. This theme lends itself to a wide range of businesses, services and community destinations, including graphic artists, photographers, advertising agencies, galleries, the African American Heritage Museum, and Black Historic Sculpture Garden. Other dimensions to the "arts" theme includes distinctive streetscapes, decorative fencing and lighting, parkway beautification, public art and the relocation of the Ethnic Arts festival to Twigg's Park. Entertainment venues, similar to the former Hecky's Townhall, restaurants, and cafes are also compatible businesses.

These three areas are envisioned as predominantly neighborhood oriented commercial areas, serving the retail and service needs of the local community. A number of such needs have been described through the planning process: restaurants and coffee shops; local bank branch; local immediate care center; and a local computer lab and internet access. Moreover, it was recognized that some of the proposed developments – such as the African-American Museum, destination restaurants, and ethnic or arts festivals - also have the potential to draw customers from a larger market area.

Smaller scaled and pedestrian friendly, the three retail centers are intended to provide meeting and gathering opportunities for neighborhood residents and businesses. They are also seen as providing a source of local employment.

There is also the universally expressed desire to improve the appearance of the public areas within the study area. Envisioned as inviting places to walk and meet, both private and public investments are seen in making the streetscapes greener, more attractive and unique to their neighborhoods. Good urban design is called for, not to make the three commercial areas identical, but to find a unifying theme and create distinctive images.

### **Objective 1:**

Unifying themes of these three areas will be a focus on heritage of community contributions made by local African Americans and other ethnic groups, arts/culture, and technology.

**Actions:**

- ◆ Attract an interesting mix of unique destination businesses, restaurants/clubs and galleries, cafes, restaurants, small complimentary enterprises and small retail outlets.
- ◆ Establish a design team of architects, urban planners and community members to achieve an attractive pedestrian experience and develop an appropriate process to implement plan.
- ◆ Focus on pride in neighborhood's past, present and future of local community by: signage, plaques, and tours of landmarks associated with local heroes/leaders and the Fleetwood-Jourdain Sculpture Garden; establishment of Asbury Historic Corridor, between Emerson Street and Green Bay Road.
- ◆ Reclaim Asbury as a tree-lined gateway designed appropriately to be aesthetically pleasing, safe and functional to pedestrian and vehicular traffic.
- ◆ Host specialized events: Seniors' picnic, farmers' market, flower show, outdoor concert and other events reflecting the community diversity, such as a Latino Fiesta.

**Objective 2:**

Encourage business growth to provide services and promote local employment.

**Actions:**

- ◆ Research and identify key businesses to attract, such as local bank branch; reputable real estate brokerage, etc.
- ◆ Explore ways to provide technical assistance on business development, local workforce development, & other business incentives.
- ◆ Provide on-the-job training specifically for local youth.
- ◆ Promote alliances between core businesses and local business development.
- ◆ Establish links between larger community and institutions
- ◆ Provide affordable rental housing for locally employed Evanston residents.
- ◆ Establish Web Site for providing local information, including a list of businesses and service providers in the Study Area.

**Objective 3:**

Develop financial alternatives to promote economic objectives.

**Actions:**

- ◆ Explore the use of TIFs, sales tax sharing, and special service districts.
- ◆ Research other sources of financial assistance.

**GOAL 1:**

Develop neighborhood retail/service center at Ashland Avenue and Simpson Street

**Discussion:**

Current efforts to reestablish a vibrant strip of neighborhood commercial activity in this locale are united around an arts-based theme. One of the first of these was the plan for the Black Historic sculpture garden at the Fleetwood-Jourdain Recreation Center.

Other arts-related activity in this area involves the adaptive reuse of the older, industrial buildings into multi-use loft spaces. As its result, a new mix of artists, photographers, graphic artists and architects have located in the neighborhood. This activity also adds to the sense that this is an arts community, where small businesses can grow and coexist positively with adjacent residential uses.

One of the issues faced by property owners redeveloping the commercial structures in this location is their "legal non-conforming" status. This occurs because many of the buildings were built years prior to the current zoning regulations and do not conform to existing standards. For example an inventory of structures located in the MUE district revealed that the majority of them (90%) exceed the .45 FAR (floor area ratio) permitted by the City's zoning ordinance. In fact, most of the buildings are in excess of 1.0 FAR. Another zoning issue discussed was to permit by right commercial and residential uses in the MUE District.

The primary goal in the Ashland / Simpson business district is to enhance the economic climate of the area while recognizing its historic and cultural foundations. The efforts of community groups, block clubs, local institutions and interested residents will be necessary to the achievement of this goal and the following objectives:

**Objective 1:**

Enhance economic development in the area bounded by Green Bay Road, the MWRD Canal, and Simpson Street.

Actions:

- ◆ Increase the commercial presence along Simpson Street in the form of storefront shops, restaurants, and small businesses.
- ◆ Develop a specific destination environment for shopping, dining and entertainment built upon the neighborhood's ethnic diversity and history.
- ◆ Enhance Simpson Street streetscape with decorative lighting, seating areas, and improved paving.
- ◆ Enact a zoning text amendment that would permit ground floor retail in the MUE (Transitional Manufacturing-Employment) District to build upon activity on Simpson Street.
- ◆ Establish TIF for area.

**Objective 2:**

Continue the adaptive reuse of underutilized commercial buildings.

Actions:

- ◆ Enact zoning text amendment that would revise the floor FAR in the MUE zone to 1.5 with a 40-foot height limit to eliminate non-conforming status of existing structures, to support adaptive reuse of existing structures, and to promote new development.
- ◆ Enact zoning text amendment that would allow residential (single-family through multi-family) uses as permitted (Section 6-13-3.2), rather than special (Section 6-13-3.3), uses in the MUE district.
- ◆ Provide adequate parking for all new and existing uses of substantially renovated properties.

### **Objective 3:**

Promote neighborhood special events.

#### Actions:

- ◆ Program annual events in Twiggs Park, to attract audiences from a wider area. Suggestions include: flower show, farmers' market, 3 on 3 basketball tournaments, senior picnics, Latino Fiesta.
- ◆ Educational programs and tours focused upon the Black Historic Sculpture Garden
- ◆ Install park improvement, possibly a gazebo or pavilion type structure, to serve as gateway to neighborhood and to house restroom facilities at the northeast end of Twiggs Park.

### **Goal 2:**

#### **Develop neighborhood retail/service center at Church Street and Dodge Avenue**

##### **Discussion:**

Church and Dodge is the historic retail center of the Fifth Ward and home to Evanston Township High School. Despite its past as a nexus of African-American business and community life in Evanston, this commercial area has experienced economic decline and social stress. What once was a viable neighborhood business district, now has few local businesses. In the past two years, two projects have been unveiled to influence or promote economic development activity in this location.

The establishment of the Black Heritage Museum, within a landmark building at 1817 Church Street, is intended to serve as one anchor on Church Street east of Dodge and a stimulus for culturally-based retail. Compatible businesses and services have been identified and include boutiques and gift shops, full service restaurants, a bakery, and banking center. Its plans also envision some physical redevelopment, including demolition and land clearance, in the blocks east of Dodge. Attractive, appropriate private redevelopment is seen as a prerequisite to attracting desirable new businesses and uses into the business district. Such development should be facilitated by City actions that aid in site acquisition, financial assistance, and consider the rezoning of the I2 properties along both sides of Church Street, especially in the block east of Darrow Avenue.

The focus of the second project is to provide new, for sale, housing for neighborhood residents seeking to stay in Evanston and own their own home. The initial phase of this development will focus on Church Street, between Brown and Darrow Avenues. These plans also include the attraction of new retail on the first floor. As much of this housing as possible would be "affordable" – available to families making between \$37,000 and \$55,000 per year, or less than 80% of the median income. Possible adjuncts to this development would be a job training and employment for young people from the neighborhood and a minority business incubator.

The potential use of the ETHS parking lot, located on the southeast corner of Church

and Dodge, was noted and briefly discussed. Its prominent, highly visible location would argue for its redevelopment as living or retail space. However, this commercial area will also need to provide adequate amounts of convenient and secure parking. No final conclusion was reached on this matter.

Located on the eastern edge of the Church and Dodge commercial district is an area of I2 zoning, on both the north and south of Church Street. Surrounded by residential neighborhoods, this I2 district contains a mix of industries, utilities, and transportation uses. These include the ComEd transmission towers, ONYX waste transfer station, the postal vehicle storage facility, Durham and Robinson transportation storage areas, Auto Doctor and several small manufacturers.

There are considerable opportunities for improving the commercial mix and aesthetic appearance of this location of the neighborhood. For example, providing well designed landscaping and signage should serve to attract new businesses and uses and complement the recent improvements on the north side of Emerson.

While they represent sources of local employment, these uses are also capable of negatively affecting neighbors due to potential pollutants, odors, rodents and heavy truck traffic. As these existing uses evolve, close, or leave the area, more consistent new uses should be identified and alternative zoning schemes proposed.

**Objective 1:**

Seek Comprehensive Commercial Redevelopment of Church & Dodge Business District.

Actions:

- ◆ Encourage mix of for-profit and non-profit economic development within the area, e.g. Black History Museum, mixed-use retail and residential development on Church Street, with affordable units.
- ◆ Explore need for availability of parking for planned businesses
- ◆ Future development may require review of existing B1 zoning and the I2 zoning east of Darrow Avenue.
- ◆ Explore financial incentives for redevelopment, such as the use of Tax Increment Financing (TIF).

**Goal 3:**

Develop neighborhood retail/service commercial corridor along Green Bay Road

**Discussion:**

Within the study area, the Green Bay Corridor extends along the west side of Green Bay Road, from Noyes on the north to Emerson on the south. In discussions of economic development opportunities, the community expressed its desire to take advantage of the corridor's high visibility in order to convert vacant land and underutilized properties into quality commercial development. Besides providing commercial retail and services to the neighborhood, future tenants might also draw upon a larger market area. Local employment opportunities are another critical part of this vision.

The success of this vision is equally dependent upon new development's compatibility with surrounding uses and its "fit" within the neighborhood. Discussions placed an emphasis on a pleasing neighborhood scale and 'walkability'. It was noted that the current C2 zoning permits intensive, car reliant businesses – automobile and recreational vehicle sales and service, auto-body repair, car washes – which are not conducive to creating a pedestrian friendly environment. Mixed-use development, permitting residential uses above ground floor commercial, was seen as a preferable form of development. However, residential uses are not permitted in the C2 zone. This necessitates the study and enactment of zoning map or text amendments, or possibly both.

Actions:

- ◆ Direct Plan Commission's Zoning Committee to study a new mixed-use, neighborhood retail/residential zoning designation for the southwest quadrant of the Simpson Street / Green Bay Road intersection and western frontage of Green Bay Road, southward to Foster. Specifically, the area under consideration should include the property presently zoned C2, bounded on the north by Simpson Street, on the east by Green Bay Road, on the west by the extension of Jackson Street and including the former Mayfair Railroad right-of-way property on the south (which is zoned R5), the adjacent R5 properties fronting on Green Bay Road (2016-2026 Green Bay Road), and the C2 properties fronting on Green Bay Road, south of the R5 properties, to Foster Street. [ATTACHMENT 11]
- ◆ Develop land assembly plan and marketing strategy for major new commercial development at Green Bay Road & Simpson Street. Specifically, the area under consideration should include the property presently zoned C2, bounded on the north by Simpson Street, on the east by Green Bay Road, on the west by the extension of Jackson Street and including the former Mayfair Railroad right-of-way property on the south (which is zoned R5), the adjacent R5 properties fronting on Green Bay Road (2016-2026 Green Bay Road), and the C2 properties fronting on Green Bay Road, south of the R5 properties, to Foster Street.
- ◆ Involve community in developing the project in order to meet local needs for design and appearance, business mix and employment.
- ◆ Remove the old Mayfair Railroad viaducts and incorporate into new mixed use retail/residential redevelopment.
- ◆ Remove billboard signs along the Union Pacific railroad.

## **ISSUE 2:       Urban Design, Community Character, & Zoning**

### **Discussion:**

This community priority was identified and explored through a 'visioning exercise' which probed the long-term goals and objectives of local residents with regards to the physical form of the community and its expected impact upon life within it. As a part of this exercise local residents and business owners were asked to imagine what it could be like to live, work or visually experience the neighborhood in twenty years.

The idea of a conservation district was raised, but no specifics have been provided and discussed with the community. Therefore, this document takes no position on this matter.

Amongst the responses received, there was a strong message that attention to the physical form of a place is as important to its residents as other, more tangible public objectives. In fact, there was also the sense that other priority areas, for example economic development and public infrastructure, were corollaries to establishing an interesting, attractive and unique neighborhood.

In most instances, design was mentioned as a guiding consideration for public investments and improvements. Residents and businesses both saw benefit from attractive and inviting streetscapes, an increase in the number of street trees, and the addition of neighborhood gateways. However, the private sector's participation in achieving a more attractive neighborhood was also discussed. Possible opportunities included voluntary parkway and planter programs, block-by-block coordination on fencing design, paving all alleys, and the elimination of large billboards now present in the study area.

Another component of design relates to zoning regulations, which shape what can and will be built. The most controversial zoning matter was the presence of R5 (General Residential ) zoning. This residential zone permits a broad mix of residential types and a maximum building height of 50 feet or 5 stories (whichever is less).

Opponents expressed the concern that the R5 designation belied the fact that the study area consists, almost exclusively, of single family structures. While many of these have been converted to two or more dwelling units, few are of the density or size to warrant one of the most intensive residential categories within the City's zoning ordinance. Supporters argued that to down-zone these areas would take away significant value to these properties and make it impossible to provide affordable housing, both within the neighborhood and the City.

The committee explored a compromise on this matter. What resulted was a proposal for combined mapping and text amendments for the existing R5 zoning district within the study area. The proposal would create a new R5a zone, with a maximum height of 42 feet, but leaving the remainder of the former zones regulations in place. This new zone would apply to all of the study area's existing R5 zoning, with the exception of the properties at 2016 to 2026 Green Bay Road. Those would be studied separately as part of a new mixed use zoning district.

## **Goal 1:**

Create an atmosphere in which neighborhood pride is communicated through artistic, high-quality urban design, on a project-by-project basis.

### **Objective 1:**

Recognize and capitalize on the study area's function as 'gateway' to downtown Evanston, while differentiating its various neighborhoods.

#### Actions:

- ◆ Conduct neighborhood visioning workshops to establish neighborhood gateway features – incorporating public art, landscaping, and/or historical markers - at entry points along the major thoroughfares: Emerson, Simpson, Church, Green Bay Road, and Asbury.
- ◆ Convert portion of former PermaLawn site into entry to neighborhood and canal park system, including functional structure (gazebo, band shell, etc.) and restroom facilities.
- ◆ Voluntary parkway beautification program, led by neighborhood organizations and block clubs.
- ◆ Develop system of attractive signage to business districts and important sites within the neighborhood.

### **Objective 2:**

Improve the pedestrian atmosphere throughout the neighborhood.

#### Actions:

- ◆ Conduct neighborhood-visioning workshops for replacement of sidewalks and for other public improvements.
- ◆ Widen and replace sidewalks through regular CIP process.
- ◆ Encourage voluntary planter program by local business groups and neighborhood organizations.
- ◆ Eliminate billboards.
- ◆ Encourage cooperation on fencing design to coordinate design on a block-by-block basis.

### **Objective 3:**

Create greener, better landscaped public areas in the neighborhoods.

#### Actions:

- ◆ Addition, replacement and maintenance of street trees.
- ◆ Develop voluntary parkway beautification program for neighborhood groups and block clubs.
- ◆ Organize merchants and local business groups to establish voluntary sidewalk planter program in business districts.

## **Goal 2:**

Recognize and celebrate the African American heritage of the community

### **Objective 1:**

Educate local citizens and visitors about the history and contributions of African-American Evanstonians.

#### Actions

- ◆ Create and publish maps identifying historic sites and structures.
- ◆ Create and publicize tour through historic areas.
- ◆ Provide information listed above, as well as upcoming events, on community web site.
- ◆ Recognize the first Black hospital and home of Dr. Garnett and Dr. Butler on Asbury as a key historic site.

## **Goal 3:**

Revise both zoning map and text to reflect the neighborhood planning process and the community's vision.

### **Objective 1:**

Direct Zoning Committee to study and make noted revisions to the zoning ordinance for the following locations:

#### Actions:

1. As described by the first action recommended under Economic Development Goal 3 (page 13), create a new residential zoning district, specific to the area, to allow: mixed-use development with ground floor commercial with residential above, a maximum height of 42 feet; and encourage design consistent with surrounding housing, pedestrian scale and inviting public and private space. [ATTACHMENT 11]
2. Create a new R5a residential district for the area currently zoned R5, except for those between 2016-2026 Green Bay Road, that is limited to a maximum height of 42 feet but retains the remaining R5 regulations. [ATTACHMENT 11]

## **ISSUE 3: Public Infrastructure, Services, Streets & Transportation**

### **Discussion:**

The Committee's initial discussions revealed neighborhood issues with the presence or lack of public facilities, as well as the quality and extent of needed community services. These discussions also revealed concerns regarding the local system of streets and alleys serving the study area, its condition, and its traffic flow of cars, trucks and buses.

There was satisfaction and pride in local parks, recreational facilities, and the new fire station. Park programming is considered a neighborhood asset, as is the proximity to both Evanston Township High School and Evanston Northwestern Hospital, on the corner of Central Street and Ridge Avenue. Residents can envision and would take pride in hosting a major capital project, youth oriented recreational venue, and a major city event or festival.

The one deficit noted in recreational facilities by residents was that of a swimming pool or water park. This reflects a desire for an affordable, year-round swimming facility in Evanston.

Conversely, the local supply of parking, street and alley lighting and waste/trash management were considered below par and a possible detriment to the community's image and future prospects. There was the widespread perception that there is a need for more aggressive code enforcement to address both residential and commercial property maintenance issues. Other 'housekeeping' issues for the neighborhood include animal control, noise, truancy, and park safety.

Neighbors identified the ONYX waste transfer station as a long-time local business whose presence often had negative off-site effects upon surrounding homes. Those most frequently mentioned include odors, rodents, equipment noise and truck traffic. Residents also identified the former Perma Lawn building, subsequently demolished, as a ideal site for public use as either additional open space or parking, provided that green space along the canal remains visually integrated.

Community participants perceived the presence of major street corridors and bus routes through the study area as local assets, for the purposes of both resident access and economic development. The City's investment in recent sidewalk improvements along Simpson Street have been well received and considered a plus for the neighborhood's appearance and image.

However, a significant number of citizens commented upon the need for additional street, alley and sidewalk maintenance, both generally and at specific locations in the neighborhood. Traffic routes through the neighborhood, particularly those of truck and bus travel, were noted as matters of concern due to exhaust fumes and child crossing safety. The lack of weekend bus service, to connect the neighborhood with downtown and the CTA, is considered insensitive to the transportation needs of many local residents.

Throughout the work of the infrastructure subcommittee, strong support was expressed for the concept of a neighborhood school at some time in the future. There was also a strong consensus on the need for enhanced education and job training within the community. This need can be divided into three categories: GED, vocational; and continuing education.

GED Programs serve young adult residents who did not procure their High school diploma or their GED. Due to this fact that they can not get into college, nor can they join the armed forces which would provide them with a good career and additional education. This group has severely limited job prospects, lacking basic educational requirements for many positions. Even those local workers who do find unskilled, labor-intensive jobs find they usually pay lower salaries and most often provide no health benefits. Another problem encountered is that most jobs now do background checks prior to employment. Some members of the local work force are passed up because of past histories, such as criminal records. While there are existing GED programs, they can be difficult to locate and to access and not tailored to the specific needs of the neighborhood. Also, some of these programs need to be given during weekend or evening hours, when people are not working.

Continuing Education and Vocational Training would round out the educational opportunities serving local residents' needs for either jobs training or retooling.

### **Goal 1:**

Utilize beautiful neighborhood park system to promote neighborhood pride and marketability.

#### **Objective 1:**

Equip Twiggs Park with facilities necessary to serve both as a local focal point and as a venue for neighborhood sponsored, city-wide events.

#### Actions:

- ◆ Design new park facility (band shell, gazebo, shelter, etc.) for Twiggs park that utilizes the former PermaLawn site, acts as gateway to neighborhood, and provides bathroom facilities.
- ◆ Install secure bike racks in visible locations.
- ◆ Improve signage informing public of park names, hours, location of facilities.
- ◆ Include signage showing entire City park system, including bike and pedestrian trails, paths and routes for persons with disabilities.
- ◆ Explore themes for local parks.
- ◆ Explore Latino Fiesta event.
- ◆ Post and enforce park hours.
- ◆ Post and enforce leash laws.
- ◆ Install emergency phones in parks.

**Objective 2:**

Explore other recreational and open space needs.

Actions:

- ◆ Study need for dog park
- ◆ Study expanded use of canal for water related recreational use.
- ◆ Study feasibility of providing indoor/outdoor pool or water park within the City of Evanston.

**Goal 2:**

Provide adequate neighborhood parking to meet the needs of residents, business and visitor needs.

Actions:

- ◆ Establish shared parking/park facility on portion of PermaLawn site that would not infringe upon the appearance of the greenbelt.
- ◆ Institute local parking permit system where requested by residents.
- ◆ Explore creation of more on-street parking via street widening, or instituting one-way traffic flow.
- ◆ Study parking requirements for churches and high school events.

**Goal 3:**

Provide a safe and efficient network of local and arterial streets.

Actions:

- ◆ Comprehensive traffic study of the neighborhood.
- ◆ Find solutions to specific problem locations: Need for light/stop sign/pedestrian crossing marking at locations on Emerson; Simpson Street bus traffic; feasibility of one-way traffic on Ashland, flowing one-way northbound south of Simpson Street and one-way southbound, north of Simpson Street; ingress/egress for gas stations and car washes on Green Bay Road; and traffic signal at Asbury and Green Bay Road.
- ◆ Neighborhood traffic calming program (speed humps) at designated locations.
- ◆ Mark bike routes through neighborhood.
- ◆ Improve curb cuts, potholes and sidewalks for persons with disabilities.
- ◆ Enact ordinance to require utility companies to properly patch roadway and sidewalk pavement after underground work.

**Goal 4:**

Eliminate the presence of blowing trash and litter

Actions:

- ◆ Classify 'flydumping' as a reportable crime.
- ◆ Expand alley paving program to discourage local flydumping activities.

- ◆ Provide attractive, fixed trash containers at key locations and provide frequent pick-ups.
- ◆ Involve community members in monitoring litter on a block-by-block basis; organize community litter pick-up.
- ◆ Direct legal department to explore the City's ability to establish and enforce regulations on trucking operations within its corporate boundaries. The extent of operations to be regulated include weight, permitted routes, hours of operation, and load covering requirements

### **Goal 5:**

#### **Attractive street lighting to promote safety within the neighborhood**

Actions:

- ◆ Request City early action in retrofitting existing light sources with new, high voltage bulbs.
- ◆ Promote ComEd alley lighting program to decrease fly-dumping and increase security.
- ◆ Replace davit arm lighting in local business district streetscapes with ornamental Talmadge lighting fixtures with high lumens bulbs.
- ◆ Light some parks for night use; provide lighting for bike paths through parks.

### **Goal 6:**

#### **Enhance educational resources within the neighborhood**

Actions:

- ◆ Continue to explore the possibility of neighborhood school to serve west side neighborhoods.
- ◆ Provide better marketing for or clearinghouse to access existing GED programs.
- ◆ Expand GED programming to include: evening or weekend classes; test tutoring, financial assistance for those completing the program, WEB-based classes, counseling.
- ◆ Expand continuing education programs for residents to include specialized vocational training and trade certification (e.g. Bi-lingual training, classes on landlord or property management, basic house repairs, computer applications, WEB surfing, job seeking, writing resumes, electrical or plumbing trades)
- ◆ Create programs that utilize NU for local tutors
- ◆ Tax reduction training for seniors
- ◆ Utilize local Armed Service branch for mentoring and tutoring
- ◆ Create alliance between neighborhood, schools and major companies in the City

**Goal 7:**

**Improve communication both internal and external to the community**

Actions:

- ◆ Develop community website to provide information and a forum for community dialogue.

## ISSUE 4: Housing

### Discussion:

The issue of housing is one of the more complicated matters that the Neighborhood Planning Committee addressed and also elicited strong emotions on all sides. While many facets of this topic were discussed - homeownership, rehabilitation, local availability of reputable financing – maintaining affordability and housing choice for all economic levels was a continuous theme.

Affordable housing has become a hotly debated topic throughout the Chicago Metropolitan Area, as it has in most large urban areas in the country. Numerous socio-economic forces influence this topic, including: overall inflation of housing values; shrinking supplies of certain segments of rental housing (e.g. low cost, family-sized units); the long-term, damaging effect of predatory lending and lack of credit; and mismatches between jobs and housing opportunities.

U.S. Census data describing general housing characteristics for the study area, including occupancy rate, tenure, median value and gross rent and age are shown in the table below. For the purposes of this analysis, data from Census Tract 8092 are used. This Census Tract is wholly contained in the neighborhood study area and represents the bulk of the study area's housing supply. A small portion of the study area also falls within Census Tract 8095. However, Tract 8095 contains an area of industrial uses as well as housing units less representative of the study area, as a whole. For the sake of comparison, the table also includes city-wide data for these same categories.

### General Housing Characteristics Within the Planning Area

	Census Tract 8092		City of Evanston	
	1990	2000	1990	2000
Occupied Hsg Units <sup>1</sup>	1,509 (94.6%)	1,545 (93.0%)	27,954 (95.9%)	29,651 (96.2%)
Tot. Rental Units <sup>2</sup>	727 (48.2%)	827 (53.5%)	13,682 (48.9%)	14,040 (47.35%)
Tot. Owner Units <sup>2</sup>	782 (51.8%)	718 (46.5%)	14,272 (51.1%)	15,611 (52.6%)
Mdn. Value, Owner Occupied Units	\$84,100	\$151,100	\$181,600	\$229,500
Mdn. Gross Rent	\$526	\$701	\$636	\$856
Mdn. Yr. Structure Built	1942	1950	1939	1943

1 Percentage indicates occupancy rate for all housing units.

2 Percentage indicates split between owner and renter occupied housing units.

Between 1990 and 2000, the total number of occupied housing units within the study area grew by 2.3%, or a total of 36 dwellings. Citywide, during this same period, the number of occupied units increased by 6.07%.

During this same period, there was a shift in housing tenure within the study area. In 1990, the number of owner-occupied dwellings represented 51.8% of its housing; rental units composed 48.2%. By 2000, owner-occupied units composed only 46.5% of the area's housing stock, while rental units had increased to 52.5% of the total. While the ratio between owners and renters remained fairly stable city-wide, there a slight increase (1.5%) in owner-occupancy was observed.

1990 and 2000 Census data also shows a greater increase in the median value of owner occupied units within the study area (79.7%) than that experienced city-wide (26.4%). Between 1990 and 2000, median gross rents increased by 33.3% in the study area and 34.6% in the city as a whole.

Within the study area, African Americans of low, moderate and upper income levels have been the core residents dating back to the early part of the last century. Escalating property values and shifting ethnic populations are creating changes in that demographic base, a development that some residents greet with anxiety and suspicion. Rapidly rising housing values prompt concerns about the potential for displacement of moderate and lower income families in an area with a long history of economic diversity.

Other long time residents welcome new private investments and their associated economic activity: appreciation of their own home values; new and more varied housing opportunities for both their children and aging parents; a revived local businesses atmosphere; and the potential for job creation.

The condition of the local housing stock, and its impact upon both the neighborhood's image and quality of life, was also discussed. The median year in which the study area's dwelling units were constructed was 1943 in 1990 and 1950 in 2000, clearly demonstrating that much of its housing is at least 50 years old. There are a number of parcels in the study area that are deteriorating, boarded-up, or under utilized. In addition, not all property owners demonstrate as strong a commitment to the overall well-being of the community in terms of their property maintenance and management practices, such as tenant screening. Upgrading or redeveloping these areas will require significant property owner involvement, as well as investment. The manner in which this is pursued is critical to increasing the offering of local housing opportunities while minimizing displacement of moderate and low-income residents.

Finally, review and discussion was devoted to the R5 zoning district, bounded by Green Bay Road, Emerson Street, and the western edge of the former Mayfair Railroad right-of-way. Consensus was reached on both a revised zoning map designation and test for this area. With the exception of that area fronting on Green Bay Road, the current R5 zoning in this area is to be rezoned to a modified R5a district, which lowers the maximum permitted building height from 50 to 42 feet.

Plan recommendations have focused on how the community might achieve a balance between the often-conflicting forces of encouraging necessary reinvestment while maintaining socio-economic diversity and respecting the rights of property owners. Areas of consensus have been identified, including: establishing a Housing Center, locally supported by a neighborhood advisory council; increasing opportunities for homeownership; encouraging the improvement of the existing housing stock, particularly "board ups"; and achieving a mix of housing types and opportunities to

serve a broad economic range of residents and to avoid displacement of long-standing community members.

### **Goal 1:**

Revise both zoning map and text to reflect changes in the R5 zoning identified by neighborhood process.

#### Action:

- ◆ Zoning revisions should be enacted that:
  1. Revise the zoning map and text to re-designate that portion of R5 zoning, bounded by Green Bay Road, Emerson Street and the western boundary of the former Mayfair Railroad right-of-way, but excluding those properties fronting on Green Bay Road, to a new R5a residential district with a maximum height of 42 feet. [REFER TO ATTACHMENT 12]

### **Goal 2:**

Maintain affordable housing units and increase homeownership

#### Actions:

- 1) Establish a "neighborhood housing center" and utilize to:
  - ◆ Promote homeownership.
  - ◆ Instruct area homeowners on protecting home equity.
  - ◆ Use home equity to purchase other affordable units for the next generation.
  - ◆ Educate, assist and protect senior in their efforts to maintain their property rights by securing senior tax freeze without interruption, homeowners exemption and other tax-related senior benefits.
- 2) Offer homeowners, especially the elderly, licensed real estate and financial services including, financial planning and comparative market analysis of their home to insure a fair and professional assessment of their home's value.
- 3) Strengthen, expand and advertise programs to assist elders in home maintenance and repair.
- 4) Identify those areas in which greater densities might be achieved in order to increase affordability of housing units.
- 5) Create partnerships between the City of Evanston and neighborhood groups or affordable homebuilders to establish a means of underwriting home purchases by lower income Evanston residents (e.g. low interest loans for first time buyers) and construction of affordable single family units.

### **Goal 3:**

Repair, or replace when necessary, deteriorating and dilapidated structures

#### Actions:

- ◆ Enforce housing standards and prosecute building code violations.

- ◆ Expedite process by which board-ups are either slated for demolition or scheduled for improvement.
- ◆ Quickly identify boarded up properties and notify owners (banks) of grace period before fines may be assessed.
- ◆ Devise efficient method of condemning properties that remain boarded up or uninhabitable for excessive periods of time.
- ◆ Establish "neighborhood housing center" to instruct homeowners in cost effective home improvement strategies and to educate property owners about low interest loans or other home improvement programs available through the City of Evanston.
- ◆ Expand existing programs to provide more home maintenance and repair assistance to seniors.

#### **Goal 4:**

Hold owners of rental properties responsible for the destructive or disruptive behavior of their tenants, while insuring landlords have sufficient rights to appropriately deal with disruptive tenants.

##### Actions:

- ◆ Discourage unresponsive absentee landlords by passing and enforcing "Disruptive Households" ordinance.
- ◆ Review existing landlord – tenant ordinance to insure landlords have sufficient rights to deal with disruptive behavior while protecting tenants' rights.
- ◆ Utilize the "neighborhood housing center" to conduct seminars on proper methods of tenant screening.
- ◆ Enforce city ordinance limiting number of residents in each apartment.
- ◆ Via a local web site and printed pamphlets, provide information to tenants and property owners of city requirements and programs pertaining to rental properties.

#### **Goal 5:**

Preserve the historic structures and essential character of the neighborhood

##### Actions:

- ◆ Request Preservation Commission or Evanston Historical Society to research historic homes and sites and recognize those locations with appropriate signage or historic markers.
- ◆ Educate the neighborhood residents and other Evanstonians about the area's historic and cultural significance through organized guided walks, programs at the Black Heritage Museum and neighborhood marketing.
- ◆ Encourage succeeding generations of neighborhood residents to buy homes in the neighborhood through homebuyer education programs offered by real estate offices, banks or mortgage companies and/or the "neighborhood housing center".

- ◆ Strengthen pro-active neighborhood groups who can:
  - a. Increase community cohesion with neighborhood-wide events, e.g. picnics, clean-ups, watch groups, beautification programs.
  - b. Forge a link between various stakeholders in the neighborhood: businesses, residents, renters, homeowners, landlords etc.
  - c. Maintain communication between City Services – Planning, Streets & Sanitation, Recreation, etc. - and neighborhood stakeholders.

## **ISSUE 5: Public Safety and Community Cohesion**

### **Discussion:**

One of the most frequently mentioned neighborhood concerns was that of the debilitating effect that crime, vandalism, gang activity and other anti-social behaviors have on life within the study area. As defined by these discussions, the key issues were the community's need for a sense of safety and the achievement of the capacity within the community to work with the police on developing strategies to respond to that need.

Some community members frame this topic in terms of their perceptions about specific types of criminal activities and current levels of policing. Local drug dealing, gang loitering and recruitment, and prostitution were identified as the area's primary criminal activities. Of these, illegal drug traffic was named as the most serious problem due to its many associated problems: use and addiction, sales, robberies and thefts by users, and the use of weapons.

Opinions differed within the study area as to the preferred level of policing in the study area. Some community members would like to see a greater police presence in the neighborhood; bike patrols, for example. For others within the community, there is a concern that the neighborhood's relationship with the Evanston Police and Fire Departments requires improvement and strengthening. They call for a study of attitudes and perceptions about race and ethnicity amongst both residents and officers, followed by programs designed to bridge any perceived differences.

Perceptions of crime and enforcement needs are more acute in certain geographic locations within the study area. Neighbors in the Church and Dodge area expressed their concerns and frustration with the continued gang loitering and shootings in that vicinity. Local residents regularly observe illegal drug sales along Simpson Street, at Church and Dodge, and on Foster Street, near Jackson and Wesley Avenues.

Many residents expressed the concern that, even in isolated locations or incidents, persistent crime problems make life in the neighborhood untenable. Businesses, local organizations and churches, property owners are harmed by negative perceptions of the area, as well as by the criminal activities themselves. Some neighborhood organizations are actively working with the EPD, attending its Citizen's Police Academy and working with local beat's police officers. They have proposed a variety of new strategies such as community walks, boot camps and stricter enforcement of curfew and truancy laws.

A final dimension of this issue noted in discussions is that of community cohesiveness. While there was a variety of perspectives as to what 'cohesion' meant, there was agreement in principle on the real need to strengthen the internal relationships within the community. Some long time residents and newcomers observed that the bonds within the community had been weakened, that neighbors didn't know each other, and that local groups and block clubs had few ways to share information among themselves and work together. The resulting disconnection contributes to an atmosphere that permits crime and anti-social behaviors - vandalism, trespassing, loud street disturbances, "fly-dumping", loitering on corners or in idling cars - to continue unchallenged.

Research related to neighborhood crime problems has shown that residents' fear of crime and the actual crime rate are not necessarily correlated. Fear of crime may occur in neighborhoods where the crime rate is lower than in other neighborhoods. What is significant is that it's fear that drives concern about crime, not the actual crime rate. Knowing this, the question for the community becomes 'How do they deal with the fear'?

One frequent approach has been the "broken windows" strategy, which focuses on environmental signs and symbols of crime - un-repaired windows, garbage in the street, abandoned cars - which generate heightened fear. With this approach, the emphasis is placed on dealing with and eliminating these symbols in order to lessen the fear.

The second approach is one in which neighbors are mobilized and work together to deal with crime or "hot spots". Research on this approach shows that when crime was the sole reason for a community group to form, its efforts were relatively short lived and relatively ineffective. There would be an appearance of having dealt with a problem, followed by a sharp drop in community involvement.

In contrast, research also found that when an existing, enduring neighborhood organization adopted a crime prevention program as one of several others, it was a more effective, long-lasting effort. This led to research into a variety of community organizing techniques in which the local response to crime is linked to existing local organizations and institutions. The groups have the ability to make information available to community members, conduct regular meetings between the police and residents, and to form an enduring working relationship with the police.

This second approach isn't focused on broken windows. It is focused upon creating the "social infrastructure", or network among neighbors. This allows residents and local organizations to approach one another and work together to take ownership of their neighborhood, increasing their "collective efficacy". By increasing their collective efficacy, these organizations deal not only with residents' fear of crime, but with crime itself. Overall, this neighborhood planning process itself indicated the large number of pre-existing neighborhood groups and local initiatives within the community. The problem is the limited level of coordination among the groups.

Another disconnect among some community members was also reflected in the lack of physical accommodations for persons with disabilities. Residents of Over-the-Rainbow, a residential facility for persons with disabilities located within the study area, expressed their frustrations that physical barriers such as crumbling sidewalks and streets, few ramped crossings, insufficient safety lines near the canal caused them to be less involved in the community than they desired.

### **Goal 1:**

Empower community members and neighborhood groups to identify and develop strategies to address local problems and to work together to implement them.

**Objective 1:**

Increase the community's capacity to work together on a variety of local issues, including public safety.

Actions:

- ◆ Obtain the services of a community organizer to assist all community stakeholders to improve the degree to which they communicate and work on common interests and problems.
- ◆ Charge the City with studying and addressing possible attitudinal barriers between Evanston Police Department and the community
- ◆ Embrace the model of community policing to work together to address common interests and problems

**Objective 2:**

Improve means of communicating within the neighborhood.

Actions:

- ◆ Beginning with the study area, conduct census of neighborhood groups and organizations in the City.
- ◆ Beginning with the study area, re-establish umbrella organization for Evanston's neighborhood associations and organizations for the purpose of working together on common issues.
- ◆ Develop community web site and/or newsletter to report local events and programs.
- ◆ Increase awareness of the City's Spanish language translator to increase participation with non-English speaking Hispanic community members.
- ◆ Celebrate diverse cultures within the neighborhood.
- ◆ Provide needed signage and public accommodations, e.g. safety lines near canal, sidewalk ramps, for handicapped residents.
- ◆ Re-institute a "welcome wagon" for new residents, orienting them to the community, local organizations and programs, and neighborhood businesses.

## **ISSUE 6: Youth**

### **Discussion:**

The issue of local concern over the future of the community's young people arose during discussions about public safety and local crime. For the purpose of this discussion, 'youth' were identified as persons between the ages of 13 and 25 years. Among long-time residents, it was observed that a large percentage of the area's youth are without alternatives to 'hanging out', with no supervision from responsible, caring adults. This situation is attributed to a cycle of absentee parenting, the lack of local economic opportunity and employment options, and a perceived disconnect between youth and local social services and institutions. In this atmosphere, gangs continue to compete for the hearts and minds of the area's young people.

Among other community members there is a frustration that without intervention by parents, schools, neighborhood groups and organizations or the police, local young people will not find proper outlets for their time and talents. Property damage and street fights involving local students were reported in the after school hours. While there is agreement about the need to mentor and guide community youth, there is no one now willing to accept this responsibility.

Community members also discussed as another major issue the need to break what has become a cycle of absentee parenting by inexperienced, ill-prepared youth. Too often, this cycle also involves difficulties or problems shared amongst extended family members and multiple generations. Frequently, grandparents and great-grandparents are called upon to raise their grand and great-grandchildren, while also supporting and housing other family members. In this scenario, the children are frequently without stable adult supervision. They may also be without the bare necessities – food, clothing and, sometimes, shelter. Unfortunately, for kids who lack the necessary support at home, gangs are an easy route to financial support and a sense of belonging. Community members believe that the need for programs to mentor and support families, especially young single parents, exceeds programs available.

Alternatively, there is also the need to acknowledge the positive youth and family role models who have worked to succeed within the community. These youth and their families should be recognized for their accomplishments. It was also observed that youth, themselves, should be at the table to discuss their needs and possible solutions.

To assess the adequacy of local resources available to serve the needs of youth, particularly in seeking employment and career guidance, representatives of the following social service agencies serving this area of Evanston were invited to speak to the working group: Workforce Development Board for Cook County, Youth Council, CEDA, N.A.W., Evanston Township, Evanston Township High School – Career Pathways Program, Summer Youth Program, Family Focus, Out of School Youth Career Program, and National Student Partnerships. While each provided information on their menu of services, target population and percentage of clientele from the study area it is unclear whether or not they are effective. Unanswered questions remain: How do we connect the neighborhood and its youth to the services and programs that already exist? What needs of youth are still not being addressed and/or met by existing programs and

services? What is the City's role in effecting a redirection of resources to meet these needs?

There was also an expressed need to attract appropriate new economic development to the neighborhood to provide greater employment opportunities for all residents, but especially the area's youth. Besides jobs, community members identified unmet needs for on-the-job experience and training, to provide both skills and experience.

**Goal 1:**

Provide youth with hope and the resources to plan for their future.

**Objective 1:**

Meet need for mentoring programs for both local young people and their families

**Objective 2:**

Challenge attitudes of inevitability about teen pregnancy.

**Objective 3:**

Develop youth employment network with an emphasis on obtaining marketable education/job skills, on-the-job experience, and attaining self sufficiency

**Objective 4:**

Provide meaningful recreational and athletic activities for youth.

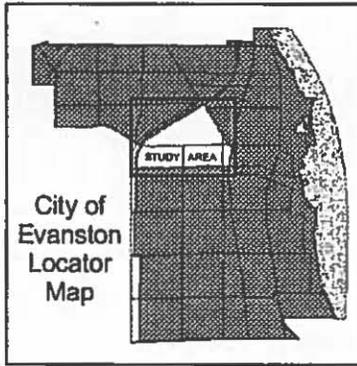
The following action steps apply to all objectives stated above:

- ◆ Request Department of Health and Human Services to evaluate the comprehensiveness and effectiveness of the youth and family services delivery system in the City of Evanston and the degree of coordination present and/or necessary among the various services.
- ◆ Provide feedback to social service providers about effectiveness of programs and areas of needed improvement or unmet need.
- ◆ Provide findings to City of Evanston on programs it funds with CDBG or other city-administered programs.
- ◆ Improve marketing of programs to area youth.

# Neighborhood Study -- Base Map



City of  
**Evanston**  
Geographic Information  
System Division

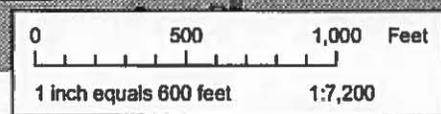
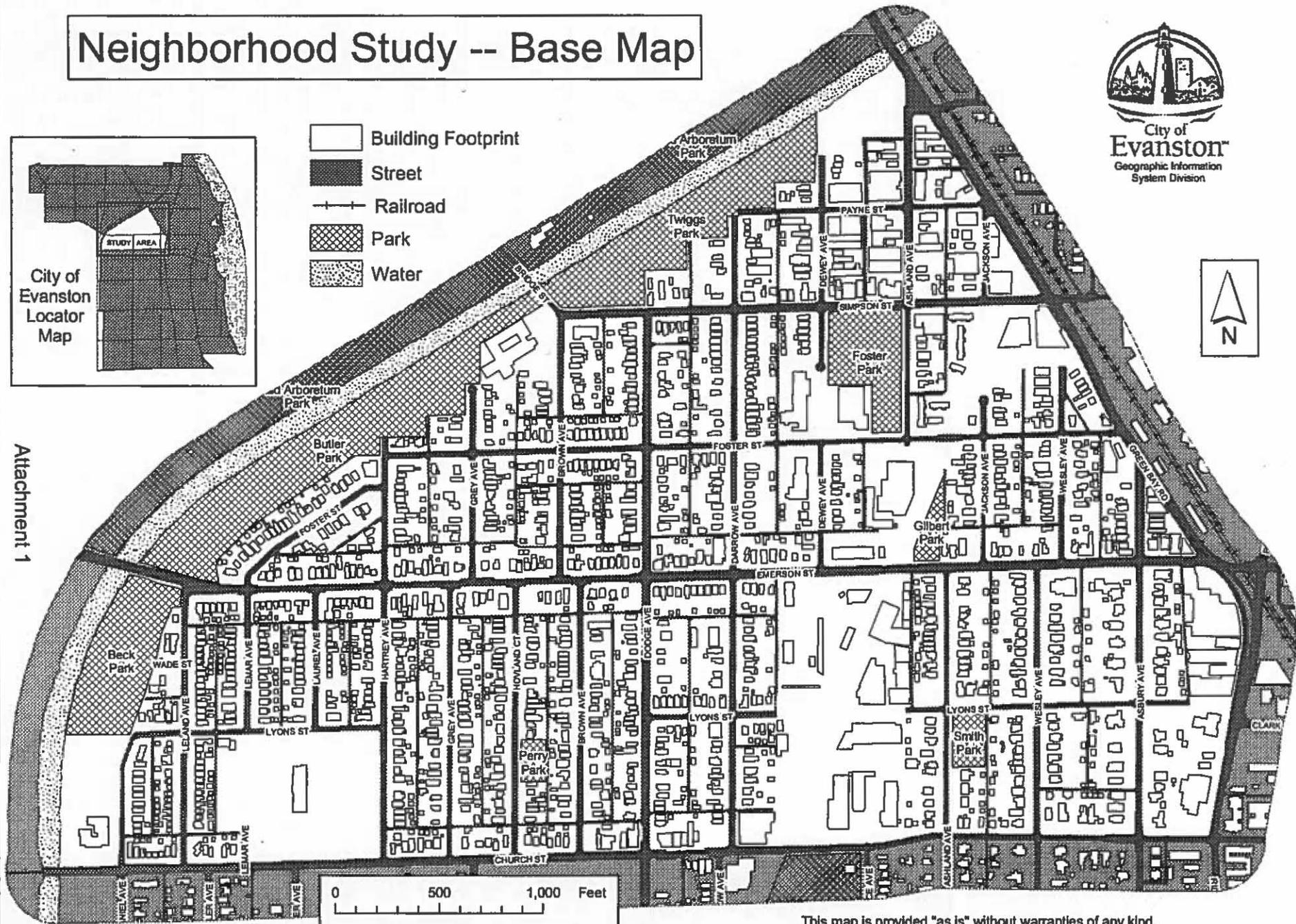


City of  
Evanston  
Locator  
Map

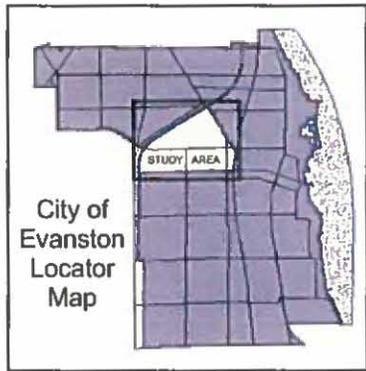
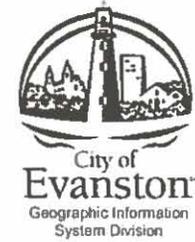
-  Building Footprint
-  Street
-  Railroad
-  Park
-  Water



Attachment 1



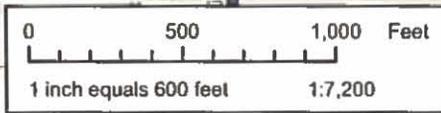
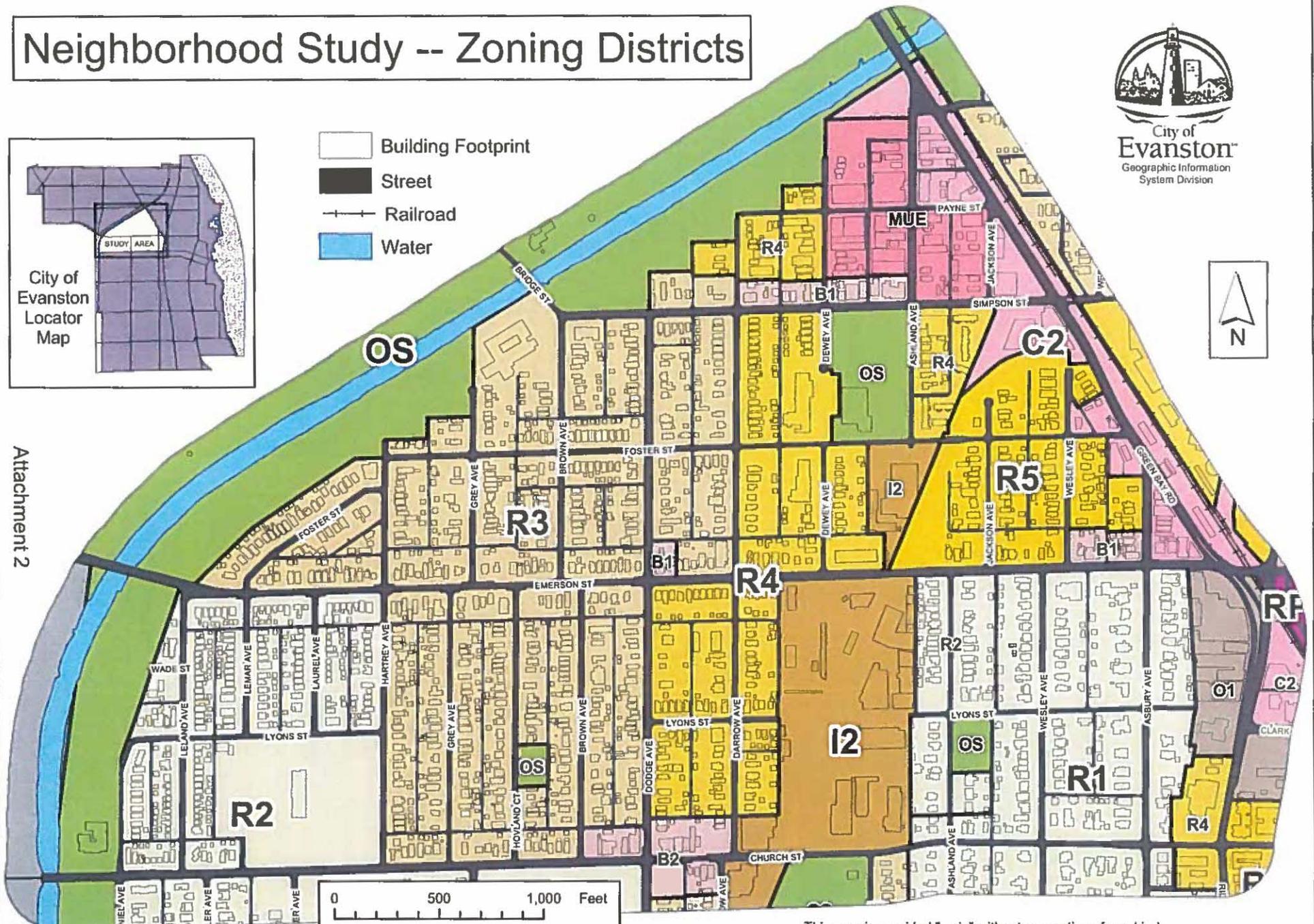
# Neighborhood Study -- Zoning Districts



- Building Footprint
- Street
- Railroad
- Water



Attachment 2



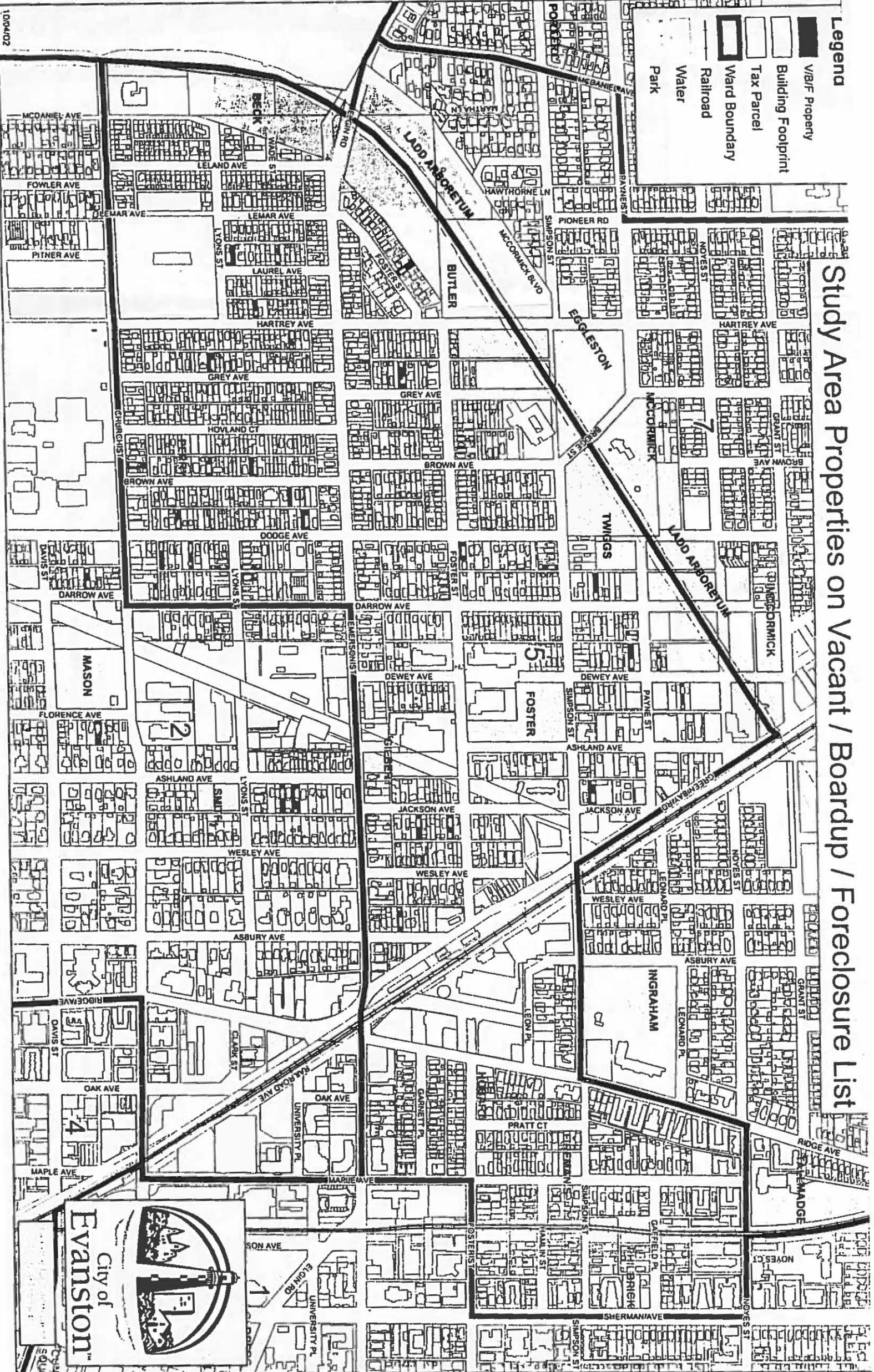
**Attachment 3**

**Map of Vacant/Board-Up/Foreclosure Properties**

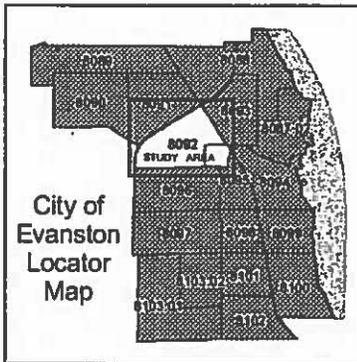
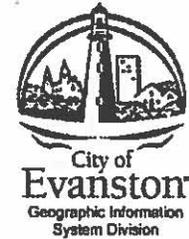
# Legenda

-  V/B/F Property
-  Building Footprint
-  Tax Parcel
-  Ward Boundary
-  Railroad
-  Water
-  Park

# Study Area Properties on Vacant / Boardup / Foreclosure List



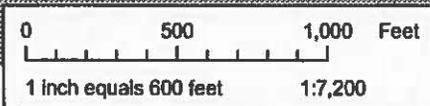
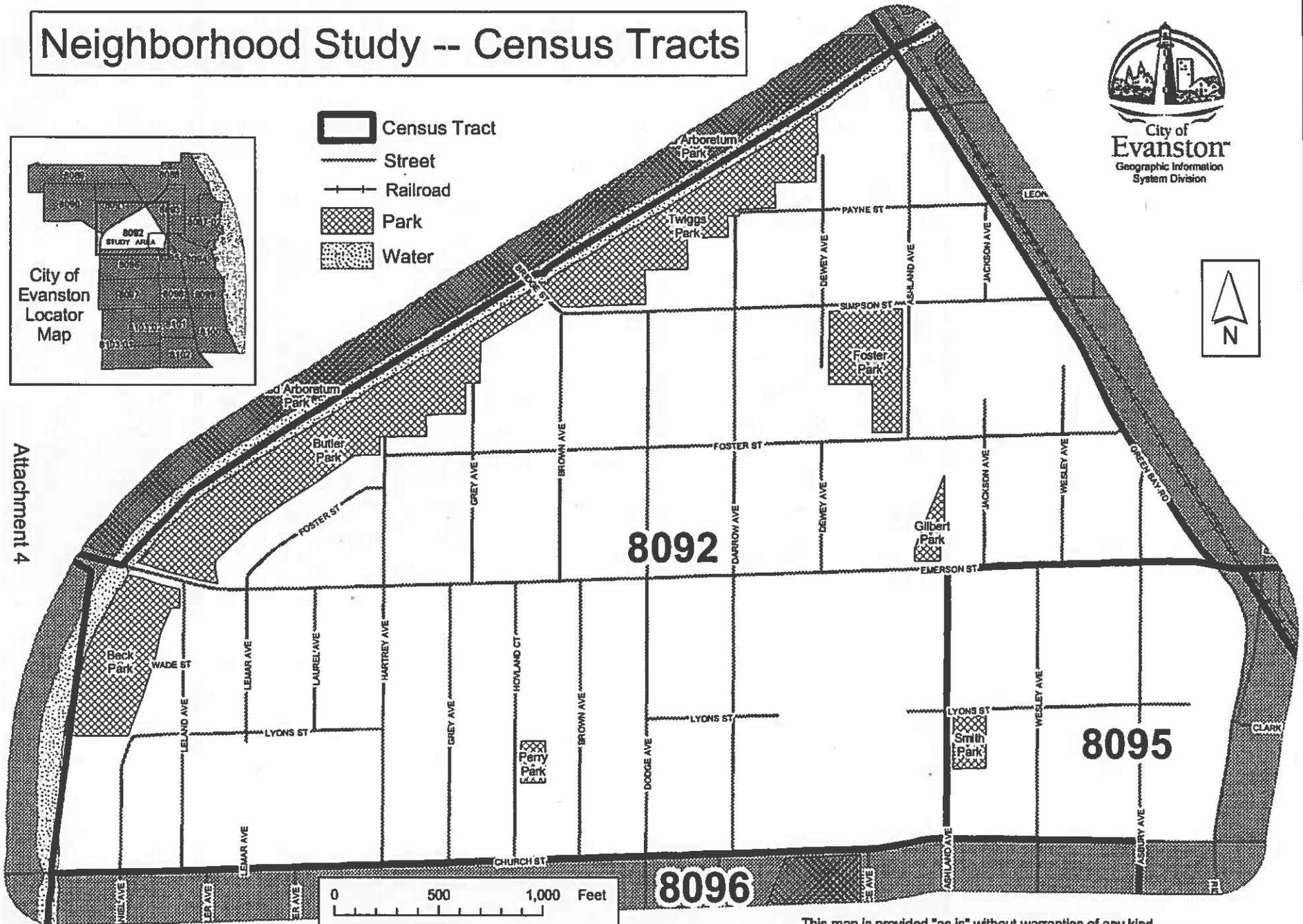
# Neighborhood Study -- Census Tracts



- Census Tract
- Street
- Railroad
- Park
- Water



Attachment 4



## Attachment 5

### List of Strengths-Weaknesses-Opportunities-Threats

## **Strengths**

- Team Work / Cooperation
- Stability
- Parkland / Open Space ( MWRD canal property)
- Percentage of single-family home ownership
- Affordability
- Economic and racial diversity
- Development opportunities
- Access to public transportation
- Strong presence of religious institutions
- Sense of community
- Historic African-American neighborhood
- Pride
- Location
- Excellent recreation center and children's recreational programming
- Presence of major streets
- Proximity to Evanston Township High School
- Social services and community institutions
- New economic development
- Mix of ages together
- High percentage of minority businesses
- Small neighborhood business districts
- Historic structures
- Proximity to quality medical facilities
- Familial / Community closeness
- Light manufacturing uses / jobs
- Improvements to Simpson Street
- Cultural opportunities
- Zoning
- Firehouse

## **Weaknesses**

- Lack of public transit on weekends
- Lack of extended family connections
- Inadequate public services
- No local schools of alternative schools

- Lack of library services
- Gang presence
- Poor traffic circulation
- Odor from ONYX garbage collection services
- Noise from car radios
- Drugs
- Lack of Police presence
- Loitering
- Lack of enforcement of existing ordinance (e.g. Noise Ordinance)
- Zoning
- Lack of employment training
- Loss of owner occupied single-family homes
- High number of absentee landlords
- Property standards enforcement
- Loitering in cars
- Lack / Failure of funding assistance for small businesses and community services
- Foul language – street arguments
- Not knowing neighbors
- Amount of trash and garbage pickup
- Fear of economic integration
- Too many squirrels
- Lack of enforcement of truancy ordinance
- Large percentage of Section \* clients & little support from Cook Co Housing Authority
- Dogs not on leashes
- Stray animals
- Over-saturation of EVERYTHING ( i.e. Sect. 8, scattered site housing, low income housing/services
- Billboards along Green Bay Road
- Board-ups
- Lack of adequate street lighting
- Property standards enforcement on commercial properties/bldgs
- Lack of local businesses serving the elderly and disabled
- Lack of regulations for bicyclists and skateboarders
- No community newsletter
- Lack of affordable child care
- Trespassing
- Lack of affordable housing

- Need for residential parking
- Public art that is insensitive to the community
- Crime
- Lack of incentives to collect/recycle bottles, cans, etc.
- Inability/no program to retrain and employ ex-cons
- Inability no program to train community youth and drop outs
- Lack of CIP project in the community
- Lack of drug treatment facilities
- Inadequate enforcement of speed limit on both major & side streets
- Lack of speed signs
- Fly dumping
- Major streets need renovation / beautification
- Lack of transportation for disabled

### Threats

- Development that is too large/ tall/ dense for existing community character
- Lack of wheelchair signage
- Continued loss of community's youth
- Lack of railing on bridge creates dangerous sidewalk conditions for disabled
- Real estate steering
- Rising real estate taxes pushing long-time homeowners out
- Real estate speculation raising property taxes too high
- New development pushes old time residents out
- Disparity in loan practices amongst local banks
- Parking lots encroaching on residential areas
- Inability to deal with crime and gang shootings
- Lack of inclusion of area in the city's strategic economic development plans and process
- Environmental consequences/ degradation
- Existing business failure
- Need to control bus traffic in residential areas
- Differences in values and standards amongst people of different backgrounds/ethnicities
- Lack of respect shown by City Council for wishes of area
- Racial fear and lack of hospitality shown to non- African-Americans
- Uneven distribution of Section 8 recipients across whole city
- School curriculum standards are too low, especially science and math
- Disproportionate drop-out rate amongst minority students
- "Lost Generation" of students – inability to move away from gangs

- Lack of understanding shown for needs of children
- Lack of awareness at ETHS of kids who are 'at risk'
- High sewer and water rates
- Loss of green space and open space

## Opportunities

- Move library to neighborhood
- Dress up canal/ expand use of waterway
- Beautify Emerson, Bridge and Simpson Streets, Asbury Avenue, and Green Bay Road
- Live/Work facilities
- Zoning exists for the development of new small business, light manufacturing – providing both economic development opportunities and local employment
- Mix of uses/ zoning permits more eclectic, "European" intermixing of uses, activities and people
- Encourage art/ cultural opportunities to capture expenditures and business in community
- Opportunity to improve traffic circulation and signage
- Signage/ Recognition of African American history/heritage of area
- Encourage compatible businesses around local parks
- Support of small business development
- Child care network amongst churches citywide to meet need
- Rethink bus routes through study area
- Do something with board-ups and vacant land
- Remove old viaducts along Green Bay Road
- Improve Manchester property
- Obtain Capital Improvement Plan project/monies for the area
- Preservation of green/ open space in neighborhoods
- Invite new families into area
- Collaborate with local corporations and NU on improving the area
- Utilize disabled people and get to know them
- Experiment with small business development
- Host major city events
- Community initiated affordable housing projects
- Encourage interaction and cooperation between businesses, landlords, community institutions on a broad range of issues (need to know one another to work together)
- Develop human resources for volunteerism, labor skills/employment, youth training
- Youth-oriented recreational draw, not currently available (e.g. roller skate rink)
- Tax incentives for new business opportunity within the City

- **Volunteerism**
- **Empower community members to encourage effective civic participation**
- **Community Empowerment**
- **Leadership development within community**
- **Get Council to focus on this community**
- **Examine ratio between tax revenues collected/cost of service provided within the area**
- **Establish Aldermanic office/ support staff**
- **Increase awareness of process/ procedure to improve city service delivery/ code enforcement**
- **Empower community to better utilize City processes/ services**
- **Recreate/ Establish major community institution (e.g. local school, 'Y', hospital)**

**Attachment 6**

**Table of 10 S.W.O.T. Categories**

## Church Street – Canal – Green Bay Road Study Area – Ten Issue Categories (November 15, 2001)

At both its September and October, 2001, meetings, the Neighborhood Planning Committee asked residents, property and business owners and local institutions and organizations from within the Church Street-Canal-Green Bay Road Study Area to offer their insights and suggestions on the Strengths, Weaknesses, Opportunities, and Threats facing the neighborhoods within the study area. All comments received by the Committee are displayed on the following tables.

The responses received by the Committee suggested ten distinct categories of community concern, which are also shown below. From these ten categories, community members will be asked to vote for the four issues most critical to the community. The issue areas receiving the greatest show of interest from the community will form the focus of the neighborhood planning process. The Committee will refer any issues not selected for the planning process for attention to the appropriate department or agency.

### STRENGTHS

Infrastructure & Public Services			Housing	Quality of Life					Economic Development
#1 Public Infrastructure & Services	#2 Streets & Transportation	#3 Public Safety	#4 Housing	#5 Human Resources	#6 Local Institutions & Organizations	#7 Historic Character	#8 Community Character/Aesthetics	#9 Communication	#10 Economic Development
<ul style="list-style-type: none"> <li>Parks &amp; Open Space (Canal)</li> <li>Recreation Center &amp; Programs</li> <li>Proximity to BRTS</li> <li>Pathways location</li> </ul>	<ul style="list-style-type: none"> <li>Access to public transportation</li> <li>Presence of major streets</li> <li>Recent improvements to Simpson Street</li> </ul>		<ul style="list-style-type: none"> <li>Percentage of single family home ownership</li> <li>Affordability</li> </ul>	<ul style="list-style-type: none"> <li>Team work &amp; Cooperation</li> <li>Economic &amp; Racial Diversity</li> <li>Sense of community</li> <li>Mix of ages</li> <li>Family/Community Ties</li> </ul>	<ul style="list-style-type: none"> <li>Presence of religious institutions</li> <li>Service Organizations &amp; Institutions</li> <li>Proximity to quality health facilities</li> </ul>	<ul style="list-style-type: none"> <li>History of local African American community and its contributions</li> <li>Historic architecture</li> </ul>	<ul style="list-style-type: none"> <li>Resident pride</li> <li>Resident memories of neighborhood cohesiveness and stability</li> </ul>		<ul style="list-style-type: none"> <li>Development opportunities</li> <li>Location</li> <li>New development underway</li> <li>High % minority businesses</li> <li>Small neighborhood business districts</li> <li>Arts, cultural &amp; entertainment opportunities</li> <li>Zoning</li> <li>Light manufacturing uses / jobs</li> </ul>

# Church Street – Canal – Green Bay Road Study Area – Ten Issue Categories (November 15, 2001)

## WEAKNESSES

Infrastructure & Public Services			Housing	Quality of Life				Economic Development	
#1 Public Infrastructure & Services	#2 Streets & Transportation	#3 Public Safety	#4 Housing	#5 Human Resources	#6 Local Institutions & Organizations	#7 Historic Character	#8 Community Character/Aesthetics	#9 Communication	#10 Economic Development
<ul style="list-style-type: none"> <li>No local or alternative schools</li> <li>No library services</li> <li>Odor attributed to ONDC garbage service</li> <li>Enforcement of city codes &amp; ordinances - i.e. noise &amp; quality</li> <li>Property standards enforcement for residential &amp; commercial properties</li> <li>Amount of trash vs. level of garbage service</li> <li>"Fly dumping"</li> <li>Inadequate &amp; unattractive street lighting</li> <li>NO local OIP project</li> <li>Inefficient resident parking</li> <li>Problems caused by permit parking</li> <li>Unclear beverage conditions (broken glass, drug dealing)</li> <li>Need for animal control (potholes and alleys)</li> <li>Dogs not on leashes</li> <li>No incentives for recycling</li> </ul>	<ul style="list-style-type: none"> <li>Lack of weekend public transportation</li> <li>Major streets need renovation &amp; beautification</li> <li>Needed maintenance for streets &amp; alleys</li> <li>Snow removal needed in alleys</li> <li>Poor / unsafe traffic circulation</li> <li>Lack of transportation for disabled</li> <li>Snow removal in alleys &amp; pedestrian crossings</li> </ul>	<ul style="list-style-type: none"> <li>Gang presence</li> <li>Crime</li> <li>Drugs</li> <li>Lack of police presence - especially bike patrol</li> <li>Presence of prostitutes</li> <li>No regulation of bicycles &amp; skateboards</li> <li>Car and pedestrian blocking</li> <li>Inadequate speed signage on major &amp; minor streets</li> <li>Inadequate speed limit enforcement</li> <li>Lack of wheel chair storage</li> <li>Missing handrail for pedestrian wheelchair use of bridge</li> <li>Outdated rules</li> <li>Poor language &amp; street signs</li> <li>Trespassing</li> </ul>	<ul style="list-style-type: none"> <li>Loss of owner-occupied, single-family homes</li> <li>Number of absentee landlords</li> <li>Poor tenant screening by landlords</li> <li>Landlords failure to monitor unit cleanliness</li> <li>High percentage of Sect 8 clients</li> <li>Little support from Cook Co Housing Authority to address Sect 8 issues/needs</li> <li>Over-saturation of Sect 8 / Public Housing in this area of City</li> <li>Numerous vacant or boarded up buildings</li> <li>Lack of affordable housing</li> </ul>	<ul style="list-style-type: none"> <li>Lack of extended family ties</li> <li>Lack of job training</li> <li>Neighbors don't know each other</li> <li>Lack of affordable child care</li> <li>No advisory programs for ex-convicts, youth, drop-outs</li> <li>No drug rehab programs / facilities</li> </ul>			<ul style="list-style-type: none"> <li>Billboards along Green Bay Road</li> <li>Zoning</li> <li>Insensitive public art</li> </ul>	<ul style="list-style-type: none"> <li>No community newsletter</li> <li>Lack of communication between neighborhood groups and organizations</li> <li>Need for increased liaison community, Alderman and City</li> </ul>	<ul style="list-style-type: none"> <li>Lack of funding / assistance for small businesses</li> <li>Fear of economic integration</li> <li>Few businesses serving elderly / disabled</li> <li>Loss of small businesses</li> </ul>

# Church Street – Canal – Green Bay Road Study Area – Ten Issue Categories (November 15, 2001)

## THREATS

Infrastructure & Public Services			Housing	Quality of Life				Economic Development	
#1 Public Infrastructure & Services	#2 Streets & Transportation	#3 Public Safety	#4 Housing	#5 Human Resources	#6 Local Institutions & Organizations	#7 Historic Character	#8 Community Character/Aesthetics	#9 Communication	#10 Economic Development
<ul style="list-style-type: none"> <li>High tower windmill</li> <li>Unsanitary public facilities become unsanitary (e.g. broken glass, drug dealing)</li> <li>Insufficient parking for residential development</li> </ul>	<ul style="list-style-type: none"> <li>Bus traffic through residential areas</li> </ul>	<ul style="list-style-type: none"> <li>Inability to deal with crime and gang activities</li> </ul>	<ul style="list-style-type: none"> <li>Real estate steering</li> <li>Rising real estate taxes due to speculation</li> <li>Long-term residents displaced due to high property taxes &amp; new development</li> <li>Uneven city-wide distribution of Section 8 recipients</li> <li>Landlords unresponsive to problem properties / tenants</li> </ul>	<ul style="list-style-type: none"> <li>Continued loss of youth</li> <li>Next generation of students drawn into gangs</li> <li>Lack of awareness for needs of children</li> <li>Lack of awareness of "at risk" students at ETHS</li> <li>Racial fear / lack of hospitality shows non-African-Americans</li> <li>Low standards for school curriculum</li> <li>Disproportionately high drop-out rate for minority students</li> </ul>			<ul style="list-style-type: none"> <li>Development that is too big, tall and dense</li> <li>Loss of green and open space</li> <li>Parking lots encroaching on residential areas</li> <li>Environmental degradation and consequences</li> </ul>	<ul style="list-style-type: none"> <li>Misunderstanding caused by different values / standards amongst ethnic groups</li> <li>Lack of respect shown to area by City Council</li> </ul>	<ul style="list-style-type: none"> <li>Not included in City's economic development strategies</li> <li>Local business failures</li> <li>Disparity in loan practices amongst banks</li> </ul>

## OPPORTUNITIES

Infrastructure & Public Services			Housing	Quality of Life				Economic Development	
#1 Public Infrastructure & Services	#2 Streets & Transportation	#3 Public Safety	#4 Housing	#5 Human Resources	#6 Local Institutions & Organizations	#7 Historic Character	#8 Community Character/Aesthetics	#9 Communication	#10 Economic Development
<ul style="list-style-type: none"> <li>Move library branch into area</li> <li>Develop network of church-sponsored child care</li> <li>Obtain local capital improvement project</li> <li>Host major city events</li> <li>Youth-oriented recreational venue</li> <li>Community empowerment for one participant</li> <li>Expand Youth Employment Program</li> </ul>	<ul style="list-style-type: none"> <li>Study and improve traffic circulation and signage</li> <li>Re-think bus routes serving area</li> </ul>		<ul style="list-style-type: none"> <li>Live-Work development</li> <li>Do something with board-ups and vacant lots</li> <li>Locally initiated affordable housing project</li> <li>Improve landlord involvement in tenant screening &amp; and building maintenance</li> </ul>	<ul style="list-style-type: none"> <li>Invite new families into area</li> <li>Get to know and involve diverse residents</li> <li>Develop training programs to address volunteerism/employment/placement</li> <li>Provide alternative programs for youth</li> </ul>	<ul style="list-style-type: none"> <li>Seek collaborative partnerships with NU &amp; corporations</li> <li>Foster interaction between businesses, residents, property owners and local organizations</li> </ul>	<ul style="list-style-type: none"> <li>Signage recognizing historic African-American community</li> </ul>	<ul style="list-style-type: none"> <li>Dress up canal &amp; expand its use for water-related activities</li> <li>Beautify major streets: Emerson, Bridge, Simpson, Asbury, Green Bay</li> <li>Mix of uses/zoning permits eclectic mix of activities/people</li> <li>Attract arts/cultural venue to keep residents' \$ in the community</li> <li>Remove old viaducts along Green Bay Road</li> <li>Preserve open/ green spaces</li> </ul>	<ul style="list-style-type: none"> <li>Get City Council to focus attention on this area</li> <li>Establish better means of contact and feedback with Alderman &amp; City Department</li> <li>Educate residents on process/procedure to improve city services</li> </ul>	<ul style="list-style-type: none"> <li>Existing zoning permits local business / job creation</li> <li>Park provides focus for compatible businesses</li> <li>Support/Assistance for small business development</li> <li>Improve/Develop Manchester property</li> <li>Tax incentives to spur new business opportunities</li> <li>Examine ratio of property taxes generated to public service costs within the area</li> </ul>



**Attachment 7**

**Final Four Neighborhood Issue Categories**





**Evanston Plan Commission  
Neighborhood Planning Committee**

February 15, 2002

**TO:** Neighborhood Planning Committee Members  
**FROM:** Susan Guderley, Neighborhood Planner

**SUBJECT:** Canal-Green Bay Road-Church Street Study Area - Working Group Topics

The following are brief summaries of the issue areas selected as top neighborhood priorities by community members at the last Neighborhood Meeting. Also attached is a matrix displaying the complete list of community concerns and comments for each topic area.

A subcommittee, or working group, will be formed for each of the issue areas - with the exception of the first two topics, which will probably be merged under one umbrella title "Public Infrastructure, Services and Transportation". The Committee plans to organize and launch these subcommittees, composed of a committee member, staff and interested members of the community, at its next meeting on February 21<sup>st</sup>.

**I. Public Infrastructure and Services**

Initial discussions revealed neighborhood issues with the presence or lack of public facilities and the quality and extent of needed community services.

There is a degree of satisfaction and pride in local parks, recreational facilities, and new fire station. Park programming is considered a neighborhood asset, as is the proximity to both ETHS and Northwestern Hospital.

Conversely, local parking, street lighting and waste/trash management are considered not only inadequate, but also a possible detriment to the community's image and future prospects. There is a widespread perception that there is a need for more aggressive code enforcement to address both residential and commercial property maintenance issues. Other 'housekeeping' issues for the neighborhood include animal control, noise, truancy, and park safety.

Residents dream of hosting a major capital project, youth oriented recreational venue, and a major city event or festival.

**II. Streets and Transportation**

The discussion under this topic covers the local system of streets and alleys serving the study area, its condition, and its traffic flow of cars, trucks and buses.

The neighborhood perceives the presence of major street corridors and bus routes through the study area as local assets, for the purposes of both resident access and economic development. Similarly, they are happy about the City's investment in recent improvements to Simpson Street and consider them a plus for the neighborhood's image.

However, a significant number of citizens commented upon the need for street, alley and sidewalk maintenance, both generally and at specific locations in the neighborhood. Traffic patterns, particularly those of truck and bus travel, were noted as matters of concern due to exhaust fumes and child crossing safety. The lack of weekend bus service, to connect the neighborhood with downtown and the CTA, is considered insensitive to many local residents' transportation needs.

### III. Public Safety

Concerns regarding public safety range from serious local problems like drugs, gangs and street crime to, what might be termed, public nuisances.

Community members frame this topic largely in terms of their concerns with the current levels of local policing. They would like to see a greater police presence, particularly bike patrols. The drug trade on Simpson and at Church and Dodge, gang loitering, and prostitution were all mentioned as frequent criminal activities. Additionally, traffic and speeding violations, high-volume car radios, trespassing, and loud street disturbances/arguments are matters of neighborhood concern. Other, non-policing, issues were also noted. These include a review of the traffic control signage, and both pedestrian and wheelchair accessibility and safety accommodations.

### IV. Housing

Community concerns focus on several aspects of housing. Many comments related to improving the opportunity for home ownership within this neighborhood. While this area's housing stock has historically been single-family detached, concern for affordability introduces discussion of other unit types, ranging from the typical single-family detached to the non-traditional "live-work" format.

Another major component of the discussion has been the condition of local housing stock and its impact upon both the neighborhood's image and quality of life. This discussion has observed the role that landlords play in improving and maintaining their buildings and in adequately screening their tenants. Real estate and lending practices and the Section 8 housing assistance program are also perceived as having impacts upon the local housing market by influencing investment decisions and in concentrating low-income residents in this sector of the city. An observed lack of housing options is seen as prohibiting these households from dispersing throughout the city.

Another topic of concern is the high percentage of Evanston's board-ups located in the study area. This topic of discussion reveals both concerns about predatory lending and displacement of long-time residents by rising property values and real estate taxes. However, there is also some optimism expressed about opportunity for redevelopment and new infill housing.

### V. Economic Development

Thus far, discussions have revealed that community members perceive a number of strengths within this area that would argue well for its future prospects. A sampling includes its location near downtown and the Research Park, new development already underway in several locations, the presence of small neighborhood business districts, and existing commercial and industrial zoning. These and other factors are believed to provide prospective developers with opportunities and incentives to consider the area for investment. Associated with new development, there is also hope for added opportunities for local jobs and an improved entrepreneurial atmosphere for local small businesses. Many residents voiced interest in exploring a locally perceived need for additional arts, cultural and entertainment venues.

However, there was also discussion of impediments to local economic development. These include the unmet desire for more diverse neighborhood commercial businesses, the need for support and assistance for small business development, the sense of being excluded from the City's prior economic development strategies, and the eyesores or nuisances created by abandoned or speculatively held properties.

**Attachment 8**  
**Shared Values Matrix**

# Shared Values Matrix

	Dr. Hill	Mayfair	Etown	Betty Esther	EWCDC
ECON DEVELOPMENT	<ul style="list-style-type: none"> <li>• 'Revitalized' unique destination</li> <li>• Business/ Entertainment District</li> <li>• Art &amp; technology</li> <li>• Incentives to new business</li> <li>• Traditional historic/cultural foundation</li> <li>• Solicit major bank branch</li> <li>• Solicit reputable real estate brokerage</li> </ul>	<ul style="list-style-type: none"> <li>• Attractive pedestrian destinations: cafes, restaurants, small stores</li> <li>• Medium to high-end mixed use along GBR</li> <li>• Recognize African American Heritage with signage, plaques, walking tours; celebrate contribution of local heroes/leaders; Asbury Historical Corridor and other historic properties.</li> <li>• Remove Mayfair spur embankments; identify as development opportunities.</li> <li>• Encourage business growth &amp; services to community.</li> </ul>	<ul style="list-style-type: none"> <li>• Development of specialty commercial (retail/office/education) &amp; cultural complex</li> </ul>	<ul style="list-style-type: none"> <li>• Add businesses that serve residents' needs</li> <li>• New businesses add local employment opportunities</li> </ul>	<ul style="list-style-type: none"> <li>• Cultural based approach to economic stimulus for redevelopment</li> <li>• promote community pride, renewed appreciation for Evanston Black history heritage, art and culture</li> <li>• complimentary enterprises and small retail outlets</li> <li>• Capital development – local financial institutions</li> <li>• Business development – incentives, financial assistance</li> <li>• Workforce development- high tech education, job training/placement, Reduce barriers (day care, transportation, etc)</li> </ul>
DESIGN / AESTHETICS	<ul style="list-style-type: none"> <li>• Beautiful...walkways - decorative lighting, seating areas, ornamental iron work, paver systems, bike racks (streetscape beautification)</li> <li>• Cohesively identif(ied) neighborhood – decorative fencing, front lawn lanterns</li> <li>• ..wonderful open parkland along the canal...- host events at Twiggs Park</li> <li>• Create attractive gateways (sculptures &amp; plantings) – Ashland &amp; Noyes, Simpson &amp; Bridge</li> </ul>	<ul style="list-style-type: none"> <li>• Community cohesiveness – signage &amp; banners, wrought iron fencing, neighborhood clean-up efforts,</li> <li>• Improve appearance &amp; landscape of major streets</li> <li>• Design 'entryway' features</li> <li>• Remove 5 billboards from GBR – between Noyes &amp; Emerson; review signage.</li> <li>• Create green spaces.</li> <li>• Strength appearance review standards</li> <li>• Public art</li> </ul>	<ul style="list-style-type: none"> <li>• Establish a positive community image, based on a high quality environment and convenient &amp; attractive setting for people of all races &amp; socio-economic groups to shop, live, work and learn.</li> </ul>	<ul style="list-style-type: none"> <li>• Create new buildings with character consistent with old buildings.</li> </ul>	<ul style="list-style-type: none"> <li>• Parkway beautification – “A Westside jewel; a diamond in the rough; let's shine it up!”</li> <li>• stimulates neighborhood pride, cooperation/organization, seeks involvement from local businesses</li> </ul>

# Shared Values Matrix

H O U S I N G	<ul style="list-style-type: none"> <li>• Maintain strong base of residential dwellings – long standing residents form core;</li> <li>• Affordable owner occupied units encouraged; debilitated properties replaced with townhomes or rehabbed as affordable condos.</li> <li>• Promote homeownership</li> <li>• Strict enforcement of housing standards to eliminate slumlords</li> </ul>	<ul style="list-style-type: none"> <li>• ...seek a mix of housing types and an economic range among residents. Work with community associations to motivate owners to prevent property standards violations; make violations available to community associations</li> <li>• improve boarded up units</li> <li>• As-of-right zoning designations that promote new development that is compatible with consensus priorities of community</li> <li>• Seek economic diversity in residential neighborhoods – in R-5 area seek a mix of housing types to blend with existing housing and reduce potential new construction density</li> <li>• Establish SRO housing or similar for local residents</li> </ul>	<ul style="list-style-type: none"> <li>• ... restore a community of homeowners based on existing housing stock.</li> <li>• Core issues are desirability of neighborhood, financial support for repair and restoration instead of replacement.</li> <li>• ... preponderance of owner-occupied dwellings...one of the key factors in the strength and richness of the community "in the day"</li> <li>• Examine higher-density options for a mixed income and age population</li> </ul>	<ul style="list-style-type: none"> <li>• Rehab as many board up</li> <li>• Create new single or two flat units</li> </ul>	<ul style="list-style-type: none"> <li>• Increase homeownership</li> <li>• Increase homeowner repairs</li> </ul>
---------------------------------	---	--	---	---	--

# Shared Values Matrix

<p style="writing-mode: vertical-rl; transform: rotate(180deg);">P U B L I C S A F E T Y &amp; Y O U T H</p>	<ul style="list-style-type: none"> <li>• Continue with police community liaison education</li> <li>• Maintain concerted police patrols of street corners / known gang members</li> </ul>	<ul style="list-style-type: none"> <li>• Cooperative associations in neighborhoods &amp; with EPD</li> <li>• Remove illegal drug street sales</li> <li>• Speed bumps, roundabouts, on alleys and residential streets</li> <li>• Lighting under viaducts, at public centers and at parking lots</li> <li>• Magnet-lab school for local children</li> <li>• Youth programs</li> </ul>	<ul style="list-style-type: none"> <li>• Assure safety and tranquility for all persons living, working and visiting the area</li> <li>• Educational support for youth</li> <li>• Life-skills development to establish self-sufficiency &amp; self empowerment – change how young people are perceived by themselves and the community as a whole</li> <li>• Pre-school/day care</li> <li>• Alternative or charter school</li> </ul>	<ul style="list-style-type: none"> <li>• Building a new school in the neighborhood</li> </ul>	<ul style="list-style-type: none"> <li>• Community policing</li> <li>• Expand streets lighting</li> <li>• Nuisance abatement via neighborhood improvement</li> <li>• Substance abuse treatment</li> <li>• Youth &amp; Family programs</li> </ul>
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">I N F R A S T R U C T U R E</p>	<ul style="list-style-type: none"> <li>• Establish parking – new &amp; shared use of lots, on-street</li> <li>• Shuttle to downtown</li> <li>• Community sponsored outdoor events at Twigg's Park –add a unique recreational facility</li> <li>• Review traffic patterns and reduce cut-through traffic</li> </ul>	<ul style="list-style-type: none"> <li>• Public bathroom facility for canal park areas</li> <li>• Redesign neighborhood traffic to discourage throughway traffic</li> <li>• GBR traffic study, especially at Asbury &amp; Foster</li> </ul>	<ul style="list-style-type: none"> <li>• Ensure the provision and delivery of high quality services and facilities...including human, governmental, business and social services</li> </ul>		

**Attachment 9**

**Vision Statements submitted by:**

**Dr. Hill Association  
Westside Citizens District Council  
e-town Community Ventures  
Mayfair Neighborhood Association  
Ms. Betty Sue Ester  
Ms. Ann C. Dienner**



## **Vision Statement and Recommendations from the Dr. Hill Community Association**

The Dr. Hill Community Association has worked to formulate a long range plan for that area of the fifth ward north of Simpson Street and bound by Bridge Street on the west and Green Bay Road and the canal on the Northeast. Our hope is to see the neighborhood revitalized economically without losing its historic and cultural foundation. To achieve this, we are looking for incentives to bring new businesses to the commercial strips while strengthening the core residential pockets in the community. Our vision for 10-20 years in the future is as follows:

- **A thriving business/entertainment district along Simpson Street** including retail shops, restaurants, service businesses and performance venues. We have discussed the benefits of focusing on the neighborhood's cultural traditions to create an ethnic "theme" for the district that would be consistent with the community's history. Thus one might draw a jazz/blues club to the former Hecky's City Hall, open an African art gallery, start a southern style cafe with chicory coffees and beignets, a Cajun or Caribbean restaurant, clothing/gift stores offering distinctive African American prints and jewelry. The idea would be to create a unique destination spot for shopping, dining and entertainment. Simpson would be beautified with decorative lighting, outdoor seating areas, ornamental iron work and interesting paver systems on the walkways.
- **An art/technology loft colony would be developed in the warehouses interspersed in the community.** This has already been started in the loft conversions of the Stamp Factory at Dewey and Payne and Peacock, Laser and Hill House Lofts on Ashland. We'd like to see more warehouse properties developed similarly and marketed as a high tech creative community which will draw new businesses to the area, solidify the business owners currently located in the community and, in turn support the enterprises along Simpson, Ashland and Jackson. Again, the goal is to supplant debilitated properties with attractive space and to "brand" the new developments distinctively to create a draw outside the downtown market.
- **Maintain a strong base of residential dwellings.** We'd like to see long standing residents in the neighborhood remain as the principal anchor. In order for this to happen, owner occupied units should be strongly encouraged; debilitated residential properties would be replaced by attractive and moderately priced town homes and run down multi-unit buildings would be renovated and converted to affordable condominiums. As in the business corridors, distinguishing characteristics such as decorative fencing or front lawn lanterns, would identify the neighborhood cohesively as the Dr. Hill Community.
- **Twiggs Park would be developed to host recreational events that draw more people to the neighborhood.** An annual arts and music festival, flower show, 3 on 3 basketball tournament, or senior picnic would, again, present Twiggs Park as a destination for all Evanston residents and even for those outside Evanston. It would capitalize on the wonderful open parkland along the canal and introduce people to the businesses in the community. We'd like to see some additional development in the park, including a gazebo or grandstand, a small recreational facility with restrooms and perhaps a boat launch.



In order to move toward this vision, we need to implement policies and put in place support structures that encourage this direction. Dr. Hill Community members who have served on the four committees of the Plan Commission forum, conferred and formulated recommendations for each of the committees that we feel conform to our goals for the community. We would urge the Plan Commission to include these recommendations in the final Neighborhood Planning Report which we trust will serve as a road map for future development in Evanston's fifth ward.

**I. Housing:** The Dr. Hill Community Association **opposes down zoning** in our neighborhood as we feel strongly that this would pose a serious disincentive to creative development. In order to maintain affordability of residential units, town homes or multi-unit condominium buildings may be appropriate in some areas. We would urge that the City **promote a greater degree of home ownership** by **a) entering into education partnerships** with various real estate brokerages in the Evanston area. Monthly seminars could be held at City Hall or Family Focus in which various real estate sales offices instruct community members on the necessary steps to purchasing a home. Moderate income families benefit from the information and brokerages build a larger client base. **B) Enforcing housing standards strictly**, perhaps initiating a well publicized 5 step program in which violations at problem buildings are either rectified or significant penalties are assessed against delinquent property owners. In this way the City makes it very difficult to operate as a "slum-lord" profitably and debilitated buildings are removed by natural attrition. This will allow for newer and more stable housing stock for moderate income owners.

**II. Economic Development:**

1. **Implement a text amendment** to the zoning ordinance to expand the MUE zoning to include retail and residential use and to increase FAR in the MUE zoning from .45 to 1.5 (see addendum drafted by adas/spatz)  
We believe that greater zoning flexibility is key to encouraging a wide array of development that will be beneficial to the community
2. **Solicit a major bank branch to locate to the west side of Evanston.**
3. **Solicit a reputable real estate brokerage to locate to the neighborhood** to service the community's real estate needs, including sales, leasing, equity lending and insurance.
4. **Streetscape beautification:** Improve Simpson Street with pavers, bicycle racks, public art and other distinctive features that underscore the artistic nature of the community.
5. **TIF zones:** We would very much like to see large tracts of vacant or under used land developed in a cohesive manner with a mix of residential, commercial and retail space. The development of the Mayfair Triangle and the Church/Dodge corridor will impact the future of all of west Evanston for the foreseeable future. It is critical that these areas be improved comprehensively, under a master plan. The community at large under the City's administration has greater influence in this project and large scale development becomes more feasible economically if TIF districts for these two areas are established.

### III Infrastructure

1. **Establish a parking lot** at the north end of Ashland to stimulate regular daily use of Twiggs Park as the the entry to the canal parks corridor. This is critical if weekend events are to be held at Twiggs Park and it would provide much needed support to the neighborhood businesses during the weekdays.
2. **Convert Ashland Avenue to a one-way street southbound with diagonal parking** on the west side.
3. **Create attractive gateways** to the Dr. Hill neighborhood at the north end of Ashland at Noyes Street and at Bridge and Simpson; the City should issue permits for sculptural pieces and built-out gardens to be erected in these locations.
4. **Implement a van/trolley shuttle** between the Dr. Hill business district and the central downtown area. Modify to meet community needs and eliminate high speed "short cuts" through the neighborhood by large CTA buses.
5. **Increase maintenance and safety patrols of Twiggs Park** to encourage greater use. **Issue permits for outdoor events at Twiggs Park.**
6. **Develop a small recreational facility** in the lot just south of the former Permalawn parcel at the northeast end of Twiggs Park.
7. **Mandate a percentage of public parking spaces** in any future parking lot permits granted for the congested areas of the fifth ward. This has been a particularly problematic situation in the many churches located in the ward.

### IV Public Safety:

1. Maintain vigilant **after school patrols** through business districts,
2. Keep and expand **camera surveillance** in the neighborhood; it does cut down on illegal behavior.
3. **Regulate traffic flow** with the use of **one way alleyways and streets**. Create a **cul de sac** in the alleyway at Payne between Dewey and Darrow.
4. Continue with **police community liaison education**.
5. Maintain **concerted police patrols** of street corners where known gang members congregate.
6. **Allow zoning flexibility for installation of fencing in the neighborhood**

We have attempted to focus our recommendations on the Dr. Hill Community and we have tried to be as specific as possible in order to present implementable policies. Naturally, large scale development in areas adjacent to the Dr. Hill Community have such a direct impact that we felt it necessary to weigh in on the issues affecting those pivotal areas outside the Dr. Hill boundaries. In summary, we feel that increased development does not threaten the fundamental fabric of the neighborhood. To the contrary, maintaining the status quo or disincentivising investment with zoning restrictions will result in greater deterioration and continued loss of revenues in the fifth ward in particular and in the entire City of Evanston. The Dr. Hill Community supports a proactive and creative approach to the revitalization efforts in our neighborhood and in the entire fifth ward.

A large portion of the properties located within the Dr. Hill Business Association neighborhood are zoned MUE Transitional Manufacturing-Employment District. Our vision for this area is that it will continue to be re-developed in the same manner as the Laser Lofts, Peacock Lofts and the Stamp Factory. We have been very encouraged by the positive response that has come from City officials, neighborhood residents and the new tenants. Even the Police Department has commented on the drop in crime over the last few years, citing the adaptive re-use development as a major force.

This development is bringing in a new mix of artist, photographers, graphic artist, designers, architects, and even stockbrokers. A live/work dwelling is not uncommon. Several members of the Planning Department witnessed this on their tour of The Stamp Factory as recent as May 9, 2003. We see this area to continue to evolve into Evanston's Arts District, a neighborhood where small business can grow, prosper and coexist positively with its residential uses.

In inventorying the properties located in our MUE, the vast majority of them (80%) are "legal non-conforming" exceeding the .45 FAR (floor area ratio) per the zoning ordinance. Most of the buildings FAR are in excess of 1.0, some are 1.5. These existing numbers are more in keeping with the adjacent C2 (1.0), B1 (2.0), and R4 (1.0 when converted into FAR... .40 lot coverage x 2.5 stories = 1.0) districts.

It is our belief that a FAR of 1.5 would be more in keeping with present conditions and would encourage further adaptive re-use. A text amendment would accomplish this. In turn, this growth would further stimulate the economic re-development of the adjacent zoning districts of our "triangle", supplying goods and services for the neighborhood's old/new occupants alike.

It is also our contention that dwellings (single family thru multiple) should be relocated from the "special uses" Section 6-13-3-3 to "permitted uses" (6-13-3-2) in the MUE District through a text amendment. This would make it easier for developers to add to this successful on going neighborhood trend.

Evanston Westside Citizens District Council  
1817 Church Street  
Evanston, IL 60201

The Evanston Westside Citizens District Council has taken a leadership role in shaping and building upon a variety of initiatives that were established to promote basic neighborhood and resident involvement in a common vision and collaborative effort to revitalize an aging and somewhat designed neglected fifth (5th) Ward community.

A cultural based approach was adopted as the economic stimulus for re-development of this area due in part to the fact that the 5th Ward community holds some of real beauty of Evanston architecturally as well as culturally and for a variety of reasons this precious history has not been focused upon nor fully documented or celebrated. Cultural entities represent the true essence of the roads we have traveled, the direction that we have viewed as a people and now will serve as a unique pillar of economic strength.

The Evanston Black American Heritage House and Technological Resource Center will be an economic center of influence for the redevelopment of the Church/Dodge business district, a repository for the documentation of Evanston Black History as well as a research and resource network for the cultural affairs of Blacks.

It is envisioned that all properties located east of Dodge on the North and South side of Church street to the viaduct be secured for the development of complimentary enterprises to the Black American Heritage House and Technological Resource Center (theatre, performing arts center, gift shop, library, bakery, one-stop banking complex and other clusters of small retail outlets).

The Evanston Black Historic Sculpture Garden and Gallery Project, sponsored by the Fleetwood Jourdain Art Guild, was the beginning of the Westside Neighborhood renaissance. The first project was the establishment of a gallery located on the second floor of Fleetwood Jourdain Community Center. A significant art collection commissioned and donated has been established and the installation of a sculpture garden is in process.

**Goal 6: Public Safety Projects**

- A. Community Policing
- B. Expand Street Lighting
- C. Nuisance abatement via neighborhood improvement
- D. Substance abuse treatment
- E. Youth and Family Programs

This designation will allow for greater residential participation and control over the development of the 5th ward community.

**Other Suggested Changes to the Proposal:**

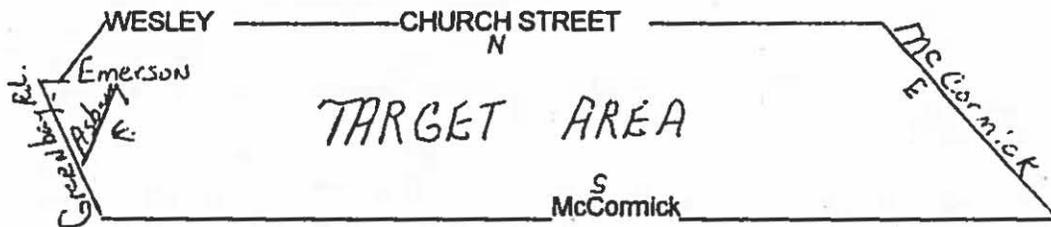
The proposal should be written in a positive tone instead of a negative tone. Emphasis should be centered on channeling negative behaviors/aspects into positive and constructive activities.

# EVANSTON WESTSIDE PARKWAY BEAUTIFICATION PROJECT

## PROJECT INFORMATION

The Evanston Westside Parkway Beautification project is designed to help stimulate neighborhood PRIDE by creating the opportunity for Westside neighbors to get together, plan, organize and beautify parkways in the target area.

The project will cover the area north of Church, East of McCormick, South of McCormick and West of Greenbay Road to Emerson.



Each block within the target area is asked to select a block facilitator. This individual will:

- organize neighbors to develop collective ideas for designing the block (type of flowers; colors or whatever distinctive features decided on by the neighbors)
- create a work schedule
- communicate material needs and/or request for assistance by May 9<sup>th</sup> to Bettye J. Palmer, Project Coordinator, Fleetwood Jourdain Art Guild, (847) 328-4540 or 328-0967.

If vacant lots exist on your block and are in need of cleanup, let the Guild know so that we can develop a coordinated plan for clean-up.

If your block is adjacent to a business area and the business does not want to participate directly, ask for a donation to complete the work.

The Guild is presently requesting that the Police Outpost (Church & Dodge) be designated as a community outpost for storing tools and materials. This facility will be slated for operation from May 19-June 30, 1997. We are in need of a second site closer to Foster, so if you have any suggestions please let us know.

Four (4) drop dates ~~5/24, 5/31, 6/7 and 6/14~~ have selected for distribution of topsoil, mulch and other bulk items. City trucks will dump in the area designated by the Block Facilitator.

All work should be completed by June 22, 1997. Judging will began Monday, July 14, 1997. Blocks will be judged on the basis of creativity, appearance and overall block appeal and cleanliness. 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> place signs will be displayed on the

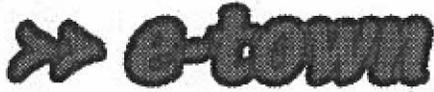
(OVER)

winning blocks for one year. Each household on the block will receive a certificate. The award ceremony will be held on July 26, 1997 at the First Annual Fun Fest which will be held on the grounds of Fleetwood Jourdain Community Center, 1655 Foster.

Posters promoting the project will be available on April 24<sup>th</sup>. This date has also been set aside to answer any additional questions you might have or to inform newcomers of the project.

Our THEME for this project is: "A WESTSIDE JEWEL; A DIAMOND IN THE ROUGH; LET'S SHINE IT UP!"

SPONSORED BY THE FLEETWOOD-JOURDAIN ART GUILD



e-town community ventures, inc.

**E-Town Community Ventures**  
**Strategic Plan for 2001- 2006**

*At the Crossroads*

## **Table of Contents**

- I. Executive Summary: At the Crossroads
- II. Introduction to E-Town Community Ventures
- III. Needs Assessment of the Church/Dodge District
- IV. Goals
- V. Identification and Realization of Shared Goals: The Church/Dodge Consensus Group
- VI. Conclusion: A Framework for Cooperative Effort

---

## I. Executive Summary

E-Town Community Ventures is a community-based organization whose goal is the revitalization of West Evanston. Its first major project is the development of a specialty commercial and cultural complex on the 1800 and 1900 blocks of Church Street. This area, including the intersection of Church and Dodge and directly facing Evanston Township High School, is a highly visible symbol of Evanston's racial division and of West Evanston's decaying economic base.

Despite its history as a nexus of African-American business and community life in Evanston, the Church/Dodge District is now afflicted by economic and social decay. What once was a viable community anchored by its own hospital, YMCA, and neighborhood school now has no post office, no branch library, few local businesses, and no commercial center north of Dempster Street. Major problems include poverty and unemployment, sub-par success of youth in the educational system, deteriorating housing stock, and disturbing crime rates.

To address the striking absence of a commercial center in the Church/Dodge District, and to foster job creation, successful young people, and effective health, social, and financial services for the whole community, E-Town Community Ventures has envisaged a retail/office/education complex on the 1800 and 1900 blocks of Church Street based on its needs assessment of the area. In addition to serving in a planning and development capacity, E-Town will also work to establish and support businesses and programs that nourish the local community.

E-Town Community Ventures is working to coordinate its programs with those of other institutions and community leaders through the formation of the Church/Dodge Consensus Group, an affiliation of many community organizations and Evanston institutions concerned with the development of the neighborhood's human and economic potential. West Evanston is at the crossroads, and only by working together can we choose a path that leads to a vibrant revitalization of our community.

---

## **II. Introduction to E-Town Community Ventures**

Founded by residents of the Church/Dodge District as well as by people living and working in other Evanston wards, E-Town Community Ventures, Inc. (E-Town) was formed in April 2001, six months after the establishment of E-Town Community Ventures, its LLC arm. The redevelopment of the Church/Dodge District's social and economic fabric is the Corporation's primary mission.

As of January 2002, E-Town Community Ventures had 710 members. Its Board of Directors will be made up of Evanston residents who live in the Church/Dodge District as well as other stakeholders in the wider community.

### **The E-Town Mission Statement**

E-Town Community Ventures is committed to empowering people and serving the community by developing a multi-cultural enterprise zone that will give all people the opportunity to develop and promote their skills and talents. Based on a qualitative needs assessment E-Town's mission is based on a vision of a multi-block neighborhood center generating economic strength and embodying cultural diversity. It will be an exciting arena, creating jobs and services, developing continuity within the community by providing social services, job creation, and educational centers. In addition, a variety of specialty shops, professional services, and health providers will make up this area a unique Evanston asset.

Heightened community awareness and involvement will determine the success of this venture. Sustainability, successful young people, and cultural vibrancy will be its measure.

---

### **III. Needs Assessment for the Church/Dodge District**

Forty in-depth interviews of community residents were conducted during six months from November 2000-April 2001 in order to assess the appropriateness of E-Town's initial project plan, develop stage two of its program design, identify additional team members, and to build a base of support. This is an ongoing process.

Representative interviews included: Teachers, school administrators, working mothers, city planners, youth workers, social service agency head, church leaders, policemen, mayor, current and former aldermen, drug dealers, barbershop owners, beautician, real estate agent, social worker, city administrative staff, dentist, executive, retirees, former police chief, small business owners, contractor, attorney, graphic artist, and psychologist.

In addition, domain experts and officials were consulted during this period, including: A former HUD executive and developer of low-income rental properties in Chicago and Gary, a community development expert working with affordable housing in Newark, bankers, an attorney, a former Evanston mayor, a Superintendent of Schools, the Local Initiatives Support Corporation, foundation executives, the Illinois Facilities Fund, founders of Best Practice High School, and Evanston Inventure.

A thematic set of needs emerged from these interviews, clustered around:

- Retail services
  - Family/café-style restaurant, community-friendly bank or credit union, clothing, music, beauty, health/grocery/nutrition, newspaper/book/library, post office, fast food/take out, flower shop, office/copier center, coffee shop, multi-cultural arts and crafts shop, musical instruments and lessons store.
- Education/Training
  - Educational support for youth, both underachiever/at-risk and achiever/prominent in terms of leadership and influence
  - Life-skills development to help empower young people establish self-sufficiency consistent with their talent and ambition
  - Pre-school/day care
  - Alternative or charter school

- Cultural activities, recreational resources, and community facilities
  - Recording facility, performance space, co-op art and photography studio, story-telling
  - Recreation facilities (skating, bowling)
- Office space
  - Professional office space for social and health professionals, legal and financial services, graphic designers and artists

We have found this qualitative research approach to be invaluable, and believe that it will provide an important baseline for follow-on quantitative studies.

---

## **IV. Goals**

E-Town Community Ventures' mission can be framed in terms of these six broad goals:

### **Image and Identity**

Establish a positive community image, based on a high quality environment and a convenient and attractive setting for people of all races and socio-economic groups to shop, live, work, and learn.

### **Housing Uplift Strategy**

Step 1: Instead of focusing on "affordable housing" strategies per se, work to restore a community of homeowners based on existing housing stock. Core issues are the desirability of the neighborhood and financial support for repair and restoration instead of replacement. The goal is to build on the historical preponderance of owner-occupied dwellings in the District – one of the key factors in the strength and richness of the community "in the day" – by working to reverse the exodus of upwardly mobile young families, and stem the tide of community equity dilution through in testate death, improvident second mortgages, and absentee landlords.

Step 2: Examine higher-density housing options for a mixed income and age population.

### **Educational Intervention, Empowerment, and Life-Skills Development**

Target young people with educational services, life-skills development opportunities, economic incentives, and cultural reinforcement. Bring about a radical change in how young people are perceived on "The Block", both by themselves and by the whole of Evanston.

### **Safety and Security**

Assure safety and tranquility for all persons living, working, and visiting the area.

## **Economic Development and Community Facilities**

Ensure the provision and delivery of high quality services and facilities throughout the Church/Dodge District, including human, governmental, business and social services.

## **Community Values**

Establish the Church/Dodge District as a community that offers the best in African-American and other cultures, economic vitality, and civic pride within a multi-cultural setting.

---

## **V. Identification and Realization of Shared Goals: The Church/Dodge Consensus Group**

E-Town Community Ventures strongly believes that the development process which addresses its mission must be led by the residents and institutions of the community. The community must have the opportunity for full and active participation, discussion, and leadership in planning for the future of the neighborhood. As well, E-Town Community Ventures recognizes the vital role played by the churches, social service organizations, businesses, schools, and other groups in the life of the Church/Dodge District such as the Church/Dodge District Ministries, Family Focus, West Side Neighborhood Coalition, Evanston Township High School, School District 202, the NAACP, Foster Neighbors, local business establishments, F.A.A.M., 2<sup>nd</sup> and 5<sup>th</sup> Ward aldermen, and others. No development and revitalization will go smoothly unless these organizations work together harmoniously and share resources equitably.

Therefore, in concert with these and other stakeholders, E-Town Community Ventures is facilitating the creation of the Church/Dodge Consensus Group, to coordinate the planning and activities of its members in order to revitalize the social and economic fabric of the community through partnerships and collaboration.

As of May 20, 2003, the Church/Dodge Consensus Group has had two meetings as a follow-on to the City Neighborhood Planning Process.

---

## **VI. Conclusion: A Framework for Cooperative Effort**

This strategic plan provides the framework within which E-Town Community Ventures will work with other organizations both within and outside the Church/Dodge District to revitalize and develop the community. Our emphasis is two-pronged: First is the enhancement of the economic quality of life, with community-oriented enterprises creating jobs, generating thriving commercial shopping areas, learning centers, and office anchors within the District. Equally important is the development of people: Empowering residents, and particularly young people, to acquire the skills and motivation to enter into rewarding, long-term, self-sufficiency; to lead productive, healthy, fulfilling lives; and to serve as a new generation of leadership in the community.



May 15, 2003

Evanston Canal District \*  
Preliminary Neighborhood Planning Report

\* Significant language was freely borrowed from the Chicago Avenue Recommendation Report adopted April 11, 2000

Vision

We are neighbors  
We are community  
We partner with one another  
to bring about a safe, attractive environment to live and work.  
We value our families, friends, homes and businesses  
We grow and change together  
We celebrate our neighbor's heritages, talents and contributions  
We are more than property, money, influence or power  
We are neighbors  
We watch out for our neighborhood and each other  
We bring hope to our community

**I. Economic Development**

Key Findings

Objectives

- Redevelop vacant and underutilized parcels compatible with neighboring development and community values
- Encourage residential and mixed-use developments and support commercial development compatible with neighboring development and community values

Recommended Action

- Provide vision of corridors and advertise plan in development market.
- Provide developers with a "clear picture" of opportunities.
- Preserve and foster neighborhood -sizing of development at Church and Dodge, Emerson and Dodge and similar to include a diversity of
- destinations attractive to the pedestrian, including cafes, restaurants, bookstores and small shops.

Investigate the market for medium to high-end moderate density commercial and residential development along GBR including housing and services that would attract Evanston residents and the commuters who travel the GBR route.

- Establish links in the development process between the community, developers, staff, and committee to facilitate communication and compatibility with priorities.
- Survey public parking
- Survey "City Operated Parking Lots" and determine adequacy
- Prepare Corridor studies.
- Prepare a comprehensive table of "Proposed and Potential Redevelopment Sites" which would include such Mayfair Neighborhood properties such as the 3 acre vacant parcel north of the 2000 block of Wesley and Jackson, The Bishop Freeman property on Foster, The Cannon property at 1319 Emerson, The Mobil Gas Station on GBR, The Buffalo Joe GBR parcels, etc, as well as parcels in the E-town area of Church and Dodge and the Hill Neighborhood area and other locations in target area.
- Identify and communicate with commercial and religious representatives, who have construction projects that remain incomplete, i.e. the church at Simpson and Brown.

## **I. Housing**

### **Key Findings**

### **Objectives**

### **Recommended Action**

- Pave all alleys
- Improve alley lighting in areas upon request
- Increase street lighting as per city plan
- Identify neighborhoods by name and location.
- Create permanent signage and banners for each neighborhood
- Encourage block clubs, neighborhood and local business associations
- Foster relationships among neighborhood associations
- Enforce residential zoning: Protect residential neighborhoods from unlicensed commercial businesses such as the use and storage of commercial heavy equipment, operating salvage, towing, hauling, welding and similar restricted commercial activities in residentially zoned neighborhoods.
- Plant trees and landscape areas such as the cul-de-sacs of 2000 Wesley and Jackson.
- Maintain tree trimming annually at and near all street and alley lights.
- Decentralize poverty by seeking a mix of housing types and an economic range among neighborhood residents.
- Annual survey of area garbage and recycling receptacles to replace and repair as needed
- Establish strong community support with neighborhood associations and city to address consistent needs such as alley

clean up, "fly dumping", property standards, and residential zoning and safety matters.

- Coordinate current annual spring alley inspection by Property Standards with neighborhood clean-up efforts by neighborhood associations. Motivate owners by preventing violations and responding to Property Standards Notice of the annual inspection. Following the neighborhood clean up and inspection make violation results available to community associations upon request.
- Consider including a fall Property Standards Alley Inspection Notice to area
- Communicate with Community Development to achieve an improved appearance of properties that are boarded up or suffering from similar re
- Street-sweep the alleys on a monthly basis during the season.

## **II. Human Resources**

### **Key Findings**

### **Objectives**

### **Recommended Action**

- Identify and advocate for senior needs
  - Housing
    - Safety evaluation and security check for seniors
    - Maintenance assistance programs
  - Provide senior seminars.
    - Educate and inform seniors of the variety of Cook County Tax Services including the ability to freeze property taxes on their residence.
    - Legal assistance opportunities
    - Police senior citizen liaison availability
    - Neighborhood organizations to support
    - Local bankers, realtors and other professionals to assist
  - Annually review the tax assessor's list of seniors who are eligible for an exemption, reductions, freezes.
- Youth
  - Partner with local universities or colleges i.e. Northwestern University's School of Education or National Lewis College of Education to administer a School District 65 owned property as a magnet-lab school for local Westside children. The location of this innovative teaching/learning facility could be at the Foster Center of similar. Self-selected local families and their children could seek a placement to contract with this cooperative venture provided by the University, District 65 and our local teachers union.
  - Partner with local universities and colleges to sponsor practicum's, internships and volunteer opportunities to tutor

area students, and be involved in "big brother, big sister" programs.

- Neighborhood associations could cooperatively establish a voluntary good neighbor policy seeking members to be part of a "good neighbor program" modeled after the Evanston Model Lease or similar.
- Establish Oakton Community College scholarships for local eligible ETHS graduates.
- Checkout computers within library facility and possibly for circulation.
- Establish cooperative alliances with the Evanston Police Department to support neighborhood watch programs, neighborhood associations, community policing partnerships and similar community strengthening initiatives.
- Relocate small businesses to a central commercially zoned property and establish an incubator supportive environment for local hauling/recycling/construction type small Westside business owners. Small business support services such as reception, secretarial and bookkeeping could be included in pilot project. Provide affordable rates for space and support services so that owners can store, repair equipment and conduct related commercial activities. Locations might include existing vacant commercial property directly south of ETHS. Seek grants and similar funding
- Recognize and celebrate the African American Heritage of the Westside with appropriate designated signage throughout the community. Examples include plaques at Fleetwood-Jordan Center, Foster Center, Fanny's Restaurant, and Evanston's first African-American hospital. Establish a walking tour for students, residents and visitors. Reference to the contribution of local heroes and leaders would provide civic pride and inspiration
- Handicap Accessibility:
  - Survey the Hill Arboretum Apartment residents to determine their transportation and civic related needs.
  - Designate Simpson St. and Dodge Ave as street handicap accessible routes for motorized wheelchairs.
  - Have a battery "charge" station downtown, and along N/S and E/W routes.
  - Verify the improvement of all handicap accessible sidewalks.
- Encourage cooperative efforts among neighborhood, civic and business associations
- Seek cooperative educational and economic relationships between local businesses and professional services.
- Establish suitable SRO housing or similar for local residents

- Enforce residential zoning in neighborhoods to reestablish homes and apartments by closing illegal boarding houses.
- Identify and network with local businesses to enhance our community's ability to seek local resources and services

### **III. Public Infrastructure**

#### **Key Findings**

#### **Objectives**

#### **Recommended Action**

- Urban planners and architects contracted to prepare designs for community review. Socialize possible proposals for projects and public enhancements.
- Identify bike, handicap and walking paths with weatherproof maps along the routes. Include Location of downtown, Lake Michigan, museums, libraries and Historic African-American walking path, the canal boat launch access and similar attractions and amenities.
- Provide public bathroom facility along the canal
- Encourage City officials to look at Internet technology as an integral form of the community infrastructure.
  - Continue to improve the City of Evanston website and link all decision-makers with ready access to their constituents/clients.
  - Permanent, attractive, durable bus shelters
  - Include this and similar reports on the website for ready access to the public/constituents.
  - Include a table of contents and index in this report for ease of use.
  - Link local associations to the City of Evanston site
  - Encourage local neighborhoods to develop websites and share e-mail addresses with one another.
  - Expand website access to include "town-meeting" style and capability to survey constituents on proposals, initiatives and similar.
- Reduce the need for using Fire Vehicle Sirens by providing Fire Station #1 with an alternate system of alerting traffic. Vehicles entering and exiting the station by utilizing a strobe light-traffic signal at Emerson and Asbury and simpler Strobe and "Red only" traffic light to alert vehicles west of the station to stop along Emerson.
- Improve signage along Corridors towards Downtown
- Traffic Studies of the "entryways". (GBR, Emerson, Church, Simpson, Dodge.)
- Elevated, landscaped median or tree lined enhancements on 1900 Asbury

- Reestablish street grade on GBR North of Foster St. at the former Mayfair Railroad Spur.
- Redesign the cul-de-sac at 2000 Wesley to provide for a turnaround at end of block.
- Enhance the public off-street parking at the Fleetwood-Jordain Center, i.e. by setting back a landscaped parking lot East of the Center, South of the tennis courts.
- Study the redesign of Ashland and Simpson to include diagonal parking.
- Widen the 2000 block of Ashland or change the direction of use to one-way Southbound.
- Re-design 1200 Blocks of Foster St. to discourage throughway traffic, possibly change the direction of Foster St. to one-way Westbound at GBR through Dewey.
- Improve the designated area at Bridge St. with an American Flag and memoriam to include Evanston Veterans, and local historic community figures.
- Place significant public art in the community
- Address the dangerous access issues of the GBR Strip mall North of Emerson, Asbury/GBR intersection; NW bound GBR at Emerson, blind corner at GBR and Foster. Consider Traffic signals at GBR/Asbury and at GBR/Foster or redesigning 1200 Foster to discourage thru-traffic.
- Address access to car wash from Foster which blocks traffic along Foster East and West including obstructing the Foster/GBR intersection.

#### **IV. Public Safety**

##### **Key Findings**

##### **Objectives**

##### **Recommended Action**

- Create and maintain thriving cooperative associations in our neighborhoods.
- Increase the communication between neighbors with improved website design, computer availability, email account to all students and seniors
- Continue to improve website design with the city by adding the e-mail listings of decision-makers within the city and city assigned and appointed boards that one would expect to find on a civic or corporate business card.
- Provide mobile outreach computer and email instruction to local residents, including seniors at community centers and group residences with a resource such as a library "computer-access-mobile". Seek funding from corporate donors.
- Pilot program: mobile or permanent placement of "speed beacon" that will alert nearby police of excessive vehicle speed.

- Remove illegal drug street sales from our neighborhoods and community
- Encourage self-determination by active neighborhood associations in cooperation with block clubs and resident petitions to add alley bumps on paved alleys, street humps on residential streets and also residential parking stickers
- Study the placement of attractive, landscaped, permanent roundabouts in select neighborhood intersections
- Install motion-activated energy efficient lighting under viaducts, i.e. Emerson and Ridge, at public centers, i.e. Foster and Fleetwood centers and at city operated parking lots.
- Inspect rear of local businesses and require debris to have sufficient dumpsters that are properly closed and secure.

V. **Urban Design and Neighborhood Character**

**Key Findings**

- Church St., Emerson St., Simpson St., Dodge Ave and Greenbay Rd. have a disconnected mix of building styles and uses.
- Retaining walls on GBR, canal bridges at Church, Emerson, Bridge and GBR, and the Metra Bridge at Emerson and GBR present aesthetic Challenges.
- Lack of cohesive landscaping or streetscape elements along corridors.
- Zoning requirements along corridors limit opportunities of new development and community cohesiveness.
- Some adjacent neighborhoods are a broad mixture of single-family and multifamily housing, many blocks including both.
- Some existing retail businesses along Church, Emerson, Simpson, Dodge and GBR have residential floors above.
- Dedicated green space along corridors is limited. Medians are often minimally landscaped or poorly maintained.
- Forestry to evaluate tree population in target area. Replace any missing trees and enhance treescape where desirable.
- Minimal landscaping is found along commercial, industrial and city owned properties such as the Bishop Freeman, Fleetwood Jordain Entrance, U.S. Postal Service on Emerson and similar
- Minimal added greenery through window boxes and sidewalk planters are found at individual storefronts.
- "Legal non-conforming" status of some commercial and possibly church signage reduces may be subject to 2003 signage ordinance
- Lot sizes in some residential neighborhoods are very narrow, (25-35") and leave little opportunity for acceptable remodeling and new residential construction that would be acceptable to the surrounding community.
- Enforce zoning and property standards on large and small vacant lots including grading, removing tree stumps, planting and

maintaining grass, i.e. 3 acre site North of 2000 Wesley and Jackson, SE corner of Foster and Dewey.

### **Objectives**

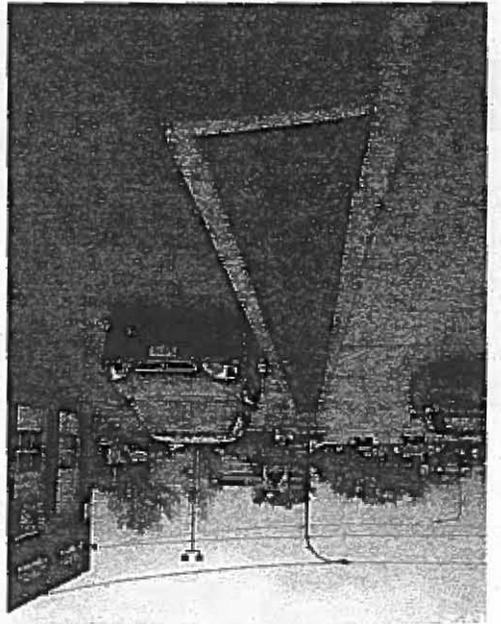
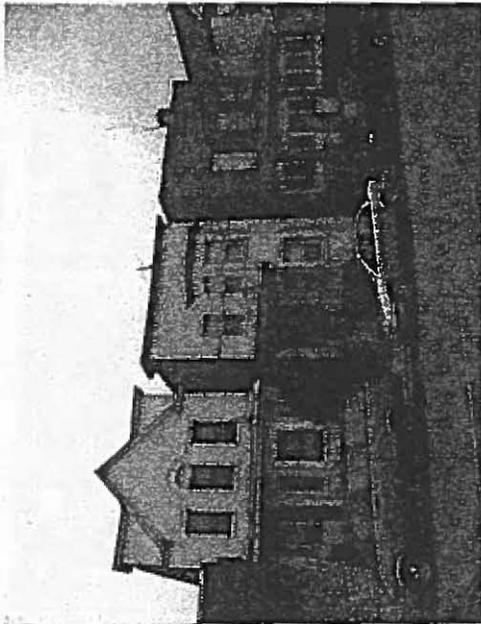
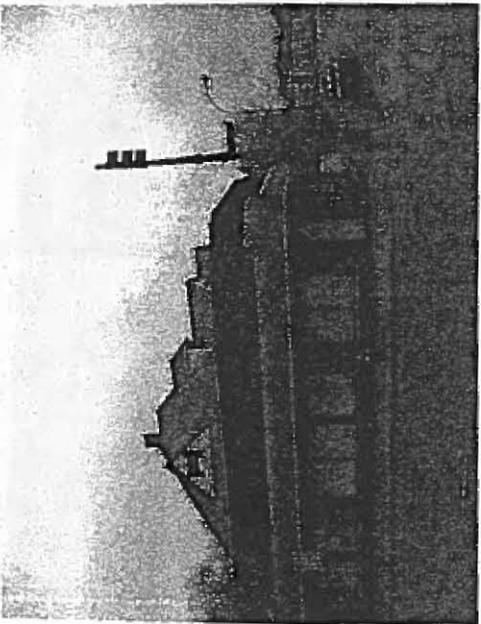
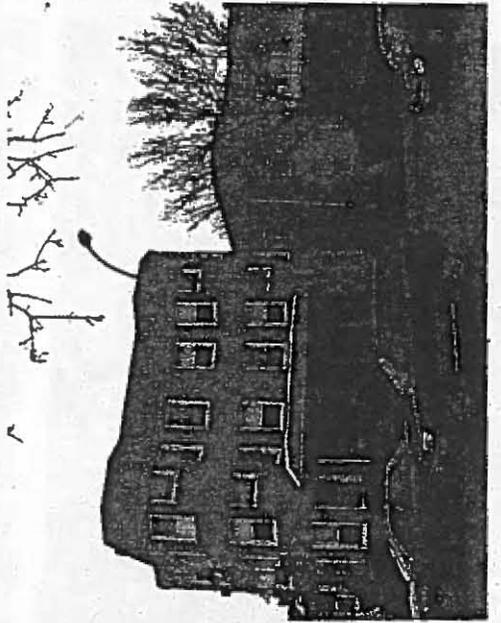
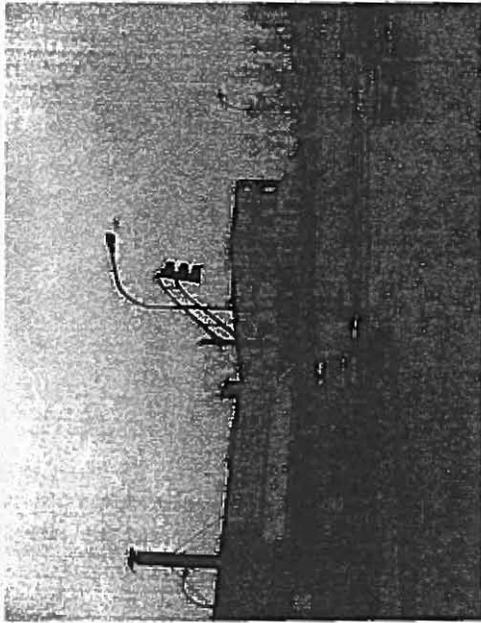
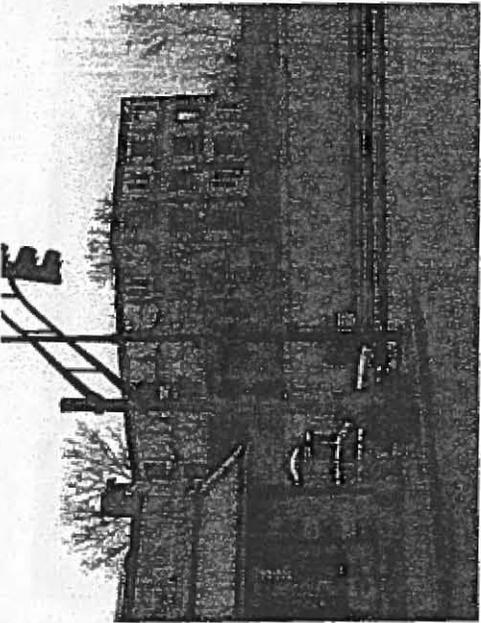
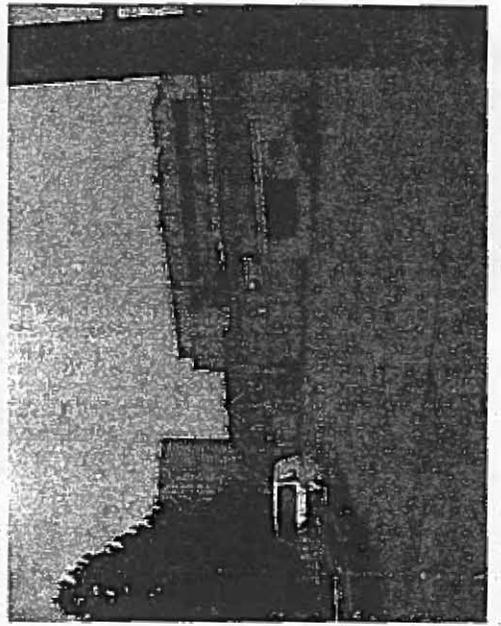
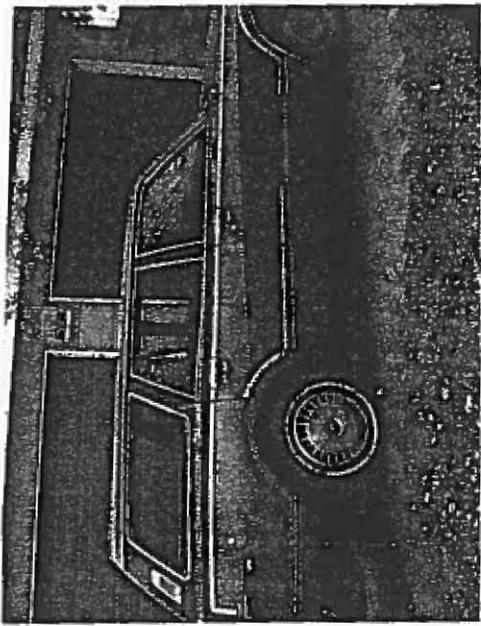
- Soften Streetscapes
- Establish cohesive streetscape and Evanston “entryway” design elements
- As-of-right zoning designations that promote new development that is compatible with consensus priorities of the community
- Create new green spaces either independent of or as components of redevelopment projects
- Preserve architecturally and historically significant properties

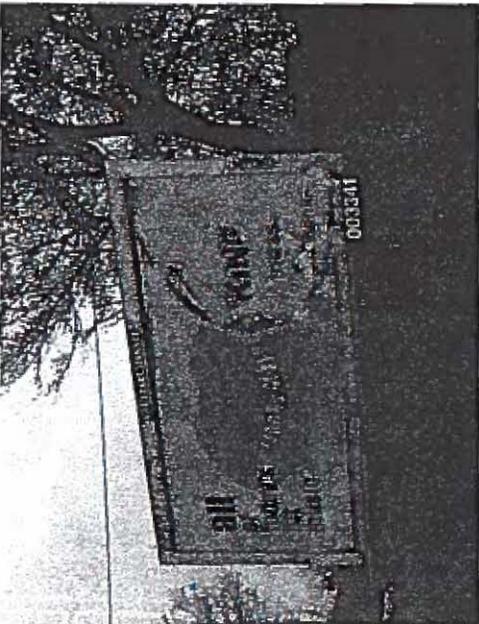
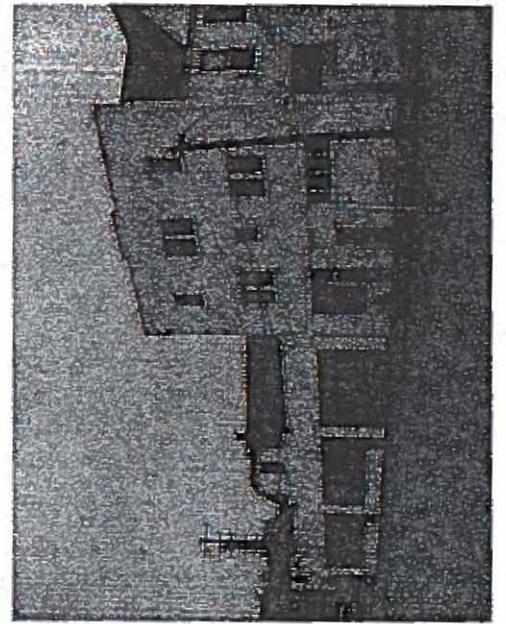
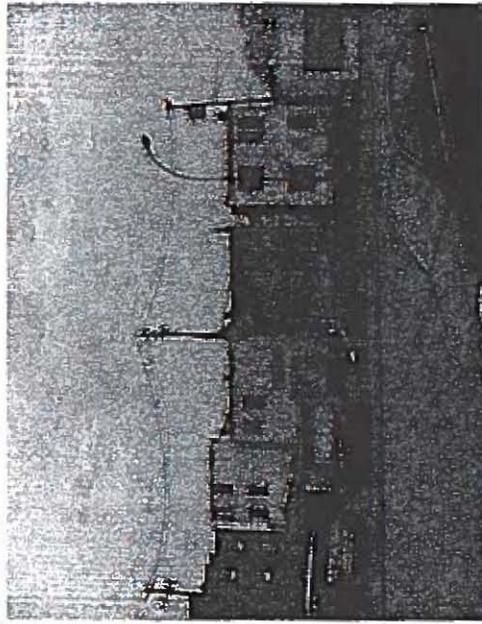
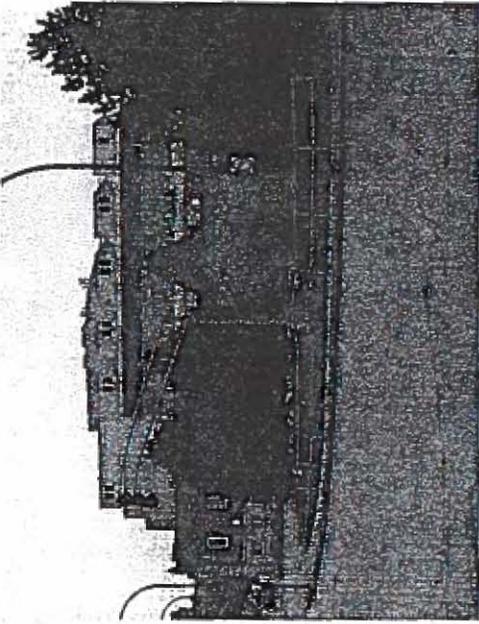
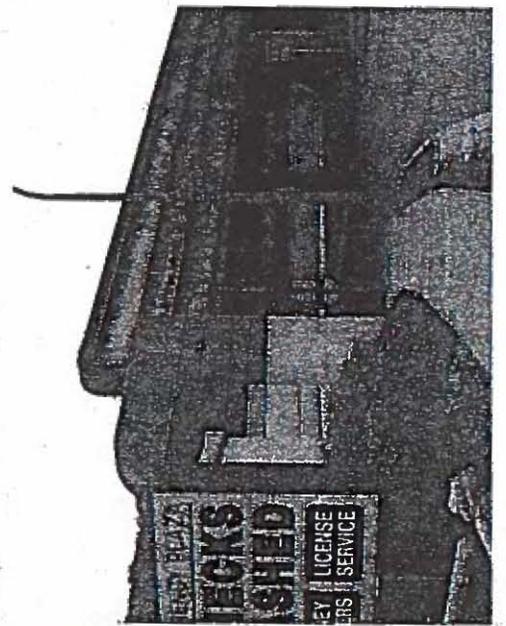
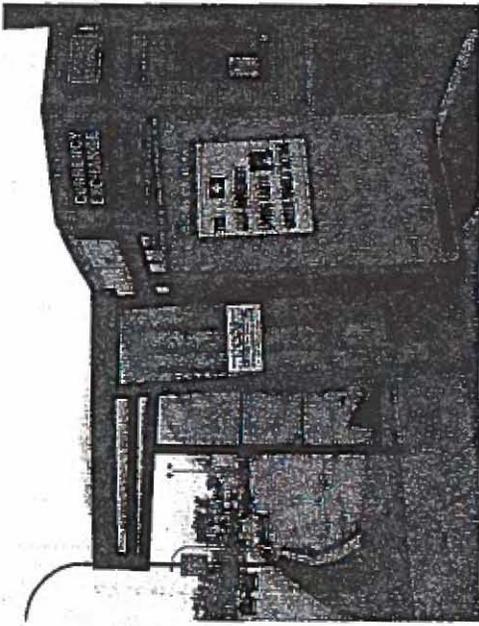
### **Recommended Action**

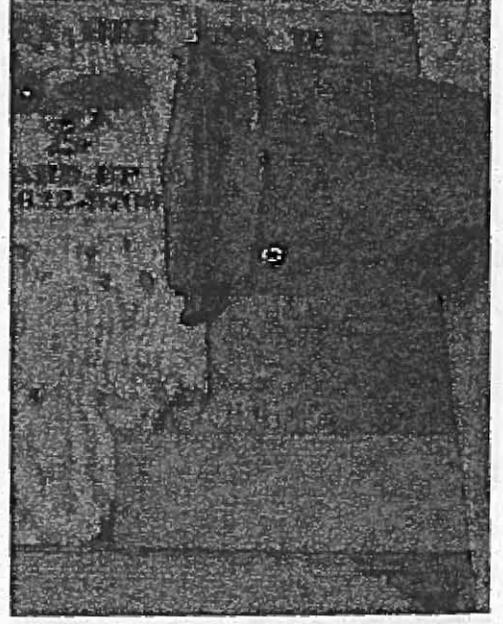
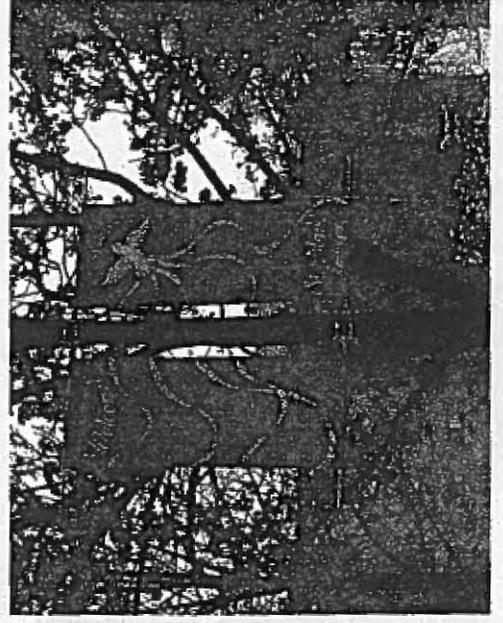
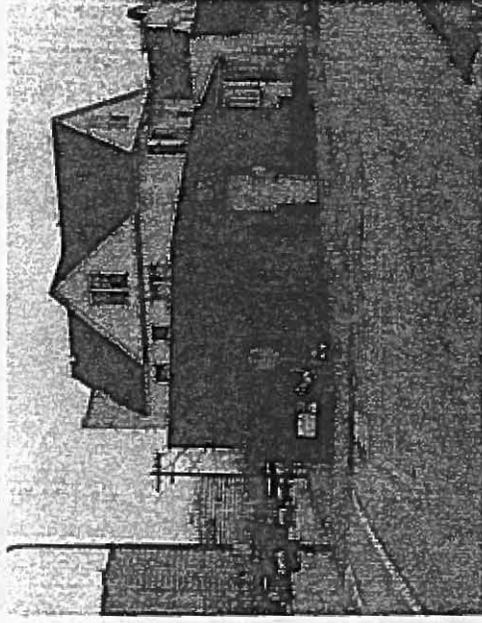
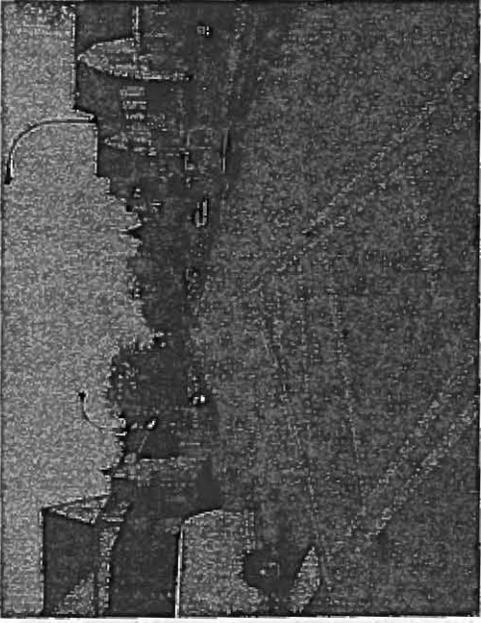
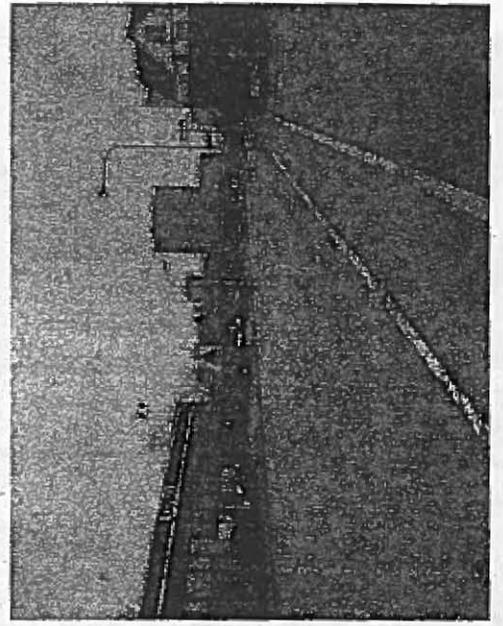
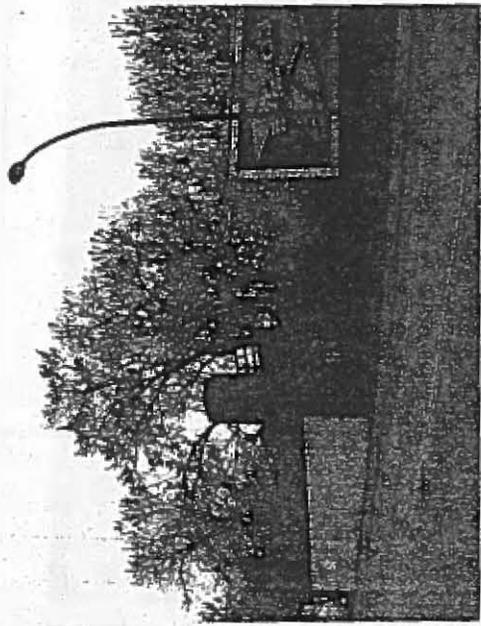
- Proceed with design and implementation of “green” on public property, including roads, sidewalks, and parking lots.
- Design “entryway” streetscape, landscape, and public art elements at GBR and Asbury, GBR and Emerson, GBR at Noyes, GBR at Canal, Canal at Bridge ST., Canal at Emerson, Canal at Church, Church and Dodge.
- Design “entryway” lighting at the above bridges that is architecturally significant and consistent with Evanston’s “entryway” design.
- Landscape median along GBR south of Emerson
- Design 1900 Asbury as both an entryway to the downtown from the North and the Northern Edge of the Asbury Historical Corridor
- Engage in a discussion to establish a special zoning classification in the current R-5 area bounded by Asbury to the East, the North portion of the 2000 blocks of Wesley and Jackson, the Robinson residential property on the West and Emerson to the south. The classification would seek a mix of housing types to enhance and blend with existing housing with the added purpose of reduce potential new construction density. New construction would be limited to the current maximum number of units in the five largest building in the area (8 units) The special zoning standard would also limit height to 40 feet at the eaves. Current buildings would be designated as legal conforming. Future construction would require 1.25 spaces parking per unit for units with two bedrooms or larger. 8-unit density would require a minimum lot frontage of 60’. Normal front and side yard setbacks for current zoning would apply.
- Seek economic diversity in residential neighborhoods.
- Improve the Peterson Plumbing façade at 1930 GBR at Asbury.
- Identify, review and designate historic properties with consistent signage including unique African-American contributions

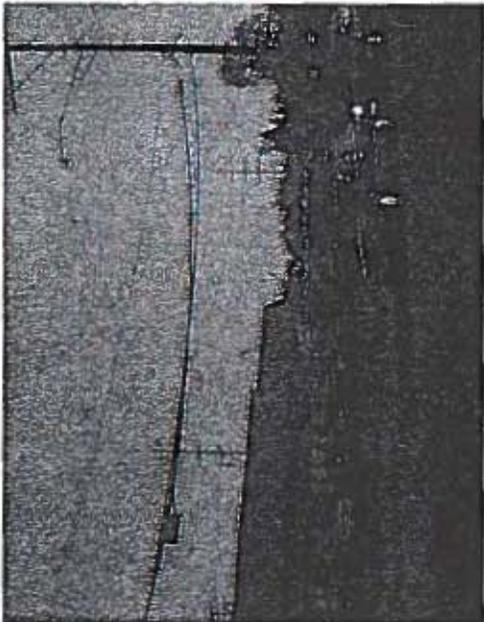
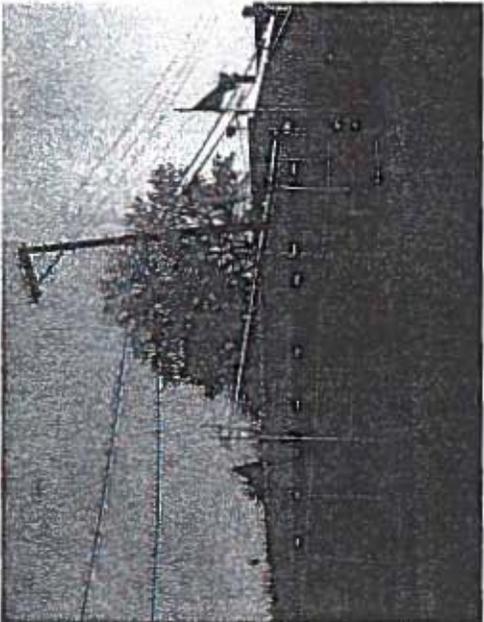
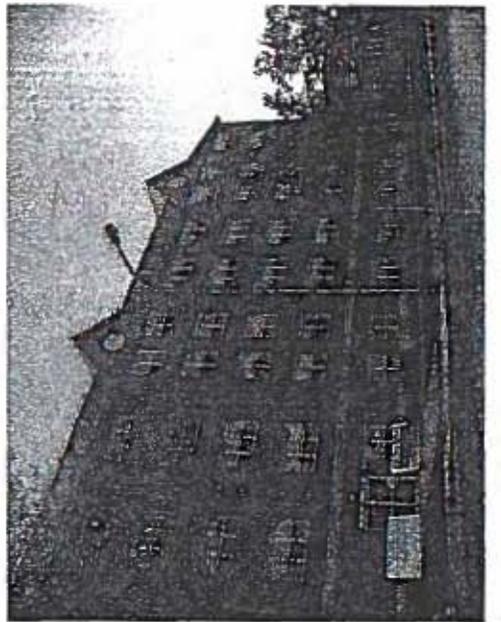
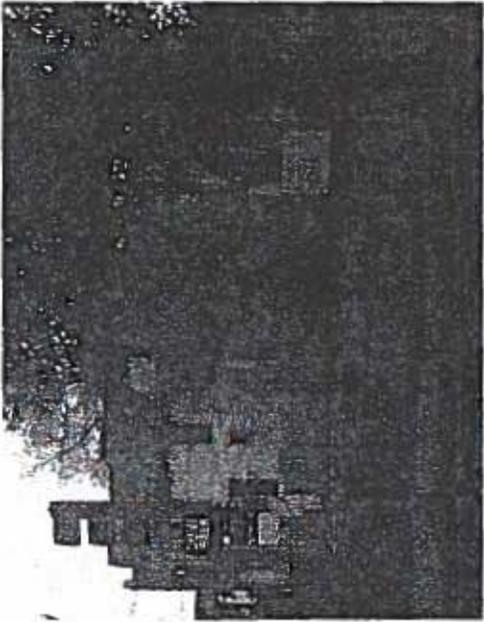
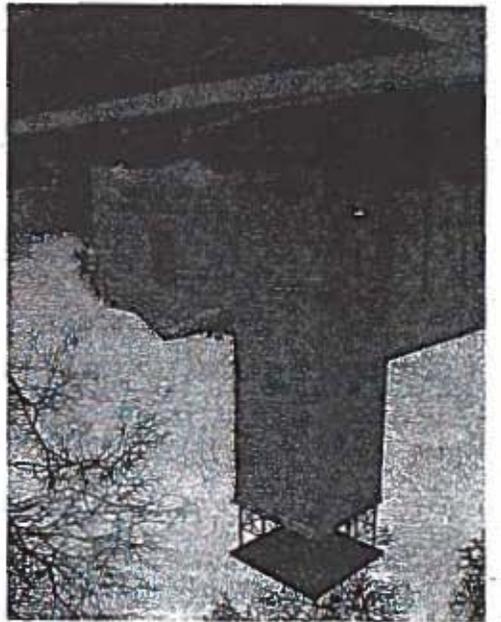
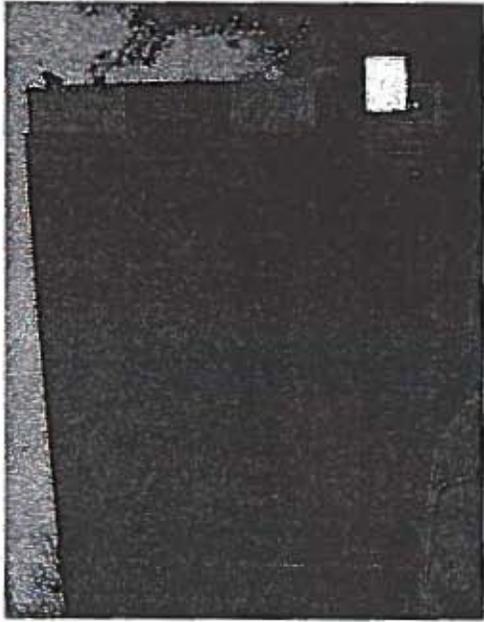
- Upgrade plant materials and maintenance for City-owner properties including recreation and community centers, parking lots
- Strengthen appearance review guidelines
- Maintain high standards of landscaping commercial properties especially along corridors including “greening” properties such as the Mobil Gas Station on GBR, the strip mall along 1600 Emerson, the Postal Facility at 1700 Emerson and the parking lot at the SW corner of Church and Dodge.
- Remove unnecessary Mayfair Spur embankments.
- Identify opportunities/solutions for upgraded materials and maintenance for the embankments and large land user parcels
- Establish ongoing process for productive community input and consensus building
- Develop overall design guidelines in the form of a Development Plan
- Increase the lighting under the Metra Viaduct on Emerson at Ridge.
- Pave, landscape and install wrought iron fencing at 1900 GBR alley area.
- Provide façade improvement along 1900 GBR
- Remove the paint from the railroad retaining wall north of Emerson on GBR in the currency exchange parking lot
- Provide consistent city maintained commercially constructed and aesthetically pleasing garbage receptacles throughout the corridors.
- Remove 5 billboards from GBR north of Emerson and South of Noyes St.
- Concrete planters along the Corridors
- Support and meet with business associations to encourage business growth and services to the community
- Encourage Sign Review and Appeals Board to enforce sign ordinances strictly and resist requests for variances for signs that are or may become non-conforming as per city ordinances.
- Place photocell rechargeable “911” emergency phones along corridors.
- Encourage Cook County Housing and other local property owners to continue to install wrought iron fences along the front and side properties lines.
- Encourage commercial property owners to use similar wrought iron fence and gate treatments and landscaping to promote consistency in character and appeal
- Identify “Canal District” or similar area signage at GBR at Bridge or nearby location.

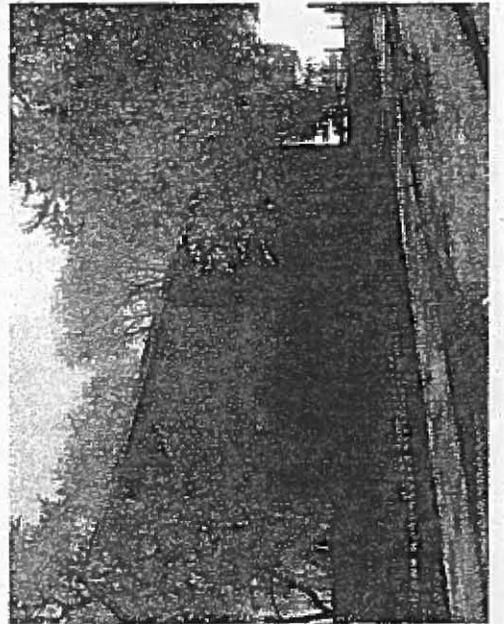
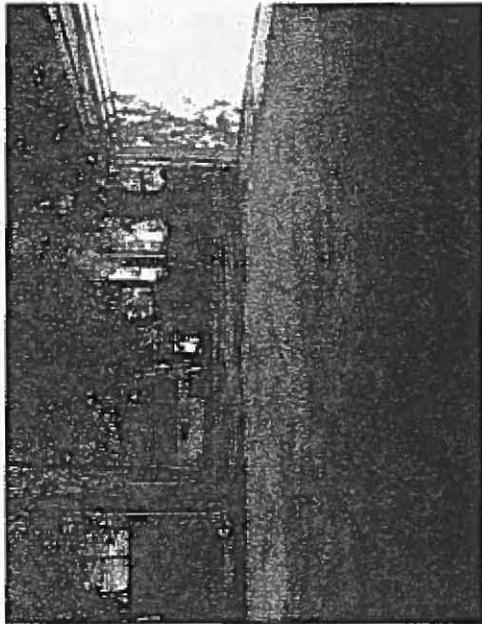
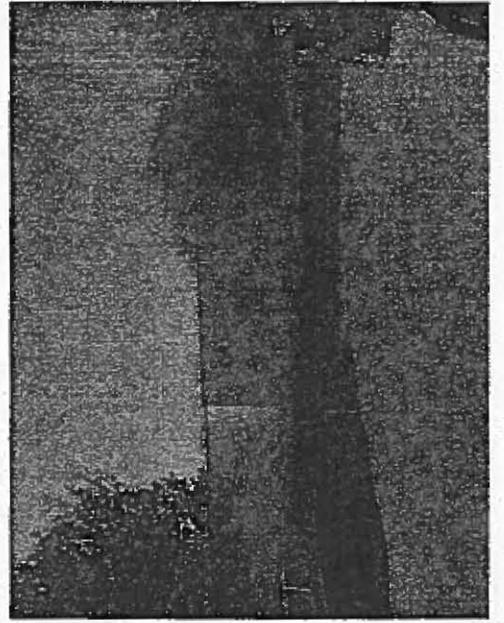
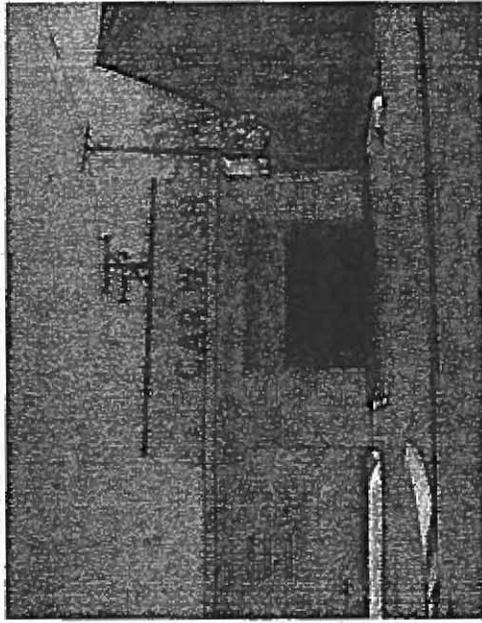
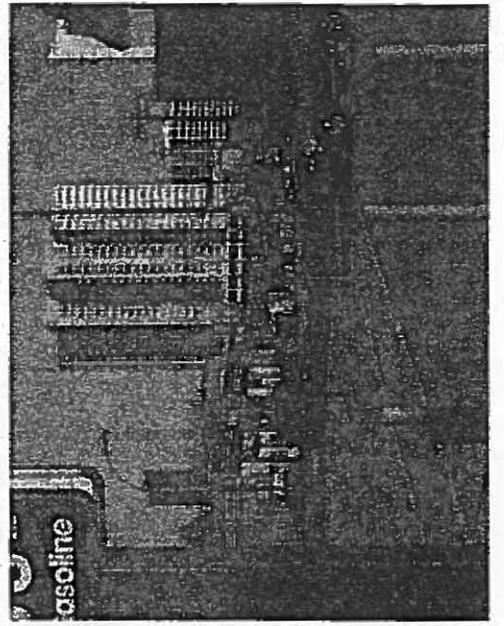
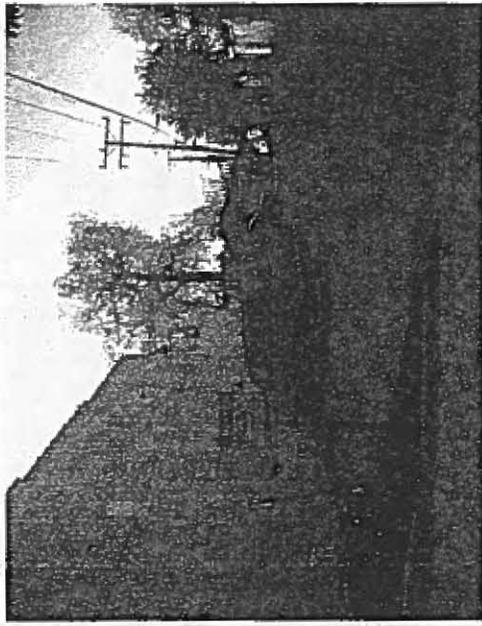
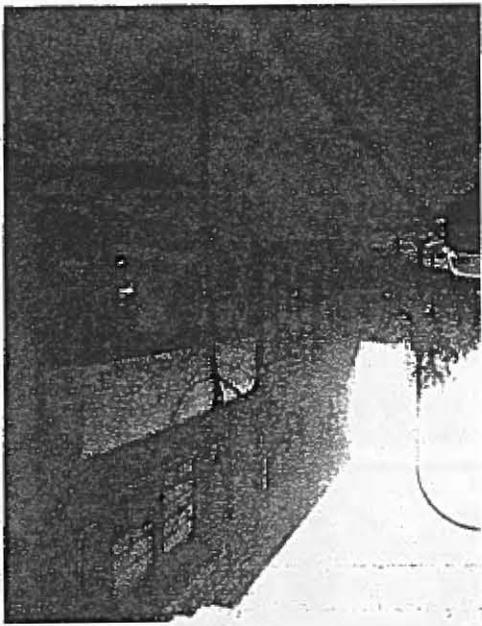
- Encourage local storefront owners to add greenery with window boxes and sidewalk planters. Offer links on website to create ideas of accomplish above.
- Alley attractiveness: Label all garbage receptacles with a citywide uniform numbered tag, laminated ID or similar that is readily identified by local residents.

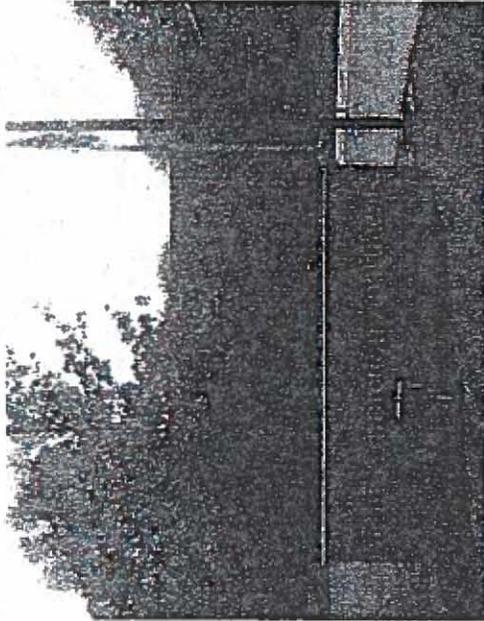
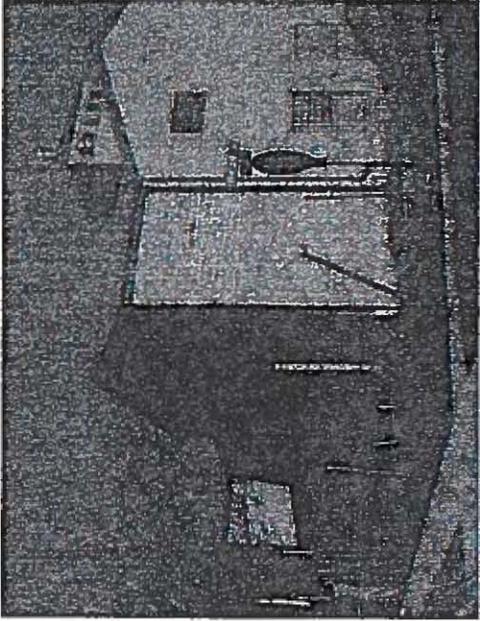
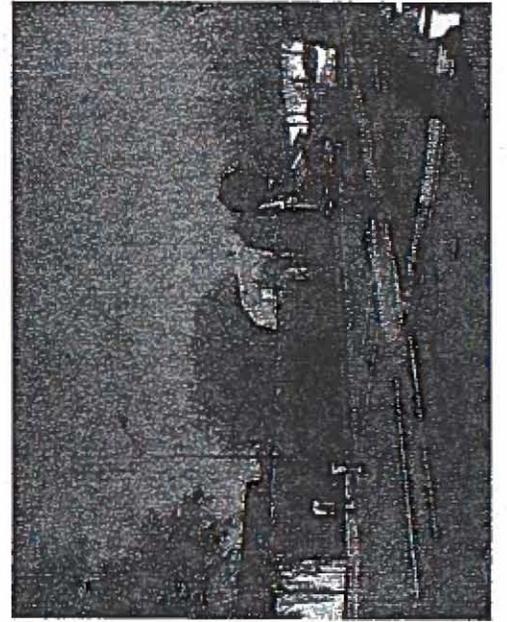
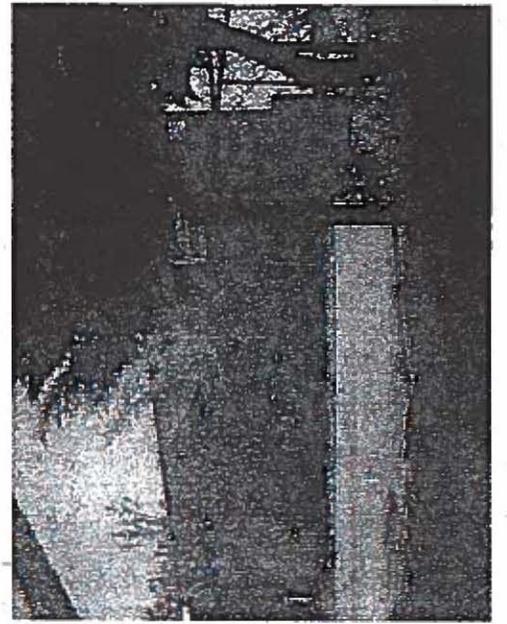












Post-It® Fax Note	7671	Date	# of pages ▶ 5
To	Sue Gudrley	From	Betty Ester
Co./Dept.		Co.	
Phone #		Phone #	
Fax #	448-8120	Fax #	

June 11, 2003

Sue Gudrley

Attached is my response to the April 2003 draft and the vision statements submitted by the E-Town Community Ventures, Mayfair Neighborhood Association and the Dr. Hill Community Association.

Betty Sue Ester

RESPONSE TO  
THE  
PRELIMINARY NEIGHBORHOOD PLANNING REPORT

Page 2        **The long-term vision for this area is: to maintain the character of the face of the Planning Area. To rehab as many of the board up and to create new single or two flat. Create new buildings where the character of the new will not look out place with the old. To add business to the area that residents would shop at because those businesses would stock what the community said it needs in a business (retail, grocery). Establish policy that all new business would hire 1/3 of their employees from the Planning Area. Support affordable housing for the low-moderate income families and continue the work of building a new school in the Planning Area.**

Page 4        **Streets and Transportation**

Add/delete to paragraph 2    (delete the work **major**)    ...area as local assets if the buses were of a small size. The buses should run on schedule and on the weekend. The bus service going through these streets now will be gone after June 22, 2003. After June 22, 2003, the buses will only run on the major street (Church, Emerson). No bus service will be north of Emerson and East of Green Bay Road after rush hours.

If there is to be buses service in the future, the buses should be of smaller size that goes through the Neighborhood Street.

The Community participants feel that Planning Area should be the first area where the increase illumination of the major streets, Dodge, Emerson, Simpson and Church. Increase illumination should only be increase on residents' side street if over 60% of the resident that live on that street agrees to have the increase illumination.

**Housing**

Some community participants feel that the other unit types (4 to 5 story building and condos would add more density to the neighborhood. Affordable housing can occur without adding tall units which would create a higher density in the neighborhoods than what is there now. In the present R4 and R5, the density is the same as in R3. These units have been there for 15 plus year doing the zone changes. The residents build their home to fit their family and the City came and changed the zoning around them, not for them.

No one is doing a lot of add on as in the other Ward of the City.

The number of occupied housing units in the 5<sup>th</sup> Ward is 1,545 per information that was give by Dennis Marino. Owner occupied is 718 and renter occupied 827. These occupied units have been standing for 15 plus years with 44 standing for more than 85 years.

The last paragraph on page 4. These kinds of statements in this paragraph are stereotype and scare tactics. This paragraph is to scare off other developers from the area and scare present owners to move. However, there are developer that are building and want to build in this Planning Area.

If we are planning, this language has no place in the report.

A lack of housing options by Housing Choice Voucher holder prohibiting these households from disbursing throughout the City and the broader market area. We need to push for the City adding "Source of Income" in to the "Fair Housing Ordinance".

Page 6

Public Safety

Introduction.

Drop the work at risk in front of youth and families. There is no definition give in this report as to what constitute at risk youth or families.

There need to be more communication with the residents and not at the residents.

The problems have been on Dodge and Church and on Simpson for the 15 years and most of the businesses are still there. Are all of the people on the corner involved with drug activities? I have seen the police lots of time near these corners and the same people are still there and new ones added. If drug dealing is going why haven the police, clean it up.

Do they keep all of the customers away from the business on these streets?

Last month there was a disagreement over the boundary as to whether documents exist that state the boundary as **Church Street-Canal-Green Bay Road.**

The chairperson, John Lyman, wanted to add in Ridge to take in the new building project on Ridge-Oak St-Clark. There was objection to this as we were had not discussed this project and the neighbors around this project were not present.

In the Meeting Notes of April 16, 2003, the boundaries had changed to MWRD Canal and GreenBay Road/Ridge.

Documents exist in the form of the Working Groups Meeting Notes that always referred to Church Street-Canal-Green Bay Road Study Area which we received each month. At the bottom of the page show that June 6, 2002 came from Sue Guderley (see attach example). These notes did not include Ridge as a boundary. Fax notes from Mr.

Knutson, member of the Evanston Plan Commission, dated April 4, 2002 (attached). Neighborhood Planning Committee Meeting Notes dated Thursday, May 8, 2002 on City of Evanston letterhead (attached). Mr. Knutson's fax notes or the meeting notes of May 8, 2002.

Documents do exist to support Betty Palmer statements.

We received the vision from three groups, E-Town Community Ventures, Mayfair Neighborhood Association and the Dr. Hill Community Association, as to what they feel should happen in the study area boundary.

There are some good visions for the study area in their documents.

However, there are several common themes in them, which are not good. One view is to move out the present owner and residents in certain area and put in all new ones. Another is to change the way the study area looks. View points from people that do not live here every day.

Are the owners selling or will they be forced out as suggest with some of the inspections to be conducted by the City.

It would be more productive if the owners in the commercial area were encourage to take part in the storefront redesign program that the City run.

There is no City Operated parking lot. Where will this lot go?

Given the neighborhood a new name will not pull people together. What is wrong with saying that one is from the 5<sup>th</sup> Ward. The 5<sup>th</sup> Ward is made-up of low to moderate and a few up income family and individuals. The 5<sup>th</sup> Ward is fine. We just do not want it to become something else that does not represent the present residents.

Many residents would like to see small retail stores that carry goods that they need, but now have to catch a bus to Old Orchard. A major grocery stores (small in size) since there is no public transportation that give easy access to the grocery stores in the City.

All Evanston residents visit Twiggs Park just as any other City park. They come to see the butterfly garden and to visit the common gardens. Will all the newly addition to the park be replace with building and stand which would take up green space in the Park.

Homeownership is not desire by everyone. That why there is a mixture of homeowner and renters in the community.

We do not want to become a condominium alley like Chicago and Main Street.

Yes the study area could have some changes but not drastic one as in this proposed draft

Report on the Preliminary Neighborhood Planning Report.4/2003

The area of this study is unique in Evanston, because of its history, population, energies, and deep sense of generational pride. However, it is no different from the rest of Evanston in that it, too, has its contradictions, factions, civic concerns.

As an "outsider" (a lifetime inhabitant of the Third Ward), it may seem presumptuous to have joined this study from its onset....to raise questions, comment, concerns about the study area. My interest has been purely of a civic and fellow-citizen-of-good-will nature. No personal benefit is involved.

My report is an abbreviation of certain thoughts, questions about the various areas of discussion in the "P.N.PR., 4/2003. The topics in this planning report are very closely intertwined.

One over-arching concern is the impression/reality of serious crime in defined locations well-known to many inside this study area. "To take back the streets" and neighborhoods successfully requires intensive complementary civilian/police action. The CAPs program in troubled areas of Chicago seems to work well. Has a similar program been implemented here, or is being considered?

The churches have been a prominent source of leadership. Their numerous and scattered presence throughout the community is "close by" to give day care, mentoring, other services, and would fulfill outreach programs with no commuting necessary. To rely heavily on various outside agencies draws away the local neighborhood energies and can have an isolating effect. A sense of mutuality is a great enhancement in any activity.

The numerous civic agencies listed in the report causes one to question the real effectiveness of such a large "menu". It gives the impression that if one agency is laggard, fund up another, while the first remains, etc. Duplication of services comes to mind. (note: only one listing, Family Focus, indicated the number of clients served.) Accountability is needed to evaluate those services/programs worth keeping or discarding.

Hence a consolidation/elimination of agencies under a locally-determined and based community organizer could be more effective and useful.

"Youth" as cited in the report concerns 18-25 year-olds. In certain lexicons, ages 12-19 are generally considered "youth". From 20 years on, these persons are generally considered "young men and women"...not "youths" or children, save as to referring to one's offspring. Perhaps that 18-25 definition is a hindrance, thwarts progress in becoming responsible young adults. Think as an adult, ergo act like an adult.

Housing ties in with economic development, both of which are tied with zoning. The underlying zoning and that which exists above ground..of the later, historically the homes long predated any zoning. Hence there appears to be an incompatibility between what one sees and what some consider underuse of the property, i.e. R-1, R-2 structures and land later zoned R-4, R-5.

Any increase in density in those areas can result in an increase in existing problems: taxes, parking, traffic, city services.

A study was made by Ms. Ann Earle of the historic, noteworthy homes and buildings in the study area. These structures are unique to the area, as well as to Evanston and its history. Housing development, improvement is acknowledged, but done in a sensitive mode in context. The Earle study is worthy of consideration.

Affordable housing: what comprises affordable housing? Is it based on local appraisals, economics, age, return on investment, etc.? Improving any property automatically raises taxes. Housing for those who are generational owners/occupiers is of deep concern. More home ownership/owner occupied units might be encouraged by pooling of interests, perhaps neighborhood co-ops?

On page 35 of the report a remark: "remove unreasonable barriers including downzoning.. "What are those other "unreasonable barriers"? Is downzoning such an insuperable "barrier"? Any R\_5.C-1. etc. categories need to be considered in regard to neighborhood context and agreement as in residential areas.

A bike lane along Emerson Street to "narrow and calm traffic"???? Some 40-50 years ago city planners decided Emerson Street was to be the major east/west thoroughfare to Downtown Evanston. At about the same time the intersection of Emerson, Ridge Avenue, Greenbay Road and the railroad tracks was "engineered" and hailed as a great traffic solution for the area. Mr. Faulkner headed traffic planning at that time. We are living with the results of this design which becomes more and more negative.

To add a bike lane to "calm and narrow" Emerson traffic is, frankly, madness. To calm traffic on Emerson, add more signaling at crucial intersections! The Gateway to Downtown Evanston thus could flow the traffic in a measured mode and residents on Emerson would be safer and no doubt happier.

This study area is of seemingly endless interest and invitation to creative solutions.

I refer readers to the Chicago Sunday Tribune, Real Estate Section of 5/4/2003. This issue contained two very interesting and inspiring articles: one, entitled "Chicago's South Shore", the other, "New City". These success stories indicate what can be accomplished in certain neighborhood problems.

Perhaps some of the success in these cited communities can point to solutions which could solve some problems and fulfill potentials here.

Success is inevitable!

Submitted by Ann C. Diener 5/2003

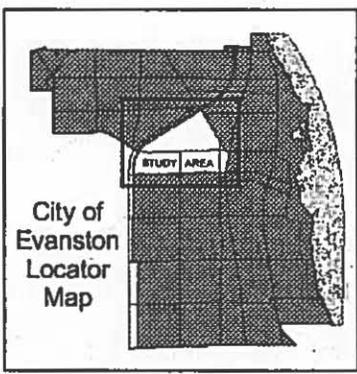
END

ACD

# Neighborhood Study -- Retail / Service Centers



City of  
**Evanston**  
Geographic Information  
System Division

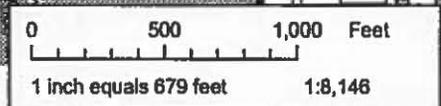
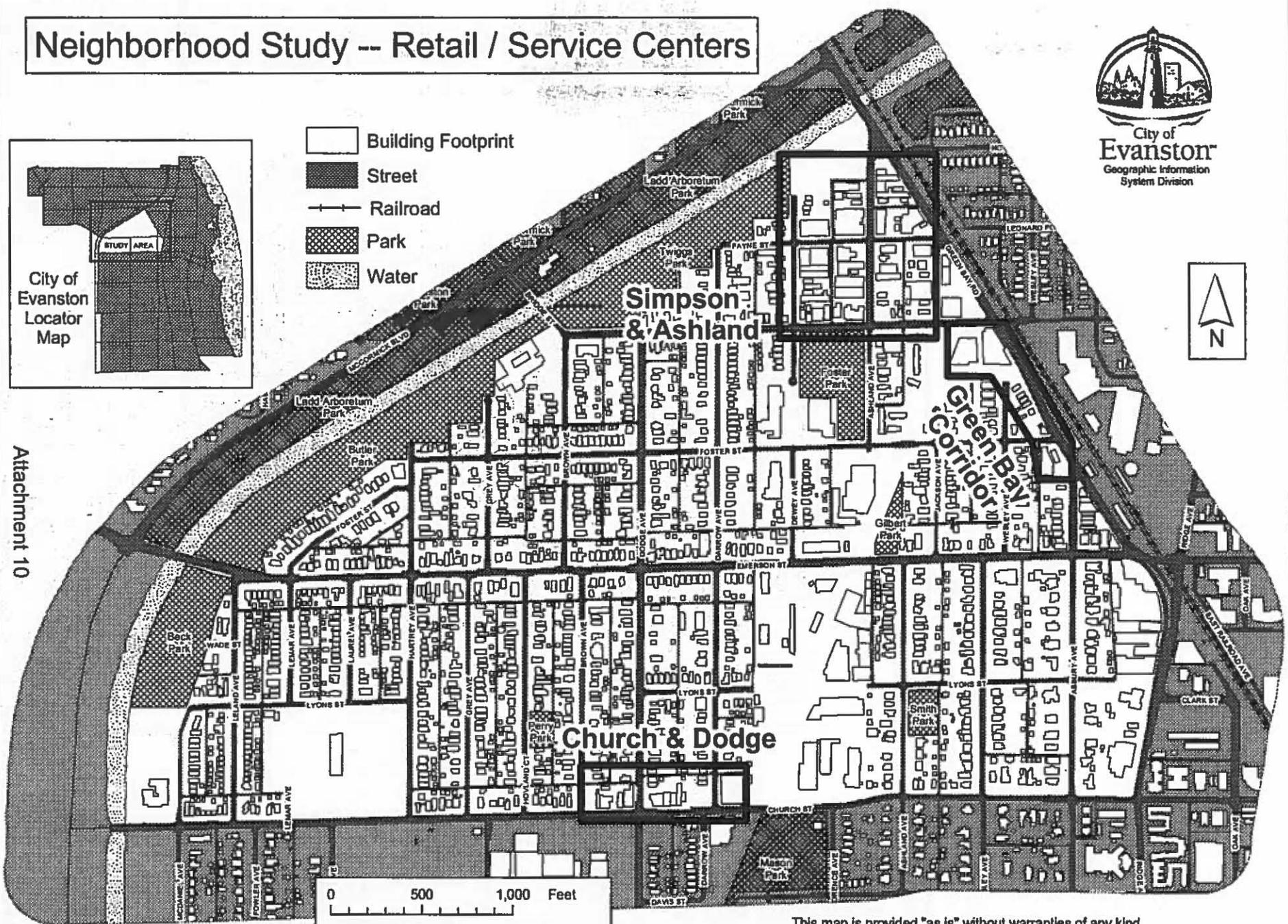


City of  
Evanston  
Locator  
Map

-  Building Footprint
-  Street
-  Railroad
-  Park
-  Water

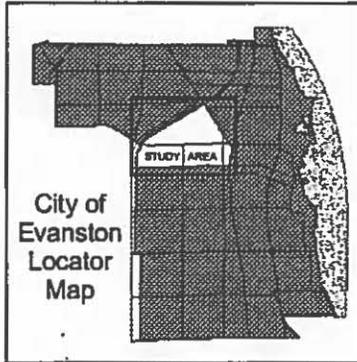
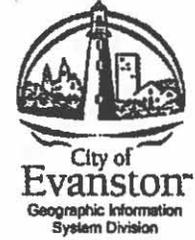


Attachment 10



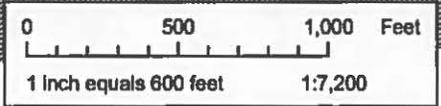
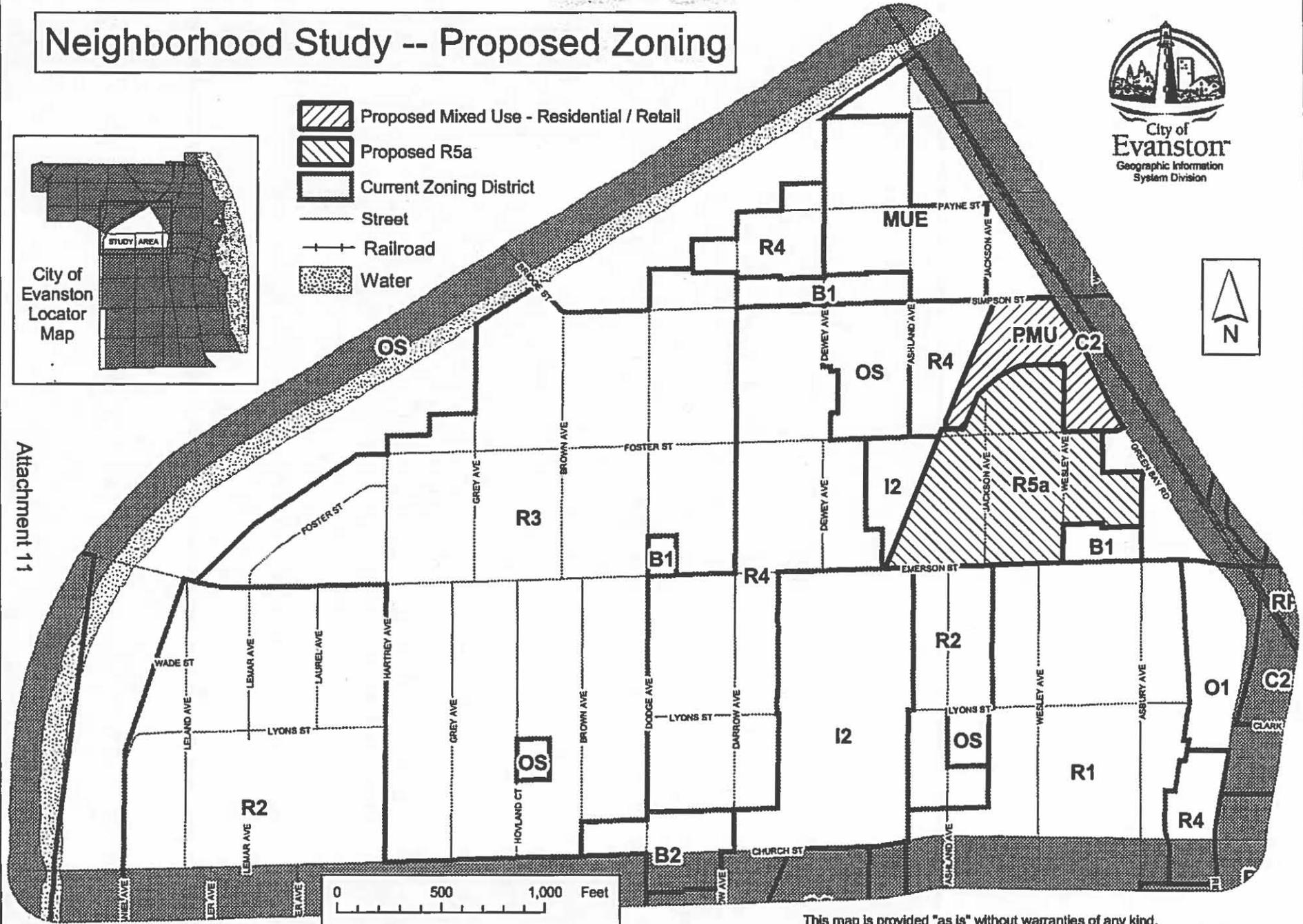
This map is provided "as is" without warranties of any kind.  
See [www.cityofevanston.org/mapsdisclaimers.html](http://www.cityofevanston.org/mapsdisclaimers.html) for more information.

# Neighborhood Study -- Proposed Zoning



-  Proposed Mixed Use - Residential / Retail
-  Proposed R5a
-  Current Zoning District
-  Street
-  Railroad
-  Water

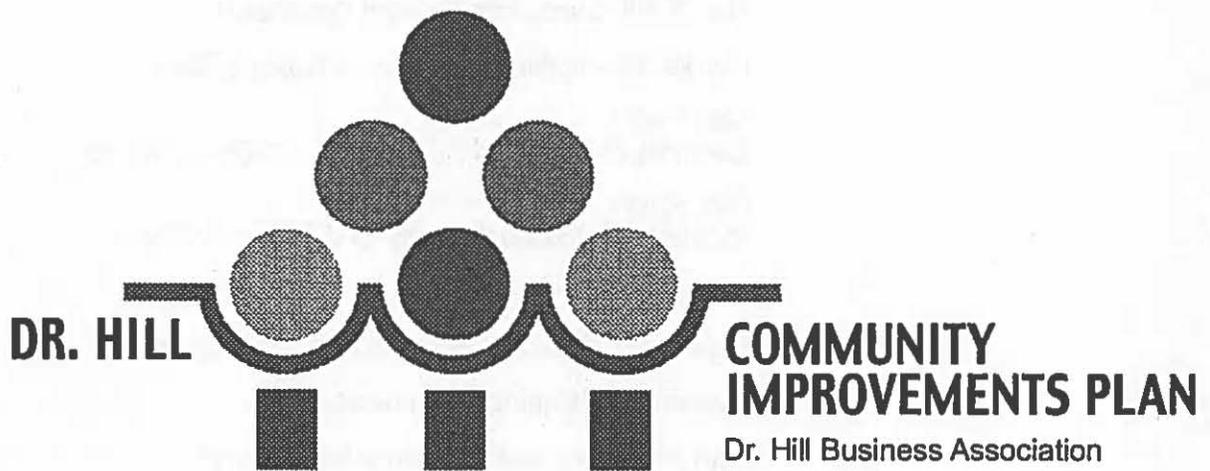
Attachment 11



This map is provided "as is" without warranties of any kind. See [www.cityofevanston.org/mapdisclaimers.html](http://www.cityofevanston.org/mapdisclaimers.html) for more information.

**Attachment 12**

**Dr. Hill Community improvements Plan  
By  
Dr. Hill Business Association**



**DR. HILL**

**COMMUNITY  
IMPROVEMENTS PLAN**

Dr. Hill Business Association

**Charles Waldheim**

Director, Landscape Architecture Program  
Faculty of Architecture, Landscape, and Design  
University of Toronto

January 26, 2004

## CONTENTS

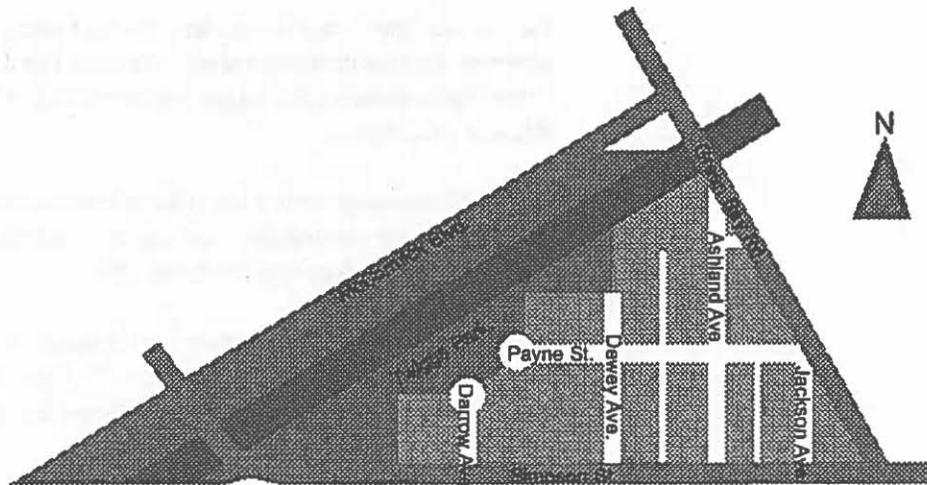
---

Dedication	2
Acknowledgements	2
Preface	3
About the Author	4
Introduction	5
New Developments	6
Summary of Community Plan Recommendations	7
Environmental and Historical Overview	9
Historical Sanborn Maps of Neighborhood	10
The Dr. Hill Community Physical Conditions	12
Physical Description / Inventory of Building Stock	15
Case Studys	
Examples of Completed Adaptive Re-Use Developments	18
Case Studys	
Examples of Opportunity Sites for Adaptive Re-Use	20
Vacant Sites for Development	21
Oppportunity Sites for Demolition and Development	22
Overview of Planning Recommendations	23
Markets, Zoning and Regulatory Environment	25
Recommended Zoning and Regulatory Reforms	27
List of Proposed Physical Interventions	29
Long-Term Goals to Enhance Development	31
Appendix	32

## DEDICATION

---

This document, and the community which it speaks to, is named for and dedicated to the efforts of Dr. Elizabeth Hill in commemoration of her tireless efforts to deliver health care and social services to the African American community of Evanston.



## ACKNOWLEDGMENTS

---

The authors of this document acknowledge the efforts of the Dr. Hill Business Association and their membership, each working to secure a more fully realized future for this integral part of the city. In particular we are indebted to the contributions and advice of Mayor Lorraine Morton, Alderman Joe Kent, Hugh Semple, Albert Bowen, Clifford Washington, John Leineweber, Mary McAuley, Andrew Spatz, Signe Adas, Al Adas, Patrick Blair, Leon Robinson, Annette Logan, Emma Harmon, Cheryl Crabtree, Marsha Alberty, Bryan Henson, Jay Lane, Bobby Wilcher, Patricia Wilcher, Bobby Tascoe, Emma and Reverend Elijah Gregory as well as countless other residents and stakeholders.

## PREFACE

---

**John Macsai, FAIA**

Professor Emeritus, School of Architecture, UIC

There are two kinds of Improvement Plans. One has a defined vision illustrated by renderings that show the desired end result. The other kind does not prescribe an end vision; it rather provides guidelines and is realistic enough to let the end result evolve instead of predicting it.

The "Dr. Hill Community Improvements Plan" is fortunately the second kind. It recommends doable steps... consequently it may succeed. It is flexible enough to change, if needed, to adapt to opportunities. It is a good plan.

Success depends of the will of the community the plan serves. To succeed, the Plan needs help from the City of Evanston-the Mayor, the aldermen, the administrators-, from the residents and businesses in the area to disseminate it, to sell it, to invite developers and investors to put their talents behind the area.

Fortunately, the quality and imagination demonstrated by recent buildings (Peacock/Laser Lofts on Ashland and the Stamp Factory on Payne) augurs well for future developments if only the community is willing to police their architectural quality. If the design excellence demonstrated by these recent structures continues, the Plan will surely succeed.

## ABOUT THE AUTHOR

---

### Charles Waldheim

Director, Master of Landscape Architecture Program  
Associate Professor, Faculty of Architecture, Landscape and Design  
University of Toronto

Charles Waldheim is Associate Professor and Director of the Landscape Architecture Program at the University of Toronto where his teaching and research focus on landscape in relation to contemporary urbanism. Waldheim coined the term "landscape urbanism" to describe emergent practices in contemporary urban landscape and has since written extensively on the subject. Waldheim previously served as founder and Chair of the Landscape Urbanism Program in the School of Architecture at the University of Illinois at Chicago. Waldheim is author of *Constructed Ground* (University of Illinois Press, 2001), and co-editor, with Jason Young and Georgia Daskalakis, of *Stalking Detroit* (ACTAR, 2001). Waldheim is editor of a forthcoming volume in the Case series: *CASE: Lafayette Park* (Harvard/Prestel, 2004). Waldheim is editor of *Landscape Urbanism: A Reference Manifesto* (Princeton Architectural Press, 2004) and co-editor, with Katerina Ruedi Ray, of *Chicago is History* (University of Chicago Press, 2004).

Waldheim maintains a professional consulting practice, Waldheim Landscape Urbanism, which collaborates with multi-disciplinary teams in the design of contemporary urban landscapes. Waldheim has authored several chapters in books including "Aerial Representation and the Recovery of Landscape" in *Recovering Landscape*, ed. James Corner (Princeton Architectural Press, 1999), and "Motor City" in *Shaping the City: Case Studies in Urban History, Theory and Design*, ed. Rodolphe el-Khoury and Edward Robbins (Routledge, 2003). He has also contributed three chapters, "Vietnam Veteran's Memorial," "O'Hare International Airport," and "Illinois Institute of Technology," to the forthcoming *Encyclopedia of Twentieth Century Architecture*, ed. Stephen Sennott (Routledge, 2003). His writing has appeared in *Landscape Journal*, *Praxis*, *Center*, *Dimensions*, and *Landscape Architecture Magazine*. His research has been reviewed in *Harvard Design Magazine*, *Landscape Journal*, *Landscape Architecture*, and *Metropolis*, while references to his work have appeared in *Assemblage*, *Places*, *Praxis*, and *Studies in the History of Gardens and Designed Landscapes*.

Waldheim received the Master of Architecture from the University of Pennsylvania, where he was awarded the Master's Thesis Prize and the Wil Melhorn Prize for graduate work in architectural theory. He was Sanders Fellow and Visiting Assistant Professor at the University of Michigan, and has taught at the University of Pennsylvania, the University of Florida, the Royal Institute of Technology Stockholm, and the Technical University Vienna. He worked as project designer with KieranTimberlake in Philadelphia and Mostafavi+Fardjadi in Cambridge.

## INTRODUCTION

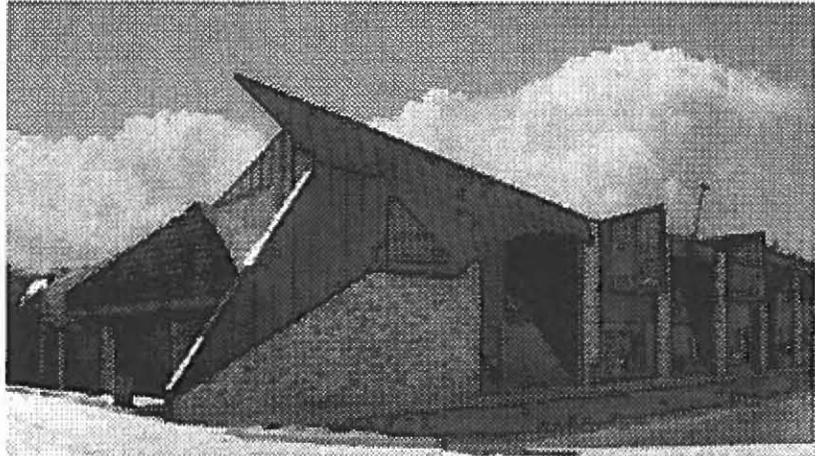
---

This Community Improvements Plan documents the existing architectural and urban design assets of the Dr. Hill Community, and identifies specific physical design improvements for the neighborhood. The Dr. Hill neighborhood, sitting in the midst of Evanston, Illinois, is bounded by Green Bay Road on the northeast, William H. Twigg Park on the northwest, and Simpson St. on the south. The neighborhood comprises over 100 properties, including commercial, industrial, residential, and multi-use buildings. This document describes the existing physical condition; inventories present conditions of building fabric and streetscape, and proposes a variety of public space improvements as well as zoning and regulatory reforms toward the end of enhancing the environment for development of the neighborhood. These physical improvements include signage, lighting, sidewalks, paving, landscape improvements, parking, a memorial garden/monument, as well as programmed events and regulatory reforms.

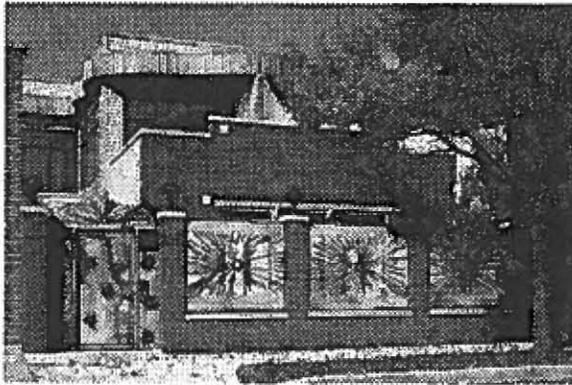
A primary goal of this document is to identify and articulate urban design, architectural, landscape, and public space improvements that will catalyze the ongoing transformation of the Dr. Hill Community. Managing this process of change requires the clear and precise articulation of concrete goals while maintaining open lines of communication amongst and between the various stakeholders involved in the process. While the historical development of the site was a slow and steady transition from agricultural to residential and light industrial uses, recent developments and market pressures are already quickening the pace of change for neighborhood residents, employers and public officials. While this transformation is led by market development and changing land values, this document describes a host of necessary physical design and regulatory reforms that would help to manage the process of change, and to mitigate certain of its collateral consequences. The ultimate goal of this report is to document the ongoing process of change and to articulate reasonable reforms with the intention of shaping the otherwise uncoordinated market development on a parcel-by-parcel basis.

## NEW DEVELOPMENTS

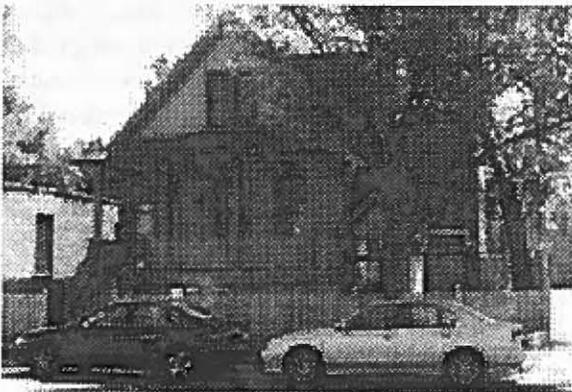
---



*Stamp Factory Lofts (Payne St.)*



*Laser & Peacock Lofts (Ashland Ave.)*



*Hill House Lofts (Ashland Ave.)*

## SUMMARY OF COMMUNITY PLAN RECOMMENDATIONS

The primary goal of these recommendations is to enhance the economic development of the Dr. Hill Community without losing its historic and cultural foundations. To achieve this, the following recommendations intend to bring new businesses to the commercial sites while strengthening the core residential pockets of the community. The following four planning agendas should be targeted over the course of the coming decade:

**Develop Commerce along Simpson Street**  
**Continue the Emerging Loft Developments**  
**Maintain Strong Residential Fabric**  
**Program Recreational and Cultural Events**

### **Develop Commerce along Simpson Street**

Development along Simpson St. should focus on increasing the commercial presence of the street including storefront shops, restaurants, and small businesses. Depending upon the market for such enterprises, they might build upon the emerging mixed race identity of the neighborhood. Thinking along this direction would look to bring to the former Hecky's City Hall a blues club, a southern style soul food café, an Afro-American art gallery, or stores offering distinctive African American prints and jewelry. The intention is to foster a specific destination environment for shopping, dining and entertainment. As part of these improvements, the Simpson streetscape should be enhanced with decorative lighting, seating areas, and improved paving.

### **Continue the Emerging Loft Developments**

This plan recommends continuing additional loft conversions in the manner of the Stamp Factory at Dewey and Payne and Peacock, Laser and Hill House Lofts on Ashland. Given the amount and quality of underutilized building stock, the neighborhood's under-performing building stock of warehouses should be converted and developed as a high tech/creative community, which will draw new businesses as well as live-work residents to the area and further support commercial, and entertainment uses along Simpson, Ashland and Jackson.

## **(SUMMARY CONTINUED)**

---

### **Maintain Strong Residential Fabric**

The community's long-standing residents should remain as the principal stakeholders the future of the place. In order for this to happen, owner occupied units should be strongly encouraged; debilitated and under-maintained residential properties should be replaced by attractive and moderately priced housing. Multi-unit buildings that are undervalued should be renovated and converted to affordable condominiums. As in the business corridors, streetscape improvements such as decorative fencing, paving, and lighting should clearly identify the neighborhood as a unique place.

### **Program Recreational and Cultural Events**

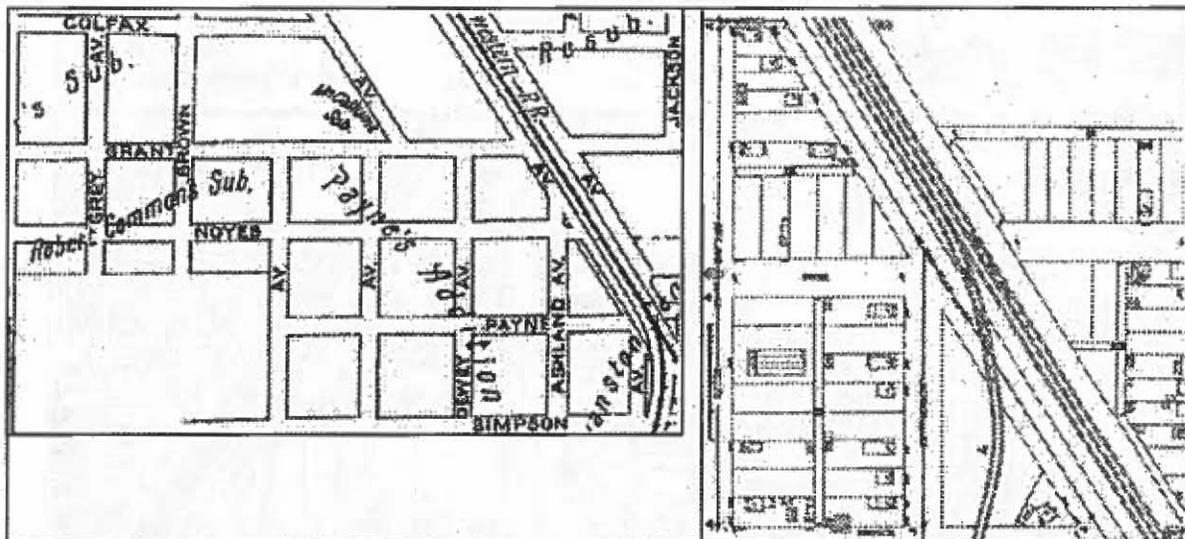
Twiggs Park should be used more fully for programmed activities, mixing neighborhood residents with destination audiences coming from outside the neighborhood. This suggests programming an annual arts and music festival, flower show, 3 on 3 basketball tournaments, or senior picnics in Twiggs Park as destination events for all Evanston residents. This capitalizes on the wonderful open parkland along the canal and introduces people to the shops, restaurants, and cultural venues in the community. This requires additional development in the park, and park improvements including a gazebo and grandstand, a small recreational facility with restrooms and perhaps a boat launch or other recreational facilities. An open air "pavilion type" structure at the former Permalawn site adjacent to the park could act as a gateway to the neighborhood from the north. The farmers market, which is in need of a new home, could be located there. The city of Evanston could be enlisted as a facilitator of this project, and private funding could be secured to pay for its construction.

## ENVIRONMENTAL AND HISTORICAL OVERVIEW

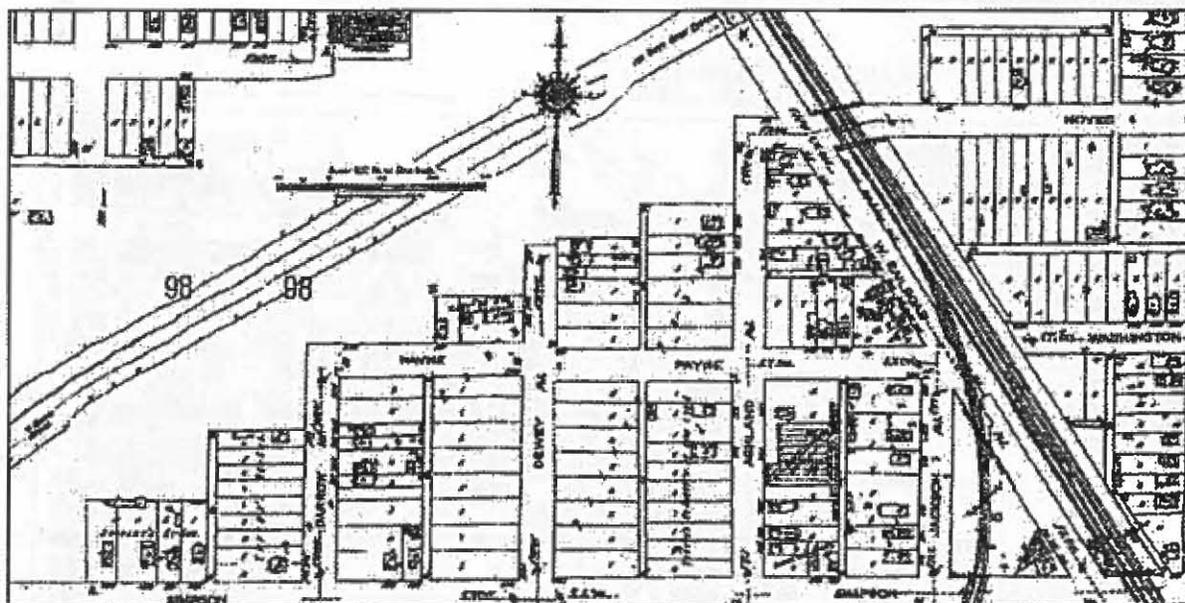
The origins of the Dr. Hill Community are evident in historical maps and photographs of the site, and can best be characterized as a slow transition from agricultural to residential and light industrial uses. Most of the historical layers can still be seen on site, with previously agricultural uses (dairy / food service) sitting next to light manufacturing (metal works) as well as residential fabric (apartments and houses). The introduction of major infrastructures in the 19th C (railroad) and 20th C (canal) severed the area from its surrounding neighborhoods, and cast its future as a physically segregated, marginal triangle of land. This had the effect of reducing its value for residential uses, while making it attractive for light manufacturing, industrial and warehouse uses. This is codified in the site's historical zoning, which to this day privileges either housing or light industrial uses. Lacking a critical mass of 24-hour residents, the area lacks a neighborhood feel for many hours of the day and days of the week, and few small businesses and storefronts can be supported directly by the community. Those retail and service businesses that do exist (drug store, car wash, record store, etc.) draw upon a much wider population who find the Dr. Hill Community to be centrally located with excellent transportation connections.

Recent improvements to existing buildings in the neighborhood have included renovation of warehouse buildings for residential and commercial uses (Peacock and Stamp Factory Lofts). These projects have substantially increased land values, diversifying both the tax base as well as the resident population. One of the neighborhood's greatest assets is its excellent stock of masonry warehouse buildings suitable for renovation. With demand for housing (both market rate and affordable) increasing in Evanston, and land values increasing in all adjacent residential neighborhoods, it is simply a matter of time before the critical mass of new development in the Dr. Hill Community effectively alters the neighborhood's character. With the benefit of planning, this process can be managed to simultaneously protect the rights and interests of long-term residents, while improving the value and quality of the place for all property owners.

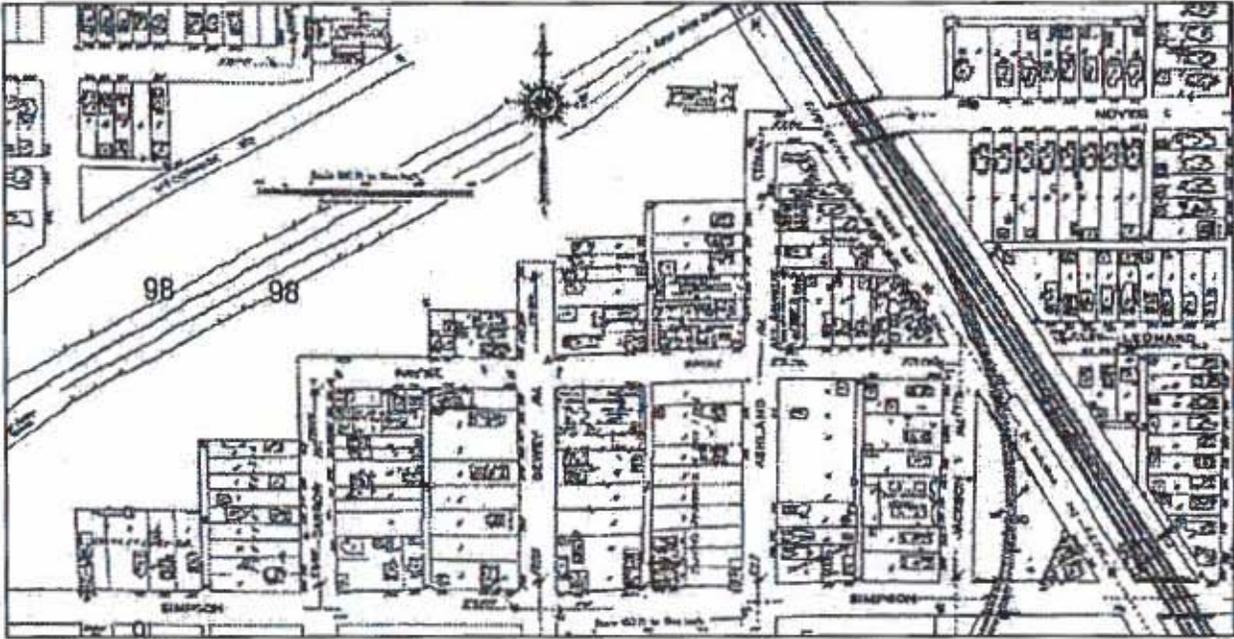
## HISTORICAL SANBORN MAPS 1899



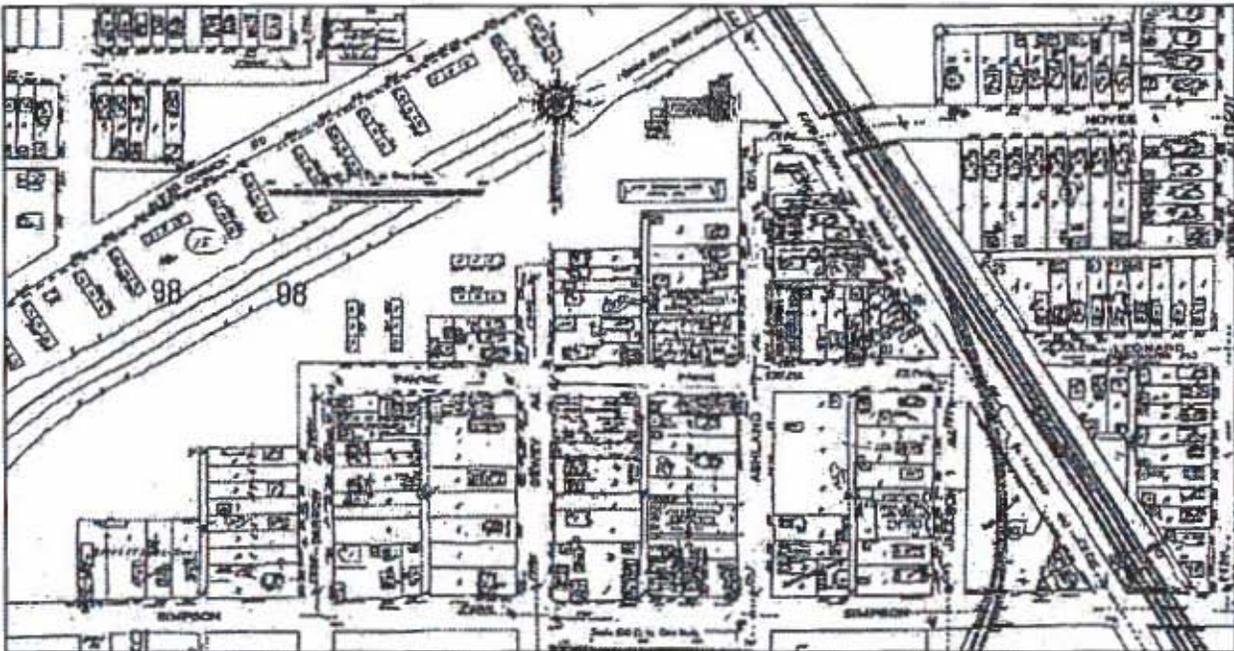
## SANBORN MAP 1920



SANBORN MAP 1945



SANBORN MAP 1950



## THE DR. HILL COMMUNITY PHYSICAL CONDITIONS

### **Landscape and Open Space**

The construction of William H. Twiggs Park in the 20th C., designed as a public landscape buffer on the southern edge of the sanitary canal, was a watershed mark in the improvement of the neighborhood's public space. The now mature plantings, playgrounds, and modest public amenities have been recently renovated at great public expense. While many community residents use the park for a variety of recreational and social needs, the park could and should sustain a much higher degree of public use, and all stakeholders in the community would benefit from a more intensive mixing of populations in the park. This suggests program events and activities, which would specifically be formulated with an idea of bringing Evanstonians from outside the neighborhood into the community, thereby mixing with community residents. This very important social mixing most appropriately happens in the public spaces of the park. While the park is used for a variety of passive recreational uses by residents, it suffers from underutilization by Evanstonians at large, largely due to a scarcity of identifiable events associated with the park, as well as its lack of proximate public parking. This suggests a renewed effort for programming destination events as well as new parking areas in support of the neighborhood and its visitors.



*William H. Twiggs Park*

## (PHYSICAL CONDITIONS CONTINUED)

---

This document recommends the development of a planting and maintenance plan for ongoing development of the park's physical conditions, and a public-private partnership between the Dr. Hill Business Assoc. and the Evanston Parks District. This partnership would be responsible for articulating and implementing a more intensive set of activities in the park, in keeping with the urban design recommendations made here. Of course this entails additional maintenance and some modest physical improvements, with the goal of increasing the social activity within the park. This would foster the identity of neighborhood for those Evanstonians coming from elsewhere in the city to participate in the Dr. Hill community for specific recreational and commercial events. This partnership would also come to common agreement on standards for lighting, equipment, paving, signage, and other improvements consistent with the neighborhood's ongoing transformation.

### Park Programs and Recreation

Twiggs Park currently accommodates a variety of passive recreational uses, and the demand for various recreational and public uses of the park will increase substantially over the coming years. To stay ahead of this curve, this document recommends the thorough re-programming of the park toward the end of achieving a more active, engaged, and useful space of public interaction. While this suggests several relevant active recreational uses, it also calls for the evaluation of present uses, a survey of current and future resident desires for the park, and a thorough analysis of Twigg's Park as an asset for a broader Evanston audience. Among the recommendations previously offered is the use of the park for a seasonal farmer's market, an open air pavillon, and the introduction of other activities as deemed appropriate to the neighborhood's changing status.



*Proposed Temporary Structure in Twiggs Park (Permalawn Site)*

This suggests finding programs, events, and recreational opportunities to introduce new populations to the Dr. Hill Community. As the park is a major gateway to the neighborhood from the north, and offers one of its primary identities, an open air pavillon and recreational programs should be developed to draw residents from a broader area into the park on a regular and recurring basis.

## (PHYSICAL CONDITIONS CONTINUED)

---

This effect of introducing a broader public population will also serve to reduce the relative isolation the neighborhood now suffers from. Among the new events proposed for Twiggs Park could be annual flower shows, seasonal basketball tournaments, music festivals, farmer's markets, and youth soccer, among others. The final profile of events should be determined in consultation with all stakeholders including neighborhood residents, city officials, and community development interests.

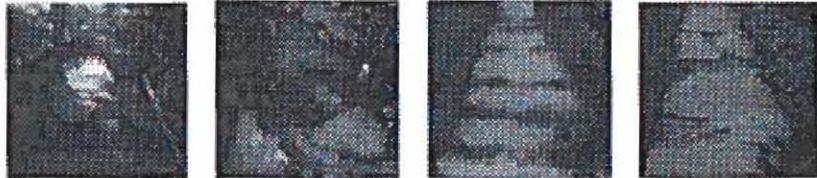
### **Parking and Transportation**

One of the key elements of augmenting Twiggs Park for a broader audience will be the introduction of public parking dedicated to park activities within easy walking distance of park events and efficiently accessed from surface streets and public transportation connections. This suggests environmentally sensitive surface parking both along Ashland Street south of Green Bay as well as dedicated parking at the northern end of Ashland Street. Also possible would be the rededication of the publicly owned parcel on the western side of Ashland and just south of Green Bay Road currently leased for the staging and storage of construction equipment. Toward the same ends, this document recommends traffic slowing devices (including angled street parking on the west side) to slow traffic running along Ashland. Ashland south of Green Bay should be converted into a one-way street. The introduction of parkway planting, median strips, paving improvements, etc. should be coordinated to slow automobiles, public buses, and truck traffic that currently pose a safety hazard. These improvements should be accomplished in such a way as to not impede existing commercial uses, while enhancing the prospects for more retail and storefront uses, both along Ashland and elsewhere in the community.

## PHYSICAL DESCRIPTION / INVENTORY OF BUILDING STOCK

### **Overview of Physical Context and Property Inventory**

An overview of the existing physical conditions in the community reveals years of deferred maintenance and crumbling infrastructure. This trend must be reversed if the community is to prosper, as unsafe and unsanitary conditions abound. Most urgently, are improvements to sidewalks, lighting, and other streetscape amenities, which will encourage the use of the street by the residents, and visitors to the neighborhood.



*Existing Neighborhood Sidewalks*

### **Green Bay Road (Channel to Simpson)**

Green Bay Road is characterized by high volumes of high speed traffic in both directions, at many times of day and night, as well as a diverse set of mixed uses and building fabric on the west side of the street. The eastern edge is defined by the elevated train viaduct that separates the Dr. Hill Community from adjacent neighborhoods to the east. Among the problematic uses along Green Bay are existing auto storage and repair uses occupying the site of former gas station. This site at 2214 Green Bay Road currently used for auto repair and sales suffers from below ground gas tanks that have not been remediated, and the visual entry to the Dr. Hill Community from the north suffers from a sea of cars awaiting repair. While this use will continue on this site, the environmental clean-up of this site, as well as its visual screening should be a high priority, with signage, plant material, traffic slowing devices, and the Dr. Hill monument as proposed for the intersection of Green Bay and Ashland.

Efforts to consolidate parcels and replace out of date residential stock along Green Bay should be encouraged, with the goal of producing a more coherent and architecturally cohesive public realm on the street and sidewalk. The northwestern corner of Green Bay Road @ Payne St. and Jackson Ave. is proposed in the following section as an opportunity site for future development.

## (DESCRIPTION / INVENTORY CONTINUED)

---

### **Simpson St.**

The southern limit of the site is described by Simpson St. and is characterized by a haphazard accumulation of residential, commercial and institutional uses. The retail storefront use should be consolidated and prioritized, with incentives for renovating existing structures or rebuilding at a similar scale and density as currently exists. Toward this end, the existing B-1 commercial district should be extended to the west along the north side of Simpson St. as far as Twiggs Park. The overall quality of the present storefront uses is decidedly mixed, with many storefronts unused, or under-used relative to their potential. Generally Simpson is most heavily retail in the middle of its length, with residential uses toward the western end with parking and opportunity sites for future adaptive re-use on the eastern end. Streetscape improvements should be pursued to enhance the continuity of the commercial identity of the street. This would effectively provide a legible boundary of the Dr. Hill neighborhood to the south.

### **Jackson Ave.**

Jackson Ave. forms the "back" of the Walgreen's site currently fronting onto Green Bay Road. Jackson benefits from generous tree canopy and a couple of recently renovated buildings accommodating light commercial and residential uses. With the presence of the Walgreen's, Jackson Ave. comprises the effective eastern edge of the Dr. Hill neighborhood for development purposes. The parcels on the northwest, southwest, and southeast corners of Jackson and Simpson recommend themselves for immediate redevelopment with the goal of enhancing the urban design clarity of the community.

### **Ashland Ave.**

Ashland Ave. is currently a two way surface street running north-south through the community. Ashland functions as the de facto extension of Green Bay Road from the north, with auto, truck and bus traffic using it regularly to cut through the neighborhood. Ashland is increasingly used as a location for automobile based uses, with an auto repair garage, a car wash, and several surface parking lots along its two block length. In addition to these automobile services, Ashland enjoys one of the neighborhood's successful adaptive re-use projects in the Peacock / Laser Lofts at 2142-2144 Ashland Ave. This property should serve as a model for future work. Ashland also fronts at least four properties described in the following section as opportunity sites for adaptive re-use.

## (DESCRIPTION / INVENTORY CONTINUED)

### **Dewey Ave.**

The block and a half length of Dewey Ave. dead-ends into Twiggs Park to the north, and illustrates the transition from commercial to residential uses in the neighborhood. The eastern side of Dewey is presently a mix of residential properties and warehouse buildings. Many of those residential sites are rental properties existing in various states of disrepair. This report recommends development to maximize the potential of these properties and to unlock the potential of the neighborhood. Several of those rental properties are described in following sections as sites for demolition and redevelopment. The western side of Dewey enjoys many more viable single-family residences and indicates the residential character of the neighborhood to the west. Dewey Ave. is home to another of the neighborhood's successful conversion projects, the Stamp Factory Lofts at the southeast corner of Dewey and Payne. That intersection is also home to two sites (northeast and southwest corners) identified in the following section as opportunity sites for redevelopment.

### **Darrow Ave.**

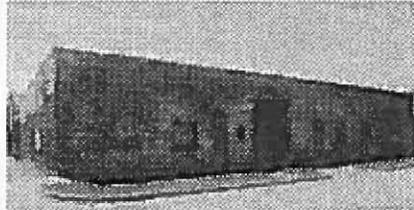
The short block-long stretch of Darrow Ave. dead-ends into the Twiggs Park to the north and is primarily residential in character, with several single family houses and multi-unit apartment building. While many of these properties are well maintained and add value to the neighborhood, many more are rental properties that exist in various states of disrepair. As the most completely residential portion of the neighborhood, the existing residential character and scale, with close proximity to the park, this portion of Darrow should be developed as a residential street with commercial activity only at Simpson St. to the south.

### **Payne St.**

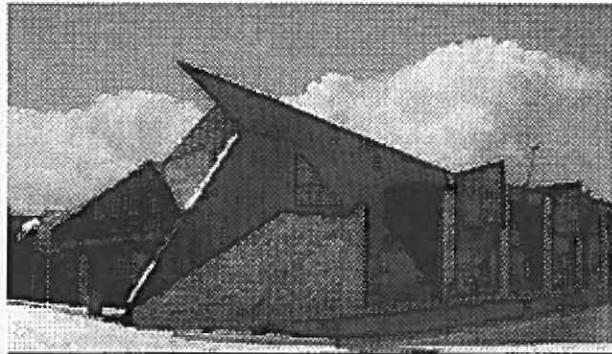
Payne St. is the primary east-west circulating street bisecting the community. Payne intersects with Green Bay Road at its eastern end, and dead-ends into Twiggs Park at the west. Its historical connection with Darrow has been closed by curbs and planting to discourage through traffic. While very few parcels front onto Payne, at least six opportunity sites for future development open onto it. Similarly, the Stamp Factory Lofts have several units of its first phase opening with storefronts onto Payne St. and this offers a model for future developments along its length.

## CASE STUDY EXAMPLES OF COMPLETED ADAPTIVE RE-USE DEVELOPMENTS

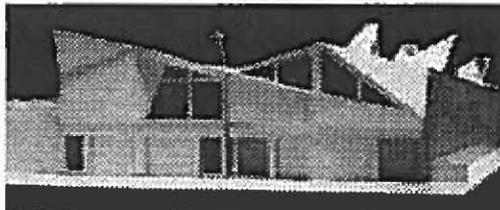
The Dr. Hill Community presently is home to several recently completed adaptive re-use developments. These projects represent state of the art techniques of building renovation and re-use, and each have effectively improved their respective properties in multiple ways. Firstly, they have transformed previously underutilized industrial buildings into commercial and residential uses more commensurate with contemporary uses. These properties have improved the streetscapes they contribute to, have increased tax revenues, and increased the daily presence of employees and residents on the streets. These projects should be taken as case study modes, and set the standard by which future developments should be conceived and executed.



*Stamp Factory  
before construction*

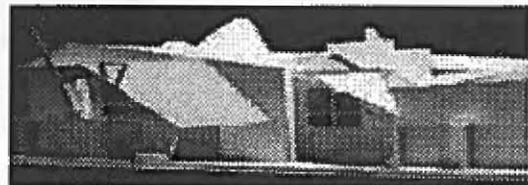


*Stamp Factory  
Phase 1 (Payne St.)*



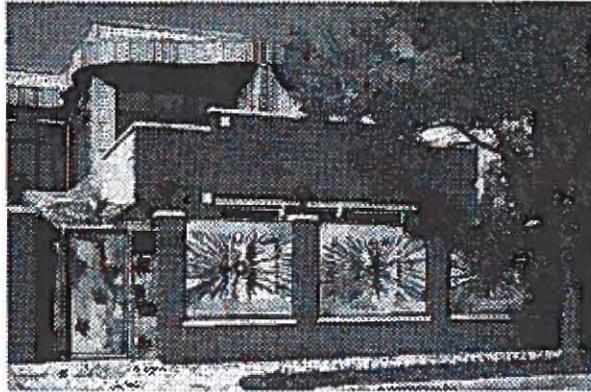
*Stamp Factory Phase 2 Model  
(Dewey Ave.)*

*Stamp Factory Phase 2 Model  
(east side looking west)*



## (CASE STUDY OF ADAPTIVE RE-USE DEVELOPMENTS CONTINUED)

---



*Laser & Peacock Lofts  
(Ashland Ave.)*

*Hill House Lofts  
(Ashland Ave.)*



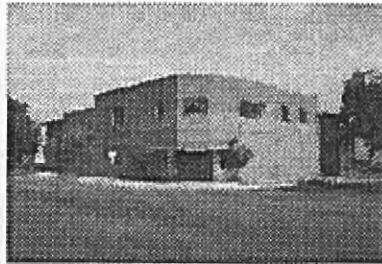
*Peacock Lofts-Entrance  
(Ashland Ave.)*

The Peacock / Laser Lofts on Ashland converted brick structure into use for small office and live/work uses. The improved street façade and entries of these buildings open onto small outdoor courtyards from which individual units are accessed. The Stamp Factory Lofts at 2119-2127 Dewey converted an existing brick warehouse building into a multi-unit commercial office / live-work loft building. With individually improved storefronts on Payne St., this project effectively transforms what had been a mute exterior wall on the street into an active and engaging urban street frontage.

## CASE STUDY

### EXAMPLES OF OPPORTUNITY SITES FOR ADAPTIVE RE-USE

Several buildings remain available for adaptive re-use within the confines of the community. While many of these are currently used for warehouse uses, storage, or otherwise under-productive uses, they each possess inherent value as potential renovation projects for live / work space and other uses commensurate with the neighborhood's future. These recommendations are made with regard to the adaptability, location, and potential marketability of the properties rather than their current ownership or use.



*Fanny's Restaurant  
1601 Simpson St.*



*Ashland Millwork + Parking  
1521-1523 Payne St.*



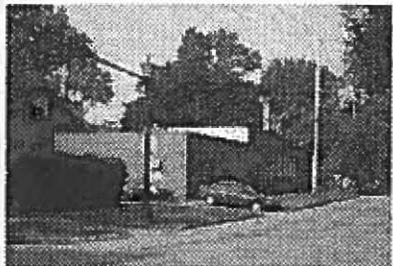
*Robinson Bus Shed  
2116-2118 Ashland Ave.*



*Robinson Warehouse  
1601-1613 Payne St.*



*Robinson Warehouse  
1615-1627 Payne St.*



*Auto Repair Garage  
2132 Dewey Ave.*

## VACANT SITES FOR DEVELOPMENT

---

Several vacant parcels remain available for development within the confines of the community. While many of these are currently used for surface parking or otherwise under-productive uses, they each possess inherent value as potential development projects for uses commensurate with the neighborhood's future. These recommendations are made with regard to the build-ability, location, and potential marketability of the properties rather than their current ownership or use.



*Permalawn Site 2222 Ashland Ave. @ Green Bay Rd.*



*Commercial Sites @ Park 2210 Ashland Ave.*



*Retail Storefront Sites 1829-1831 Simpson St.*

## OPPORTUNITY SITES FOR DEMOLITION AND DEVELOPMENT

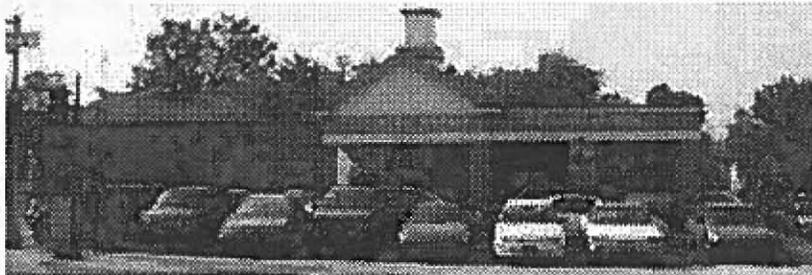
Several existing buildings of dubious value and variable physical repair recommend themselves for demolition and redevelopment. While many of these are currently used for rental residential or commercial uses, they currently detract from the overall physical fabric of the community and the quality of its public spaces and marketability. Each possesses inherent potential value as potential development sites for uses commensurate with the neighborhood's future. These recommendations are made with regard to the buildability, location, and potential marketability of the properties rather than their current ownership or use. The construction of affordable housing by private developers depends upon loosening regulations currently restricting the density of residential construction current zoning allows.



*Allfresh Property  
2150 Green Bay Rd. @ Payne St.*



*Two Residential Parcels  
2149-2151 Dewey Ave.*



*Auto Repair Site  
2214 Green Bay Rd. @ Ashland Ave.*



*Three Residential Parcels  
2117- 2115 - 2113 Dewey Ave.*



*Two Residential Parcels  
2123-2125 Darrow Ave.*

## OVERVIEW OF PLANNING RECOMMENDATIONS

---

Housing, Commercial Development, and Public Space Improvements The following general policy recommendations should serve as a road map for future development in Evanston's fifth ward:

### I. Housing

The construction of affordable housing units should be encouraged, with the goal of ensuring a diverse, mixed income community. This document identifies the most appropriate sites in the neighborhood for such development. Downzoning, restrictions on market rate development, or moratoria on development in the neighborhood would each pose serious disincentives to ongoing residential development, and should be discouraged.

Home ownership by existing neighborhood residents should be encouraged. This ensures a mixed income, mixed race community in which current residents and future development are mutually beneficial. An effective public-private partnership between the city of Evanston and local real estate professionals could make available educational opportunities to illuminate the often complex process of securing financing and purchasing a home. Existing local and federal programs should be identified that already target these goals.

Existing laws and property regulations should be strictly enforced, with an eye toward maintaining the value of the existing properties. This includes identification of building code violations and substandard rental properties, especially as off-site owners of rental units fail to maintain their properties. This will facilitate a healthy turnover in the market of residential development and the construction of more stable housing stock for moderate income owners.

### II. Commercial Development

The city of Evanston should amend the zoning ordinance to expand the MUE zone to include retail and residential use. Further the ordinance should be amended to increase FAR in the MUE zone from .45 to 1.5. Also, the existing B-1 zone on the north side of Simpson St. should be extended to the west as far as Twiggs Park. The Simpson Street business corridor should be enhanced with streetscape improvements including identifiable lighting, signage, garbage cans, paving, bicycle racks and other distinctive street features that underscore the cultural and social history of the community. Community Development Block Grants that have been made available for storefront improvements should be continued and expanding to support these improvements. \$15,000 of CDBG funds is currently earmarked for use by the Dr. Hill Business Assn. for garbage cans, banners, and other modest streetscape improvements.

## (PLANNING RECOMMENDATIONS CONTINUED)

The city of Evanston should establish a Tax Increment Financing district for the Dr. Hill community, to stimulate enhanced development in the community. The large tracts of vacant or under used land surrounding the site should be developed in a cohesive manner with a mix of residential, commercial and retail space. Finally, the city and the community should jointly encourage the relocation of a branch bank as well as a real estate brokerage to the west side of Evanston to service the Dr. Hill neighborhood.

### **III. Public Space Improvements**

The city of Evanston and the community should work together to program Twiggs Park for use by Evanstonians from outside the neighborhood. To facilitate this mixing of residents, the city should establish a parking lot at the north end of Ashland Ave. as a convenient destination forming the entry to the canal parks corridor. This will allow for the continued use of Twiggs Park for a variety of activities and will provide much needed support for the neighborhood businesses during the weekdays.

The city and community should work together to create attractive gateways to the Dr. Hill neighborhood at the north end of Ashland at Noyes Street and at Bridge and Simpson. Furthermore, the city should issue permits for sculptural pieces and landscaped gardens to be built in these locations.

The city and community should develop a small multi-use recreational facility in the lot just south of the former Permalawn parcel at the northeast end of Twiggs Park. This pavilion would provide shelter as well as visible identity for weekend recreational and social activities, and would help to form a gateway to neighborhood from north. Future development in the neighborhood should be required to furnish a certain percentage of public parking spaces as part of the permitting process.

## MARKETS, ZONING AND REGULATORY ENVIRONMENT

As overall real estate development in Evanston has continued apace over the past decade, vacant land and developable parcels are increasingly rare in the central city. These facts combined with increasing house prices to the east and automobile-based development along Green Bay Road have each conspired to force market pressures into the small triangle of the Dr. Hill Community. This is not necessarily a bad thing for the neighborhood's current residents, business owners and stakeholders. If properly planned for, the inevitable transition of the community can be managed in such a way as to preserve open space, increase the livability of the neighborhood, and provide more affordable housing for its residents. This can only be accomplished with the appropriate forethought into the present condition of the neighborhood and its likely futures as a site for residential, commercial, institutional, and open space development.

One of the most significant transitions currently taking place is a shift from warehouse and light manufacturing uses to small office uses, storefront retail and residential living. Each of these affords a much more walkable and pedestrian friendly environment as well as an increase in the number of people, automobiles, and diverse uses to be accommodated. If this process is properly planned, it can improve the value and quality of the community, rendering it a destination neighborhood for retail storefront shopping and open space activities.

Among the more challenging difficulties facing contemporary Evanston generally, and the Dr. Hill Community in particular is the relative paucity of affordable housing units available. Especially as current market pressures promise to steadily increase land values, tax rates, and number of residents, planning in the Dr. Hill Community should identify a sufficient number of sites for affordable housing units in both multi-unit buildings as well as single family homes. This not only will ensure the continued social, racial and ethnographic diversity of the neighborhood, it will also ensure that current residents are not threatened with the most problematic aspects of gentrification as property values inevitably increase.

The current mix of owner-occupied residences to rental units should be examined in particular with regards to the desirable outcome of increasing both the availability of affordable housing units for renters as well as the number of owner-occupied houses and apartments. While the neighborhood enjoys many well maintained and managed rental buildings, it also endures a number of non-owner occupied properties that are clearly suffering from the neglect of absentee landlord owners. Every effort should be made to identify those under-performing rental properties with the goal of offering incentives for absentee property owners to take greater responsibility for the upkeep and maintenance of their properties. Likewise, every effort should be made to

## (REGULATORY ENVIRONMENT CONTINUED)

enforce existing regulations, ordinances and laws concerning the quality of life and property values in the community. Broadly speaking this suggests greater coordination with community area policing efforts and encouraging neighbors to communicate with each other and responsible authorities regarding the activity of residents and visitors to the community.

The automobile based commercial and service developments along Green Bay Rd. will inevitably continue, with an increasing number of strip-service activities being accommodated along the Dr. Hill Community's eastern edge. This suggests that the current commercial zoning along Green Bay Rd. is appropriate, although consolidation of smaller parcels will inevitably be required to accommodate the larger dimension of automobile based retail and commercial uses.

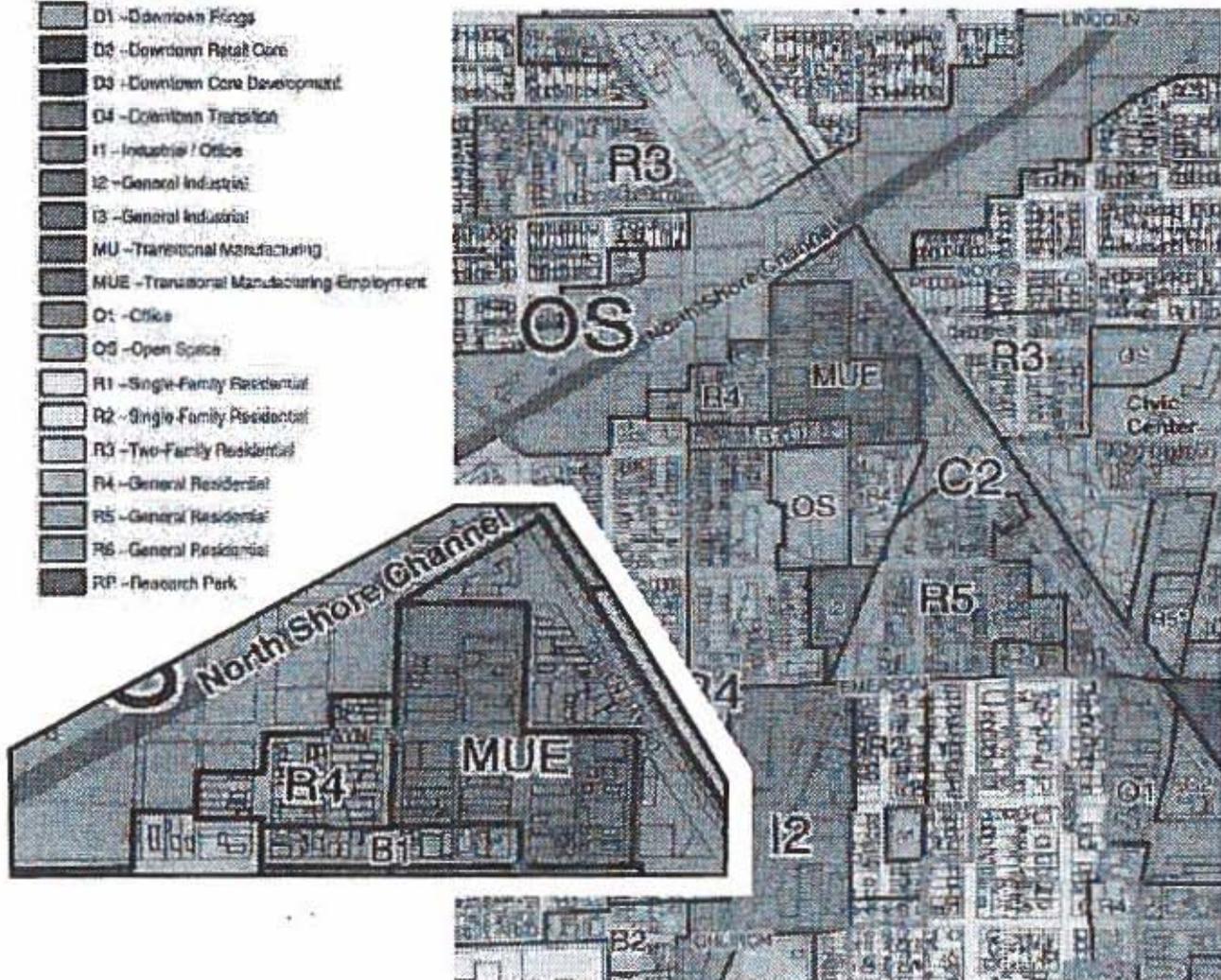
While Simpson St. along the community's southern edge is presently home to several retail storefront shops and service providers, this activity is only partially supported by the present zoning regulations, with the western half of Simpson zoned for residential uses rather than commercial ones. While residential properties certainly will continue along Simpson's western frontage, present regulations and zoning resist Simpson becoming the neighborhood's pedestrian based retail frontage.

## RECOMMENDED ZONING AND REGULATORY REFORMS

This report recommends modest revisions to the present zoning and regulatory mechanisms governing development in the community. These include adjustments to the existing MUE district to permit retail uses throughout. Further, the currently enacted MUE district comprising much of the community's eastern half should be amended to 1.5 FAR, with a 40' height limit and allowing retail storefronts. This will have the intended effect of focusing inevitable larger scale development and re-use on the eastern half of the neighborhood. This will also allow the western half of the site currently zoned R4 to maintain the residential character of that side of the community. The small portion of currently zoned R3 street frontage along the northern side of Simpson St. between Darrow Ave. and Twigg's Park should be converted to B1 zoning as an extension of the existing B1 zone from the east.

### Zoning Districts

- B1 - Business
- B2 - Business
- B3 - Business
- C1 - Commercial
- C1a - Commercial Mixed-Use
- C2 - Commercial
- D1 - Downtown Fringe
- D2 - Downtown Retail Core
- D3 - Downtown Core Development
- D4 - Downtown Transition
- I1 - Industrial / Office
- I2 - General Industrial
- I3 - General Industrial
- MU - Transitional Manufacturing
- MUE - Transitional Manufacturing Employment
- O1 - Office
- OS - Open Space
- R1 - Single-Family Residential
- R2 - Single-Family Residential
- R3 - Two-Family Residential
- R4 - General Residential
- R5 - General Residential
- R6 - General Residential
- RP - Research Park



## (ZONING AND REGULATORY REFORMS CONTINUED)

Many of the properties suited for redevelopment within the Dr. Hill Business Association neighborhood is zoned MUE Transitional Manufacturing-Employment District. This document's recommendation for this area is that it continues to be re-developed in the same manner as the Laser Lofts, Peacock Lofts and the Stamp Factory. This recommendation is based on the positive response to the area's recent redevelopments from City officials, neighborhood residents and the new tenants. Tellingly, the Evanston Police Department has commented on the drop in crime over the last few years, citing the adaptive re-use development as a major force.

This development is bringing in a new mix of artist, photographers, graphic artist, designers, architects, and even stockbrokers. Live/work uses in support of these populations should be encouraged. This area should continue to develop into Evanston's Warehouse District, a neighborhood where small business can grow, prosper and coexist positively with its residential uses.

In inventorying the properties located in the site's MUE, the vast majority of them (80%) are "legal non-conforming" exceeding the .45 FAR (floor area ratio) per the zoning ordinance. Most of the buildings FAR are in excess of 1.0, some are 1.5. These existing numbers are more in keeping with the adjacent zonings of C2 (1.0), B1 (2.0), and R4 districts (1.0 when converted into FAR is equal to .40 lot coverage x 2.5 stories = 1.0).

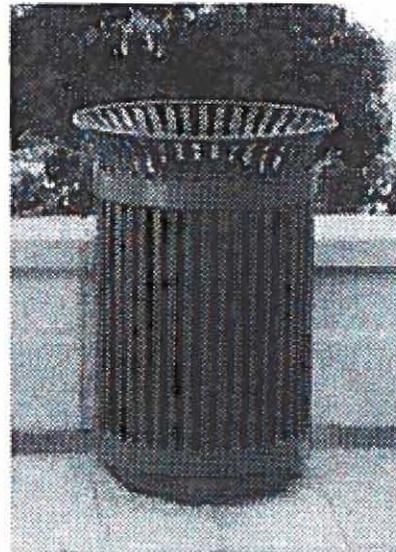
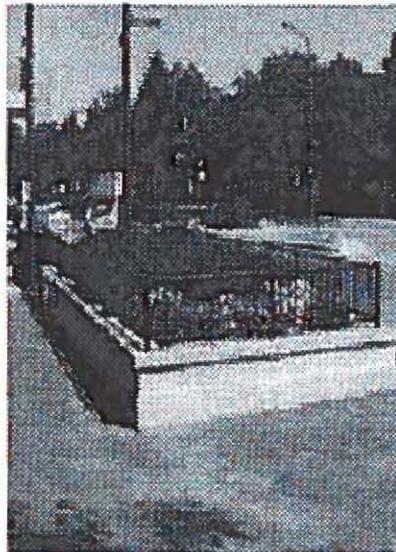
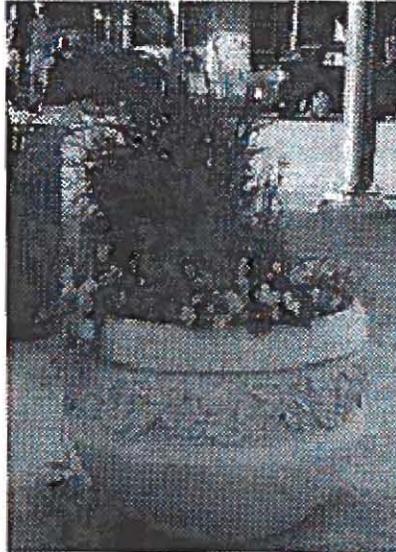
A revised FAR of 1.5 for the MUE would be more in keeping with present conditions and would encourage further adaptive re-use. A simple text amendment would accomplish this. In turn, future growth and redevelopment will further stimulate the economic re-development of the adjacent zoning districts of the "triangle", supplying goods and services for the neighborhood's old/new occupants alike.

As for residential dwellings, these properties (single family thru multiple) should be reclassified from the "special uses" Section 6-13-3-3 to "permitted uses" (6-13-3-2) in the MUE District through a text amendment. This would make it easier for future redevelopment to build upon the district's current momentum.

## LIST OF PROPOSED PHYSICAL INTERVENTIONS

### **Urban Design / Streetscape Improvements**

This plan recommends a variety of urban design and streetscape improvements to be installed throughout the Dr. Hill Community. Most significantly, these improvements should be installed along Simpson St., Ashland Ave., and at the entries to Twiggs Park. Among these improvements are re-built and newly constructed sidewalks, newly installed refuse containers, new banner signage and lighting, new planters, and other landscape, paving, and public space improvements.



*Proposed Streetscape Improvements*

## (PHYSICAL INTERVENTIONS CONTINUED)

---

### **Dr. Hill Monument / Triangle**

At the intersection of Green Bay Rd. and Ashland Ave. a small triangular plot of land provides a suitable site for a proposed Dr. Hill Monument and appropriate landscape setting. This monument is intended to be commissioned as a smallscale sculpture to be visible from pedestrian and automobile vantage points, and will be dedicated to Dr. Hill and the community she represents. Appropriate stone work, lighting, and planting and paving will integrate this monument into the surrounding streetscape while contextualizing it in the broader urban environment.

### **Restaurants, Bars and Night Life Amenities**

Given the present and proposed range of uses in the Dr. Hill Community, future development should target specifically after-hours activities to lure proximate visitors to the neighborhood. Most probably, these will take the form of restaurants, bars, and other nightlife activities. These improvements, while not crucial in the immediate improvements to the community, will ultimately transform the place from a daytime neighborhood into a 24 hour destination. This will also more completely utilize the public improvements and infrastructures supporting the neighborhood, while offering an evening presence on the street. While residents currently occupy the neighborhood 24 / 7, these improvements will have the desired result of further diversifying the range of people and activities supported in the community.

### **Art Museum**

Another important aspect of the community development is the implementation of a modestly scaled art museum on a site to be determined. This improvement will solidify the alternative and arts based identity of the neighborhood for visitors and potential residents as well as investors. The scale and institutional framework of this long range improvement remains to be determined based on the ongoing development of the community and its constituents. Of course these improvements will be constructed and programmed with private dollars by private markets, with the City of Evanston simply facilitating their development. This is important not only for the financial viability of the work, but also for the residents of the neighborhood to feel a sense of ownership.

### **Channel Bridge**

Ultimately, with the appropriate stewardship and planning, improvements in the Dr. Hill Community will be such that a pedestrian bridge crossing the Channel toward the north will be recommended. While this improvement awaits years of densification and development, proper planning recommends that a site be selected and appropriate preparations made for what will ultimately become an important part of the pedestrian infrastructure of the site.

## LONG-TERM GOALS TO ENHANCE DEVELOPMENT

### **Transportation and Streetscape Improvements**

This document recommends a variety of transportation planning and public infrastructure improvements in the community. Among these, the re-routing of bus traffic around the neighborhood (off of Ashland / onto Green Bay Rd. and Simpson) will have an important impact on making the community much more pedestrian friendly. Likewise, improvements to the streetscape, sidewalks, paving, lighting, and signage along Simpson St. and Ashland Ave. will encourage pedestrian use of the available bus and train transportation systems within close walking distance of the neighborhood. Ultimately, greater street activity, increased numbers of retail storefronts, and other neighborhood improvements detailed herein will demand increased attention to the maintenance and upkeep of the public realm, especially the quality of the streets and sidewalks. Likewise, the change anticipated by this document anticipates a greater need for both onstreet and off-street parking.

### **Events and Promotional Programs**

Equally important as the physical and regulatory improvements described in this document, the Dr. Hill Community would benefit enormously from a well orchestrated and implemented program of events and public space programming. These are social and commercial activities taking place in the public spaces of the community, including the park. These programmed events have the effect of promoting awareness of the Dr. Hill Community to a wide diversity of constituencies and audiences. Of course these are most effective when they emerge from the interests and abilities of the neighborhood, its institutions, and available amenities. Every opportunity should be taken to identify and implement these kinds of activities, inviting all Evanstonians to reacquaint themselves with the Dr. Hill neighborhood.

### **Visibility and Marketing**

Ultimately, the streetscape improvements, events, and public programs described here will increase awareness and visibility of the Dr. Hill Community. This is most effectively accomplished when the various target audiences are more precisely targeted, and events or activities can be matched to those potential audiences. Equally important are the kinds of images, stories, and perceptions that come to be associated with the newly transformed neighborhood. This suggests a program of public communications, press releases, documents, and images which might effectively communicate the potential and reality of the Dr. Hill neighborhood to the various constituencies implied by its redevelopment.

## APPENDIX

---

### Models and Precedents

Several communities exist as case study precedents for the kind of urban transformations envisaged by this document. Among them, two in particular have been nationally recognized as using architecture and urban design as catalysts for enhanced economic development and quality of life. Columbus, Indiana has for several decades enjoyed a program of commissioning notable architects and landscape architects for all public buildings and spaces. In so doing, the quality of Columbus's public spaces has improved measurably while the city has become a national model for urban improvements in a small city through design. Similarly, the architectural development of new buildings, adaptive re-use of existing structures, and implementation of public space and infrastructure improvements in Culver City, California have made that community visible nationally. The work of developers, architects, and owners in Culver City suggest a model for the kind of process and dialogue required to fully plan for the development of a community currently undergoing enormous economic, social, and political transformations.

## APPENDIX: COLUMBUS, INDIANA

---

### **The Story of Columbus**

Columbus, Indiana, is a city of 39,000 people, located in the center of a triangle formed by Indianapolis, Louisville, and Cincinnati. It would be just another small midwestern town except for the vision and cooperation of people who wanted to make Columbus the best community they could create. The public and private partnerships and corporate pride have earned Columbus national recognition. What makes Columbus so special?

When Bartholomew County was formed in 1821 at the site of the confluence of the Driftwood and Flat Rock Rivers, Columbus was selected as the county seat. The economy was based on farming and milling. The rivers were used to transport goods until the state's first railroad reached Columbus in 1844. As the city grew in the last half of the 19th century, many of the city's finest buildings were constructed at that time, including the Bartholomew County Courthouse, completed in 1874. The Courthouse, the old City Hall (now the Columbus Inn), McKinley School (awarded a State Historic Preservation Award for its renovation into apartments), and Garfield School (renovated as the former corporate headquarters of Arvin Industries) are prime examples of the period's architecture.

Although faced with economic decline in the early 1900s, the economy turned around with the establishment of new businesses in Columbus, including Cummins Engine Company (now Cummins Inc.) in 1919 and Arvin Industries (now ArvinMeritor) in 1925.

Modern Columbus is defined by a series of events that began in 1942 when the First Christian Church dedicated its new building. Designed by the Finnish architect Eliel Saarinen as a break with traditional Romanesque and gothic structures, the building heralded the beginning of modern architecture in Columbus.

The next step towards modern architecture occurred in 1954 with the construction of Irwin Union Bank, designed by Eero Saarinen. With the construction of Schmitt Elementary School in 1957 and in support of the concept that the built environment is crucial to a quality community, the Cummins Engine Foundation offered to pay the architect's fee for any new school that was designed by an architect selected from a list

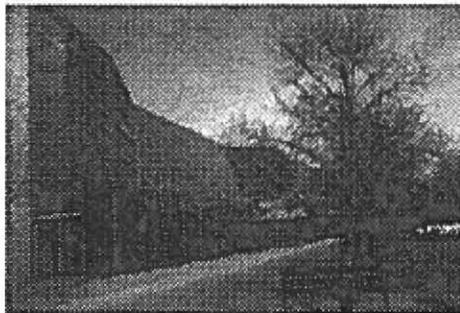
## (COLUMBUS, INDIANA CONTINUED)

---

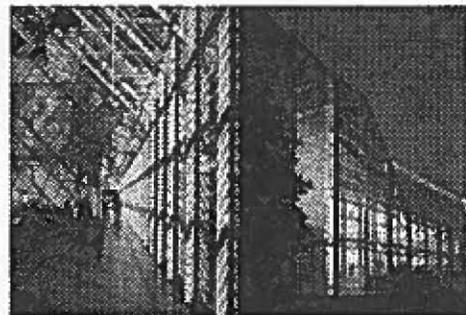
supplied by the Foundation. Later, they expanded the program to include a variety of public buildings. Other companies and church congregations also decided to seek architects who would add to the community's quality of design. Names like Eero Saarinen, Harry Weese, Richard Meier, and I.M. Pei led the American Institute of Architects to rank Columbus sixth in a list that included Chicago, New York, San Francisco, Boston, and Washington DC for architectural innovation and design.

No one will call a community "good," unless it looks like a "good" community. By American tradition, a good city must be defined as one which provides the "good things" for all its residents - schools, parks, churches, civic buildings, programs that meet community needs, and events that entertain. Living in Columbus means caring about making the community a better place to live. There is a commitment to save the best of the old and build for the future in a quality way that everyone will consider worth saving.

### Irwin Union Bank & Trust Company



Completed: 1954  
Architect: Eero Saarinen  
Located: 500 Washington Street

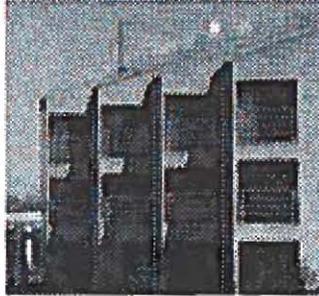


In designing the structure, Saarinen began with two major considerations: 1) to provide an efficiently functional structure for present-day banking, which would have dignity and yet reflect the friendly atmosphere of an old-fashioned country store, and 2) to maintain a compatible relationship of the new building to its 1910-era neighboring buildings. The solution was found in a low, glass-walled structure in the middle of a tree-filled square. The trees were conceived as part of the architecture.

## (COLUMBUS, INDIANA CONTINUED)

---

### Sycamore Place



Completed: 1982

Architect: Gwathmey Siegel and Associates

Located: 222 Sycamore Street

This apartment complex for older citizens contains 24 one-bedroom units, three of which are designed for the handicapped. Special service features include a double-height great room, laundry, beauty salon and kitchen. Sycamore Place was financed by Housing and Urban Development funds.

Rows of three apartments are created by the set-back design, with public corridors forming vestibules for every two apartments. These corridors provide individual apartment entry and privacy. Each apartment has its own balcony or terrace.

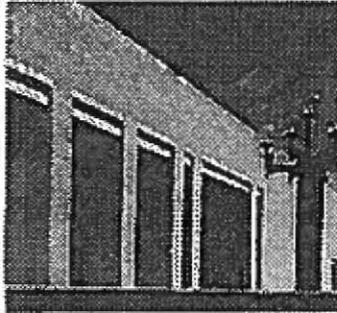
The building is wood-frame construction. Trimmed in white, the exterior is horizontal cedar clapboard, stained light gray.

Landscaping includes a variety of trees and over one thousand daffodils planted in a bed of periwinkle. A large concrete sundial is the focal point of the south lawn.

## (COLUMBUS, INDIANA CONTINUED)

---

### Cleo Rogers Memorial Library



Completed: 1969  
Architect: I.M. Pei and Partners  
Located: 536 Fifth Street  
1987 Addition: Architect Group, Inc.,  
Columbus, IN

Architect I. M. Pei was chosen for his total concept and his concern for the proper location of this county library. Mr. Pei felt that it should occupy a space which would be quiet yet dignified; that it be out of the flow of heavy traffic; that it be easily accessible to the great majority of people, both young and old; that its location create an area of urban space, and that it take into considerations the future growth of the community and its character.

Mr. Pei recommended the closing of Lafayette Street between Fifth and Sixth streets to create a viable public space. This space would feature, in addition to the library and "Large Arch," the First Christian Church and bell tower and the Irwin Home. Many outdoor concerts and art shows have been presented on the plaza.

The library building is a brick pavilion with solid walls on the east and west. The main entrance vestibule is located off center at the west end of the front of the building on Fifth Street. Long windows are deeply recessed. The coffered concrete ceiling aids in acoustical control and houses lighting, heating and ventilating equipment.

On the main floor and mezzanine level are adult reference and circulation collections. Also available in this area are large print books, compact discs, video cassettes, magazines, newspapers, and back issues of periodicals on microfilm and microfiche. All library materials are computerized for greater efficiency.

The children's library is on the lower level with its own entrance to the west, but is also accessible from the main library. On the east end of the lower level is an area containing meeting rooms, kitchenette, restrooms and lobby, with an outside entrance.

The 1987 Addition to the main level expands the Library's capacity. Included is a special area, the Indiana Room, which houses books relating to Columbus, Bartholomew County, the State of Indiana and family history.

"Large Arch," a major work of the English sculptor Henry Moore, stands in a brick circle on the Library plaza.

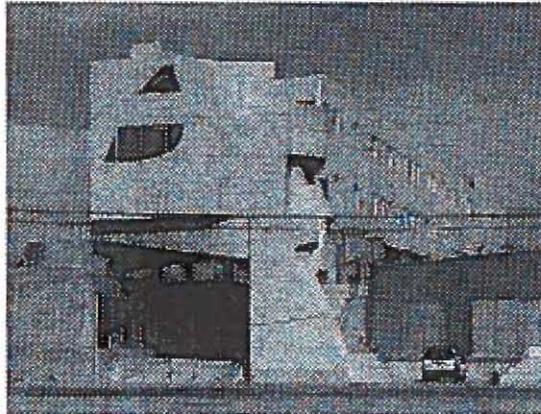
## APPENDIX: CULVER CITY

---

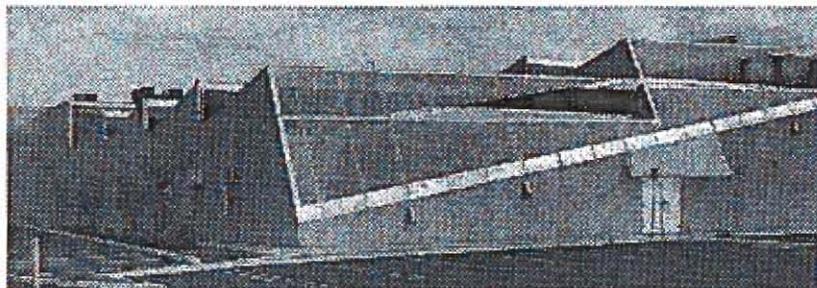
In 1988, Fred Smith, a developer, approached Eric Moss, an architect, from Culver City, California with an idea to re-develop a 57 acre parcel of land he owned named Hayden Tract. The area consisted of several dilapidated industrial buildings and warehouses in need of help. Smith had developed buildings in Northern California for the computer industry and reasoned that a new nonlinear architecture would attract people from the new emerging digital economy.

He and Moss started with a small one-story factory. After removing decades of accumulated deposits and stripping the building down to its basic wooden structure. Moss constructed the secondary steel structural system that changed the whole visual appearance of the new construction.

The renovated factory became a testing ground for the new environmental-architectural concept in rehabbing older structures. Its uniqueness attracted media attention, which led to increased rentals and generated other projects for Moss in the Hayden Tract. One of the projects, "Semitaur", a warehouse renovation and addition won a P/A award in 1992.



*Semitaur 1, (1997)*



*Slash, (2000)*

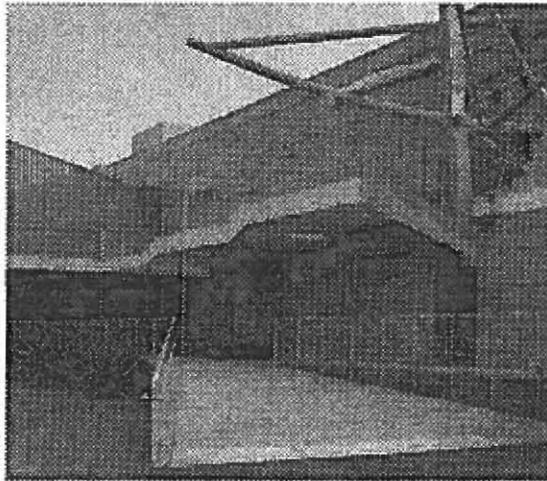
## (CULVER CITY CONTINUED)

---

The Smiths were private developers who have successfully proceeded with their project without any governmental assistance. All work has been completed with conventional bank loans. They attribute the success of the projects to the unique architecture and creativity on every level including, legal, security, financing, accounting, and community planning.

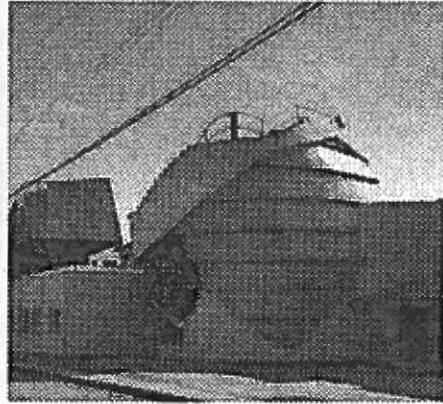
The Hayden Tract Project emerged economically renewed and at the same time as downtown Culver City was revitalized with an infusion of public funds.

The renovations initiated a healing re-growth. Smith's buildings caused other developers to rehab warehouses in the Hayden Tract, but none share the mystique of Moss's buildings. Moss's warehouse projects to date range from \$5 to \$10 million in cost. His designs are now expanding to the edge of



*The Umrella, (1999)*

*The Box, (1997), and the Beehive (under construction)*

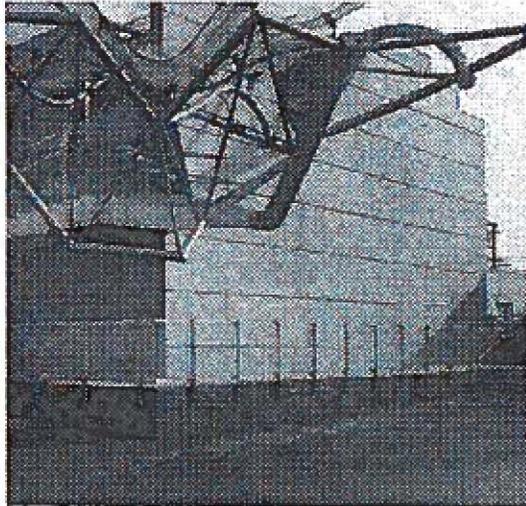


*Backslash, (2000)*

## (CULVER CITY CONTINUED)

Culver City over to Bolona Creek into South Central Los Angeles, and to a larger scale, which will help to support the economy of a redlined area where the 1992 Los Angeles riots took place.

Moss's spaces are not formulaic, nor are they smothered in expensive materials; their appeal rests on the sense of wonder they impart. The Hayden Tract is not a theme park and not even an architecture park, but a working environment in which the architect/developer team establishes a climate of discovery.



*The Umrella, (1999)*