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Adopted November 24, 2003
NORTH FIFTH WARD
NEIGHBORHOOD PLAN

ADOPTED NOVEMBER 24, 2003
BY ORDINANCE 03-121

LED BY
THE RESIDENTS AND PROPERTY OWNERS
OF THE
NORTH FIFTH WARD NEIGHBORHOOD

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EXECUTIVE SUMMARY

The purpose of the North Fifth Ward Neighborhood Plan is to call attention to the elements of the neighborhood in need of improvement, and to reaffirm commitment to the neighborhood by its residents, its owners, the City of DeKalb, and other interested parties. Initiated at the request of neighborhood residents and the City Council, Community Development Department staff facilitated five meetings in Spring 2002 that were structured around issues raised by the process participants. Two additional follow-up meetings in September 2003 concluded the planning process.

This plan focuses on identifying actions that will encourage the long-term sustainability and enhancement of the neighborhood. Based on the discussions held, the long-term health of the neighborhood depends on how well its livability, character, appearance, and economic vitality could be maintained or improved. During this process, residents and property owners raised a number of issues that threatened the livability and long-term sustainability of the neighborhood. These issues primarily focused on traffic management, parking issues, property maintenance, zoning, land use, and preservation of the distinctive character of the neighborhood.

The recommendations resulting from this planning process rely on the following strategies:

- Consider “resident only” overnight on-street parking, and pursue opportunities to expand off-street parking in the neighborhood.
- Encourage more consistent property maintenance by establishing expectations for property owners in the neighborhood, supplemented by heighten code enforcement efforts in the neighborhood by the City. Increased code enforcement was especially desired for off-hours and weekends, with walks through the neighborhood with residents and code enforcement officials playing an important role.
- Focus additional resources on the neighborhood to encourage sidewalk replacement, repainting older structures, and increasing owner-occupancy.
- Take advantage of the Landmark Commission’s expertise in working with architecturally-significant structures when considering historic paint schemes, appropriate site improvements such as fencing and landscaping, and other design elements affecting the integrity and appearance of the neighborhood.
- Further consider the creation of an “overlay” zoning district to establish additional requirements and procedures that are particular to the neighborhood, such as deterring possible demolition of noted architecturally-significant structures.
PURPOSE

The North Fifth Ward Neighborhood Plan is the third in a series of neighborhood plans recently undertaken by the City of DeKalb. These plans target neighborhoods where opportunities or concerns may be present, and at which time the community feels it is appropriate to implement strategies to ensure the neighborhood’s long-term health and sustainability. This particular effort was initiated in response to residents’ and property owners’ concerns about the future evolution of the neighborhood. Based on these concerns, the North Fifth Ward Neighborhood Plan focuses on building upon the neighborhood’s strengths, particularly:

- The neighborhood’s unique architectural styles and character;
- The presence of both permanent residents and students, and of both owner-occupied and rental properties;
- The neighborhood’s proximity and relationships to the Northern Illinois University and to the downtown, and
- Its place in the community as DeKalb’s first mixed-use neighborhood.

The North Fifth Ward Neighborhood Plan is intended to call attention to the elements of the neighborhood in need of improvement, and to reaffirm commitment to the maintenance and preservation of the neighborhood by its residents, its owners, the City of DeKalb, and other interested parties.

The Plan is a tool for establishing the “desired direction” for the neighborhood, as articulated by its residents and property owners who participated in this process, most. This plan focuses on identifying outcomes that will encourage the long-term sustainability of the neighborhood.

344 Augusta Avenue, an American Bungalow constructed circa 1910. The diversity of architectural styles and housing types make the neighborhood unique to the City of DeKalb.

(photo: Historic Certification Consultants, 2000).
At the request of neighborhood residents and the City Council, Community Development Department staff facilitated five meetings that were structured around issues raised by the process participants. The first meeting, held on December 19, 2001, resulted in a list of “likes” and “dislikes” that were raised by over 30 residents and property owners present. City staff presented draft ground rules to govern future participation, and proposed an outline of “next steps” for future meeting.

Draft assumptions about the desired direction for the neighborhood plan were prepared to understand and recognize the participants’ underlying expectations for their neighborhood. At each meeting, participants had the opportunity to challenge the stated assumptions. Throughout the process, meeting participants affirmed the following three assumptions about their neighborhood planning process:

- *Preserving the unique historic character of the neighborhood is desirable.*
- *A mix of single-family and multi-family residential, both owner-occupied and rental, is desirable for this neighborhood.*
- *The continued success of the neighborhood relies on opportunities for reasonable returns on property owners’ investments.*

*322 Augusta Avenue*, a Prairie style house originally constructed circa 1903 for Professor Edward Page, an original Normal School faculty member. The house was later converted to use as a rooming house. The Plan assumes that opportunities for reasonable returns on owners’ investments are crucial to the viability of the neighborhood. (photo: Historic Certification Consultants, 2000).
After identifying the “likes” and “dislikes” of their neighborhood at the first meeting, City staff led discussions about items of greatest concern to the process participants, which were generally categorized as follows:

- The appearance of the neighborhood, particularly relating to the upkeep of some of their neighbors’ properties;
- Traffic management concerns, particularly with regard to speeding and the availability of on- and off-street parking;
- The compatibility of single-family and multi-family housing in this neighborhood;
- The possibility that land uses that would detract from the neighborhood might be permitted under the area’s “MFR” Multi-Family Residential zoning, and
- The possible demolition of older, architecturally-interesting structures that contribute to the neighborhood’s character.

Using the comments obtained at the first meeting, the following meetings’ agendas were developed to further explore particular characteristics of the neighborhood including:

- The pending reconstruction of Miller Avenue, and traffic and parking management issues.
- The boundaries and characteristics of the North Fifth Ward Historic District.
- The “MFR” Multi-Family Residential zoning of the neighborhood, and the permitted and special uses associated with this zoning district.
- The recent amendment of the “MFR” zoning classification by the City Council to encourage the conversion of rooming houses into apartments.

126 Harrison Avenue, an L-plan house constructed around 1900. Maintenance and preservation of the aging, architecturally-interesting structures in this neighborhood is a priority issue for its residents.
The concluding meeting resulted in a list of recommended strategies targeting the issues raised during the meetings. Participating residents and property owners suggested strategies throughout the process, particularly during the second, third and fourth meetings, which were noted and considered. The list of suggested strategies were matched to the concerns identified in this process, and were further refined by City staff within the context of current City policies, regulations and available resources.

Given the interrelated neighborhood planning, zoning administration, historic preservation, and property maintenance issues, the draft recommendations were forwarded to both the City of DeKalb’s Plan Commission and Landmark Commission for feedback. Recommendations from these two bodies, which are responsible for planning and zoning matters and for historic preservation efforts, respectively, will be forwarded to the City Council for consideration and possible adoption or amendment.
The North Fifth Ward Neighborhood is located east of the Kishwaukee River, west of First Street and downtown DeKalb, and north of Lincoln Highway (IL Route 38). The North Fifth Ward neighborhood resulted from the approval of five subdivisions platted between 1892 and 1904, with much of the neighborhood created from Isaac Ellwood’s horse pastures in 1899. The neighborhood includes over 120 principal structures, most of which were constructed by 1910.

Though most of the structures were constructed to appear as single-family-residential in character, the North Fifth Ward area was designed as DeKalb’s original “mixed use neighborhood.” The area included housing for a nearly equal mix for faculty, staff and students, ranging from the Northern Illinois State Normal School (now NIU) President’s house at 411 College Avenue to “clubhouses” (the predecessors to fraternities/sororities) for organizations like the Benson Club, which was located nearby at 443 College Avenue. The diversity of housing types and residents contributes significantly to the unique character of the neighborhood even today, while its proximity to both the NIU campus and the downtown strengthen its viability, particularly as a pedestrian-oriented neighborhood.

In the 1960s, many of the residential structures in this neighborhood were altered to provide additional rental units to serve the rapidly-growing NIU student population. Records from this period are incomplete, but anecdotal information indicates that many lofts, carriage houses, and clubhouses were converted into rooming houses or new dwelling units to provide student housing. Over the following years, incremental changes were made by property owners to these structures to meet the changing demands of its residents. Also at this time, many single-family houses were purchased and occupied, several of which were “reclaimed” from use as rental student housing. This trend has continued to present day, with approximately one-third of the properties being single-family dwelling units.

In 1997, the City of DeKalb designated the North Fifth Ward as one of the City’s two historic districts. This designation recognizes the unique historic and architectural character of the neighborhood’s structures, and was included in a designated walking tour in the City’s Historic Walking Tours publication. In 2001, the Landmark Commission secured a grant from the Illinois Historic Preservation Agency to hire a consultant to conduct an intensive architectural inventory of the structures within the North Fifth Ward Historic District’s boundaries. The survey documents the architectural features found in this neighborhood, but it also serves as a resource to property owners interested in preserving or restoring the notable architectural features of these structures.
THE NORTH FIFTH WARD HISTORIC DISTRICT, as designated by the City of DeKalb in 1997. The City’s Landmark Commission, with the assistance of Historic Certification Consultants, completed an intensive survey of all of the principal structures within the historic district in Spring 2001.
Most of the neighborhood is zoned “MFR” Multi-Family Residential, which permits single-family, two-family, and multi-family residential uses in this district. The neighborhood is adjacent to “GC” General Commercial-zoned properties along First Street and Lincoln Highway (IL Route 38), which transition to the downtown area. The area north of the Historic District is zoned “SFR2” Single-Family Residential, in which single-family-detached houses are the only uses allowed without a special use permit. Northern Illinois University (NIU) is located west and north of the neighborhood.

Rooming houses, including those previously operated for fraternities and sororities, are also permitted in the MFR zoning district with the approval of a special use permit by the City Council. Within the designated North Fifth Ward Historic District, thirty rooming houses are licensed with the City of DeKalb; another 13 licensed rooming houses are located on John Street or College Avenue, immediately adjacent to the Historic District. Most of the rooming houses predate the adoption of the Unified Development Ordinance (UDO), which provides the zoning, land use and subdivision requirements for the City. As a result, many of the existing rooming houses are classified as “legal nonconforming,” which allows for their continued use and operation provided that the structure is not destroyed, expanded or discontinued.

In 2001, the City Council amended the MFR zoning district provisions to encourage the conversion of rooming houses to one-bedroom and efficiency apartments. These conversions would be permitted by-right if certain conditions were met, or would require approval of a special use permit in other circumstances. This amendment was primarily intended to encourage rooming house conversions in the Greek Row Neighborhood, a student-oriented neighborhood for which a neighborhood plan is presently being developed. The City Council adopted a moratorium on new building and demolition permits in the North Fifth Ward area that was extended to June 30, 2002 to accommodate the completion of this neighborhood plan and the implementation of its recommended strategies.
ECOMMENDATIONS & ISSUES

Early in the planning process, residents and property owners were asked to identify their greatest “likes” and “dislikes” about the neighborhood. These comments served as the foundation for more detailed discussions about issues residents and property owners wanted to see addressed in the neighborhood plan in order to maintain the livability, character, appearance and economic vitality of the neighborhood. The issues identified by residents generally fell into one of three broad categories: Traffic and Parking, Appearance and Property Maintenance, and Land Use, Zoning, and Neighborhood Character.

Based on the concerns raised, Staff identified the following strategies that may used to address their stated concerns. These strategies were raised at the neighborhood meetings to “test” the ideas for feasibility and acceptance. It was also recognized that no single strategy would address all of the issues identified, and that financial, staffing, physical and other constraints might limit or delay the adoption of some of the strategies. However, many of the proposed strategies can be implemented over time as resources permit, and may be adopted or amended in response to further input from the neighborhood’s residents and property owners, from the Plan or Landmark Commissions, or from the Mayor and City Council.

**COLLEGE AVENUE**, looking west toward Altgeld Hall and the NIU campus. Automobiles, bicyclists and pedestrians all travel from and through the North Fifth Ward Neighborhood to reach campus destinations.
Meeting participants raised several concerns regarding the volume and speed of automobile traffic passing through the North Fifth Ward Neighborhood, particularly along Miller Avenue and Park Avenue. These two streets are recognized as the principal routes connecting First Street and Lincoln Highway, respectively, to the east side of the NIU campus. The brick paving of Park Avenue and the “speed hump” constructed at the intersection of Park Avenue and Locust Street serve to slow down traffic somewhat, though residents requested additional speeding enforcement in this area. The City’s Engineering Division had held neighborhood meetings over the past two years to consider traffic calming techniques that were incorporated into the reconstruction of Miller Avenue, which was completed in August 2003.

Parking was also a major concern. The neighborhood was planned and constructed in an era before automobiles, and neither the street widths nor the individual properties were designed to accommodate on- or off-street parking. This problem has become more evident over the past decade as automobile ownership has become more common for NIU students. Providing parking for the increased number of vehicles owned by the residents of the rooming houses and other rental properties has been difficult to address. Due to the insufficient supply of parking spaces in comparison to the number of spaces demanded by residents, residents and their guests have occasionally parked in inappropriate locations, such as on another owner’s property, on lawns and other unpaved surfaces, and in the street where parking would otherwise be prohibited. The lack of sufficient parking, or the land to provide new off-street parking spaces, also limits the likelihood and feasibility of redeveloping properties in this neighborhood.

The proximity of the neighborhood to both the NIU campus and the downtown make this residential area particularly attractive to residents who wish to bike or walk to their primary destinations. The neighborhood also provides a source of customers for downtown businesses, many of which are in walking distance from the homes of North Fifth Ward Neighborhood residents. Maintaining safe bicycle and pedestrian routes through this neighborhood, particularly in providing connections to NIU and the downtown, is a priority to be considered in future traffic management and planning efforts.
**Strategies Implemented To Date:**
Based on comments received by the neighbors and the techniques available to the City to address these concerns, a number of strategies were considered to help address the identified parking and traffic concerns. Prior to the completion of this plan, three strategies that were being considered were implemented:

1. **Traffic calming elements included in the reconstruction of Miller Avenue.** Miller Avenue, connected to First Street via Linden Place and Augusta Avenue, serves as a through-connection between the NIU campus and First Street, and this road can be anticipated to continue to serve as a collector street between campus and the downtown. The City’s Engineering Division had considered a number of design elements that would serve to slow down traffic, and had included stamped crosswalks, medians, tightened curve radii and additional trees in the parkways in the final design. With the completion of the road project, residents and City officials will monitor whether the traffic calming elements have effectively slowed down traffic in this corridor, or if additional speeding enforcement will be required.

**TOP: INTERSECTION OF MILLER AVENUE AND WOODLEY AVENUE, looking east from the Kishwaukee River bridge connecting the neighborhood to the NIU campus, prior to its reconstruction. BOTTOM: The same intersection following the reconstruction of Miller Avenue, which will continue to provide a through-connection between the campus and First Street.**
2. Increase the number of parking spaces required to serve rooming houses to one (1) stall for each licensed occupant.
The City’s Unified Development Ordinance (UDO) previously required 0.75 parking stall for each occupant of a rooming house. This code was amended to require 1.0 stall per occupant, reflecting the increased likelihood that residents will own vehicles and will require off-street parking. As with all UDO amendments, this code amendment will be applied citywide. Property owners will be required to comply with the new parking requirement if a rooming house’s occupancy is increased, if an addition is made to an existing rooming house structure, if any significant changes are made to the site, or if a new rooming house is permitted.

3. Require additional “guest” off-street parking spaces for multi-family dwelling units.
As with rooming houses, increased automobile ownership by neighborhood tenants and their guests have heightened the need for additional off-street parking. Article 12 of the City’s Unified Development Ordinance (UDO) previously required 1.0 parking stall per bedroom for apartments, but it was observed that there were inadequate parking spaces for guests. The UDO was amended to require an additional 0.5 “guest” parking stall for each dwelling unit; for a property with four apartments, two “guest” parking stalls would be required in addition to the one stall per bedroom. Property owners will be required to comply with the new parking requirement for new multi-family dwelling units, if there is an increase in the size, bedrooms or number of units of an existing multi-family building.

Recommended Strategies:
In addition to the strategies already implemented, staff and meeting participants identified a number of other techniques that may help address the identified parking and traffic concerns:

4. Consider “resident only” overnight on-street parking.
This technique has been used in other DeKalb neighborhoods, though the Police Department has cautioned that this practice is occasionally difficult to enforce, usually on a complaint basis. Restricting overnight parking to “residents only” also occasionally interferes with the use of on-street parking by neighborhood residents and guests, and may result in someone receiving a parking ticket because their vehicle does not have the proper pass displayed.

5. Develop a map of on-street parking areas and restrictions.
A map showing the legal and restricted on-street parking areas in the neighborhood would help residents and guests alike know where to legally park their vehicles. The map would be designed for easy reproduction and distribution throughout the neighborhood.
6. **Request additional speeding enforcement for morning/late afternoon “rush” periods.**
   This request will be forwarded to the Police Department, and its implementation will be subject to the availability of officers to patrol this area at the times requested. Slowing automobile traffic with additional enforcement and by incorporating traffic devices would also reinforce safe bicycle and pedestrian traffic through the neighborhood. A neighborhood leadership group would be instrumental in helping Police target areas of particular concern.

7. **Provide mechanism to allow private property owners to have “trespassing” vehicles towed from their properties.**
   There was some question regarding how a property owner may have a trespassing vehicle towed from his/her property. The City’s Municipal Code identifies a number of conditions that must be met in order for a property owner to legally tow a vehicle from a property, including a warning sign including towing company and maximum fee information. Summarizing and distributing information about how to legally tow vehicles from private property is one way to begin addressing this issue. The City’s Legal Division could also be asked to review the Municipal Code for possible amendments to cover instances particular to this neighborhood that were not anticipated when the original “vehicle towing” provisions were enacted.
One of the most frequently raised issues was the appearance of particular properties within the neighborhood. Meeting participants commented on individual properties not being adequately maintained, ranging from garbage not being picked up to structures needing a new coat of paint or more substantial improvements. It was noted that individual properties that needed improvement were not isolated to a single area, but were scattered throughout the neighborhood.

While many participants stated that they took pride in the appearance of their respective properties and of the neighborhood as a whole, it was observed that not everyone in the neighborhood shared this view. However, it was generally recognized that the lack of maintenance and litter removal might contribute to a negative image of the neighborhood and its apparent deterioration. Some sidewalks were in need of repair, which presented both a potential safety and appearance concern.

**Strategies Implemented To Date:**
Since the beginning of this planning process, the Community Development Department has hired a second, part-time property maintenance inspector to provide additional code enforcement with occasional coverage in the evenings and on weekends. The delay in the completion of this Plan also provided an opportunity to document property maintenance issues within the neighborhood. Over a twelve-month period (July 2002-June 2003), City staff cited 36 property maintenance code violations on 11 properties within the planning area. Twenty-one of the violations were for vehicles parked on unapproved surfaces, often on front lawns, and four additional tickets were issued for unlicensed vehicles. The remaining tickets were issued for weeds, open garbage, and one property lacking visible address numbers on the building. Seven of the properties cited were rooming houses; two single-family homes and two apartment buildings were also asked to address violations.

The timing and location of most of the tickets issued suggest that certain properties were prone to occasional lapses in code conformance, rather than a widespread disregard for the appearance of the neighborhood. Consistent with observations made during the meetings, the rooming houses and some apartments were somewhat more likely to contribute to the unkempt appearance of the neighborhood, giving credence to the strategy of increasing owner-occupancy to combat property maintenance issues. Residents also commented on undocumented incidents including illegally parked cars and litter. While residents indicated that some property owners were fairly prompt in addressing problems, others indicated that greater neighborhood oversight and code enforcement would be needed to improve the overall appearance of the neighborhood.
**Recommended Strategies:**
To improve the overall appearance of the neighborhood, the recommended strategies rely jointly on City code enforcement, neighborhood leadership and involvement, and opportunities for increasing the percentage of owner-occupied residences. The recommended strategies, delineated between those areas that may be initiated by the neighborhood and the City, include:

**Neighborhood Activities:**

1. **Establish a neighborhood leadership task force.**
   A primary step in implementing many of the strategies for improving the neighborhood’s appearance starts with the formation of a neighborhood task force. This group would consist of interested property owners and residents, who would be collectively responsible for providing ongoing guidance for the neighborhood. The neighborhood group could serve as a forum for discussing issues of concern, as a lead force in implementing recommended strategies, and as a spokesperson on the behalf of the neighborhood. The neighborhood group could also help Police and Code Enforcement personnel identify areas where speeding, parking, noise, and litter are problems.

2. **Encourage peer pressure by residents/neighbors.**
   Residents in the neighborhood know best which properties are kept up and which ones are not. By first taking responsibility for their own properties, residents can then re-establish expectations that their neighbors also maintain their properties.

3. **Increase awareness of property rehabilitation programs.**
   A number of existing programs, particularly federal and state sources, make funds available for rehabilitation of historic structures. These programs were reviewed during the neighborhood meetings; more information is available from the Community Development Department and from the Illinois State Historic Preservation Agency.

4. **Establish a “Good Neighbor” program.**
   With this program, neighborhood residents introduce themselves to new neighbors and encourage residents to get to know other neighborhood residents. By communicating directly with their neighbors, it opens a channel for friendly communication, particularly for sharing residents’ “expectations” for property maintenance, noise, etc. A variation on this idea is for a volunteer “neighborhood ombudsman” to serve as a contact and resource person for the neighborhood.

5. **Establish neighborhood watch.**
   This particular program, established with the assistance of the Police Department, encourages neighborhood residents to be mindful of what is
happening in the neighborhood and serves as a mechanism for observing and reporting suspicious behavior.

6. **Develop program to encourage painting of existing structures.**
   Based on model programs in other communities, residents may consider approaching area businesses, particularly home improvement stores, for donations (or reduced prices) on paint that may be purchased and used to improve the exterior appearances of properties in this neighborhood. The Landmark Commission, with their expertise in historic paint palettes, can provide invaluable assistance to property owners wishing to research and restore historic paint schemes.

7. **Adopt a trash can.**
   To remove any excuses for pedestrians’ and residents’ litter, residents suggested implementing a program that would result in providing public trash receptacles. These trashcans would be left along primary pedestrian paths in the neighborhood for the public’s use. Neighborhood residents, in turn, would “adopt” the maintenance of the receptacle, making sure that it was periodically emptied and cleaned, etc.

8. **Host a “Property Maintenance” workshop.**
   The neighborhood leadership organization can host a workshop for property owners at which owners and City officials could discuss proper maintenance, applicable codes, and other strategies affecting the appearance of the neighborhood. A workshop would provide an efficient and effective forum for disseminating information and for discussing shared property maintenance questions and concerns.

**City of DeKalb activities:**

9. **Code Enforcement Walk-Through.**
   Heightened code enforcement can be accomplished with an annual walk through the neighborhood, perhaps with a “spring clean-up / fix-up” message. Inspectors and neighborhood residents can patrol the neighborhood to identify appropriate maintenance projects that property owners can undertake over the course of the summer. This walk-through could be supplemented with additional visits from code enforcement personnel through the following months to monitor progress. Any resources (paint, for example) secured from grants or donations could also be used to help complete the identified projects.

10. **Sign the entrances to the neighborhood as the “North Fifth Ward Historic District.”**
    The use of signage can help communicate the identity of the neighborhood to visitors and residents alike, particularly in establishing the area as a special place worthy of distinction.
11. **Budget for matching funds for sidewalk replacement in neighborhood.**
   From time to time, funds are made available in the City’s budget to match property owners’ investments in replacing sidewalks, usually on a set cost-per-square-yard basis. This program has been popular Citywide; however, funds allocated to this program are limited by the tight financial constraints of the City’s budget and are quickly spent. One way to ensure that funds are made available for sidewalk replacement in this neighborhood is to request that in the coming budget years, the City Council earmark sidewalk replacement funds specifically for the North Fifth Ward neighborhood.

12. **Encourage increased owner-occupancy of structures.**
   It has been generally observed that owner-occupied structures tend to be better maintained than in cases where the property owner is absent. Based on this observation, encouraging owner-occupancy of residential structures in this neighborhood would have a positive effect on the appearance of the neighborhood. The City’s Community Development Block Grant (CDBG) programs are among the financial tools the City can use to encourage the purchase and rehabilitation of structures in this neighborhood.

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**141 Park Street, an American Foursquare residence constructed around 1910.**
Well-kept properties can help establish neighborhood expectations and “peer pressure” that owners maintain their properties. (photo: Historic Certification Consultants, 2000).
LAND USE, ZONING & CHARACTER

The most complex issues raised tied together concerns about the neighborhood’s zoning; the existing land uses, land uses that may be permitted in future, and their potential impacts on the character of the neighborhood.

As one of the assumptions underlying this planning process, it was agreed that having a mix of owner-occupied and rental properties, as well as single-family and multi-family residential uses in the neighborhood was desirable. This mix of uses is consistent with the area’s history as the City’s original “mixed use” neighborhood, developed to serve both students and faculty in the early years of the Normal School (now NIU). The mix of people who live in the neighborhood also contribute to the neighborhood’s unique “college town” feel.

It was also agreed upon that the continued sustainability of the neighborhood was dependent on the ability of owner-occupied and rental properties’ owners to have the opportunity to reinvest in their properties and to expect a reasonable return on their investments over time. On occasion, however, the more-dense multi-family residential uses negatively impact the single-family residences in the area. These concerns often take the form of unauthorized parking on lawns or neighboring properties, noise, and increased traffic on and around the property, all of which may be more effectively separated or “screened” from the neighboring properties.

The neighborhood’s “MFR” Multi-Family-Residential zoning was a concern for some residents, particularly since this zoning classification allows single-family, multi-family and a number of other residential uses. Many of the uses that may appear in the neighborhood, however, are governed by the City as “special uses,” the process for which requires a public hearing with adequate notification to area residents, and approval of the use by the Plan Commission and the City Council. Both the Plan Commission and the City Council, along with City Staff, are very concerned with the impacts associated with special uses that may be approved in residential areas, and conditions are often attached to the approval of such requests to make them better fit in with the character of the surrounding neighborhood.

While many were concerned with what uses may appear in the neighborhood as a result of the MFR zoning, other property owners were concerned with amendments to the MFR zoning that may result in an increase in legal nonconforming structures and uses. Though the new or revised provisions of the MFR zoning district wouldn’t apply to the design of the site until it were cleared and redeveloped in favor of a new use, “legal nonconforming” status of structures often discourages reinvestment and may hasten deterioration of the appearance of the neighborhood.
In contrast, owners of single-family dwellings were particularly concerned about the possibility of “teardowns” of older structures to accommodate larger, new apartment buildings that did not fit into the character of the neighborhood. While other neighborhood property owners denied that teardowns were likely in this neighborhood, the possibility remained that at some future time, the existing older structures could be demolished and replaced by out-of-character residential structures. Neighborhood residents were particularly concerned with the threat of the loss of structures that contributed to the neighborhood’s architectural appearance and character. Most existing structures contribute to the neighborhood’s character, and replacement of existing architectural styles/features would be cost prohibitive if they were lost.

The Landmark Commission continues to provide advisory and educational assistance to property owners, focusing on providing information about the history, architecture and use of the structures in the Historic District. The Landmark Commission is also responsible for reviewing building permit applications and demolition permit applications in the Historic District. Their review is not binding; should they find that the property owner’s intended action would have a negative impact on the historic district, the Landmark Commission can delay issuance of the permit for up to 90 days. During this delay, Commissioners try to work with the property owners to find a mutually-agreeable strategy for improving the property or minimizing the negative impact of the building or demolition activity. However, the Landmark Commission ultimately does not have the authority to prevent the demolition of a historic structure.

**Recommended Strategies:**
Recognizing the interrelatedness of the land use, zoning and historic preservation concerns raised, the following strategies primarily rely on the City’s zoning powers and the historic preservation provisions of the City’s Municipal Code:

1. **Adopt the North Fifth Ward Neighborhood Plan as an element of the “DeKalb 3D” 2002 Comprehensive Plan Update.**
   As a component of the City’s Comprehensive Plan, the North Fifth Ward Neighborhood Plan will serve as a declaration of intent, policies and strategies to be employed to enhance the sustainability and long-term viability of the neighborhood’s character, property values, and land uses. This Plan will also serve as documentation of the issues raised, strategies considered, and actions to be taken to improve the neighborhood.

2. **Maintain the Landmark Commission’s responsibility in providing for an advisory review of building and demolition permits affecting the exterior appearance of properties within the North Fifth Ward Historic District.**
   Presently, Chapter 44 of the Municipal Code requires that the Landmark Commission conduct an advisory review of exterior building permits and demolition permit applications. If the Landmark Commission concludes that a requested building or demolition permit application negatively impacts the
In the historic district, the Landmark Commission can delay the issuance of the permit for up to 90 days to allow time to explore other options.

The City Council considered, but did not agree with, expanding the Landmark Commission’s purview to include site plans or activities that included changes to the exteriors of “contributing” or “significant” properties, such as re-roofing or re-siding structures. The Council reaffirmed the Commission’s primary charge of evaluating and providing recommendations regarding permits issued within the North Fifth Ward Historic District.

3. **Develop a “Homeowners’ Handbook”**
   to serve as a resource for owners interested in reinvesting in their properties in a historically- and architecturally-sensitive manner. The Landmark Commission has considered the development of such a handbook for some time. As owners become more aware and increasingly interested in maintaining the character of their properties and the surrounding neighborhood, such a handbook would serve as an invaluable resource.

4. **Develop a “New Construction Design Handbook.”**
   As a follow-up to the “Homeowners’ Handbook”, the Landmark Commission may develop a handbook detailing appropriate building and landscaping treatments for constructing new buildings to fit into the existing neighborhood.

**ARCHITECTURAL DETAILS OF 355 COLLEGE STREET,**

*a Classical Revival structure built around 1900 for John H. Lewis, President of DeKalb National/ First National Bank of DeKalb and NIU Trustee.*

*(photo: Historic Certification Consultants, 2000).*
5. **Increase penalties for work performed without building permits.**

Occasionally, property owners take it upon themselves to initiate work on their properties without proper building permits. This violates the City’s Municipal Code, which presently requires that the property owner pay doubled fees as a penalty for unauthorized work. In the North Fifth Ward and Huntley Historic Districts, this is particularly problematic because the Landmark Commission is to review building and demolition permits prior to their issuance by the City. If permits were not applied for, the Landmark Commission would not have the opportunity to identify work that may negatively affect the appearance or integrity of a historic or architecturally-significant structure.

In order to further discourage work without permits or Landmark Commission review, the Municipal Code could be amended to increase the penalties paid, either by requiring triple the normal fees or setting a minimum fine amount (e.g., $250.00). The City Council would also need to decide whether to apply this requirement citywide or only to the Historic Districts.

*The Ellwood House Water Tower, a distinctive neighborhood feature.*

*(photo: Historic Certification Consultants, 2000).*
6. **Develop a rooming house acquisition and conversion program.**
This program would be established for acquiring rooming houses and converting them into single-family residences. This program would begin to “reclaim” some of the architecturally-significant structures that had been converted into rooming houses in the past, and to increase the presence of owner-residents in the neighborhood. A neighborhood or commercial entity would acquire and convert the property using grant funds initially, which would be periodically replenished with the sale of the rehabilitated property.

Finding the initial funding for a program, however, will be a challenge given the City of DeKalb’s present fiscal situation and given the restrictions on the use of Community Development Block Grant (CDBG) funds. The City Council, with guidance from the neighborhood, would most likely need to secure and apply new funding sources to initiate this program.

315 AUGUSTA AVENUE, a Dutch-Colonial Revival single-family residence that was constructed circa 1905 and subsequently converted into a rooming house. Some rooming houses in the North Fifth Ward neighborhood might be acquired, restored and sold again as single-family residences if a conversion program were developed and funded. (photo: Historic Certification Consultants, 2000).
Create the North Fifth Ward Neighborhood Overlay Zone.

This zoning technique “overlays” a new set of supplemental zoning requirements that would be applied to the future redevelopment of properties in this area. The overlay zone does not alter the neighborhood’s “MFR” Multi-Family Residential zoning, so this action would not result in an increased number of nonconforming (“grandfathered”) structures or uses that property owners might be reluctant to reinvest in.

The overlay zoning district would encompass the existing North Fifth Ward Historic District, as well as the adjacent residential areas to the west along John and College Streets (see map). In addition to the existing requirements for MFR-zoned properties, the overlay zone requirements would also need to be satisfied if a property were to be redeveloped or an existing use were to be expanded. These provisions would NOT affect existing uses, and would be only applied to properties that were redeveloped after the adoption of the overlay zoning district.

The concept of adopting an overlay district for the North Fifth Ward neighborhood received mixed reviews from the participants in the planning process, and consensus on what might be included in an overlay district’s provisions would be difficult to secure. Some participants liked the idea of crafting supplemental regulations that would help address particular concerns, such as the demolition or alteration of significant historic properties, and prohibiting new parking areas from being placed in front yards. Other property owners objected to the additional regulations that would be placed on them, especially if their future redevelopment or investment options were curtailed.
PROPOSED BOUNDARIES FOR THE NORTH FIFTH WARD NEIGHBORHOOD OVERLAY DISTRICT. The overlay zone would specify additional requirements for new or expanded uses in the neighborhood without changing the provisions of the “MFR” or “GC” zoning districts.
If an overlay zone were to be developed for this neighborhood, the provisions could be individually selected by the City Council to accomplish their goals for this neighborhood. The following paragraphs identify some possible provisions that could be established by an overlay district:

**Possible Overlay District Provisions:**

A. **If a proposed use or structure were located adjacent to a less-dense residential use, the property must be screened from view by a sight-proof fence, and landscaping at least six feet in height with trees no less than 1½ inches in diameter.**

This provision is intended to provide greater separation from the more-dense multi-family residential uses from the less-dense single-family properties. This provision is similar to a buffering requirement found in Article 7.05 of the Unified Development Ordinance, when a more-dense residential or a non-residential planned development is located next to a less-dense residential use.

B. **No new off-street parking areas may be located in the front yard or no closer to the street right-of-way than the leading face of the principal structure.**

This provision would require that new parking areas be located in the side and rear yards, maintaining the “residential” character of the street frontages.

C. **Side- and rear-yard setbacks would be waived when rebuilding an accessory structure (e.g. garage, carriage house) that is architecturally sympathetic with the neighborhood’s historic character.**

The Unified Development Ordinance presently requires that any accessory structure, such as a carriage house or garage, conform to the current setback requirements as stated in the UDO. This provision would allow for the repair or replacement of an architecturally-compatible carriage house or garage, even if the previous structure did not conform to the current setback requirements.

D. **Provisions may be employed that result in heightened flexibility in requirements affecting setbacks, parking and the replacement of accessory structures.**

Much of the North Fifth Ward Neighborhood was designed and built the advent of the automobile and the adoption of modern zoning requirements. The application of the City’s current setback and parking requirements is not always appropriate for maintaining the neighborhood’s appearance. Many of the lots of record are nonconforming, and applying current setback and parking requirements may unduly limit owners’ abilities to maintain and use otherwise viable properties. Accessory structures, particularly
garages, are difficult to retrofit into the neighborhood’s appearance. In some instances, properties would not be able to add or replace a garage that may contribute the neighborhood’s character or appearance. Developing elements of the overlay district to provide greater flexibility in how parking, setbacks and accessory structures are treated may result in the replacement or addition of structures that are consistent with the surrounding properties’ appearance.

**THE SEYMOUR M. HUNT HOUSE AT 243 AUGUSTA AVENUE.** The house was constructed in the Dutch Colonial Revival style around 1924. Under the provisions of the proposed overlay zone, a property owner would need the approval of the Landmark Commission before a demolition permit would be issued for a structure deemed as “significant” or “contributing” to the historic district’s character.
The recommendations presented in this plan are structured to match the tools available to the City of DeKalb to the concerns raised by participants of this planning process. These recommendations are presented as a series of “ala carte” choices, providing the City Council and the neighborhood the opportunity to select the techniques they wish to use. Staff recognize that some actions may be more attractive than others, and that the timing, assignment of the task, and the resources available for a particular project are subject to change. The timing of the recommended strategies could be changed to reflect the resources (funding, staff) available at a given time, or the challenges (teardowns, inappropriate building alterations) that may prompt action. For those tasks that are appropriate for City staff to complete, the table may also suggest projects to be incorporated into a City department’s work program for a given year.

Staff note that several of the recommended strategies are long-term in scope. This is particular true of the Land Use, Zoning & Historic Character strategies, which rely on amendments to the Unified Development Ordinance (UDO) and to the Municipal Code. Though these techniques would come into play when a site or structure is changed, expanded, or demolished, the mechanisms would be in place for addressing the situation as it may arise in the future. Neighborhood consensus on how to implement some of the recommended strategies, particularly the creation of an overlay district, may require considerable effort on the part of the residents, property owners, staff, the Plan and Landmark Commissions, and the City Council.

Implementing these strategies will also rely considerably on the willingness of neighborhood residents and property owners to take the lead in completing the identified tasks. This leadership role could be filled with the creation of a North Fifth Ward Neighborhood Task Force, an organization consisting of residents and property owners who can lead the implementation of the recommended strategies. It would be their responsibility to initiate some of the programs recommended for the neighborhood, such as the neighborhood watch program and the resident parking pass system.

To support the activities of the North Fifth Ward Neighborhood Task Force and other neighborhood groups, the City is in the process of establishing the Neighborhood Advisory Task Force, a citywide organization charged with providing support to new neighborhood groups. Once established, the Neighborhood Advisory Task Force could provide start-up and ongoing support to the North Fifth Ward Neighborhood Task Force, which in turn can initiate and monitor progress toward implementing the suggested strategies.
IMPLEMENTATION TABLE

On the following pages are summary tables showing the tasks recommended to address the three primary areas of concern identified by this planning process: Traffic & Parking, Appearance & Property Maintenance, and Land Use, Zoning & Historic Character. Each table identifies the recommended strategies, along with a brief description or comment about the task to be performed. The table also identifies an appropriate lead party for undertaking the task and suggested partner organizations or groups who can help complete the task. Additionally, a suggested timeline for when the task would be accomplished is provided.

411 COLLEGE AVENUE, the former home of Dr. John Cook, the first president of the Northern Illinois State Normal School (now NIU).

(photo: Historic Certification Consultants, 2000).
### Traffic & Parking Strategies

<table>
<thead>
<tr>
<th>Task / Action</th>
<th>Description</th>
<th>Lead Partners</th>
<th>Timeline</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Incorporate traffic calming elements into Miller Avenue street redesign.</td>
<td>Pending reconstruction of Miller Avenue to include techniques for slowing traffic.</td>
<td>Public Works Dept.</td>
<td>COMPLETE</td>
</tr>
<tr>
<td>2</td>
<td>Increase the number of parking spaces required to serve rooming houses to 1.0 stall per licensed occupant.</td>
<td>Would require an amendment to the Unified Development Ordinance (UDO).</td>
<td>Community Development, Public Works Depts., Plan Commission</td>
<td>COMPLETE</td>
</tr>
<tr>
<td>3</td>
<td>Require one additional “guest” off-street parking stall for every three units for multi-family uses.</td>
<td>Would require an amendment to the Unified Development Ordinance (UDO).</td>
<td>Community Development, Public Works Depts., Plan Commission</td>
<td>COMPLETE</td>
</tr>
<tr>
<td>4</td>
<td>Consider “resident only” overnight parking</td>
<td>Would need to be initiated by the Neighborhood Task Force.</td>
<td>NFW Neighborhood Task Force, Police Dept., Public Works Dept.</td>
<td>Winter 2003</td>
</tr>
<tr>
<td>5</td>
<td>Develop on-street parking map.</td>
<td>Could be prepared to be easily reproduced and distributed.</td>
<td>Community Development, Public Works Depts.</td>
<td>Winter 2003</td>
</tr>
</tbody>
</table>
### Traffic & Parking Strategies (continued)

<table>
<thead>
<tr>
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<th>Timeline</th>
<th>Notes</th>
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</thead>
<tbody>
<tr>
<td>6</td>
<td>Request additional speeding enforcement for morning/late afternoon rush periods.</td>
<td>NFW Neighborhood Task Force DeKalb Neighborhood Advisory Task Force Police Dept.</td>
<td>Spring 2004</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Address procedural questions regarding towing trespassing vehicles from private property.</td>
<td>NFW Neighborhood Task Force DeKalb Neighborhood Advisory Task Force Legal Division</td>
<td>Summer 2004</td>
<td></td>
</tr>
</tbody>
</table>
### Appearance & Property Maintenance Strategies

<table>
<thead>
<tr>
<th>Task / Action</th>
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<th>Timeline</th>
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</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Establish North Fifth Ward Neighborhood Task Force.</td>
<td>This organization would provide leadership for the neighborhood’s maintenance and for implementing recommended strategies.</td>
<td>North Fifth Ward Residents&lt;br&gt;DeKalb Neighborhood Advisory Task Force</td>
<td>Winter 2003</td>
</tr>
<tr>
<td>2</td>
<td>Encourage peer pressure by residents/neighbors.</td>
<td>Expectations of neighbors are established by residents taking responsibility first for their own properties.</td>
<td>North Fifth Ward Residents&lt;br&gt;NFW Neighborhood Task Force</td>
<td>Winter 2003</td>
</tr>
<tr>
<td>3</td>
<td>Increase awareness of property rehabilitation programs.</td>
<td>Federal and state sources may provide financial assistance to rehabilitation of historic structures.</td>
<td>NFW Neighborhood Task Force&lt;br&gt;Landmark Commission</td>
<td>Winter 2003</td>
</tr>
<tr>
<td>4</td>
<td>Establish a “good neighbor” program.</td>
<td>Provides mechanism for communication and as source for information in and about the neighborhood.</td>
<td>NFW Neighborhood Task Force&lt;br&gt;DeKalb Neighborhood Advisory Task Force</td>
<td>Spring 2004</td>
</tr>
<tr>
<td>5</td>
<td>Establish neighborhood watch program.</td>
<td>Would need to be initiated by North Fifth Ward residents.</td>
<td>NFW Neighborhood Task Force&lt;br&gt;Police Dept.</td>
<td>Spring 2004</td>
</tr>
<tr>
<td>6</td>
<td>Develop program to encourage painting existing structures.</td>
<td>Area businesses could be approached for the donation of painting supplies.</td>
<td>NFW Neighborhood Task Force&lt;br&gt;DeKalb Neighborhood Advisory Task Force</td>
<td>Spring 2004</td>
</tr>
<tr>
<td>7</td>
<td>Adopt a trash can.</td>
<td>Residents would assume responsibility for trash cans.</td>
<td>NFW Neighborhood Task Force&lt;br&gt;Public Works Dept.</td>
<td>Summer 2004</td>
</tr>
</tbody>
</table>
## Appearance & Property Maintenance Strategies (continued)

<table>
<thead>
<tr>
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</tr>
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<tbody>
<tr>
<td>8</td>
<td>Host a “Property Maintenance” workshop.</td>
<td>Initiated by neighborhood, would provide forum for reviewing property maintenance codes and enforcement activities; could also help with follow-up efforts with individual property owners.</td>
<td><strong>NFW Neighborhood Task Force</strong> Community Development Department</td>
<td>Spring 2004</td>
</tr>
<tr>
<td>9</td>
<td>Schedule periodic Code Enforcement walk-throughs.</td>
<td>Heightened code enforcement could be paired with the property maintenance workshop and “spring clean-up” efforts.</td>
<td><strong>Community Development Department</strong> NFW Neighborhood Task Force</td>
<td>Ongoing</td>
</tr>
<tr>
<td>10</td>
<td>Sign the entrances to the North Fifth Ward Neighborhood.</td>
<td>Entrance signs would help establish neighborhood’s identity as a special place.</td>
<td><strong>NFW Neighborhood Task Force</strong> Public Works Dept.</td>
<td>Summer 2004</td>
</tr>
<tr>
<td>11</td>
<td>Budget funding for targeted sidewalk replacement.</td>
<td>Popular program provides financial assistance for replacement sidewalks, which would otherwise be the owner’s responsibility.</td>
<td><strong>City Council</strong> Community Development Department Public Works Department</td>
<td>July 2004</td>
</tr>
<tr>
<td>12</td>
<td>Encourage increased owner-occupancy of residential properties.</td>
<td>CDBG and other programs may be used to encourage purchase and rehabilitation of owner-occupied structures.</td>
<td><strong>City Council</strong> NFW Neighborhood Task Force Community Development Dept.</td>
<td>Summer 2004</td>
</tr>
</tbody>
</table>
**LAND USE, ZONING & CHARACTER STRATEGIES**

<table>
<thead>
<tr>
<th>TASK / ACTION</th>
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<th>LEAD PARTNERS</th>
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</tr>
</thead>
<tbody>
<tr>
<td>2. Develop a “Homeowners’ Handbook” as resource for residents interested in rehabilitating/restoring their buildings.</td>
<td>Could be funded through a grant program run by the Illinois Historic Preservation Agency.</td>
<td><strong>Landmark Commission</strong>&lt;br&gt;NFW Neighborhood Task Force&lt;br&gt;Community Development Dept.&lt;br&gt;City Council</td>
<td>Summer 2004</td>
<td>May require a local match to the grant (FY 05 City budget).</td>
</tr>
<tr>
<td>3. Develop a “New Construction” Handbook for appropriate designs for new structures.</td>
<td>Could be funded through a grant program run by the Illinois Historic Preservation Agency.</td>
<td><strong>Landmark Commission</strong>&lt;br&gt;NFW Neighborhood Task Force&lt;br&gt;Community Development Dept.&lt;br&gt;City Council</td>
<td>Summer 2005</td>
<td>May require a local match to the grant (FY 06 City budget).</td>
</tr>
<tr>
<td>4. Increase penalties for work performed without permits (or Landmark Commission review).</td>
<td>Increase fees due for work performed without building permits, which is tied to Landmark Commission review.</td>
<td><strong>City Council</strong>&lt;br&gt;Landmark Commission&lt;br&gt;NFW Neighborhood Task Force&lt;br&gt;Community Development Dept.</td>
<td>Spring 2004</td>
<td></td>
</tr>
<tr>
<td>5. Develop a rooming house acquisition and conversion program.</td>
<td>Program aimed acquiring and converting obsolete rooming houses as single-family homes; would require new funding source to initiate program.</td>
<td><strong>City Council</strong>&lt;br&gt;NFW Neighborhood Task Force&lt;br&gt;Landmark Commission&lt;br&gt;Community Development Dept.</td>
<td>Spring 2005</td>
<td>Would require new funding source (grant or FY06 budget).</td>
</tr>
<tr>
<td>6. Create the North Fifth Ward Neighborhood Overlay Zone.</td>
<td>Zoning overlay creates new requirements or adds flexibility to existing requirements to meet the particular needs of the neighborhood.</td>
<td><strong>City Council</strong>&lt;br&gt;NFW Neighborhood Task Force&lt;br&gt;Plan Commission&lt;br&gt;Community Development Dept.</td>
<td>Summer 2004</td>
<td>Would require UDO amendment approved by City Council.</td>
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</table>
APPENDICES

ADOPTION ORDINANCE FOR
North Fifth Ward Neighborhood Plan

HISTORIC TAX CREDITS HANDOUTS

MEETING SIGN-IN SHEETS
WHEREAS, Ordinance 96-01 authorized a 1996 Update to the elements of the Comprehensive Plan for the City of DeKalb; and,

WHEREAS, the City, in cooperation with the residents and property owners of the North Fifth Ward Neighborhood have developed the North Fifth Ward Neighborhood Plan; and,

WHEREAS, the DeKalb Plan Commission held Public Hearings for the purpose of receiving input on the proposed North Fifth Ward Neighborhood Plan on August 28, 2002 and October 29, 2003; and,

WHEREAS, the DeKalb Plan Commission recommended approval of the North Fifth Ward Neighborhood Plan Element by a vote of 3-1, conditional upon:

    a) the omission of the recommendation to “Expand the Landmark Commission’s review to include site plans and other visible changes to properties in the historic district”; and upon,

    b) the amendment of the recommendation to “Create the North Fifth Ward Neighborhood Overlay Zone” to heighten flexibility with setbacks, parking and replacement of accessory structures and to minimize the application of new restrictions on properties in the overlay district, if adopted; and upon,

    c) if an overlay district is created, the omission of the prohibition on the issuance of demolition permits for structures within the overlay zoning district;

and,

WHEREAS, the City Council has chosen to amend the DeKalb Comprehensive Plan by including the North Fifth Ward Neighborhood Plan Element; and,

WHEREAS, that North Fifth Ward Neighborhood Plan Element shall provide direction for the implementation of strategies to improve the appearance, livability and sustainability of the North Fifth Ward Neighborhood; now,

THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL of the City of DeKalb, Illinois, as follows:
Section 1. That the Municipal Code of the City of DeKalb, Chapter 30, "Official Comprehensive Plan", Section 30.01 "Adoption", be amended by inserting a new subsection k), as shown following:

    k) The North Fifth Ward Neighborhood Plan Element of the Comprehensive Plan as adopted by City Council on (insert ordinance passage date); a copy of the North Fifth Ward Neighborhood Plan Element shall be kept and made available to the public in the City Clerk’s office.

Section 2. That each section, paragraph, sentence, clause and provision of this ordinance is separable and if any provision is held unconstitutional or invalid for any reason, such decision shall not affect the remainder of this ordinance, nor any part thereof, other than that part affected by such decision.

Section 3. That except as to the amendments heretofore mentioned, all Sections of the Municipal Code of the City of DeKalb, Illinois shall remain in full force and effect.

Section 4. That this Ordinance shall be in full force and effect upon its passage and approval according to law.

PASSED BY THE CITY COUNCIL of the City of DeKalb, Illinois at a regular meeting thereof held on the 24th day of November, 2003, and approved by me as Mayor on the same day. First and second reading on November 24, 2003. Roll call vote 7-0. Aye: Harris, Povlsen, Kapitan, Knowlton, Conboy, Baker, Barr.

ATTEST:

DONNA S. JOHNSON, City Clerk

GREG SPARROW, Mayor