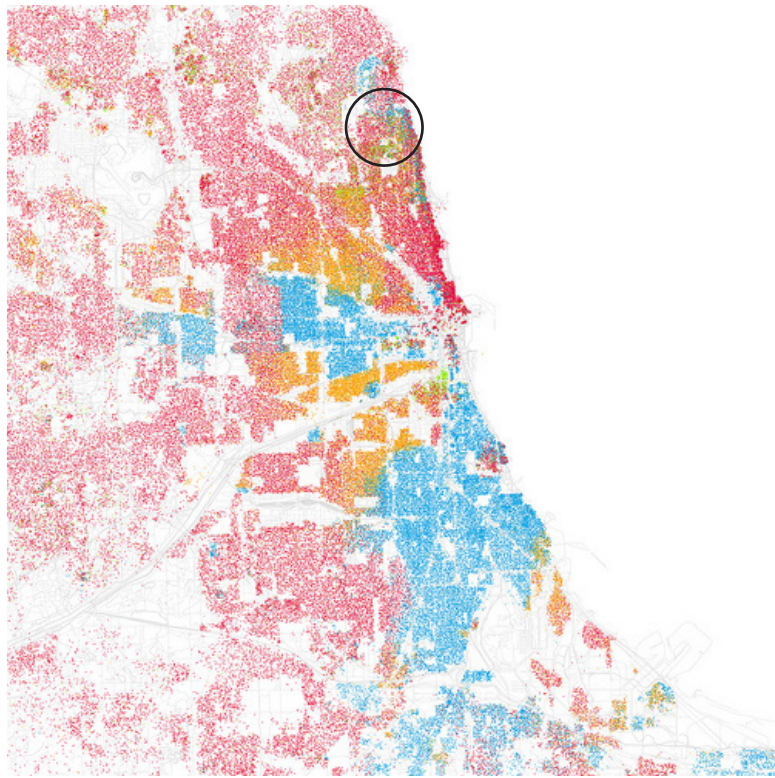


**DEVON AVENUE**

**part one**





race and ethnicity map of chicago

**project statement**

Devon Avenue Streetscape

**elevator statement**

This project will seek to improve Devon Avenue in order to provide neighborhood residents new opportunities and conditions for: “stoop” socializing, outdoor activities to encourage a healthy lifestyle for children, business development and attraction.

**case statement**

The development of this projects began because of current talks and initiatives to improve and revive Devon Avenue in West Rogers Park. The first action the committee implemented was to remove the benches from Devon Avenue corners in and around West Rogers Park. Why? It is the position, and fear, of some that these benches attracted unsavory and criminal elements to the neighborhood, especially at night. It is possible that this is true. However, criminal behavior cannot be eradicated through the removal of benches; especially when these benches are used by the “eyes of the street”– the locals, for gathering and socializing. Can a better street make a better neighborhood? Over 50% of children in this neighborhood are overweight and over 25% are considered obese. Can a redesigned streetscape offer new opportunities for children to learn new and improved healthy life habits? This project will investigate current conditions of car traffic, pedestrian traffic, street widths, zoning uses, building facades, sidewalks, criminal activity and other features of Devon Avenue. I will then introduce a new concept and design to allow the continuation of social activity, pacify those that fear an increase in criminal activity, and seek ways to create new opportunities for healthy living.





goals

Overall:  
Numerous neighborhood benefits of the streetscape project will include: lifestyle, natural environment, economy, culture, and reputation of Devon Avenue.

Social:  
To provide opportunities for a range of social benefits by capitalizing on local neighborhood assets and, through the creation of a safe and adequate public realm, encourage social interaction and promote the neighborhood's lifestyle, health, happiness and well being.

Economic:  
To encourage the revitalization of economic activity in the area by providing public amenities that support local businesses and encourage positive, respectful behavior.

Streetscape:  
To enhance the area's natural and built heritage through quality urban design and high environmental standards.

guiding principles

a safe and comfortable environment will promote street level activity that supports the social and economic health of Devon Avenue

seasonal weather changes effects street life; make sure to accomodate for hot summers and cold winters

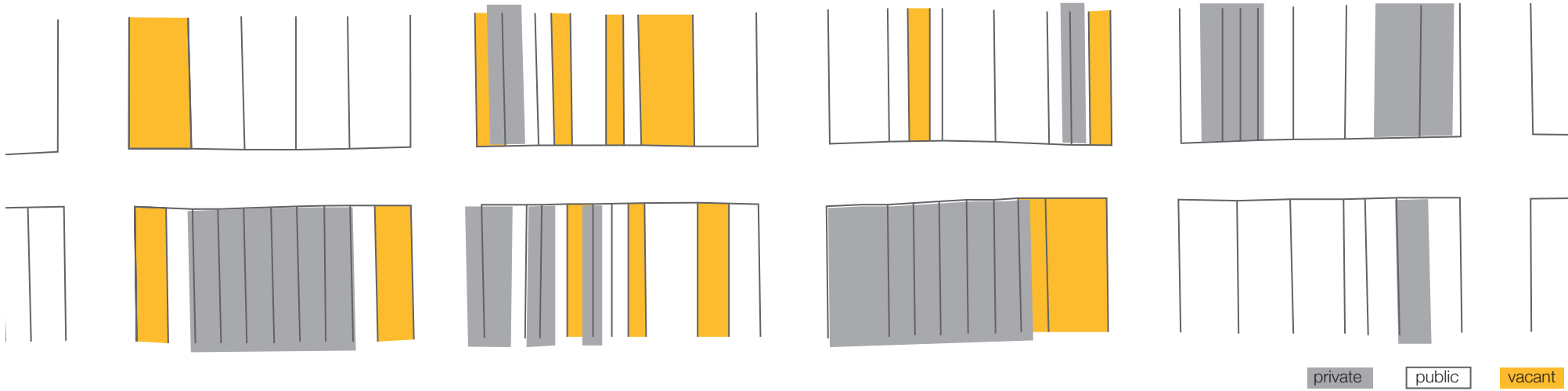
new public spaces should be accomadating for residents of all ages

**the average  
american spends only  
72 minutes  
outdoors each day.**

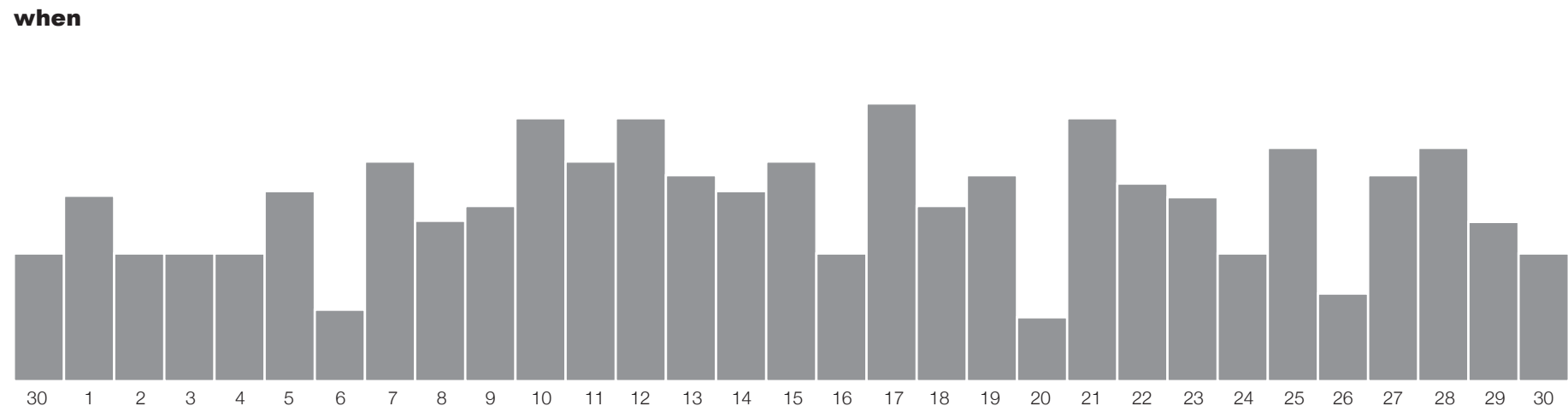




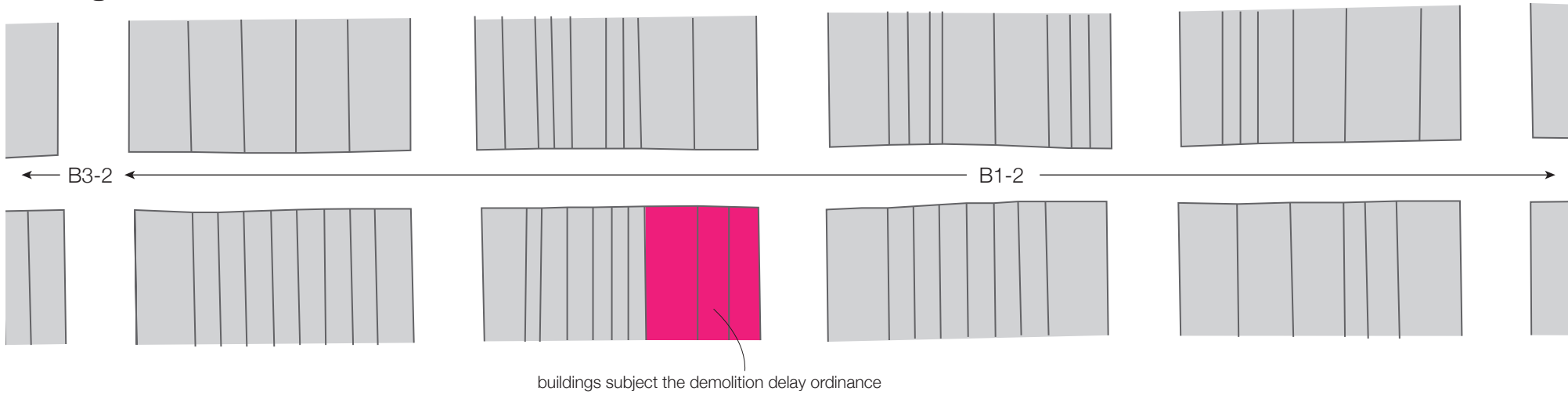
streets + sidewalks



crime

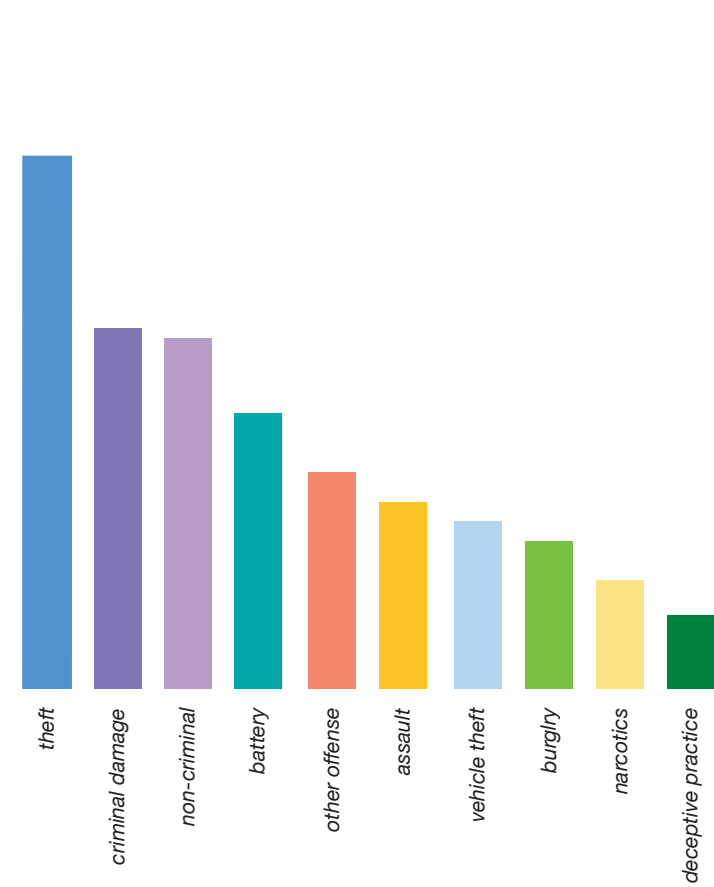


zoning

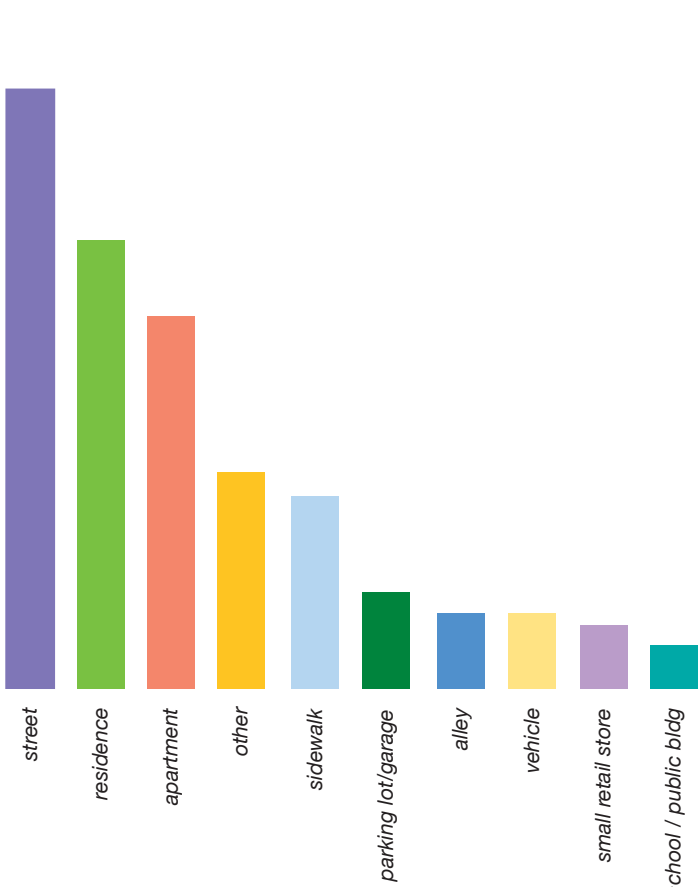


New Code	Description	FAR	Height	MLA	Front Yard Setback	Rear Yard Setback	Side Setback
B1-2	small scale retail (neighborhood shopping) w/dwelling units above ground	2.2	47'(<25)/50'(>25') 5' less w/o grd. flr. commercial	1000/unit	None unless abutting R zoned lot. Then it = a min. of 50% of R lot required setback	None unless abutting R zoned lot. Then varies. Min. 30' for floors w/dwelling units	None unless abutting R zoned lot. Then R zoning setback applies.
B3-2	Community shopping - destination oriented, no limit on size of commercial establishment. Allows dwelling units above ground floor.	2.2	47'(<25)/50'(>25') 5' less w/o grd. flr. commercial	1000/unit	None unless abutting R zoned lot. Then it = a min. of 50% of R lot required setback	None unless abutting R zoned lot. Then varies. Min. 30' for floors w/dwelling units	None unless abutting R zoned lot. Then R zoning setback applies.
C1-2	neighborhood commercial w/dweling units above ground	2.2	47'(<25)/50'(>25') 5' less w/o grd. flr. commercial	1000/unit	None unless abutting R zoned lot. Then it = a min. of 50% of R lot required setback	None unless abutting R zoned lot. Then varies. Min. 30' for floors w/dwelling units	None unless abutting R zoned lot. Then R zoning setback applies.

what



where



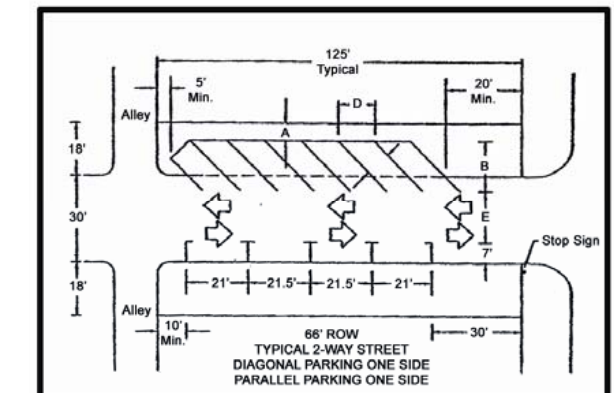
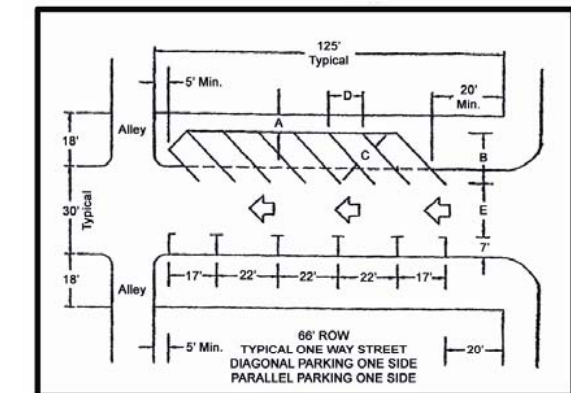
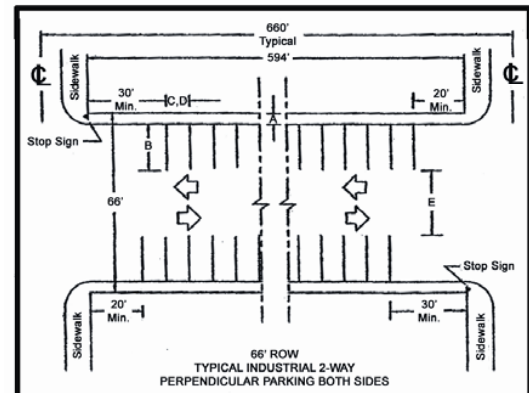
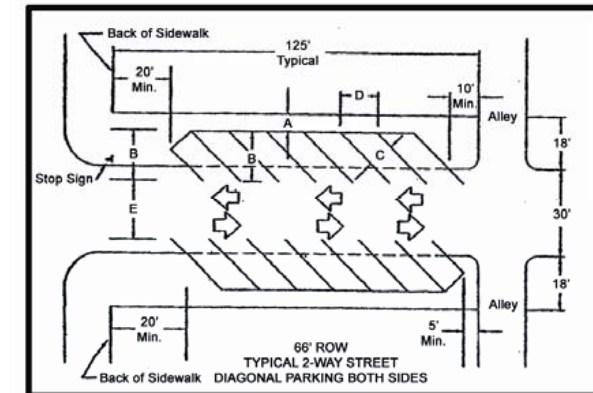
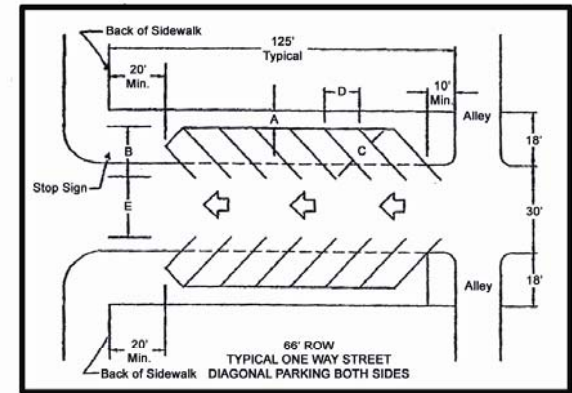
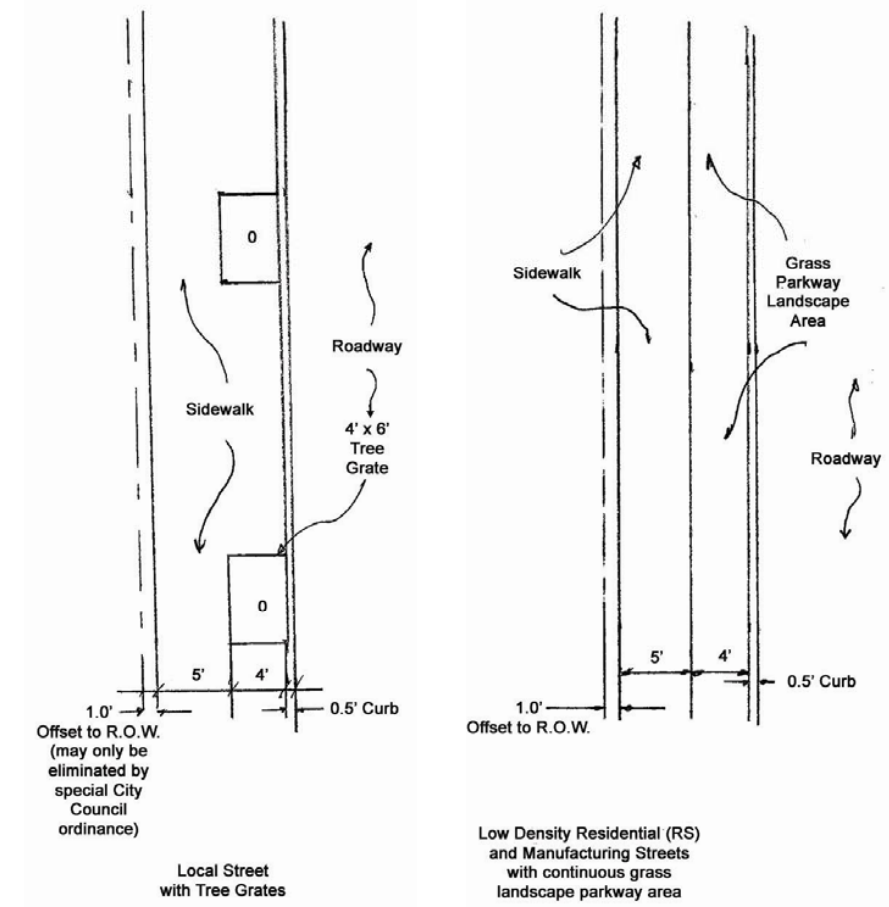
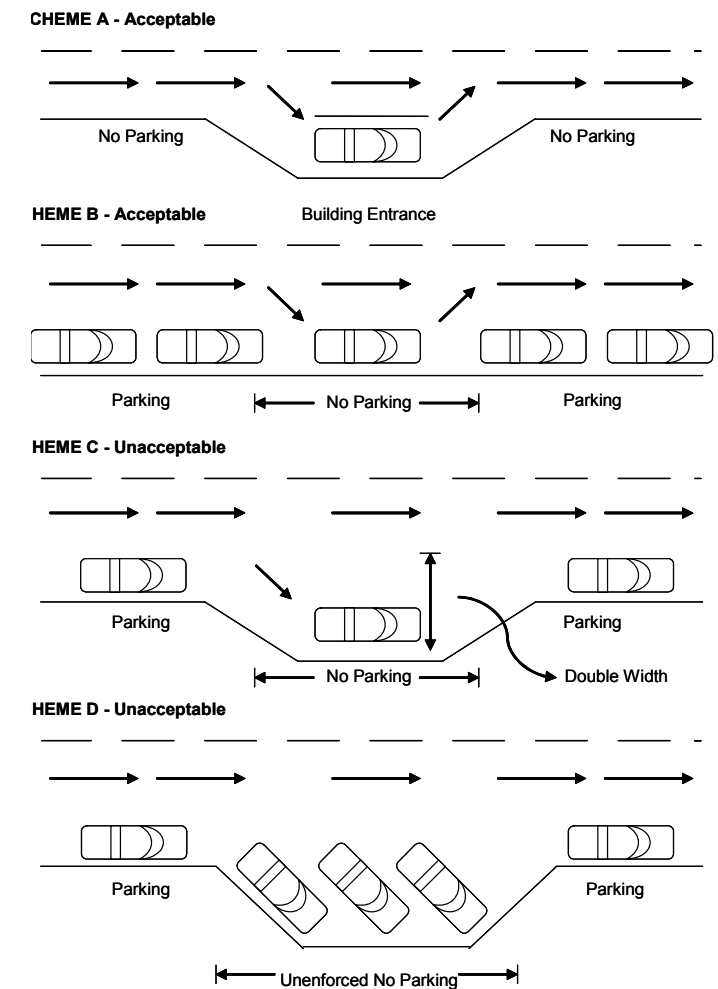
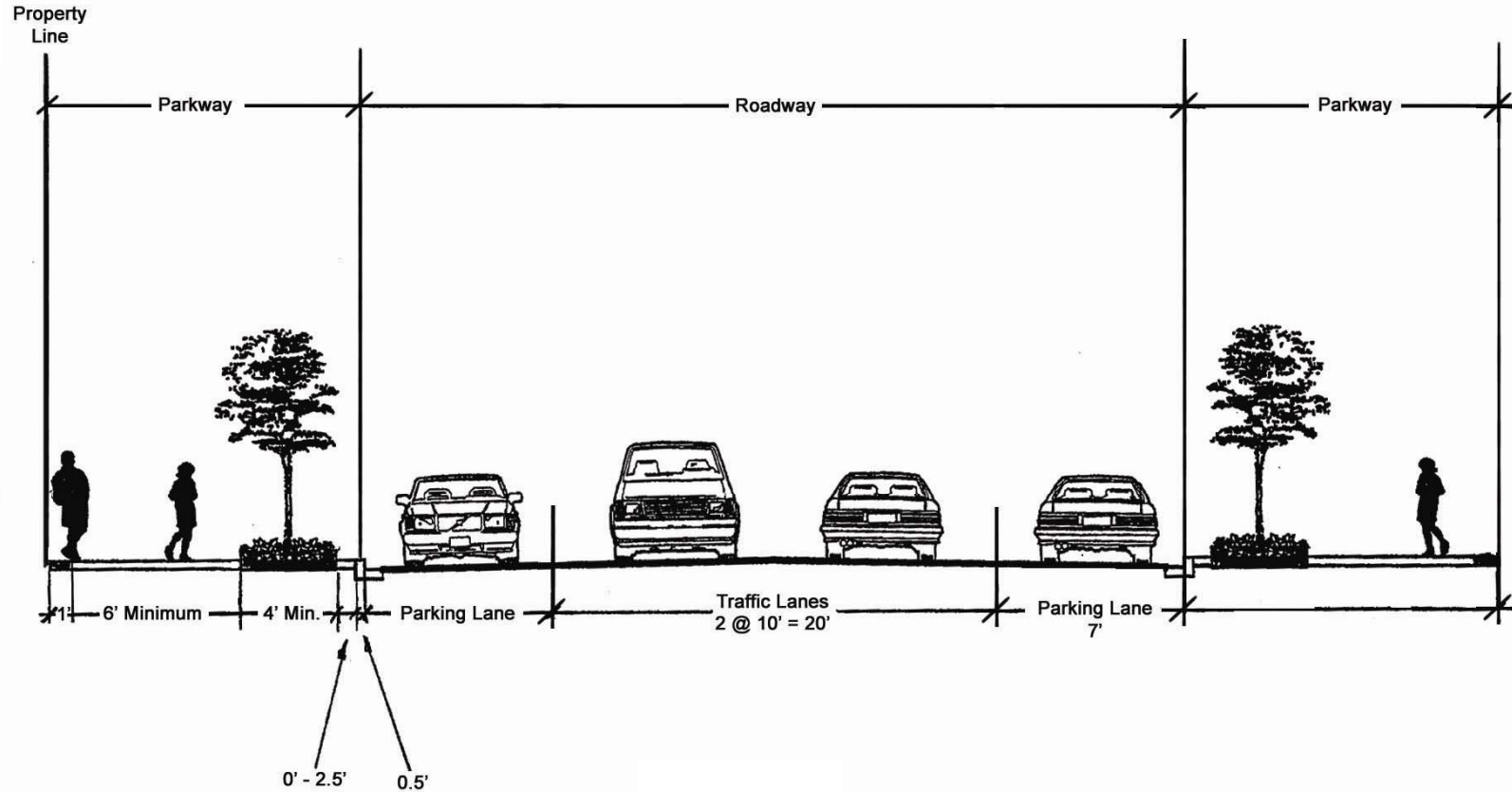
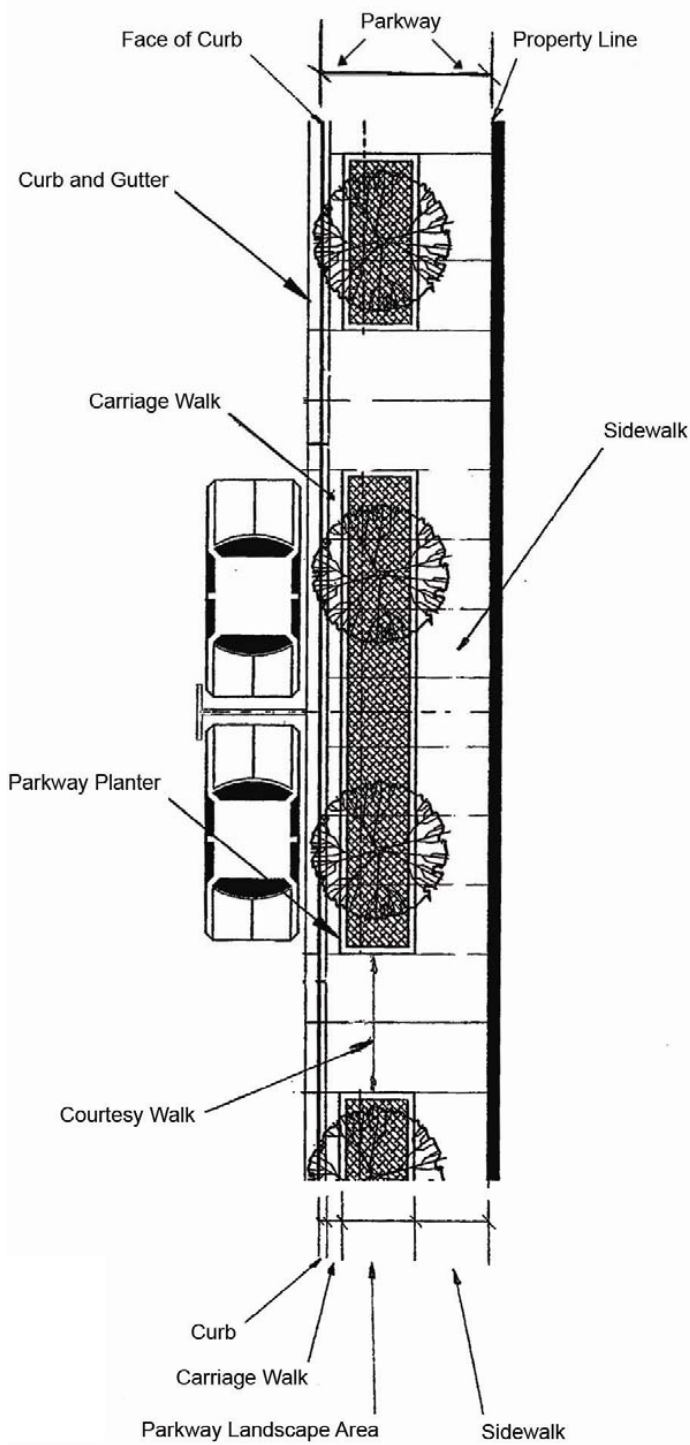






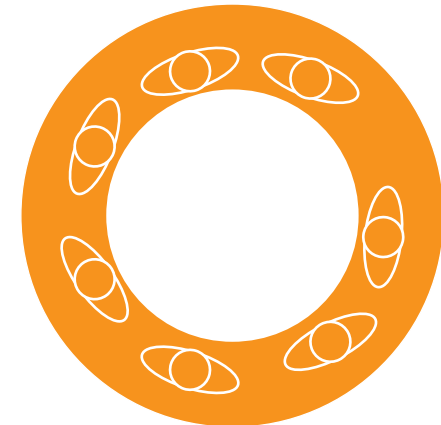
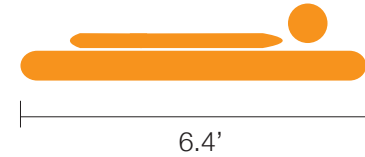
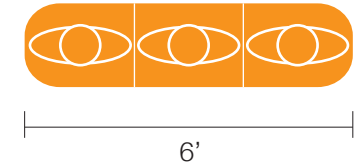
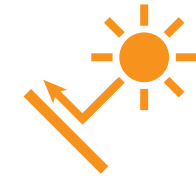
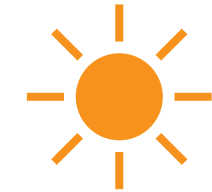
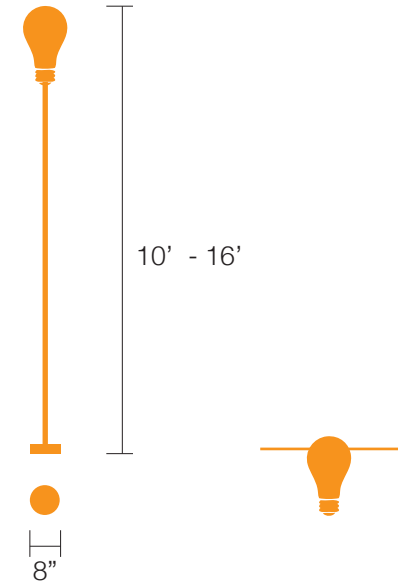
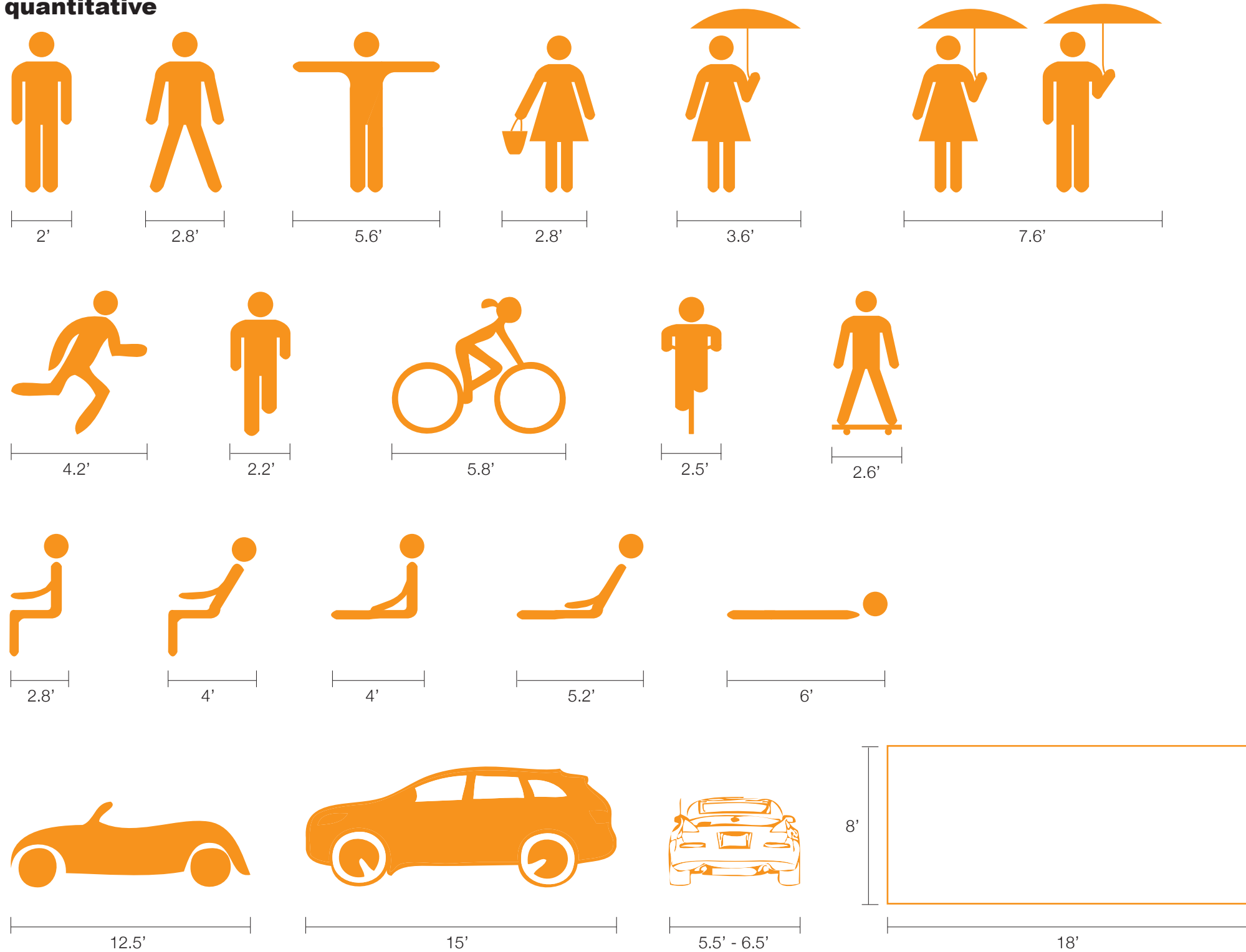


chicago standards

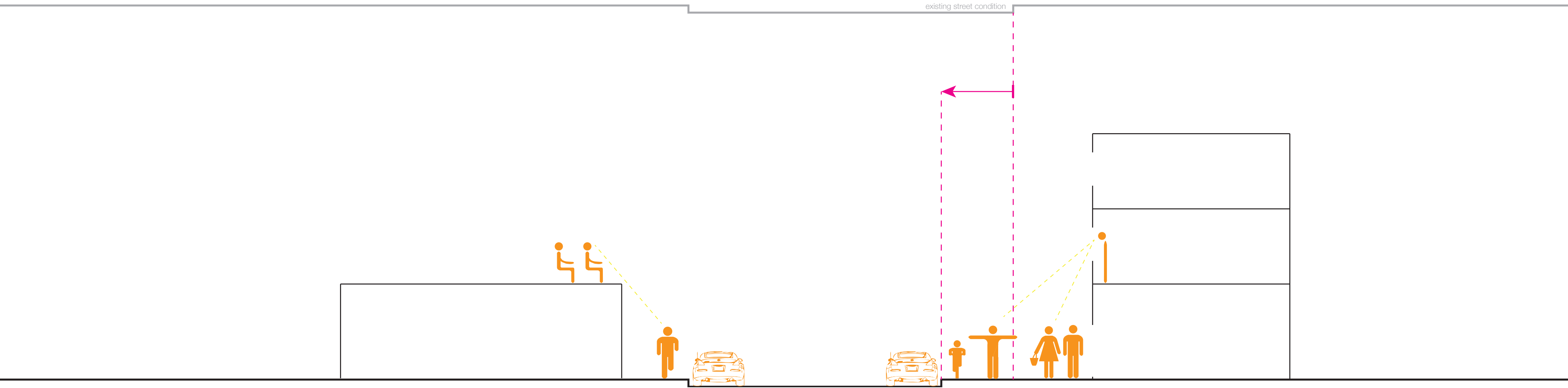




quantitative

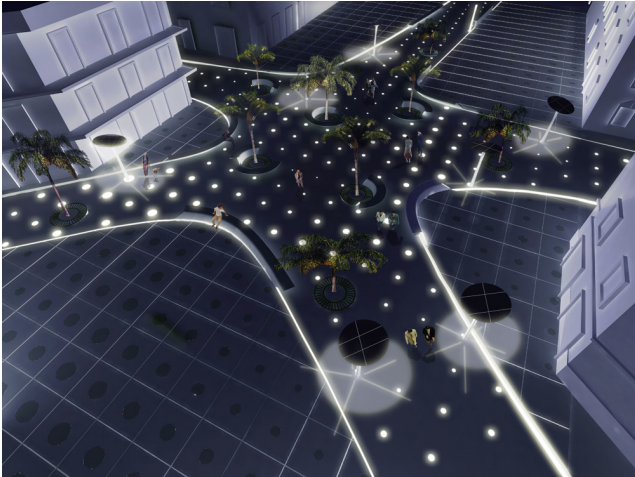


possibilities





qualitative



## process

sep

oct

**nov**

**dec**

jan

feb

mar

**apr**

**may**

## stakeholders



W-2



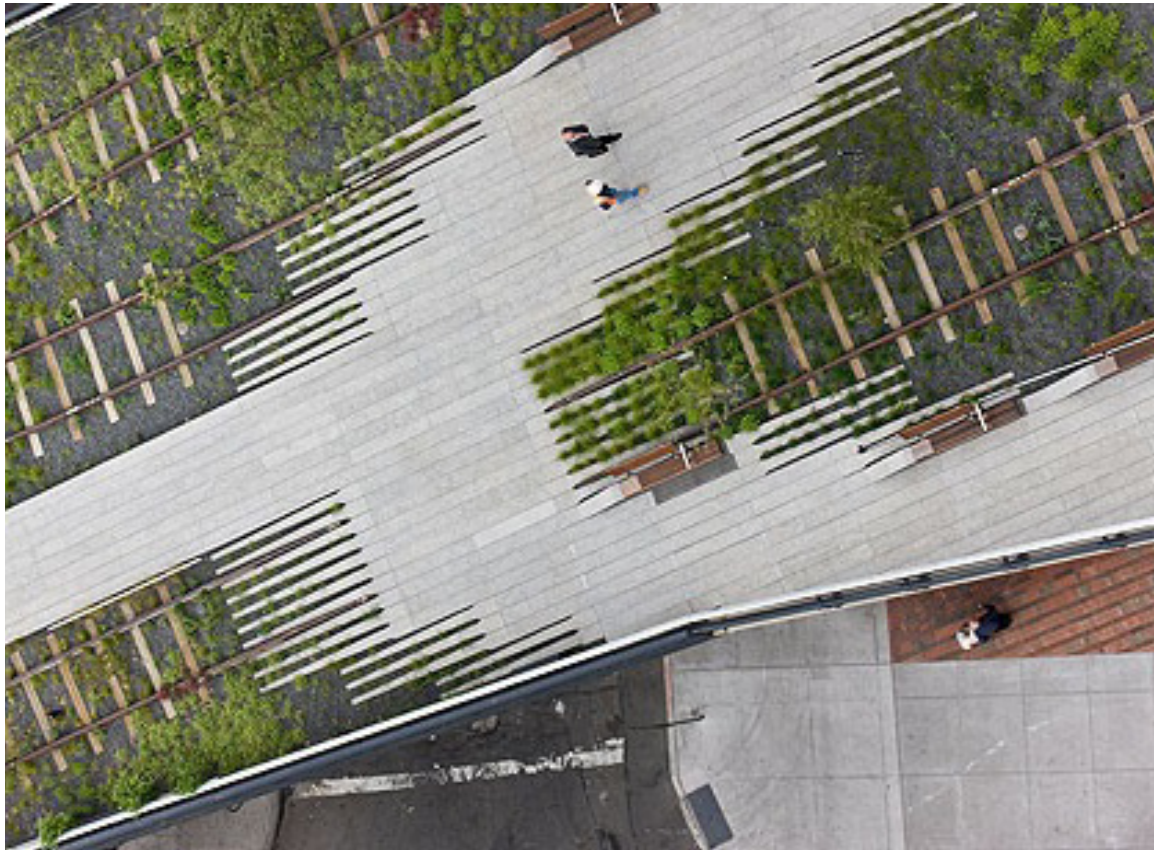
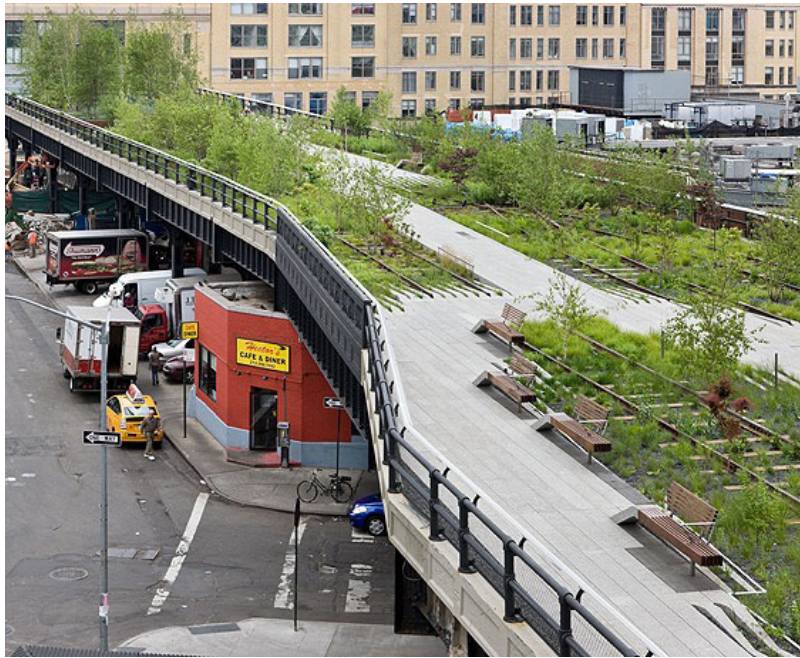


# High Line New York

a 1.5-mile long public park built on an abandoned elevated railroad stretching from the meatpacking district to the hudson rail yards in manhattan.

using a strategy of “agri-tecture”, they combined organic and building materials into a blend of changing proportions that accommodate the wild, the cultivated, the intimate, and the social

- 3 strategies used:
- paving system
  - slowing things down
  - careful sense of dimension of scale



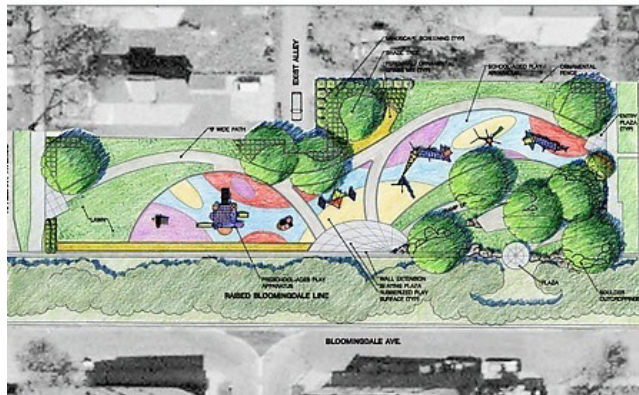
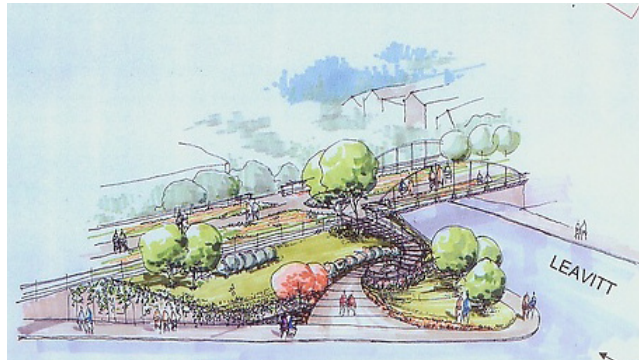


## Bloomington Trail Chicago

the conversion of the bloomingdale rail embankment  
into an elevated, multi-use, linear park and trail

the 5 goals:

- preserve the elevated right of way
- beautify the public space
- create a new, mixed use trail/linear park
- establish a broad coalition that supports the proposed park
- connect with neighborhood schools and institutions





# Giddings Plaza Chicago

originally farmland owned by farmers of German and English descent

area is known as a heavily German influenced and populated neighborhood

designated as “Lincoln Square” by the City of Chicago in 1925

about 45,000 people live in Lincoln Square / 38.6% are foreign born

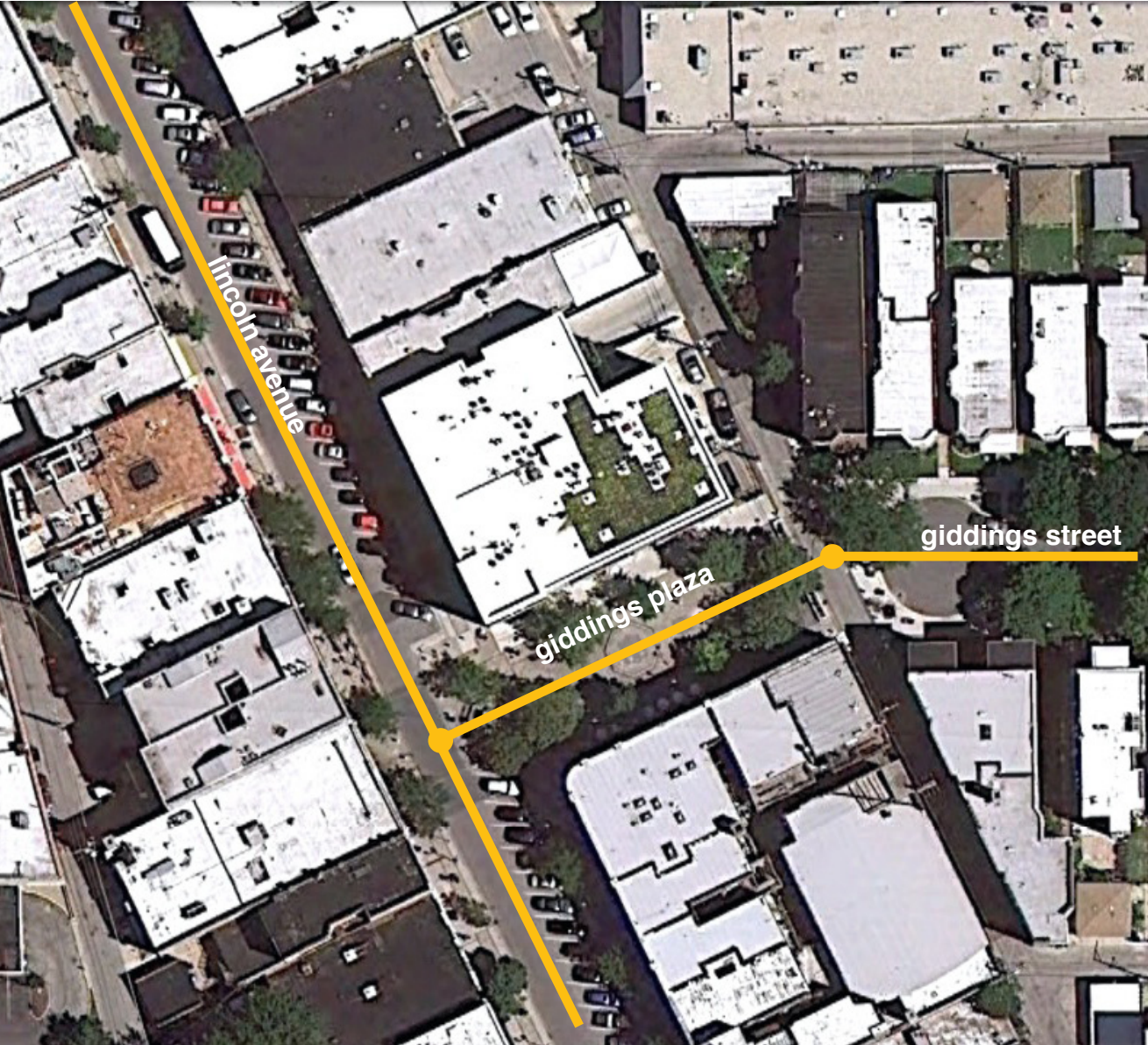
about 1,000 small to medium sized businesses

Lincoln Square Chamber of Commerce started to promote its commercial identity in 1949

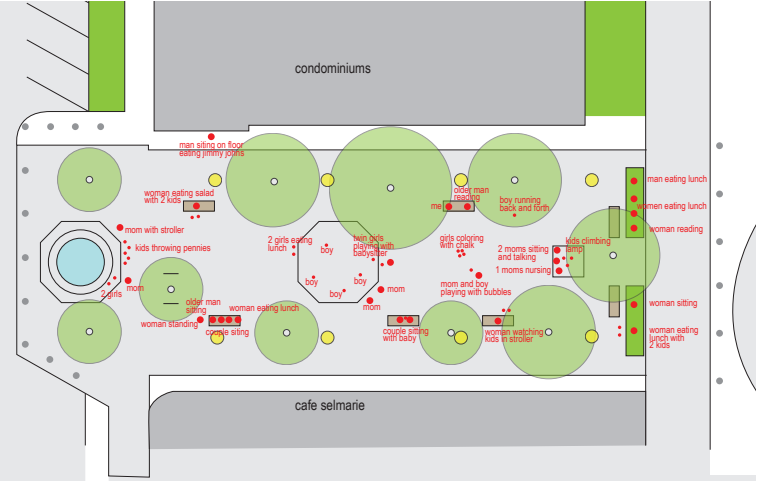
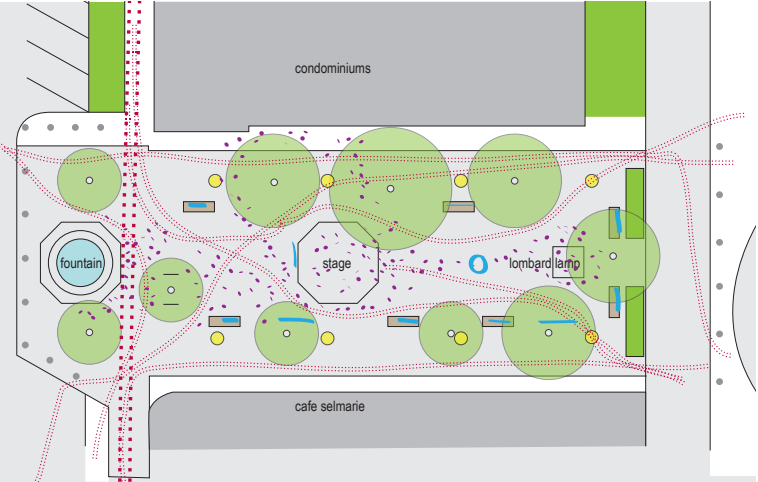
accessible through the Brown Line + Metra

Tuesday morning farmers market in train parking lot  
Thursday evening farmers market + summer concert series

one mother proclaimed  
“I bring my kids here to play and run around, because I feel safer here than I do at the park.”



the last segment of giddings street was cut off from vehicular traffic creating a pedestrian plaza



life in lincoln square/giddings plaza



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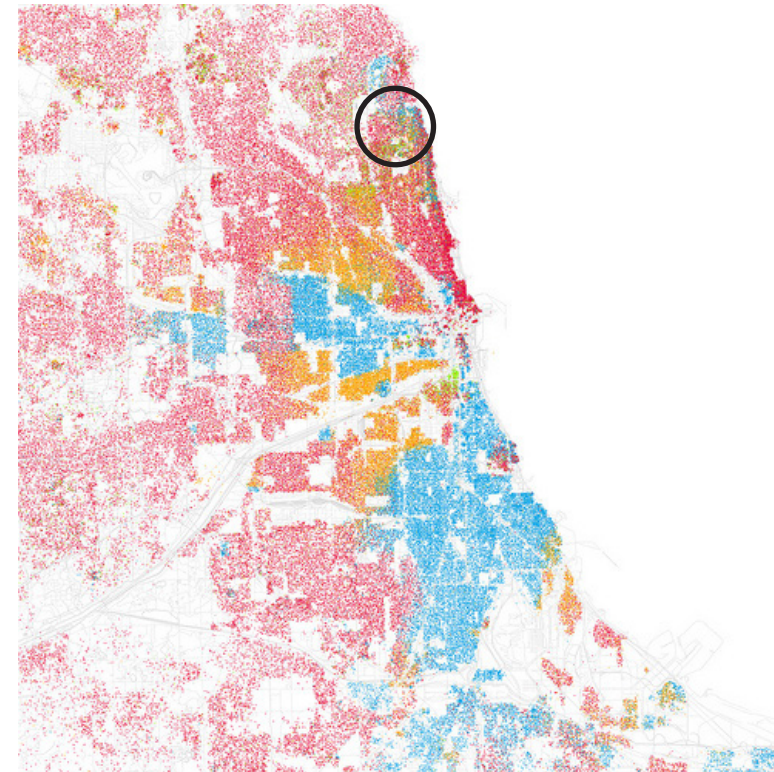
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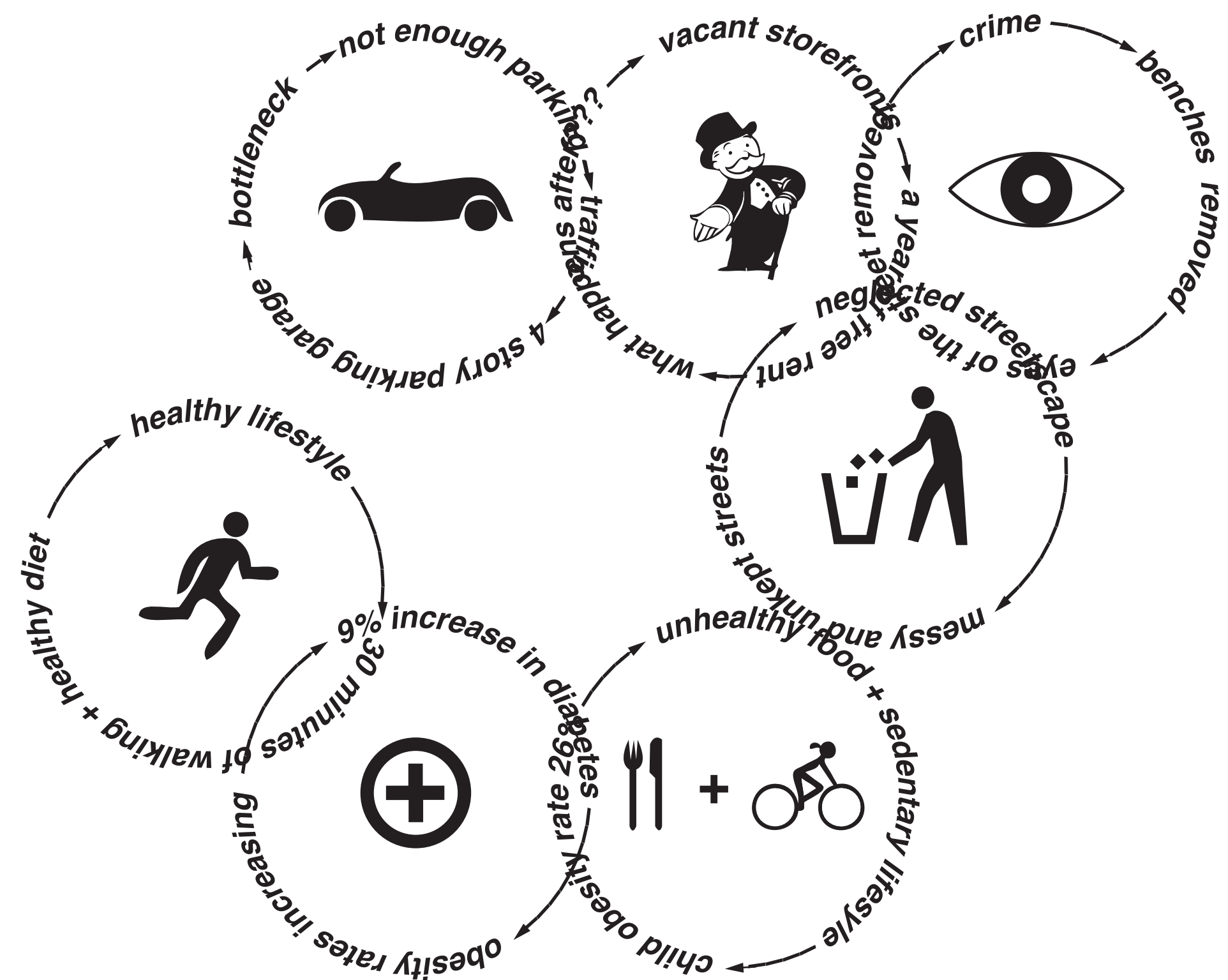
**part two**

This project encourages innovative design and planning concepts that further the development of a better, healthier and more active lifestyle through the infusion of activities into everyday practices in a space inhabited daily. It is not about encouraging us to go to the gym and work-out more. It's about giving citizens a workout through their interactions with this environment on a daily basis. This includes biking instead of driving and creating interesting and engaging environments to walk through. Governments are beginning to realize that by attacking obesity through urban design and architecture, designers might be its best warriors in the battle against obesity and its costs.

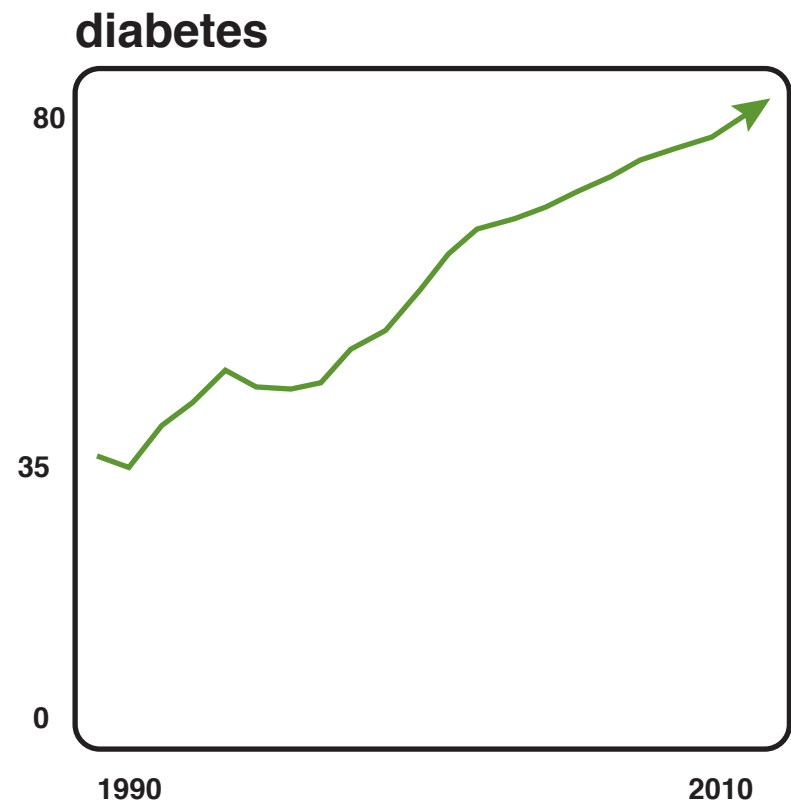
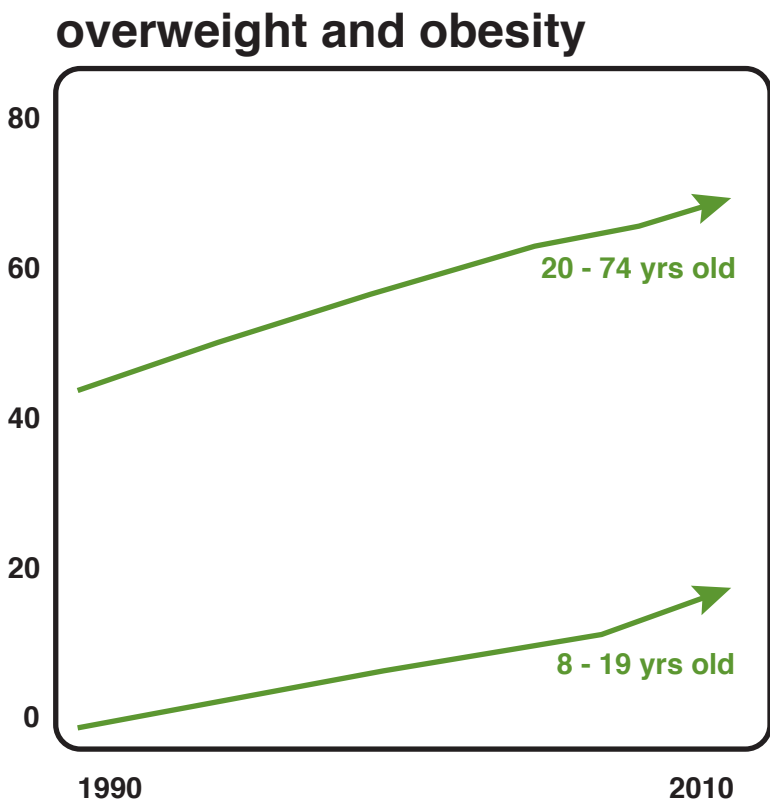
Instead of trying to change individual choices by using a moral appeal about what is good for you, it's about changing the environment to reshape the available choices.



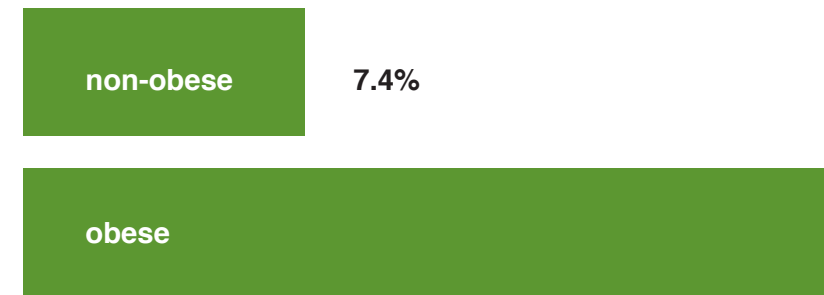




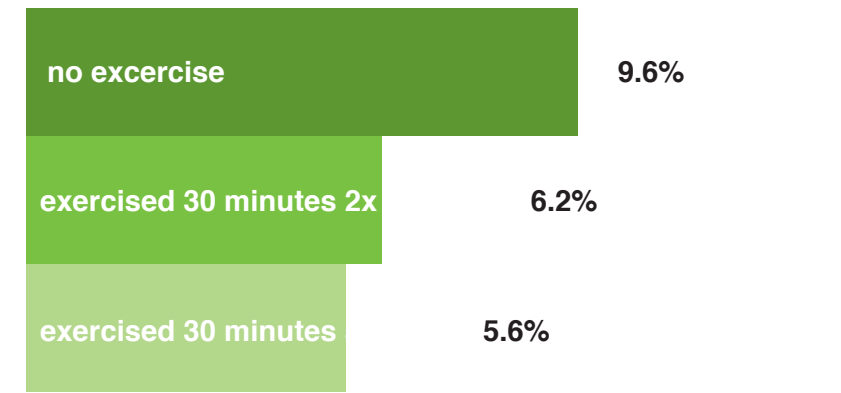
# weight increase = disease increase



## likelihood of being diagnosed with diabetes



## non-obese americans with diabetes

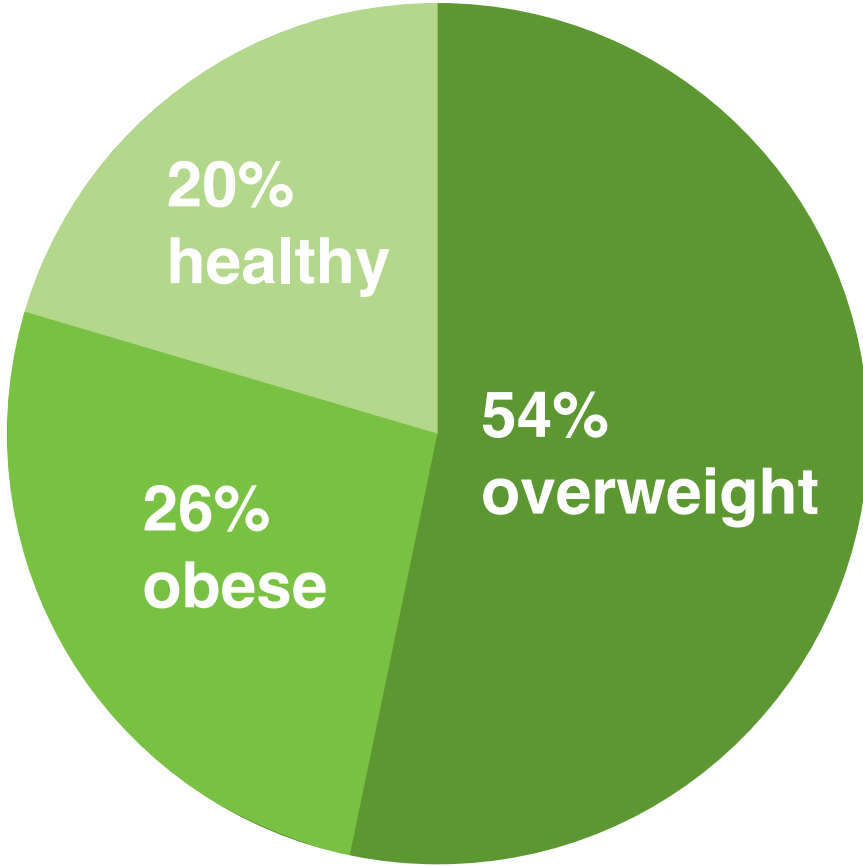


## obese americans with diabetes





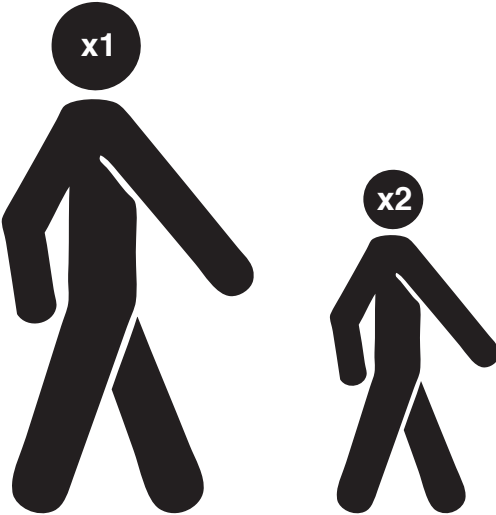
children in the rogers park neighborhood










the average american spends **72 minutes** outdoors each day

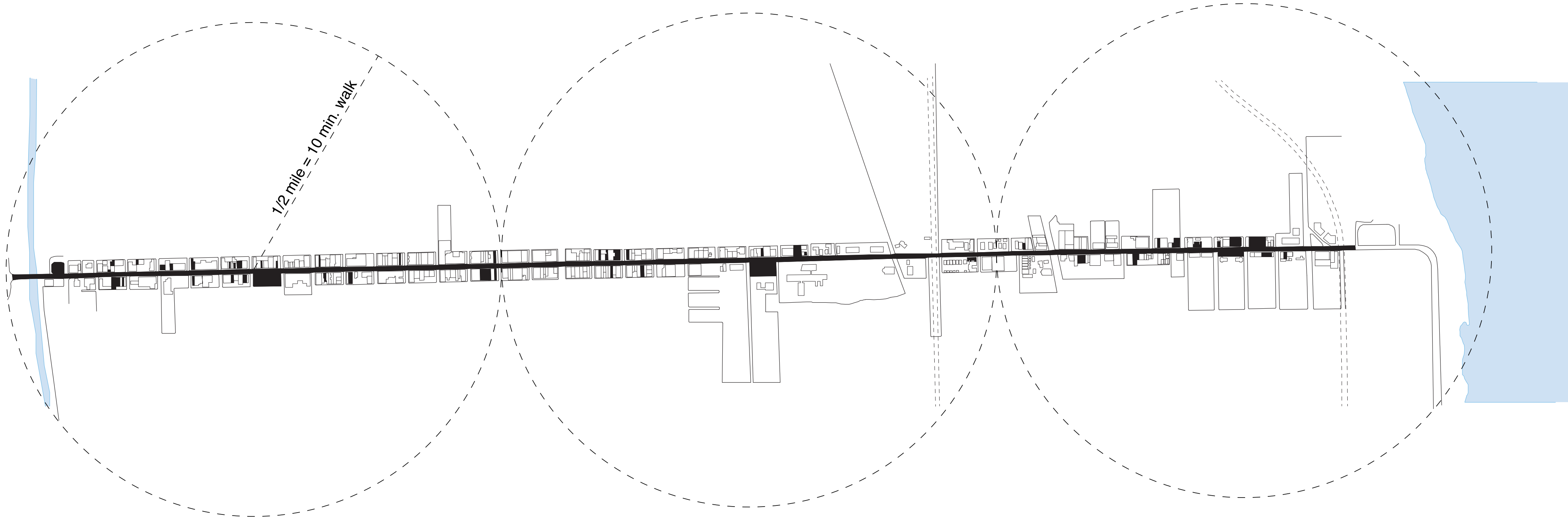


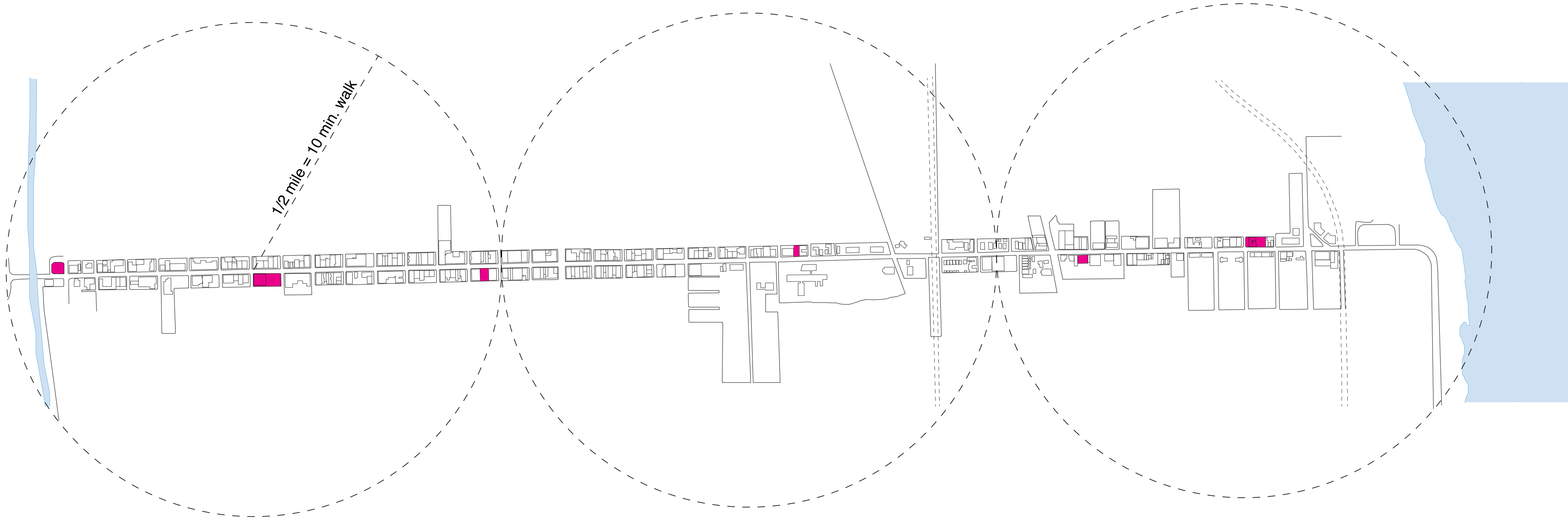
recommended weekly excercise is **150 minutes** of walking  
(+ 2x/week strength training)



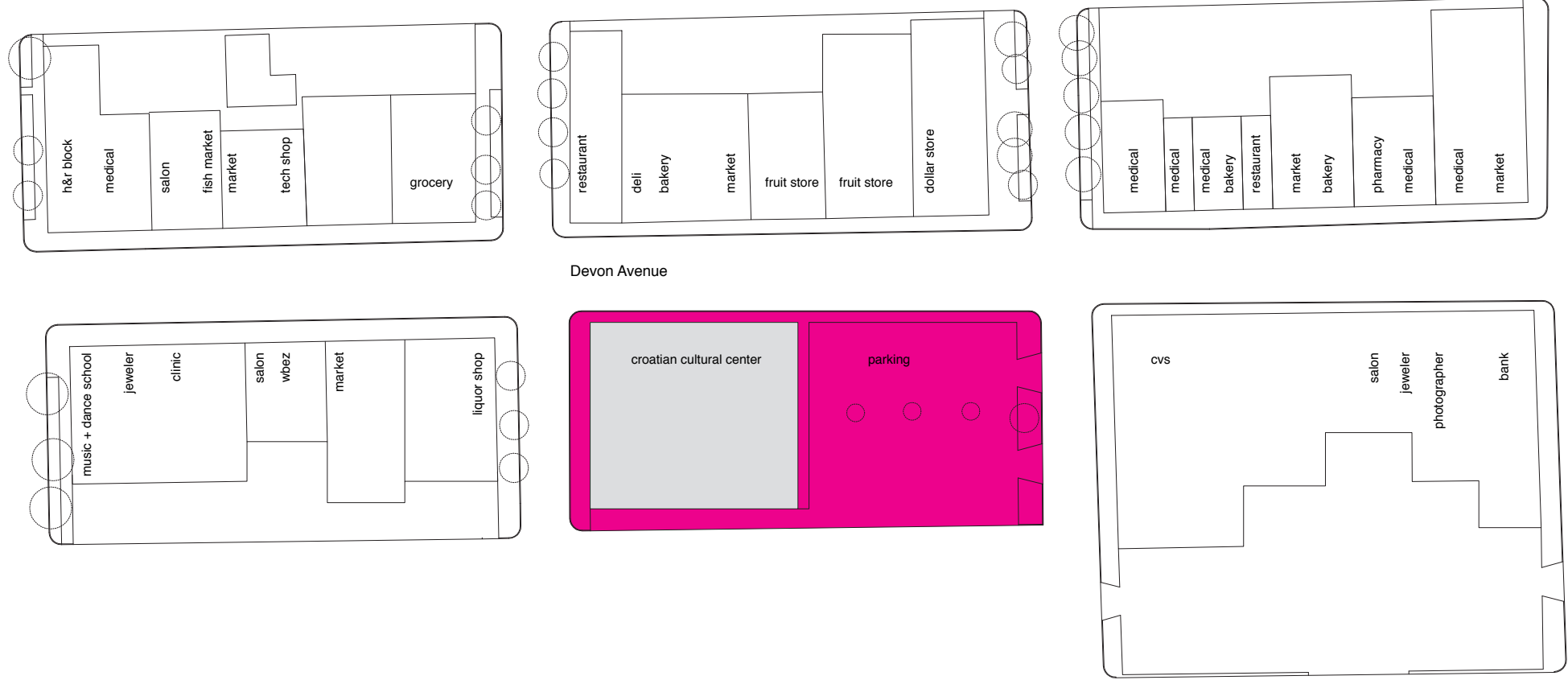
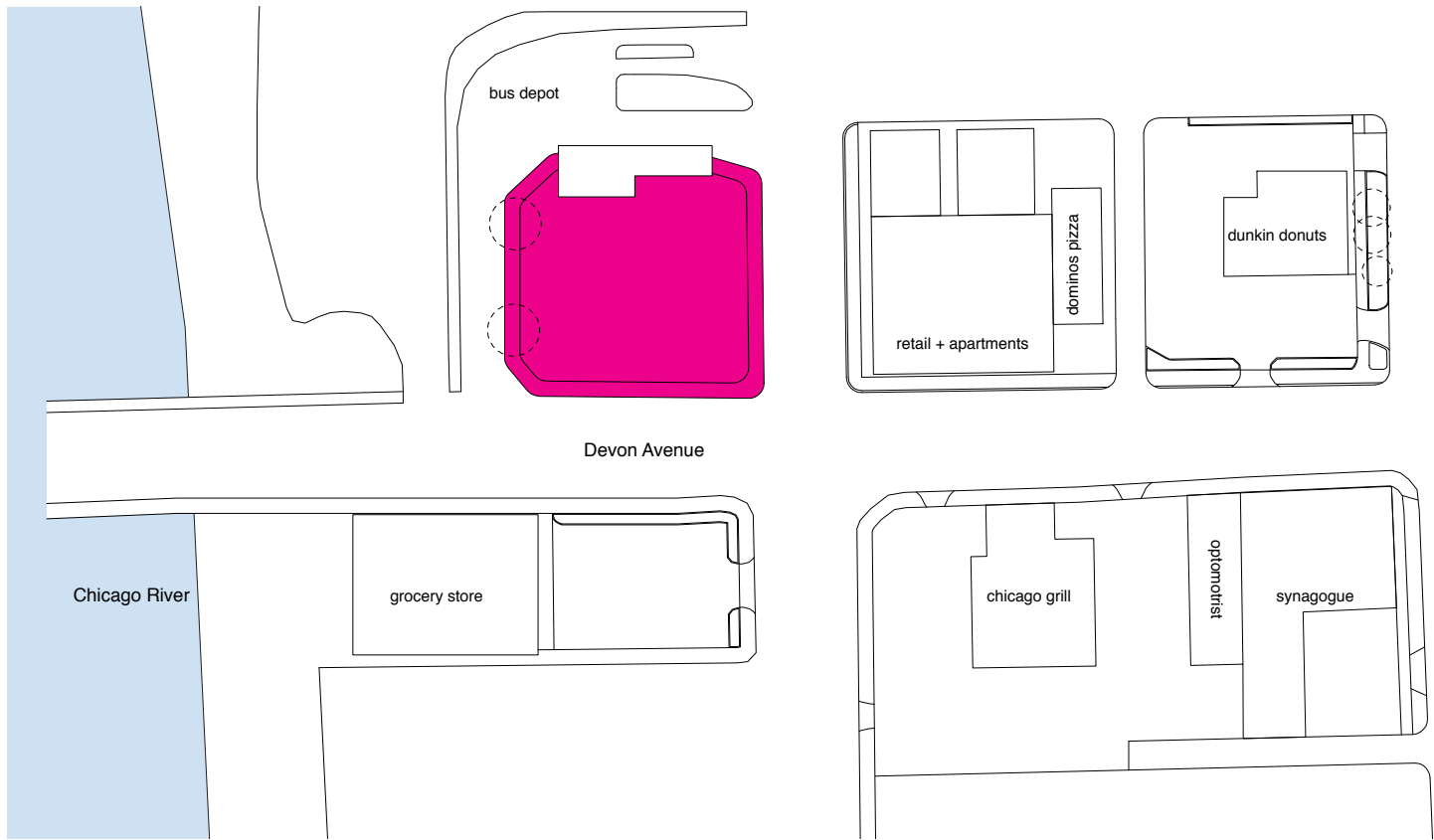
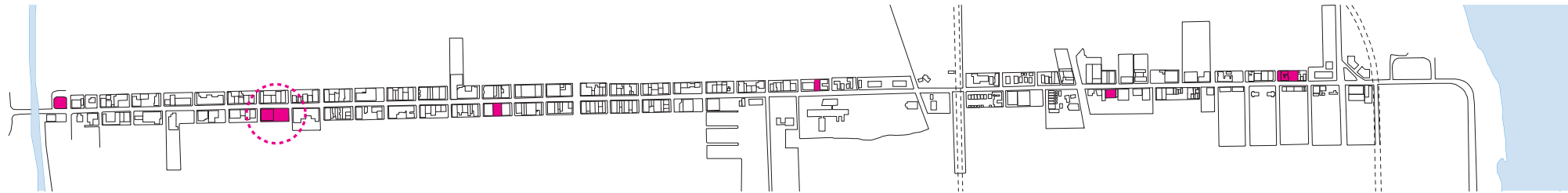
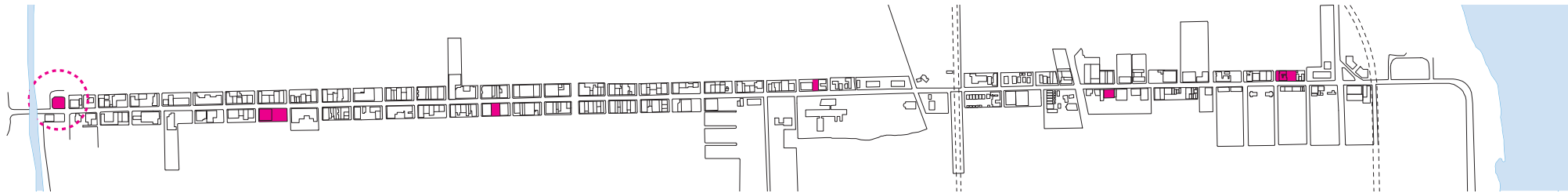
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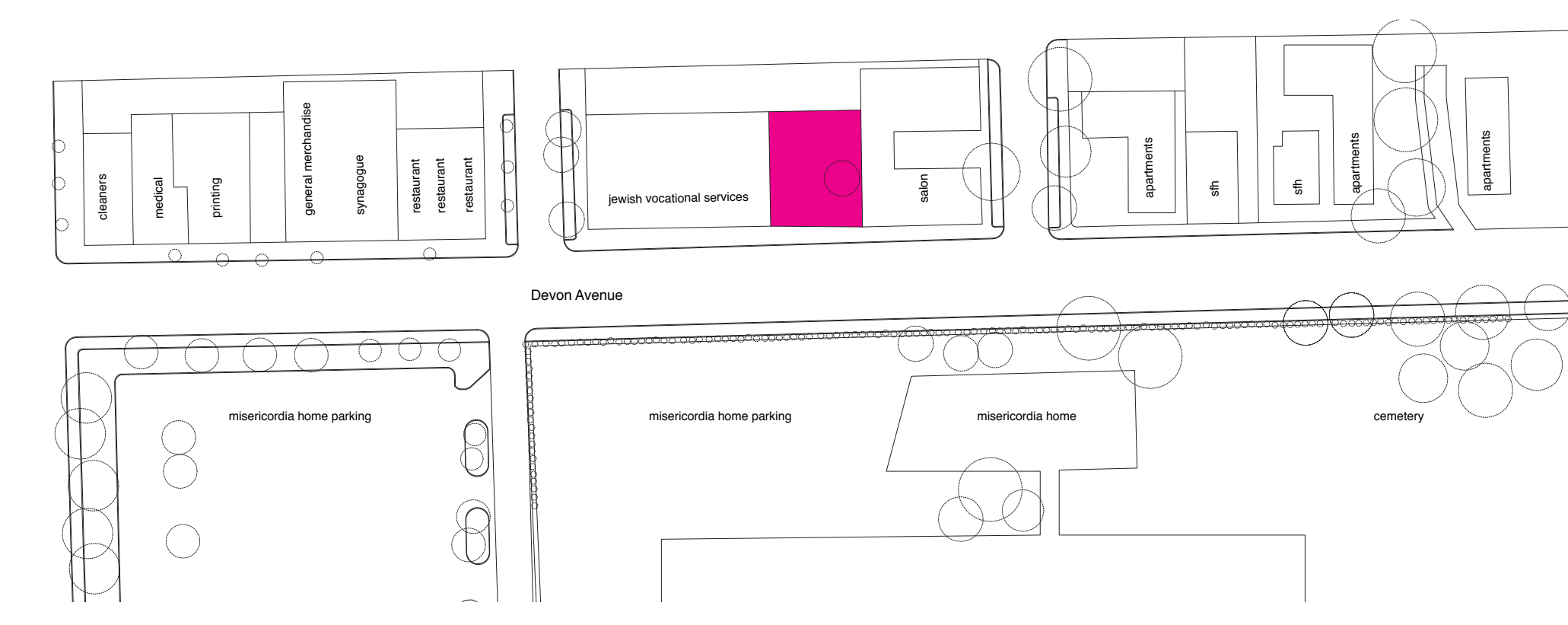
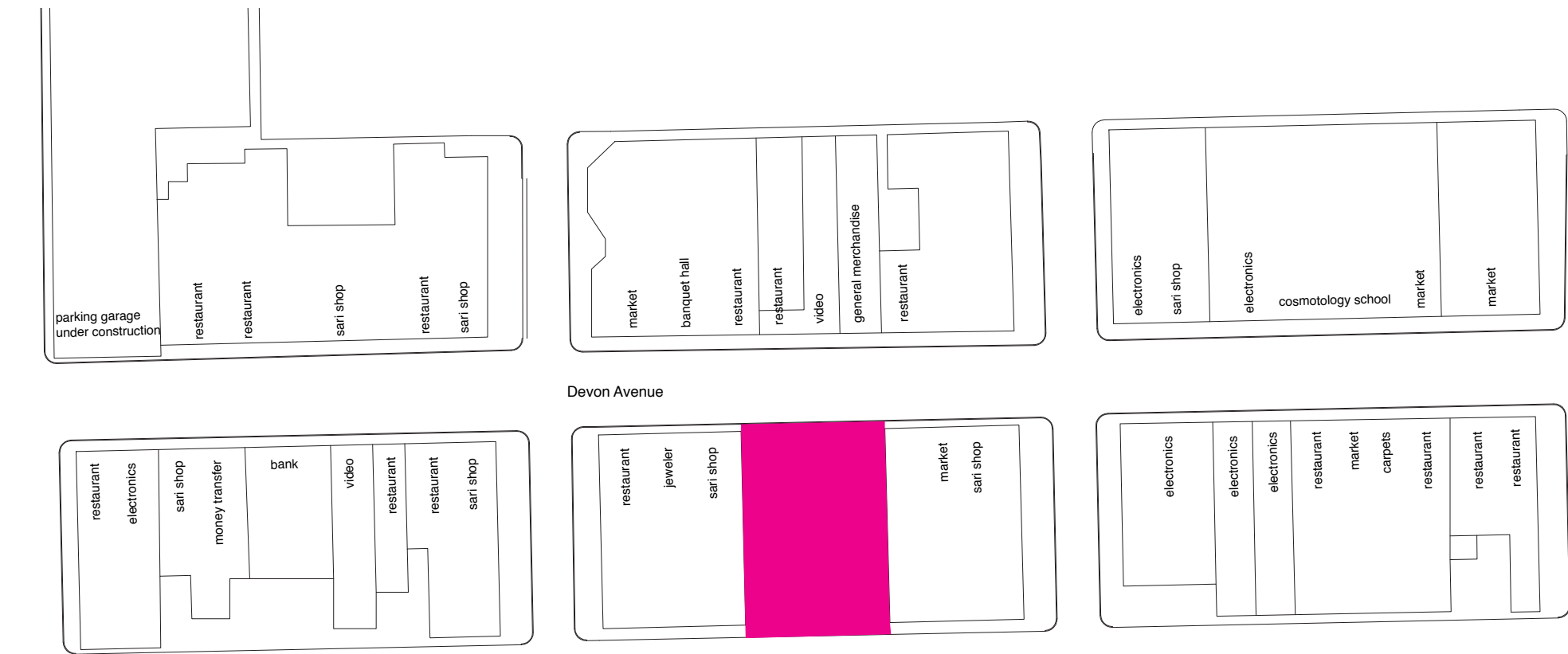
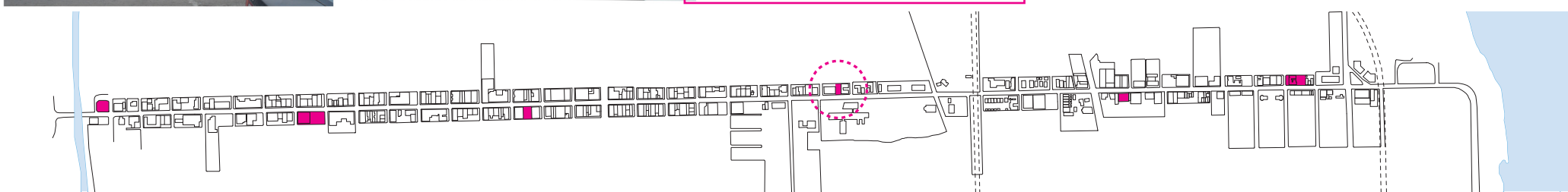




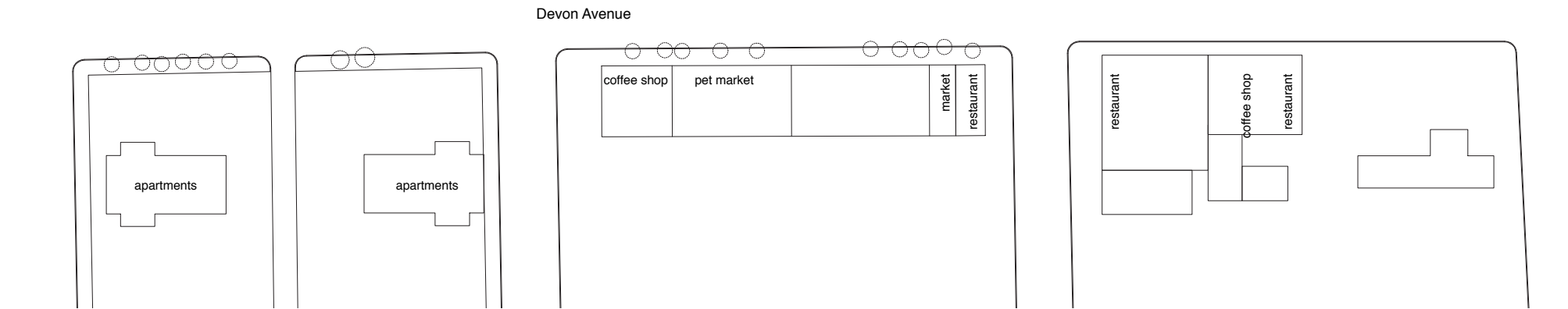
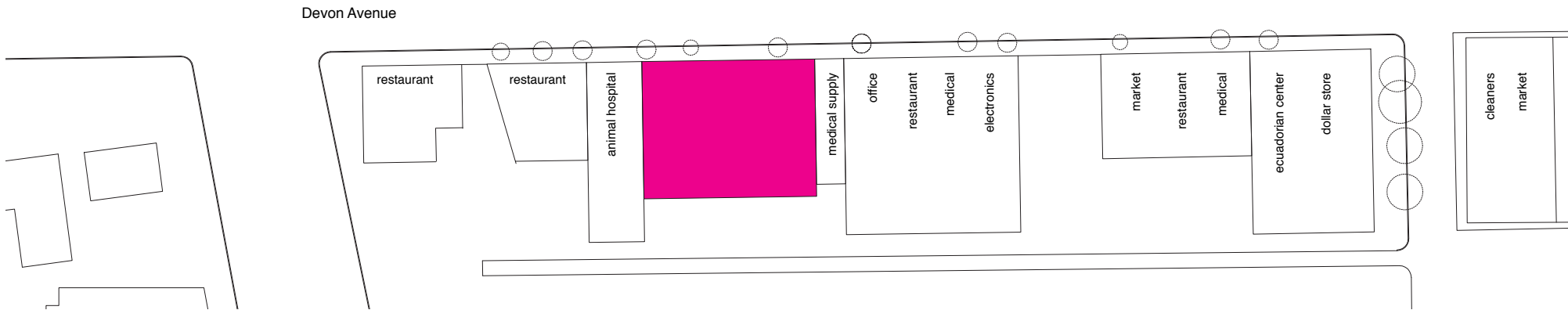
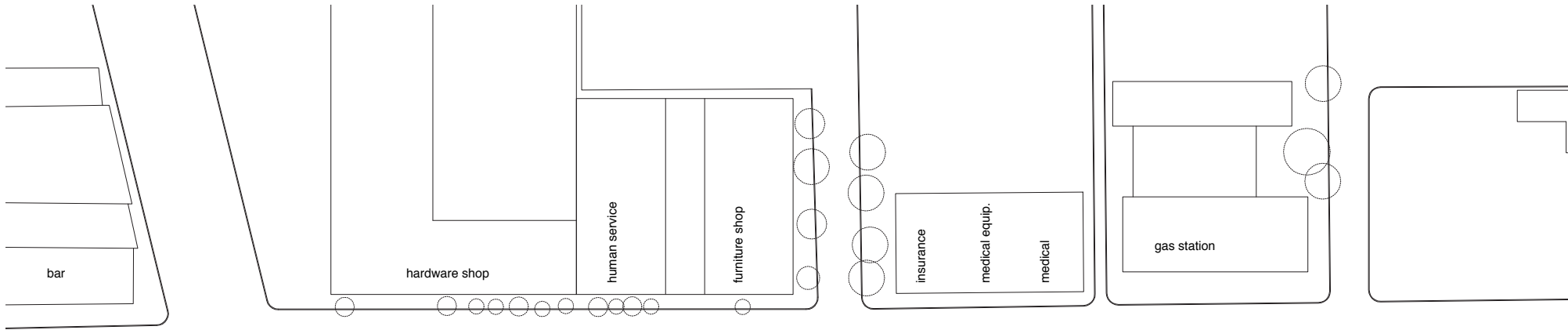
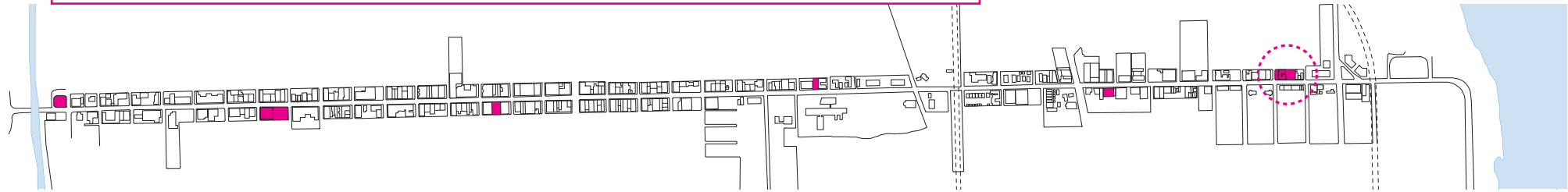
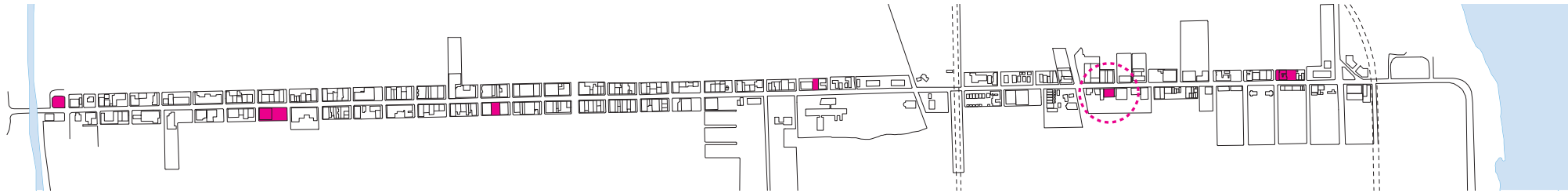


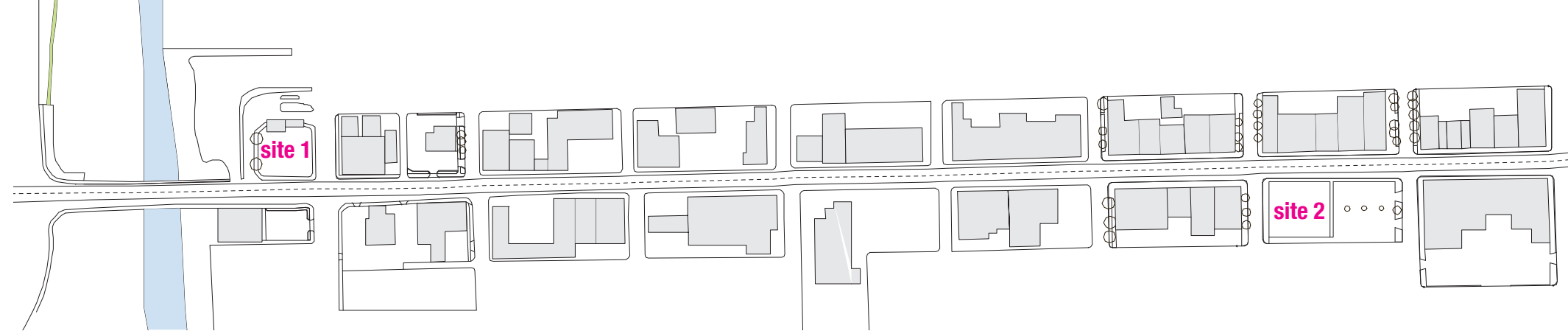
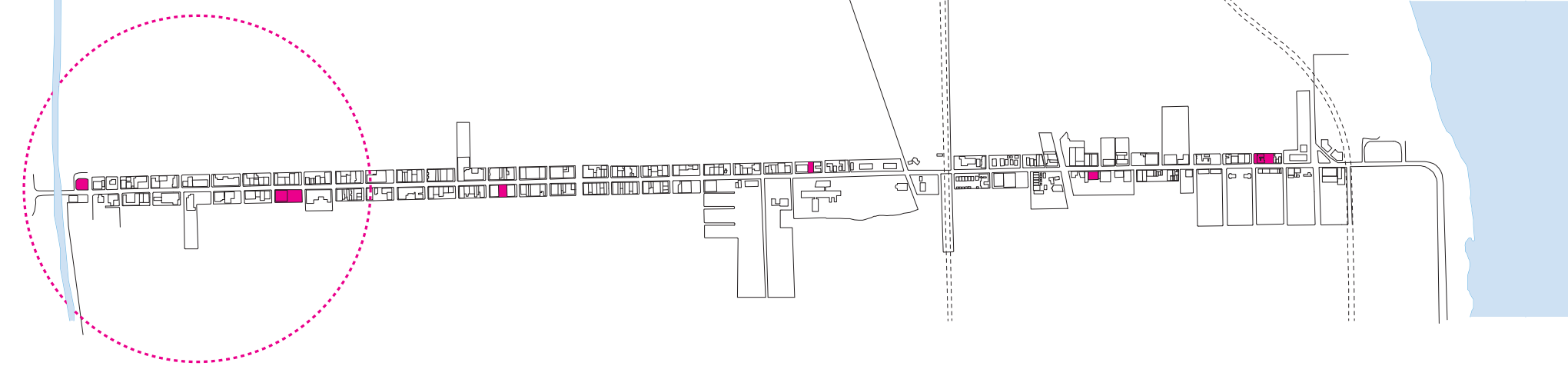




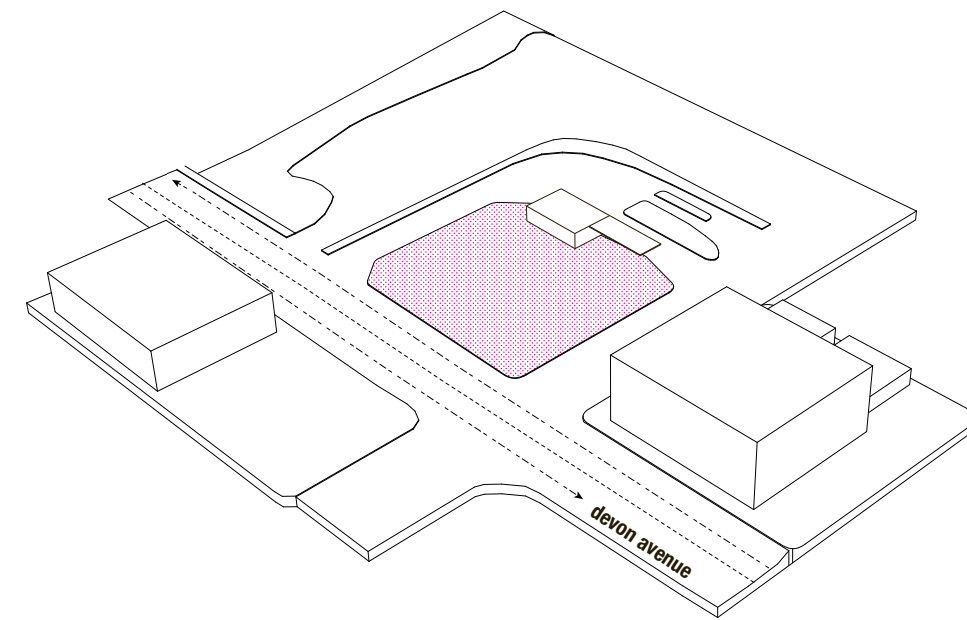
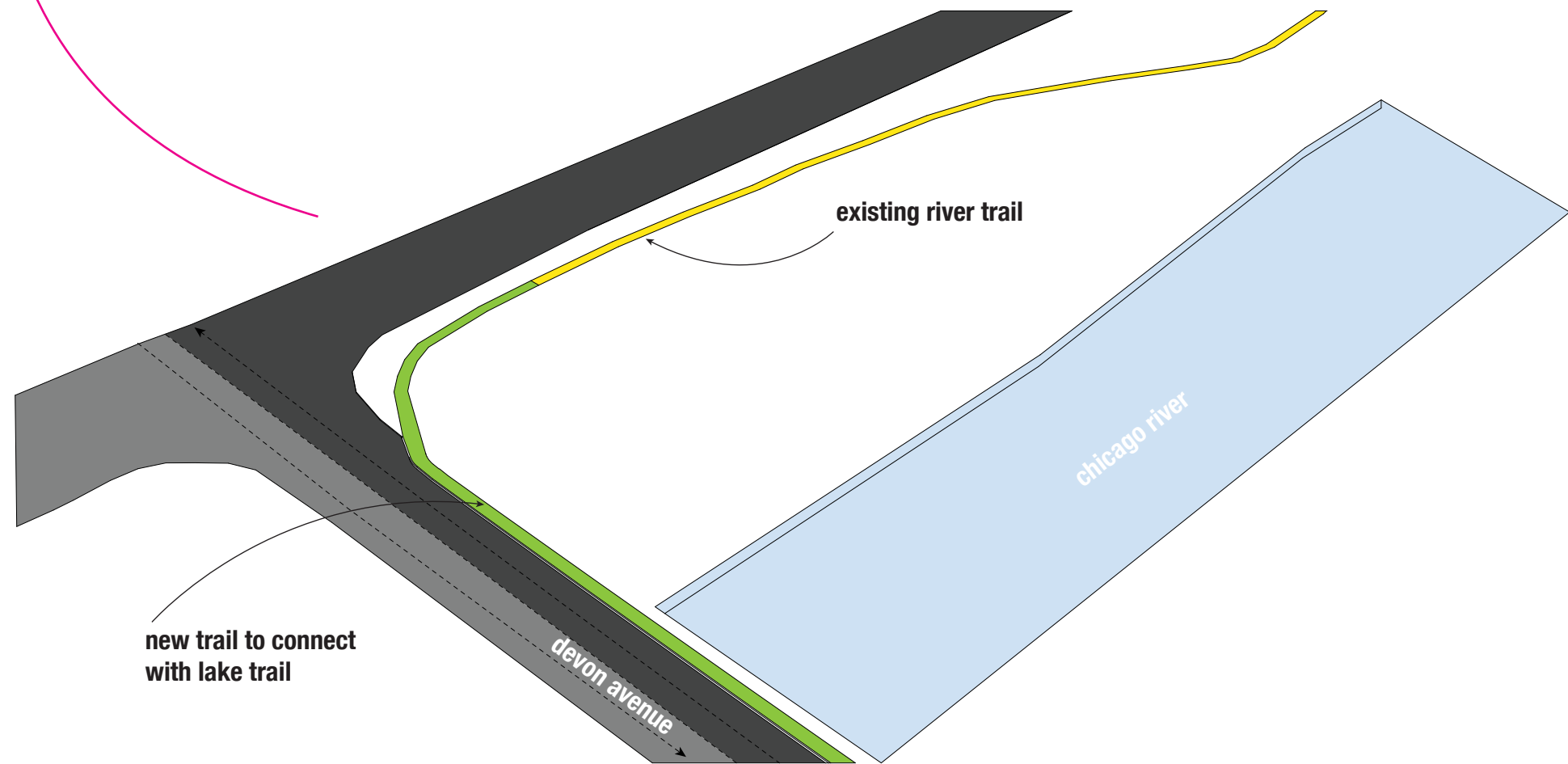




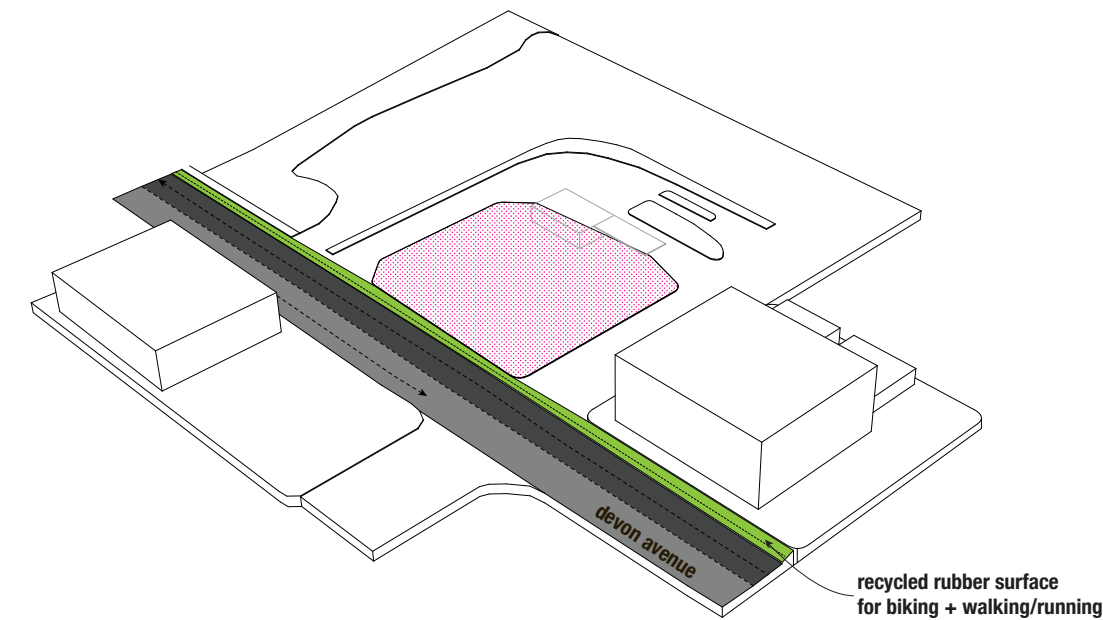




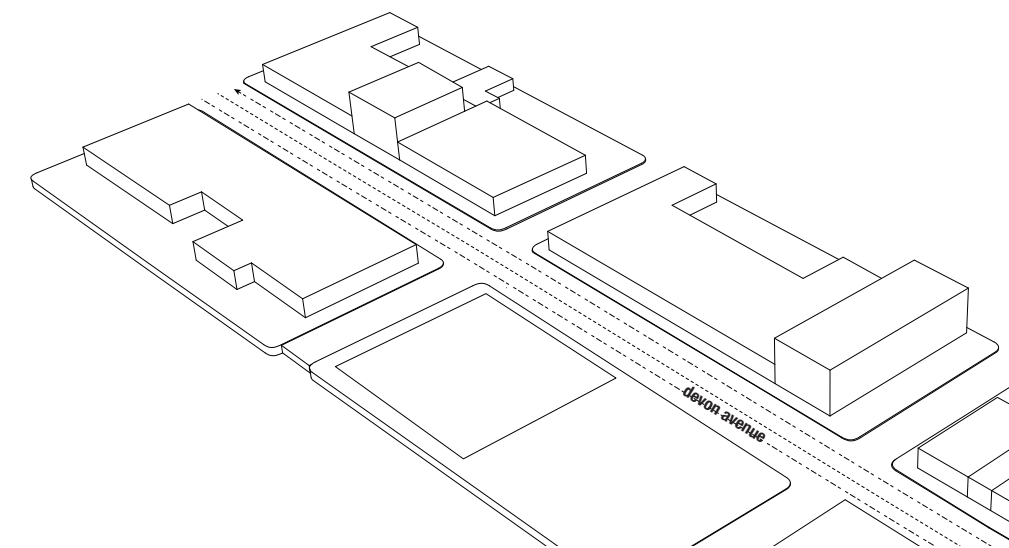




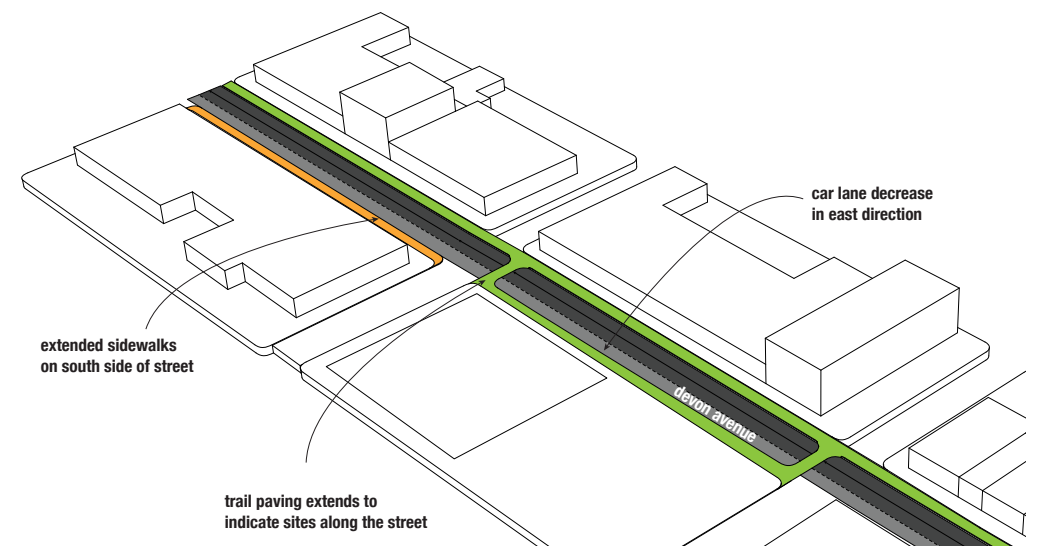
before



after



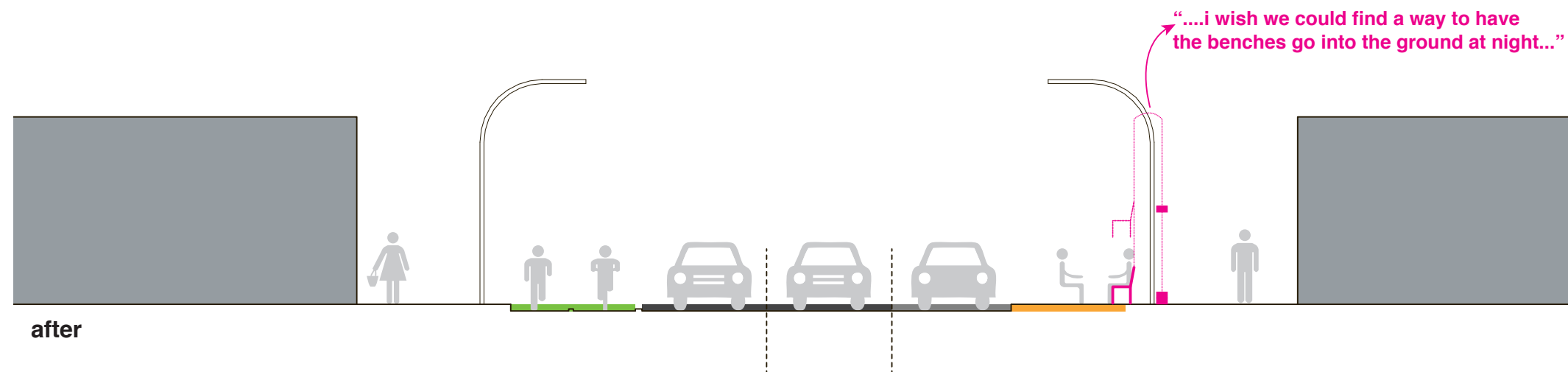
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after



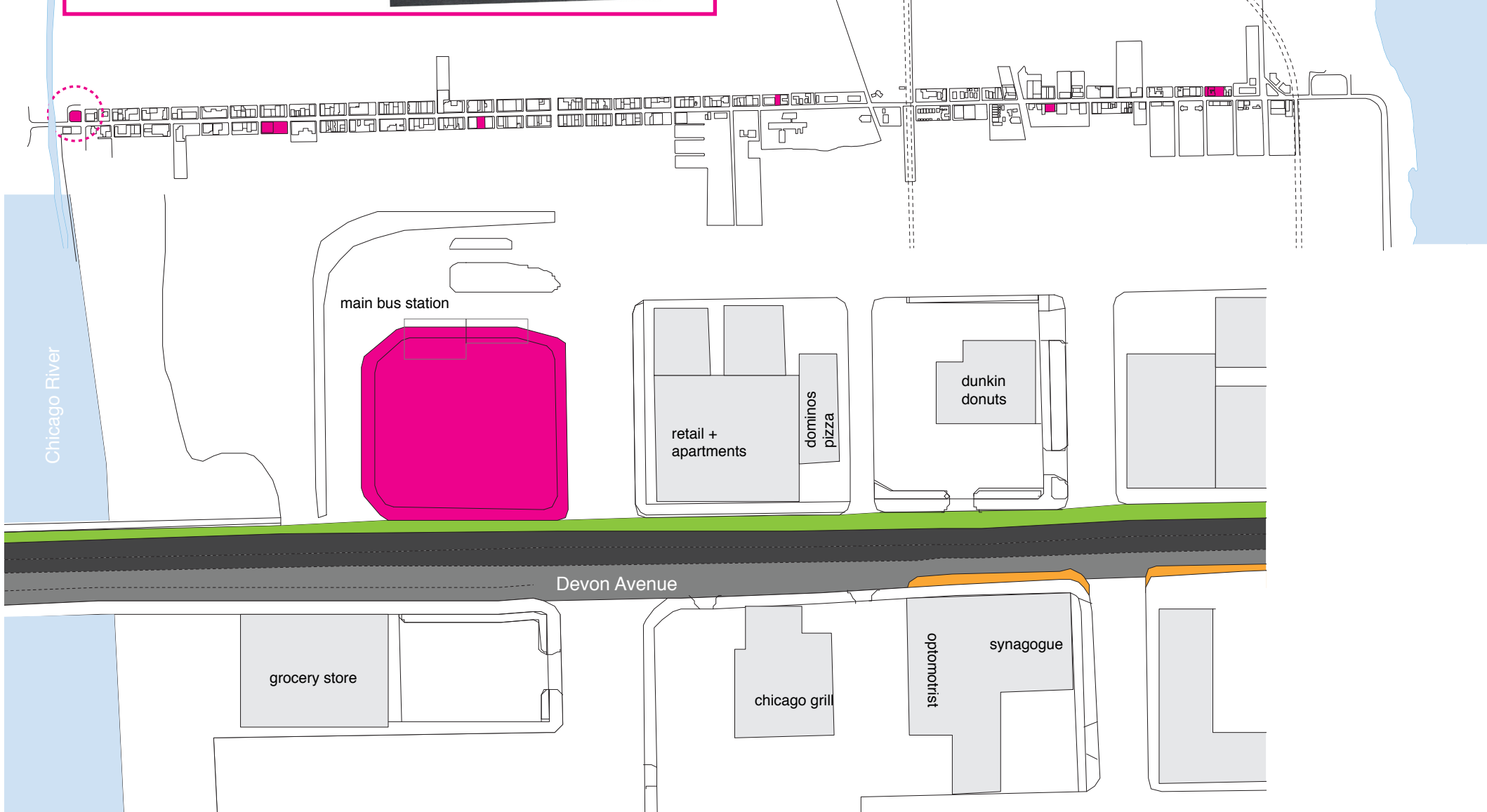
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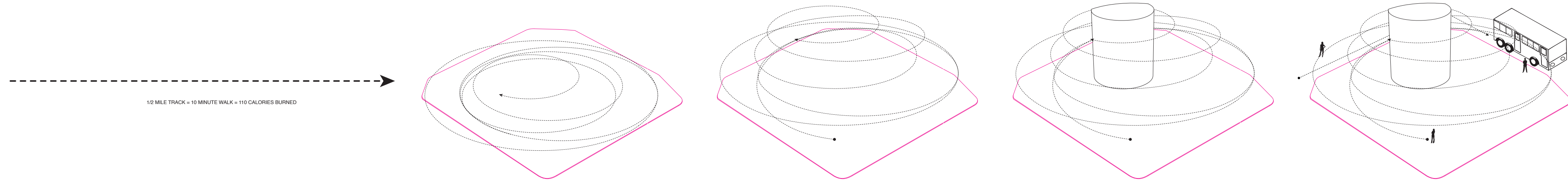
after



**part three**







site #1

