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Marktown Revitalization Plan



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for the
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Section 1:

Introduction

1. Introduction

1.1 Background to and Purpose of the Revitalization Plan

Marktown Historic District is one of nine neighborhoods in East Chicago, Indiana, located on the city's north side in the heart of industry. Built in 1917, the neighborhood was the vision of Chicago industrialist Clayton Mark and architect Howard Van Doren Shaw. Clayton Mark was an area industrialist and owner of Mark Manufacturing. Mark faced a problem common of the time, that of high worker turnover due to unavailable and inadequate housing for workers and their families. In an effort to remedy this problem, Marktown was designed as a neighborhood of quality, affordable rental housing for company workers and their families.

Marktown has endured many potential threats over the course of the years. Property rights of exchanged three times until the early 1950's when the individual units were sold to interested residents of the community. Marktown has survived two threats of being razed in the early 1950s and again in the early 1970s when plans were being made to reroute the Cline Avenue extension through Marktown. As a result, an effort was made to place the neighborhood on the National Register of Historic Places causing, prohibiting the proposed federally funded project. Marktown was designated a historic district in 1975.

Marktown is significant as it is a major work by a significant American architect, Howard Van Doren Shaw, for its association with the driving economic force of industry that served as an identity of the region, and is representative of the planned industrial community movement of the late nineteenth and early 20th century.



Image 1: A historic photograph of Liberty Street, facing northeast.



Image 2: A historic photograph of the quadruple four-room and five-room houses.

The City of East Chicago has since recognized the significance of the neighborhood and made many efforts to encourage its restoration and enhancement. This revitalization plan aims to make recommendations for the preservation and development of Marktown while considering past recommendations from professional reports, an assessment of residential and commercial opportunities, existing conditions and input from community leaders and stakeholders. This report provides a revitalization action plan, including the roles and

responsibilities for the public and private sectors, action plan and timelines for implementation, and scope and requirements of the project. For further information regarding Marktown, please visit www.marktown.org.

1.2 Methodology

The following tasks have been executed to aid the development of the plan:

- A kick-off meeting was held on April 10, 2006 to discuss the scope of work, clarify the responsibilities of the project team, and schedule future meetings and project milestones.
- Past studies, plans and reports were reviewed to determine changes and consistencies within Marktown since the plans were prepared and the relevance of previously collected background data and data deficiencies which must be corrected through new surveys and inventories.
- A survey was done of the existing conditions of the housing stock to determine the level of disrepair and associated costs for stabilization and restoration.
- BLS met with Steering Committee members on May 4th to gather input on the groups' perceived strengths, weaknesses, opportunities and threats of Marktown.
- BLS held a meeting on May 10th with a Focus Group that included stakeholders of Marktown property. A preference survey was conducted to determine the needs and desires of the community.
- BLS developed 3 preliminary concept scenarios based on the collected data and input to date. These were presented to the Steering Committee in a meeting on June 27th. Suggestions for changes and improvements to the plan were made by Steering Committee members.
- BLS met with Building Commissioner, Earnest Hagler, to gather information from the City of East Chicago Building Department regarding property citations issued within the Marktown Historic District.
- The original three concept scenarios were refined, resulting in two schemes.
- The two schemes to be presented in a Public Meeting held on May 30, 2007
- A Market Assessment has been done to determine the viability of commercial development in Marktown.



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Section 2:

Existing Conditions Analysis

2. Existing Conditions Analysis

2.1 Analysis of Previous Reports

Several studies, plans and reports have been developed focusing specifically on Marktown or have including it in a broader comprehensive scope.

Organized by the scope of the study, following is a list of the plans reviewed and considered in the development of this revitalization plan:

MARKTOWN:

- *Marktown Street Improvement Project, 1990*
- *Site Preservation Program for Marktown Historic District, 1980*
- *Marktown Neighborhood Development Plan, 1974*

EAST CHICAGO:

- *Strategy for the Revitalization of East Chicago's Downtowns, 2000*
- *Comprehensive Plan and the Establishment of a General Land Use Plan for the City of East Chicago, Indiana; 1996*
- *Comprehensive Plan for the City of East Chicago, Indiana; 1981*

GREATER CALUMET REGION:

- *Marquette Plan, 2005*
- *Calumet Neighborhood Redevelopment Plan, 2003*

2.2 Existing Conditions Survey

Each residence was surveyed for occupancy status, building condition, non-conforming site features and porch condition. Building condition was evaluated based on five exterior components, including: roof, stucco, windows, doors and chimney. Each of these components was determined to require some percentage of repair, replacement, and/or removal. Features that were documented as non-conforming are detrimental to the design intent and aesthetic of the historic district. Such features were identified to prevent future non-conforming features from being erected. These include fences of various sizes and types, carports, garages and sheds. Lastly, porches were surveyed to determine how many are currently enclosed and their level of disrepair.

Following is a percentage summary of the residences surveyed in 2006:

- Over 50% of the entry porches have been enclosed or engulfed
- 60% have non-conforming fences
- 20% have non-conforming features and/or structures, such as roof dormers, balconies, garages, sheds, carports and additions

- 75% of the chimneys require repair or reconstruction (Note that all chimneys were not surveyed as they could not all be seen from public property)
- None of the doors are original and are all at various levels of disrepair and/or are inappropriate for the building style.
- 25% of windows require repair or restoration. Over 60% of windows require replacement. Approximately 13% of windows have been replaced over time. Most of the replacements are vinyl and are not conforming to the original window type and light configuration and are, therefore, inappropriate in the context of the historic district.
- 70% of the buildings require stucco repair. 25% require complete removal and replacement of at least 50% of the stucco. 6% require removal of applied inappropriate finishes, such as vinyl siding. The amount of damage cannot be determined until such finishes are removed.
- 63% of the roofs require replacement
- 25% of the buildings are perceived as vacant. 25% of the buildings are rental properties. 50% are owner occupied.

The critical architectural elements of importance in Marktown are exterior features. They include:

1. roof elevation and materials
2. exterior finish (stucco)
3. exterior color (unified within building and neighborhood)
4. window and door design and materials
5. fencing (street elevation and side yard)
6. land use (open space)

A number of these elements were identified as high in importance during the Visual Preference Survey questionnaire.



Image 3: Above is an example of the many types of structures that have been added. This garage is inappropriate in the Historic District in its scale, color, material and design intent.



Image 4: The above image shows the extreme deterioration of some of the stucco facades.



Image 5: Many of the original porches have been enclosed. This image also shows some of the detracting additions, such as chain link fences and awnings.



Image 6: Some of the stucco facades have been reclad with inappropriate finishes. Above, this home was covered with aluminum siding. The porch has been enclosed and the door style is inappropriate.



Image 7: Residents have chosen a number of colors for the exterior of their homes. In this case, they've each chosen something different. It is important that Historic Districts have design guidelines for issues such as this. Residents should be encouraged to choose from a palate of appropriate colors.

2.3 Preference Study

A Focus Group Meeting was held on May 10, 2006 with Marktown Historic District stakeholders at Marktown Community Center. There were approximately 75 participants, predominantly property owners. Several City of East Chicago officials observed the meeting as well. The agenda included an introduction, meeting objectives, a Visual Preference Survey presentation, and a group discussion.

A preference survey is a tool used to exchange ideas and information about the physical image and quality of an area. This information was sought out because of its usefulness in developing design concepts and specific improvements for Marktown Historic District. The input obtained helped BLS gain an understanding of how residents see their neighborhood today and in the future.

The Visual Preference Survey covered the topic areas of Urban Design and Parks and Recreation. The Urban Design Preference Survey consisted of 19 images and 10 questions. The Parks and Recreation Preference Survey consisted of 11 images and 4 questions. Each image was shown for one minute during which participants rated a favorable or unfavorable preference. While the results of the visual portion of the survey are difficult to quantify, they helped BLS understand the vision the residents have for their neighborhood. Please see the appendix for a copy of the Preference Survey and data summary for both the slides and questions. A summary of the preference questions follows:

URBAN DESIGN

- The majority (60%) of participants feel that style is the most appealing asset of the Marktown Historic District. As a second choice, participants were divided fairly evenly among the choices of style, color, scale and materials.
- Participants are divided evenly on the importance of feeling a sense of connection to the rest of the city. About 1/3 of the residents feel it is not important at all, 1/3 do not feel strongly about it, and 1/3 feel it is very important.
- 88% of participants prefer to park their car within 1 block or less on the sidewalk rather than to park in a covered and secured space that is within 3 blocks.
- Half of the participants feel that the condition of existing buildings has the biggest impact on the neighborhood. Lack of development has the second biggest impact. Adjacency to industry was ranked as the lowest impact as a first choice at 7%; however it was ranked as the second biggest impact the highest with 37%.
- The majority of the participants (77%) envision a store in the Market Square Building. Less than half envision a library and/or youth center. Participants suggested other uses including: a fruit market, offices, restaurant, art gallery, gas station, bar and school.
- Half of the participants envision a police substation in the Men's Boarding House. Only 19% would like to see a K-3 school. Participants suggested other uses including: a restaurant, museum, ambulance service, visitors' center and bar.
- The majority of participants (35%) envision a restaurant in the Garage Building. 26% of participants suggested other uses including: private garages, a gas station, a flea market, a fruit

market and a bar. Let than 20% envision either a museum or visitors' center.

- More than half of the participants believe than transportation needs to be expanded upon in Marktown. 28% believe it should remain the same. 16% believe it should be reduced.
- The majority of participants (47%) believe the relationship with surrounding industries should expand; 33% believe it should be minimized. 16% believe the relationship should remain the same.
- Participants see possible opportunities from surrounding industry in areas of employment, company investment in the community, clean-up and beautification.
- Participants see possible challenges from surrounding industry with air pollution, noise, traffic, keeping the streets clean, softening the borders between industry and the community, tourism and theft.
- Participants felt equally strong about connecting the history of the steel industry and Marktown with tourism/museum and supplemental housing for industry. An artist colony was the least popular of the selections, receiving 16% of the groups' vote.

PARKS & RECREATION

- The majority of participants would like to see a water feature added to the park space. Almost half would like to have a swimming pool and about 40% would like to see more ball fields. Other suggestions for additions to the park space include: benches, picnic tables, a water park, a walking track/trail, more vegetation, more playground equipment, a skateboard park, a sprinkler system, a soccer field and an open market.
- More than 75% of participants spend more than 2 hours outdoors each day. 83% said they spend part or all of that time within the immediate surroundings of their home. 50% spend all or part of that time in one of the open park spaces in Marktown.
- A little more than half of the participants have children. Almost half have more than 5 friends that reside in Marktown.
- 40% of participants shop for groceries within 2 miles of home. More than half drive between 5 to 10 miles for groceries. The majority of participants drive within 14 miles for movies and entertainment. The closest they drive is about 2-1/2 miles to Whiting. 15% drive as far as 23 miles for movies and entertainment. 15% of participants drive over 10 miles for dining. The remaining participants drive anywhere between 2 miles of home and beyond Lake County, Indiana for dining. 44% pf participants did not answer the question.



Image 8: A view facing eastward from Marktown Park. The industry looms over the neighborhood playground.



Image 9: A view of Center Park gardens facing the pavilion.



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Section 3:

Market Assessment

3. Market Assessment

3.1 Marktown Income

2005 Per Capita Income	\$13,318
2005 Median Household Income	\$35,207
2005 Average Household Income	\$41,050

2005 Household Income < \$10,000	.55%
2005 Household Income \$10,000-\$14,999	4.14%
2005 Household Income \$15,000-\$19,999	10.65%
2005 Household Income \$20,000-\$24,999	6.51%
2005 Household Income \$25,000-\$29,999	18.34%
2005 Household Income \$30,000-\$34,999	6.51%

2005 Household Income \$35,000-\$39,999	7.10%
2005 Household Income \$40,000-\$44,999	5.92%
2005 Household Income \$45,000-\$49,999	6.51%
2005 Household Income \$50,000-\$59,999	5.33%
2005 Household Income \$60,000-\$74,999	20.12%
2005 Household Income \$75,000-\$99,999	4.73%
2005 Household Income \$100,000-\$124,999	0.00%
2005 Household Income \$125,000-\$149,999	0.00%
2005 Household Income \$150,000-\$199,999	0.00%
2005 Household Income \$200,000-\$249,999	0.00%
2005 Household Income \$250,000-\$499,999	0.00%
2005 Household Income \$500,000+	0.00%

2005 Average Household Size 3.1

3.2 Marktown Employment

The following employment statistics are provided for the corporations located west of the Indiana Harbor Ship Canal in the area immediately surrounding the Marktown Historic District in East Chicago, Indiana.

MITTAL STEEL (WEST)

Total number of employees: 1521 S: 236 H: 1285

Schedule: 24/7 7 AM – 7 PM

USS EAST CHICAGO TIN

Total number of employees: 370 S: 75 H: 295

Schedule: 24/7 7 AM – 3 PM

BP WHITING REFINERY

Total number of employees: 1400 S: 424 H: 976

Schedule: 7 AM – 4 PM

BP (CONTRACTORS)

Total number of employees: 1500

Schedule: varies by project (note 3)

SAFETY KLEEN

Total number of employees: 96 S: 20 H: 76

Schedule: 24/7 7 AM – 3 PM

US GYPSUM

Total number of employees: 225 S: 25 H: 200

Schedule: 24/7 7 AM – 3 PM

MITTAL STEEL (EAST)

Total number of employees: 4459 S: 817 H: 3642

Schedule: 24/7 7 AM – 3 PM

3.3. Marktown Employment Details:

1. Virtually none of the employees are generally permitted to leave their workplace at the lunch hour. While certain senior management members have this ability, most remain at their respective places of employment until the end of shift.
2. Mittal Steel (East) was included in this report but it should be noted that the vast majority of their employees arrive via Cline Avenue from the south, and only a very few are thought to pass the Marktown Historic District on their way to or from the workplace.
3. The three major employers immediately adjacent to the Marktown Historic District are Mittal Steel (West), USS East Chicago Tin, and BP Whiting Refinery. During a rebuild or extensive maintenance programs, BP will hire literally hundreds of contractors as opposed to maintaining a larger maintenance work force. While the majority of the workers are from local trade unions, it is well documented that the projects draw tradesmen from all points in the United States. On a daily basis they employ approximately 1,500 contractors for the performance of routine maintenance. During rebuild operations they may have upwards of 3,000 contractors on the property each day. The contracting out of maintenance has become a standard practice in most of the heavy industry in this country and most of the work is considered seasonal as opposed to regular or continuous.
4. While Safety Kleen and US Gypsum are located in immediate proximity to the Marktown Historic District, any of their employees utilizing Cline Avenue or Indianapolis Boulevard in order to get to and from the workplace are able to do so without passing by the Marktown Historic District.

5. Prax Air Whiting (East Chicago at the lakefront) This facility employees so few workers (less than 20) that employment statistics were not sought for this plant.
6. It should be noted that in the late 1970s and the early 1980s, that LTV Steel Indiana Harbor Works (now Mittal Steel West) employed approximately 17,000 employees. The reduction of the work force was initially attributed to:
 - a. The elimination of three product lines: CBW, Seamless Tube, and Merchant Mill
 - b. Modernization of the steel making process A further reduction occurred with the bankruptcy of LTV Steel and the ability of the successor company (ISG) to immediately renegotiate all contractual agreement.
7. The employment statistics provided herein were obtained on May 8 & 9, 2006 from senior management personnel at each of the facilities. The notes included in this report are based on conversations while obtaining the statistics or historical knowledge of the area by the report provider.



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Section 4:

Design and Development Guidelines

4. Design and Development Guidelines

Summary

The input in the preceding chapters guided the development of two schemes for Marktown's revitalization plan. The graphics in this report illustrate the tools recommended for revitalization and outlines each property's status as it contributes to the Marktown Historic District, according to the National Register for Historic Places designation.

4.1 Scheme A

Scheme A focuses on enhancing the existing conditions and providing new features desired by Marktown residents.

ENHANCE CIRCULATION

Vehicular Traffic

Currently, there is no organization to the entry and exit sequence in the neighborhood. Pine Avenue is treated as a one-way street by residents, but this is otherwise unknown to visitors. A sign along E. 129th St. near the intersection of Broad Street and Dickey Road announces Marktown Historic District. However, this is not effectively signifying one's arrival to Marktown as the adjacent intersection is treated as an exit only.



Image 10: The sign along E. 129th St. identifying the boundary of the Marktown Historic District.

Marktown was designed around two governing cross-axis, that of Spruce Avenue and Park Avenue. This is made clear by the location and prominence of these roads. Both avenues bisect the neighborhood in their respective, Spruce Avenue is the widest road, and Park Avenue intersects Dickey Road with a vista facing Marktown Park. It is recommended that traffic circulation is encouraged to experience Marktown from these existing axes.

The plan recommends that there are two primary entrances, one along Dickey Road at Park Avenue and at the intersection of Riley Road and Spruce Avenue. The entrances should be marked with a physical marker identifying this as significant turning point. Both entry points are greeted with a vista of Marktown Park and allow the visitor to have a quick understanding of the general organization of the neighborhood as they are immediately taken to its core. The Park Avenue axis is enhanced with a water feature, a space that will benefit as a gathering node with its adjacency to Marktown Community Center. Such a feature also adds interest to an area of the site that was originally home to the school building. Since its demolition, the area has been a vacant corner in a significant location.



Image 11: View of the proposed location for the new entry markers.

The Spruce Avenue axis is terminated by public sculpture with similar intent. However, this will serve as a quieter, more private gathering node as it more isolated from the hub of activity in Marktown Park. The sculpture could potentially reference the history of the region, city, or neighborhood.

The intersections along Dickey Road at Spring Street and Riley Road at Oak Avenue will serve as secondary entrances, serving primarily residents of the neighborhood who desire a more efficient circulation route to their homes. The intersections at E 129th Street and Broad Street and Riley Road and Pine Avenue will serve as exits only.



Image 12: This image shows the original view upon entering Marktown on Park Street from Dickey Road. The garage structure and school building are no longer existing, leaving opportunity for growth and enhancement of these locations.

Bike/Walk Path

Marktown is graced by a significant amount of public green space. In addition to the central Marktown Park, both the northwest and southwest boundaries of the neighborhood are buffered with public park space. Currently, these spaces accommodate many activities, including baseball, tennis and playground equipment. The existing sidewalk system does not connect these functions effectively to the neighborhood.

It is recommended that a path be introduced along the perimeter neighborhood by connecting the Community Park to the Neighborhood Green and Community Center and therefore inviting more pedestrian circulation. This path can be used for various activities, from walking to biking.

MAINTAIN EXISTING FEATURES

Community Center and Park Pavilions

Marktown Community Center has recently been renovated. This scheme proposes that the Community Center and park pavilions remain for future use.

ENHANCE EXISTING FEATURES

Commercial Buildings

There are three existing buildings in Marktown that are unique to its history, the Market Square Building, the Garage Building, and the Men's Boarding House. These buildings no longer function as such. However, for the purpose of this report, they will be referred to by their original use.

This plan recommends the restoration and adaptive reuse of these structures. The buildings should be restored to the Secretary of the Interior Standards for Rehabilitation.

Based on input from the community and the Market Assessment, the following uses are recommended:



Image 13: Market Square Building

Market Square Building:

- Convenience Store
- Restaurant
- Offices



Image 14: Market Square Building

Garage Building:

- Visitors' Center
- Bus Stop
- Art Gallery
- Artists' Studio



Image 15: Market Square Building

Men's Boarding House:

- Police Substation
- Ambulance Substation
- Open Market (including adjacent open space)
- Offices

PROVIDE NEW FEATURES

Screen Wall

Marktown is surrounded by industry. This is seen as both a strength and weakness by Marktown residents. Industry is part of the neighborhood's heritage and residents have embraced that fact. However, there are safety, noise and health implications with such an adjacency.

The neighborhood currently is bounded on its northeast and southeast sides by Dickey Road and Riley Road, respectively. The physical space serving as a buffer between the residential property and the busy roads is minimal. The residential property along Dickey Road has the benefit of having its back turned to the traffic. The residential property along Riley Road, however, faces the busy road and immediately abuts it, with no parkway or other transition. Remedying this condition requires substantial change, and is therefore not recommended for this scheme.

The northwest and southwest sides of the neighborhood are bound by the Community Park. In order to enhance the safety and visual quality of the views beyond the park, it is recommended that physical features, such as a screen wall and increased vegetation are introduced.

The plan recommends that there be a screen wall on the southeast boundary of the site where there is now a chain link fence. The intent is to ease the visual connection between Marktown and the industry immediately adjacent to it. The intention is not to turn the neighborhoods back on its surroundings, but to create a connection that is more appropriate. As a way of embracing this, it is possible to commission a public mural on the industrial building facing the Community Park and open the wall up at that point for park users to see. Again, like the public sculpture, this is an opportunity to recognize the community's context and heritage.

4.2 Scheme B

Scheme B incorporates the same tools as Scheme A, yet recommends more substantial improvements that will result in a bigger impact on the revitalization of the neighborhood. Scheme B includes the following additional recommendations:

RELOCATE DICKEY AND RILEY ROADS

This scheme recommends the relocation of Dickey and Riley Roads. Dickey Road moves northeastward and Riley Road moves southeastward. The purpose is to create a buffer between the busy roads, dampening noise and increasing safety. Both of these roads serve heavy industrial traffic.

The relocation also allows for enhancement of the arrival experience when approaching Marktown. Dickey Road is converted into a boulevard, dividing the opposing traffic with a central planter, along the stretch adjacent to Marktown. The boulevard serves as a traffic calming device and a signifier that one has arrived at a special place.

PROVIDE NEW COMMERCIAL DEVELOPMENT

Another advantage of moving Dickey Road is that it creates space for potential new development. This scheme recommends that new commercial development occurs in this area, connecting commercial functions in the existing Market Square Building and Garage Building. Commercial development will draw city residents to Marktown and support additional visitor functions.

The addition of new commercial development along this stretch also invites new street parking along Dickey Road, new street lighting in a design sensitive to the historic district, and new planters.

PROVIDE NEW RESIDENTIAL DEVELOPMENT

The scheme proposes new residential development along Park Street, between Oak and Spruce Avenues. This will enhance the entrance procession, strengthen the visual axis, and provide opportunity for growth.

PROVIDE NEW COMMUNITY CENTER

The design for a new community center was developed in 2002 by DeTella, Planera & Paukner Inc. This scheme recommends that this community center be built in its proposed location, the site of the existing Marktown Community Center. The new community center provides many programmatic spaces desired by area residents.

The new community center changes the general configuration of that portion of Marktown Park. Therefore, the water feature recommended in Scheme A is located at the terminus of the Park Street axis. This location provides a node in the proposed bike/walk path.



Image 16: Market Square Building

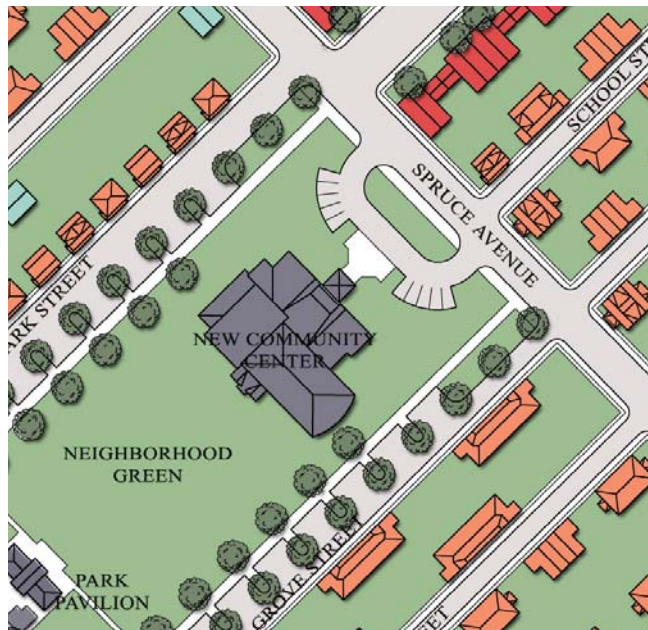


Image 17: Market Square Building

Marktown Revitalization Plan Summary

Preliminary Scheme A and B Summary

Based on the input received from the Steering Committee and Focus Group meetings, two schemes have been developed recommending planning strategies for revitalization. The graphics illustrate this information as well as the year the properties were built and whether they are contributing buildings to Marktown Historic District, according to the National Register for Historic Places designation.

Scheme A

- A milder approach uses revitalization tools to enhance the resources, circulation and conditions. The following information is shown graphically in this scheme:
- Restoration/Renovation of contributing 1917 residential buildings throughout the district
- New building uses proposed for the existing commercial buildings
- Screen wall to visually block industry to the east of Marktown
- Mural on existing industrial building to create public art recognizing and celebrating Marktown's context and heritage
- Bike path connecting the Community Park to the Neighborhood Green and Community Center
- Entrance markers on Dickey Road, highlighting a main entrance
- Water feature on axis with the main entrance at the intersection of Park Street and Spruce Avenue, adding interest to the former school building site
- Public sculpture; possibly referencing the history of the region, city, or neighborhood; on axis with a secondary entrance at the intersection of Broad Street and Spruce Avenue
- An open market next to the former Men's Boarding House. A permeable ground surface would allow for overflow parking when the market is not in operation

plan a

Scheme B

A long term plan that incorporates many of the same resources as Scheme A and presents three significant improvements to the plan:

- Relocation of Dickey and Riley Roads:
- Dickey Road moves eastward to allow for new commercial development and off-street parking.
- Riley Road moves southward to create green parkway between the residences from Riley Road to dampen the noise and increase safety.
- New community center building at Spruce Avenue
- New commercial development along Dickey Road, connecting the former Market Square Building with the former Garage Building
- New residential development along Park Street, between Oak and Spruce Avenues
- Water feature focal point moved to south at end of Park Street

plan b



Image 17: Commercial Development



Image 18: Open Market Area



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Section 5:

Implementation Strategy

5.0 Implementation Strategy

5.1 Financing Resources

The protection and rehabilitation of historic properties in East Chicago is not the sole responsibility of the City. There are a number of grants, loans, and tax incentives for historic properties that are offered through state and national programs. For example, the Historic Landmarks Foundation of Indiana (HLFI) offers a variety of grants to non-profit and educational programs for both restoration work and feasibility studies. HLFI also offers revolving low-interest loans to non-profit preservation organizations looking to buy or restore historic properties.

The National Trust for Historic Preservation is a private, non-profit organization that is the country's leader in the advocacy, education, and restoration of America's historic treasures. The National trust provides funding for homes, non-profit or government agencies, and commercial buildings. There is a large variety of funding options that include tax incentives, preservation easements, rehabilitation focused mortgages, loans, and grants. The National Trust is also an excellent resource for cities such as East Chicago that are going through a rehabilitation phase because for years they have been researching and documenting best practices and model preservation policies.

5.2 Investment Tax Credit Programs

Income tax credits are the principal governmental subsidy available for privately owned and funded historic preservation activities. Both the federal government and the state of Indiana offer a Rehabilitation Investment Tax Credit (RITC) equaling 20% of rehabilitation costs for qualified work at income-producing properties that are certified historic buildings. A net subsidy equaling 40% of qualified rehabilitation costs may be yielded by participation in both programs. Eligible properties include commercial buildings, factories, or even old houses but they must be income producing, such as rental properties. Owner-occupied private residences are eligible only for the Indiana Residential Historic Rehabilitation Credit (RHRC).

Eligibility Certified Historic Buildings

For participation in the federal RITC program, a building must have been determined to be eligible for listing in the National Register of Historic Places. The building may be individually significant or a contributing resource within a historic district. Indiana State programs for both income producing properties, Indiana Historic Rehabilitation Tax Credit (IHRTC), and for owner-occupied private residences, Residential Historic Rehabilitation Credit (RHRC), require that a building be listed in the Indiana Register of Historic Sites and Structures. Buildings listed in the National Register are automatically listed in the State Register. If the federal RITC is claimed, the building must be listed in the National Register within 30 months following claiming of the credit.

Implementation of Qualified Rehabilitations

In order to qualify for the RITC, all work must meet the *Secretary of the Interior's Standards* for the Treatment of Historic Properties. This distinguishes bona-fide historic preservation from more general remodeling projects. Although a project may include additions and site work, only costs related to the rehabilitation of the historic building may be used in calculating the tax credits. The federal RITC requires that the rehabilitation costs equal or exceed the value of the building (excluding the land) before rehabilitation work (known as the adjusted

basis rule). The Indiana State RITC and RHRC require that the rehabilitation investment be \$10,000 or greater. Single-phased projects must meet these requirements in a 24-month period. Projects filed for multi-phased development may stretch the qualifying period up to 60 months.

THE SECRETARY OF THE INTERIOR'S STANDARDS FOR REHABILITATION

The intent of the *Standards* is to assist the long-term preservation of a property's significance through the preservation of historic materials and features. The Standards pertain to historic buildings of all materials, construction types, sizes, and occupancy, and cover the exterior and interior of buildings. They also encompass related landscape features and the building's site and environment, as well as attached, adjacent, or related new construction.

To be certified for federal tax purposes, a rehabilitation project must be determined by the Secretary of the Interior to be consistent with the historic character of the structure(s), and, where applicable, the district in which it is located.

Rehabilitation is understood to include some necessary repair or alteration of the historic building in order to provide for an efficient contemporary use. However, these repairs and alterations must not damage or destroy materials, features, or finishes that are important in defining the building's historic character. The Standards are to be applied to specific rehabilitation projects in a reasonable manner, taking into consideration economic and technical feasibility.

In brief, the Standards cover new uses for historic buildings, repair and cleaning methods, retention of historic fabric and features, protection of archaeological resources, and sympathetic new additions.

Preservation Briefs

To supplement the ten points that comprise the Secretary of the Interior's Standards for Rehabilitation, the National Park Service has prepared a number of technical documents that apply these criteria to specific rehabilitation methods. These publications, titled *Preservation Briefs*, cover a variety of topics, including: repairing and repointing historic masonry, repairing wooden and steel windows, repairing historic flat and ornamental plaster, conserving energy in historic buildings, and providing accessibility in historic buildings. Each Brief covers recommended repair methods in great detail and also includes a number of helpful illustrations. These documents may be obtained by contacting the DHPA.

To assure that all work meets the Secretary of the Interior's Standards for the Treatment of Historic Properties, it is highly recommended that the proposed work program be submitted for approval prior to the execution of the work. Project plans and specifications will be reviewed to assure that all anticipated facets of the project meet these standards.

The federal RITC requires a three-part application. Part 1 verifies that the project is eligible for the program (this step may be omitted if a building has been individually listed in the National Register). Part 2 describes the construction activities for which the credit is to be claimed. Part 3 is filed upon the project's completion. The Indiana State RITC for income-producing properties utilizes this same three-part application with an additional cover sheet for the state program. The RHRC for owner-occupied residences employs a simplified form of the three-part application.

Applications for these programs may be obtained from the DHPA [here](#).

Claiming Credit

A taxpayer should claim the federal tax credit in the tax year during which the building (or phase of project) is placed in service. Because the Indiana state program limits the amount of credits that may be granted in a single year, the taxpayer is notified by the state when he or she may claim the Indiana credit. Both state and federal programs permit carryover of unused credit to subsequent tax years. The Indiana RITC is also limited to a maximum credit of \$100,000 per project. The taxpayer has up to 30 months following the claim of a federal tax credit to complete the certification that the project meets the Secretary of the Interior's Standards. However, the Part 1 application, Determination of Eligibility, must have been submitted prior to filing the credit claim. Both Indiana state programs require that the completed project be certified as complete before a tax claim may be submitted. Indiana tax credits are assigned to specific Indiana fiscal years for purposes of tax filing.

5.3 Other Tax Programs

Please note that the two programs below are not administered by the DHPA, and consultation with a tax expert is strongly advised to explore various tax incentives.

Rehabilitation Tax Deduction

Indiana taxpayers who rehabilitate historic structures, commercial properties, as well as private homes, can qualify for a tax deduction if the work increases the assessed value of the building. Deductions are limited to the historic portion of existing buildings that are at least 50 years old and costing at least \$10,000.

Low Income Housing Tax Credit

The federal Low Income Housing Tax Credit can be combined with the RITC to rehabilitate historic structures that will provide affordable housing. The federal government also provides certain tax incentives for the creation of rural housing.

Residential Historic Rehabilitation Credit

The Residential Historic Rehabilitation Credit is available to Indiana State Income taxpayers who undertake certified rehabilitations of historic buildings that are principally used and occupied by a taxpayer as that taxpayer's residence. The State incentive allows a taxpayer to claim a State Income Tax credit for 20% of the total qualified rehabilitation or preservation cost of a project. The Division of Historic Preservation and Archaeology, Indiana Department of Natural Resources administers the program. The following conditions must be met to qualify for the Residential Historic Rehabilitation Credit:

- The property must be located in the State of Indiana
- The building must be at least fifty (50) years old.
- The property must be listed on the Indiana Register of Historic Sites and Structures.
- The property must be owned by the taxpayer(s), used and occupied by the taxpayer(s) as his/her/their principal residence.
- The rehabilitation or preservation work for which the credit is claimed must conform to a Rehabilitation Plan or a Preservation Plan submitted to and approved by the Division of Historic Preservation and Archaeology.

- The qualified expenditures for preservation or rehabilitation of the historic property must exceed ten thousand dollars (\$10,000).
- Qualified expenditures include the cost of work for preservation or rehabilitation that enables the structure to be principally used and occupied by the taxpayer as the taxpayer's residence. Qualified expenditures do not include cost of acquiring the property or realtor's fees associated with the property, taxes due on the property, costs of additions or enlargement of the existing structure, paving and landscaping, and sales and marketing costs.
- The rehabilitation or preservation work must be completed during a measuring period not to exceed two (2) years for a single phase project, or not to exceed five (5) years if the approved plan authorized that the rehabilitation be completed in phases. The measuring period begins when physical work of construction or destruction begins in preparation for construction.

Additional provisions of the program:

The total amount of Residential Historic Rehabilitation Credit allowed for each state fiscal year cannot exceed two hundred fifty thousand dollars (\$250,000). Each certified application will be assigned a place in a queue and qualify for a tax credit for the current state fiscal year, provided that all projects previously certified have received credit and provided that the two hundred fifty thousand dollars (\$250,000) cap on credits for the current fiscal year has not been exceeded. Subsequently certified applications (above and beyond the annual cap) will be placed in a queue for the next fiscal year for which the cap has not yet been exceeded.

Any unused portion of a certified credit that results from limited annual tax liability may be carried forward and applied to succeeding taxable years for up to fifteen (15) years following the initial credit year.

The tax credit may be recaptured from the taxpayer(s) if the property is transferred within five (5) years after completion of the certified rehabilitation or preservation work, or if additional modifications to the property that do not meet the standards of the Division of Historic Preservation and Archaeology are undertaken less than five (5) years after the completion of the certified rehabilitation.

There is no fee for obtaining tax credit certification from the Division of Historic Preservation and Archaeology.

For applications and/or additional information, please contact:

Indiana Department of Natural Resources Division of Historic Preservation and Archaeology 402 West Washington Street, Room W274 Indianapolis, Indiana (462) 042-739 (317) 232-1646

City of East Chicago Possible Incentives

The primary tool that should be utilized in the preservation of the Marktown Historic District is the passage and active enforcement of a Historic Preservation Ordinance. Under such an ordinance individual property owners are not required to restore their homes, but more importantly are not permitted or allowed to execute non-conforming changes to the exterior of their properties located within a particular designated historic district.

Properties that have closed porches can maintain them, but cannot alter or rebuild them. Of course permit

would be required for alterations and thus would be reviewed by the City to determine if the alterations meet the Department of Interior's Standards.

The homeowners that have already paved over their lawn for parking or other purposes would not be required to remove the pavement, but others would not be permitted to add more pavement.

Other Possible Incentive Programs for Restoration

Once an ordinance is passed and approved by the City which Marktown is included, guidelines for renovation and restoration could be provided to property owners. Some of the conditions could include the following:

1. Fencing. A front yard (street elevation) standard would be established. If a property owner has a fence does not meet that standard and wants to replace it with an approved design fence, possible reimbursement of a percentage of the cost could be provided with a cap limit on participation.
2. Original porch facades. Many of the original porch facades have been closed in. A façade rehab program could be established that would pay a homeowner a flat fee for opening up the front porch façade and returning it to its original design. .
3. Window repair and renovation. The original windows could be properly restored and provide equal protection of new windows. There could also be an incentive to restore the windows from an energy rebate if done properly. The windows and doors should follow the original design in type and material. While replacement windows could be acceptable with matching design and material, they are typically more costly the restoration of the windows.

Again, financial incentives could be provided which would encourage homeowners to maintain the original designed windows.

This same type of program has worked quite successfully in the Pullman Historic District in Chicago. While funds are relatively limited people plan ahead for their renovations and apply in advance. It is this type of programming that has changed the Pullman Landmark District over the past 30 years



Marktown Revitalization Plan

Section 6:

Conclusion

Timelines???

6.0 Conclusion

Marktown has a well established historic community identity and there is a sense of pride among many of its residents. Much of the historic building stock is still present. The Marktown Preservation Society is working to preserve and rehabilitate the neighborhood. The neighborhoods originally intended layout and appearance is well documented which can guide revitalization efforts. Some vacant lots, especially along Riley and Dickey Roads provide development opportunities. Protect historic properties improve quality of the neighborhoods and increase property value.

“...Marktown presents a living lesson in history and culture from the pioneer growth period of the Calumet Region. This region, which is America’s industrial heartland, is quite young compared to other great regions of this nation. Sometimes in such areas the concern for history is lost. But here there is the opportunity to preserve the Marktown community as a living and useful landmark of genuine architectural and cultural significance for the Calumet Region, the state and the Country. The Marktown area is an important cultural resource which should be restored to accurately present the intentions of the original design.”

National Register of Historic Places

Marktown Historic District Nomination 1975

**Index of items provided to
BauerLatoza Studio
in preparation for the
Marktown Revitalization Plan**

Marktown In Print (book) *
Industrial Housing Problems 1917 (booklet) *
Marktown (2004 booklet) *
Marktown By Design (DVD) *
2003 Aerial View (2 copies) *
MHD Walking Tour Map *
Index of the Archives of the MPS (1917-2005)
The Preservationist (Jan. 1989 & Dec. 2002) *
South Shore Metro article (Sept. 2002) *

1917 Architectural Review *
1973 Marktown Plan (2 sheets – rolled) *
1980 Site Preservation Plan for MHD
1990 Marktown Street Improvement Plans
1991 Proposed Marktown Visitor Center (11X17 drawing)
1996 East Chicago Comprehensive Plan
2000 Urban Land Institute Report
2002 Marktown Community Center Plans (not constructed)
2005 The Marquette Plan – Executive Summary
2005 The Marquette Plan and Marktown (2 pages)

A Review of Conditional Factors in the Mark Subdivision (2004)
Sales Analysis, Data and Documentation (2004)
Proposed Property Card Changes (2004)
(All three items were prepared in preparation for the informal and formal hearing process
of the 1999 Property Assessment. The first two items are important in reference to this project)

2005 Marktown Condition Report (3 ring binder - CONFIDENTIAL)

1996 City Code (relatively current)
E.C. Zoning Ordinance No. 2752 (1960)
Marktown Zoning Map (current – 8 ½ X 11)
1975 National Register Nomination
Correct Street Light (reference materials)
GIS drawing showing structures (11X17 - 2 copies)
Plat of Mark Town Site (filed 1923 & 1942 resub)
1917 Floor Plans & Exterior Elevations (elevation drawing)
1917 Floor Plans & Exterior Elevations (elevation photos)
1919 Chicago Architectural Club (illustrations & captions)

1919 Mark Garage Drawing (one page)
Mark Hotel (photos and legal description)
PROPOSED Ordinance for Historic Preservation
1920 Mark Town Site Photographs (5)
1920 Mark Manufacturing Photographs (for reference to industry)
Historic Preservation (series of articles that appeared in Marktown Update)
Easements from Historic Landmarks Foundation of Indiana (DRAFT)
Chicago Bungalow Project
Pullman Project

99 Historic Homes of Indiana (1 page)
Season's Greetings from Marktown (1 page & poster)
Workshop of America (1 page)
1967 Ripley's Believe It Or Not (illustration)
A Banner Idea for Marktown (1 page)

Statement of Assets and Impediments

NOTE: The Marktown Preservation Society has a number of historic photographs of the mill, Marktown and the prior and present residents. We also have files on the Mark and Shaw families. If additional images are needed, please feel free to contact us.

We also have a number of the items provided in electronic form either as the original document or in PDF. If electronic copies are needed, please feel free to contact us.

*currently held by BauerLatoza Studio



*Marktown
Revitalization Plan*

Section 7:

Appendices

Appendix A: SWOT Analysis Data

PARTICIPANTS

Paul Myers -
Richard Morrisroe – E.C. Planning
Thomas Frank – E.C.
Jose C. Bustos – E.C. Parks & Recreation
Gus Flores – E.C. EMA
Alecia Rodrigue – E.C. Planning
Patricia G. – Planning & Park Board
Nick – E.C.
Reginald Robinson – E.C.F.D.
Henry Ventura – E.C.F.D.
John Artis – E.C. Dept. of Redevelopment
Jesse Gomez – E.C. City Council
Gus Kifouoz – E.C.
Earnest Hagler – E.C. Building Department
Al Valez – Utility
Angelo Machuaca – E.C.P.D.
Raul S. Sanchez – Planning Commission
Barbara Perez
Francisco Rosado Jr. – Street Dept.
Michael Havdala - HSA
Edward Torrez, AIA - BLS
Janna Pasztor – BLS

A. Marktown Assets

Historic
Privacy
Safe pocket away from heavy traffic
Green spaces
Proximity to park
Unique place
Transportation (i.e. access to highways)
Well-built building stock
Vacant parcels available for development
Continuity of design
Patterns / rhythm of design

Spatial quality
City services
Designed by Howard Van Doren Shaw
A cozy community

B. Marktown Challenges

No stores or viable commercial development
Deferred maintenance on many buildings
Landlocked by industry
380 acres of vacant lands
Air quality
Absentee landlords
Excess of vacant buildings
Apathy of many residents
Needs a Community Center
Broken promises of prior administration
Narrow streets
Physically disconnected from the rest of the city

C. Marktown Threats

Ripple effect of out-of-town landlords
A lot of promises but no progress/Compromised trust of residents
Incompatible adjacent uses of properties
Vacant properties
Lack of vision, direction and plan

D. Marktown Needs

Recreation facilities (i.e. swimming pool for summer recreation)
New community center
Historic Preservation Ordinance
Consistency in aesthetics (i.e. exterior of buildings)
Code enforcement and housing standards
Redevelopment of commercial spaces (i.e. garage lot to be converted to garages once again)
Police substation
Small school (K-3)
Increased bus services

E. Connection to East Chicago & Chicago

F. Industry Impact

i. Opportunities

Increase dialog between industry and Marktown
Reinstate worker housing programs
Diversify land use surrounding Marktown
Tourism

ii. Threats

Zero residents now working for adjacent industry
Relationships between industry and Marktown/East Chicago

G. Department Impact

H. Vision

i. Marktown

Exhibit heritage of steel industry in the city

ii. Public Buildings

Market Square Building:
Convenience store
Library
Indoor recreation space/youth center
Men's Boarding House:
School
Offices
Police substation

BUILDING SURVEY		Apr-06		USE	OO-R	VCNT	ROOF	STUC/MASON	WINDOWS	DOORS	CHIMNEY	SITE:NON-CONF.	NOTES	PHOTOS
LOT	KEY	STREET ADDRESS	APR-06											
1	24-30-0446-0001	415 Broad Street	7-SUP	OO	00	3	3	0-25S;TP-M	3	3	3		RECONSTRUCT	99-103
2	24-30-0446-0002	413 Broad Street	7-SUP	R-I	V	0	0	0-50;2-50	0-50;2-50	2	2		REBUILD MASONRY PORCH	98
3	24-30-0446-0003	411 Broad Street	7-SUP	OO	00	2	2	0-S;TP-M	2	2	2		REBUILD MASONRY PORCH	97
4	24-30-0446-0004	409 Broad Street	YARD	R-I	V									
4	24-30-0446-0052	413 Broad Street	YARD	OO	V									
5	24-30-0446-0005	407 Broad Street	YARD	R-I	V									
6	24-30-0446-0006	405 Broad Street	Y&ZCG	OO	V									
7	24-30-0446-0007	403 Broad Street	YARD	OO	V									
8	24-30-0446-0008	401 Broad Street	6-2CG	OO	00	0	0	1	0	0			RANCH	96
9	24-30-0446-0009	402 Prospect Street	6D-H	R-O	00	2	2	1	1		2	DORMER		95
10	24-30-0446-0010	404 Prospect Street	6D-H	OO	00	2	2	1	1		2		PE	94
11	24-30-0446-0011	406 Prospect Street	7D	R-I	V	2	2	0-90;1-10	1-50;2-50		1		3P	91
12	24-30-0446-0012	408 Prospect Street	7D	OO	00	2	2	0	0		1	GAR, ADD TO REAR	3P	90
13	24-30-0446-0013	410 Prospect Street	6D-G	R-I	V	0	0	1	2	2	1			88,89
14	24-30-0446-0014	412 Prospect Street	6D-G	R-I	V	0	0	0-90;1-10	2	2	1			86,87
15	24-30-0446-0015	414 Prospect Street	7D	R-I	V	0	0	2	2	2	2		PORCH ROOF MISSING	79-81
16	24-30-0446-0016	416 Prospect Street	7D	OO	V	0	0	2	2	2	2			77,78
17	24-30-0446-0017	418 Prospect Street	6D-SG	R-O	00	0	0	1	1		2	CF	PE	74
18	24-30-0446-0018	420 Prospect Street	6D-SG	OO	00	0	0	1	1		2	CF	PE	73
19	24-30-0446-0019	422 Prospect Street	7D	R-I	V	2	2	1	2	2	1	PF	PE	72
20	24-30-0446-0020	424 Prospect Street	7D	R-I	V	2	2	1	2	2	1	PF	PE	71
21	24-30-0446-0021	421 Prospect Street	4D-YG	R-I	R-I	2	2	1	1-50;2-50			CF	POLES SUPPORTING PORCH	70
22	24-30-0446-0022	419 Prospect Street	6D-H	R-O	00	2	2	0	0		0	WF	PE	75
23	24-30-0446-0023	417 Prospect Street	6D-H	OO	00	2	2	0	0		0	WF, BALCONY	PE	76
24	24-30-0446-0024	415 Prospect Street	4Q	R-I		0	0	0-90;1-10	1		0			82
25	24-30-0446-0025	409 Prospect Street	4Q	R-I	V	0	0	0-90;1-10	1		0			85
26	24-30-0446-0026	407 Prospect Street	6D-SG	R-I		0	0	1	0	0	0			92
27	24-30-0446-0027	405 Prospect Street	6D-SG	OO	00	0	0	1	0	0	0		93	
28	24-30-0446-0028	403 Prospect Street	YARD	OO	00									
29	24-03-0446-0029	401 Prospect Street	YARD	OO	00									
29	24-30-0446-0030	402 Spring Street	YARD	OO	00									
30	24-30-0446-0030	404 Spring Street	6D-H	OO	00	0	0	1	2		0	PF	3P	41,42
31	24-30-0446-0031	406 Spring Street	6D-H	R-O	00	0	0	1	2		0	PF	PE	43
32	24-30-0446-0032	408 Spring Street	4Q	R-O	00	2	2	1	2	0		PF		47,48
33	24-30-0446-0033	410 Spring Street	5Q	R-I	V	2	2	1	2	2				49
34	24-30-0446-0034	412 Spring Street	5Q	R-O	V	2	2	1	2	2				50
35	24-30-0446-0035	414 Spring Street	4Q	OO	00	2	2	1	2	2		CF	PE	51,52
36	24-30-0446-0036	411 Prospect Street	5Q	OO	00	0	0	0-90;1-10	1		0		PE	84
37	24-30-0446-0037	413 Prospect Street	5Q	R-I	V	0	0	0-90;1-10	1		0		REPLACE PORCH STOOP	83
38	24-30-0446-0038	416 Spring Street	4Q	R-I	V	2	2	2	2	2		ADD		56,57
39	24-30-0446-0039	418 Spring Street	5Q	R-I	V	2	2	2	2	2				58
40	24-30-0446-0040	420 Spring Street	5Q	R	V	2	2	2	2	2				59
41	24-30-0446-0041	422 Spring Street	4Q	R	V	3	3	3	3	3	3		RECONSTRUCT	60,61
42	24-30-0446-0042	424 Spring Street	6D-SG	R-I		2	2	3	2			CF	PE	66
43	24-30-0446-0043	426 Spring Street	6D-SG	OO	00	2	2	3	2			CF	PE	67
44	24-30-0446-0044	423 Prospect Street	4D-YG	R-O		2	2	1	2			CP	PE	68,69
45	24-30-0446-0045	423 Spring Street	6D-YG	OO	00	0	0	1	1-50;2-50			CF		65
46	24-30-0446-0046	421 Spring Street	6D-YG	R-O	00	0	0	1	1-50;2-50			CF		64

Marktown Revitalization Plan 2

96	24-30-0447-0045	417 Grove Street	4Q	R-O		2	1-50;2-50	2		1		CF	PE	110-112
97	24-30-0447-0046	411 Grove Street	4Q	OO		2	1	2		1		CF		115,116
98	24-30-0447-0047	409 Grove Street	4Q	R-O		2	0	1-50;2-50		0				117,118
99	24-30-0447-0048	403 Grove Street	4Q	R-O		2	1	1-50;2-50		0				121-123
100	24-30-0447-0049	401 Grove Street	YARD	R-O										
101	24-30-0447-0050	404 Lilac Street	YARD	R-O										
102	24-30-0447-0051	405 Grove Street	5Q	R-O		2	0	1-50;2-50		0			PE	120
103	24-30-0447-0052	407 Grove Street	5Q	R-O		2	1-90;2-10	2		0		GAR, 12' FENCE	PE	119
104	24-30-0448-0001	406 Lilac Street	4Q	OO		0	0	0					PE	129
105	24-30-0448-0002	408 Lilac Street	5Q	OO		0	1	2					PE	130
106	24-30-0448-0003	410 Lilac Street	5Q	R-O		0	1	2		1			PE	131
107	24-30-0448-0004	412 Lilac Street	4Q	OO		0	1	2		1		DORMERS, CF	PE	132
108	24-30-0448-0005	413 Grove Street	5Q	R-O		2	1	1		1			PE	114
109	24-30-0448-0006	415 Grove Street	5Q	R-I		2	1	1-50;2-50		1			PE	113
110	24-30-0448-0007	414 Lilac Street	4Q	OO		1	1	1				CF	PE	137
111	24-30-0448-0008	416 Lilac Street	5Q	OO		0	1	2					PE	138
112	24-30-0448-0009	418 Lilac Street	5Q	R-O		2	1	2					PE	139
113	24-30-0448-0010	420 Lilac Street	4Q	OO		0	1	0				GAR, CP	PE	141
114	24-30-0448-0011	421 Grove Street	5Q	OO		2	1	1		1			PE	107
115	24-30-0448-0012	423 Grove Street	5Q	OO		2	1	1	0	1			PE	106
116	24-30-0448-0013	422 Lilac Street	YARD	R										
117	24-30-0448-0014	429 Lilac Street	YARD	R										
118	24-30-0448-0015	423 Lilac Street	7D	OO		1	1	2				GAR, CF	PE, FILLED IN WINDOW	144
119	24-30-0448-0016	421 Lilac Street	7D	R-O		2	1	2				CF	PE	143
120	24-30-0448-0017	419 Lilac Street	6D-SG	OO		0	1	0				CF	PE	142
121	24-30-0448-0018	417 Lilac Street	6D-SG	OO		0	1	1-50;2-50				6' FENCE	PE	140
122	24-30-0448-0019	415 Lilac Street	7D	R		0	0	1		0		GAR, 6' FENCE	PE	136
123	24-30-0448-0020	413 Lilac Street	7D	OO		0	0	0		0		CP	PORCH ENGULFED	135
124	24-30-0448-0021	411 Lilac Street	6D-YG	OO		2	1	0		0		GAR, CF	PE	134
125	24-30-0448-0022	409 Lilac Street	6D-YG	OO		2	2	2		0		CF	PE	133
126	24-30-0448-0023	407 Lilac Street	7D	OO		0	1	1		1		ADD, CF	PE	128
127	24-30-0448-0024	405 Lilac Street	7D	OO		0	1	0		0		ADD, 6' FENCE	PE	126,127
128	24-30-0448-0025	403 Lilac Street	6D-H	OO		0	0	0		2		WF	PE	125
129	24-30-0448-0026	401 Lilac Street	6D-H	OO		0	0	0		2			PE	124
130	24-30-0448-0027	402 Riley Road	6S-GL	R-O		2	1	1		2		CF, SHED	PE	162,163
131	24-30-0448-0028	404 Riley Road	7D	OO		0	0	0		2		CF, SHED	PE	160,161
132	24-30-0448-0029	406 Riley Road	7D	OO		0	0	0		1		ADD	PE	157-159
133	24-30-0448-0030	408 Riley Road	6D-SG	OO		0	2	0		1		MAJOR ADD	PE	155,156
134	24-30-0448-0031	410 Riley Road	6D-SG	OO		0	0	1		1		WF	PE	153,154
135	24-30-0448-0032	412 Riley Road	7D	OO		2	1	1		2		CF, SHED	PE	152
136	24-30-0448-0033	414 Riley Road	7D	OO		1	1	1-50;2-50		2		CF	PE	151
137	24-30-0448-0034	416 Riley Road	6D-H	R-O		2	1	2		1		CF, WF	PE	150
138	24-30-0448-0035	418 Riley Road	6D-H	R-O		2	1	2		1		WF	PE	149
139	24-30-0448-0036	420 Riley Road	7D	R-O		2	1	2		1		CF	PE	148
140	24-30-0448-0037	422 Riley Road	7D	OO		2	1	2		1		CF	PE	147
LOT	KEY	STREET ADDRESS	USE	OO-R	VCNT	ROOF	STUC/MASON	WINDOWS	DOORS	CHIMNEY	SITE:NON-CONF.	NOTES	PHOTOS	
141	24-30-0448-0038	424 Riley Road	6S-GR	R		0	1	2		1	ADD	NO STUCCO	145,146	
142	24-30-0448-0039	516 Riley Road	HOTEL	R	V									
142	24-30-0448-0056	516 Riley Road	HOTEL	R	V									
142	24-30-0448-0057	512-516 Riley Road	HOTEL	R	V									
143	24-30-0448-0040	516 Lilac Street	4D-SG	R-I		0	1-50;2-50	1		1	1	ORIG. CONC. GARDEN WALL	167,168	

LOT	KEY	STREET ADDRESS	USE	OO-R	VCNT	ROOF	STUC/MASON	WINDOWS	DOORS	CHIMNEY	SITE:NON-CONF.	NOTES	PHOTOS
144	24-30-0448-0041	514 Lilac Street	4D-YG	R-I		2	1	2		1		ORIG. CONC. GAR WALL, PE	169-171
145	24-30-0448-0042	512 Lilac Street	4D-YG	OO		2	1	2		1		ORIG. CONC. GAR WALL, PE	172,173
146	24-30-0448-0043	510 Lilac Street	4D-SG	R-O		2	1-50;3-SIDING	2		1	CF		174,175
147	24-30-0448-0044	508 Lilac Street	4D-SG	R-O		2	1-50;3-SIDING	1-50;2-50		1	CF		176-178
148	24-30-0448-0045	506 Lilac Street	4D-H	OO		0	0-75;1-25	1		1	CF, SHED	PE	179
149	24-30-0448-0046	504 Lilac Street	4D-H	R-O	V	0	1	1-50;2-50		1	CF	PE	180,181
150	24-30-0448-0047	501 Grove Street	4D-SG	R-O		2	0-50;1-50	1-50;2-50		1	CF	PE	182,183
151	24-30-0448-0048	503 Grove Street	4D-SG	OO		2	1	1-50;2-50		1	ADD, SHED		184
152	24-30-0448-0049	505 Grove Street	4D-YG	R-I		2	1	0		1	ADD, CF	PE, MISSING STUCCO	190,191
153	24-30-0448-0050	507 Grove Street	4D-SG	OO		2	0-50;1-50	2		1	CF, ADD		196,197
154	24-30-0448-0051	509 Grove Street	4D-SG	OO		0	0-50;1-50	2		1	CF, SHED		198,199
155	24-30-0448-0052	511 Grove Street	4D-SG	R-O		2	0-75;1-25	0		2	CF, SHED	PE	204
156	24-30-0448-0053	513 Grove Street	4D-H	OO		2	0-25;1-75	1		2			205
157	24-30-0448-0054	515 Grove Street	4D-H	R-O		2	1-50;2-50	2		1		ORIG. CONC. GARDEN WALL	164-166
158	24-30-0448-0055	518 Lilac Street	4D-SG	R-O	09 448 198	0	1-50;2-50	2		1	CF	3P	206-209
159	24-30-0449-0001	516 Grove Street	6D-SG	R-O	V	2	2	1		2	CF	PE	202,203
160	24-30-0449-0002	514 Grove Street	6D-SG	OO		2	0-50;1-50	1		1	WF	PE	200,201
161	24-30-0449-0003	512 Grove Street	6D-YG	OO		0	0-50;1-50	1		1	CF	PE	194,195
162	24-30-0449-0004	510 Grove Street	6D-YG	R-I		2	1	1-50;2-50		1	WF		193
163	24-30-0449-0005	508 Grove Street	6D-H	OO		2	2	2		2	WF	PE	187-189
164	24-30-0449-0006	506 Grove Street	6D-H	OO		0	2	2		2	WF	PE	185,186
165	24-30-0449-0007	504 Grove Street	6D-SG	R-O		2	0	1		1	WF	PE	251
166	24-30-0449-0008	501 School Street	4D-SG	OO		2	2	2		1		RECONSTRUCT	249,250
167	24-30-0449-0009	503 School Street	4D-SG	E		0	2	2		1	CF		241,242
168	24-30-0449-0010	505 School Street	6D-HR	R-I	V	0	0-90;1-10	1		1	CF,WF	PE	239-240
169	24-30-0449-0011	507 School Street	6D-HR	R-O		0	2	2		1	CF	PE	231-233
170	24-30-0449-0012	509 School Street	6D-YG	R-O		2	0-75;1-25	0		1	WF		229,230
171	24-30-0449-0013	511 School Street	6D-YG	OO		0	1-75;2-25	2		1	CF	PE	220,221
172	24-30-0449-0014	513 School Street	6D-SG	R-O	V	2	1-50;2-50	1-50;2-50		1	CF, SHED	PE	217-219
173	24-30-0449-0015	515 School Street	6D-SG	R-O		2	2	2		2	CF	PE	210-213
174	24-30-0449-0016	518 Grove Street	4D-SG	R-O	V	2	1-75;2-25	2		2		PE	214-216
175	24-30-0449-0017	516 School Street	6S-GL	R-O		0	0-90;1-10	0		1	CF	PE, SPALLED GAR WALL	222-225
176	24-30-0449-0018	514 School Street	6D-H	R-O		2	0-90;1-10	1		1	CF	PE	226-228
177	24-30-0449-0019	512 School Street	6D-H	R-O		2	0-90;1-10	2		1	CF	PE	234-235
178	24-30-0449-0020	510 School Street	6D-SG	OO		0	2	2		1	CF	PE	236-238
179	24-30-0449-0021	508 School Street	6D-SG	R-O		2	1-50;2-50	0		2	CF	PE	243,244
180	24-30-0449-0022	506 School Street	6D-H	OO		2	1-50;2-50	2		2	CF	PE	245-248
181	24-30-0449-0023	504 School Street	6D-H	OO		2	3-SIDING	0		2	WF	PE	252
182	24-30-0449-0024	502 School Street	6S-GL	OO		0							
183	24-30-0449-0025	501 Park Street	gar. site	R									
184	24-30-0449-0026	503 Park Street	gar. site	R									
185	24-30-0449-0027	505 Park Street	gar. site	R									
186	24-30-0449-0028	507 Park Street	gar. site	R									
187	24-30-0449-0029	509 Park Street	gar. site	R									
188	24-30-0449-0030	511 Park Street	gar. site	R									
189	24-30-0449-0031	513 Park Street	gar. site	R									
190	24-30-0449-0032	515 Park Street	gar. site	R									
191	24-30-0449-0033	516 Park Street	YARD	R-O	V								
192	24-30-0449-0032	514 Park Street	5-new	OO									
193	24-30-0449-0033	512 Park Street	5-new	OO	R???								

Marktown Revitalization Plan 6

Appendix C: Preference Survey Data Summary

Total Surveys collected = 44

URBAN DESIGN SLIDE PRESENTATION (43 Participants)

Slide 1:



Favorable 44%
Unfavorable 44%

Favorable 44%
 Unfavorable 44%
 No affect 2%
 No response 10%

Slide 2:



Favorable 74%

Favorable 74%
 Unfavorable 21%
 No affect 5%
 No response 0%

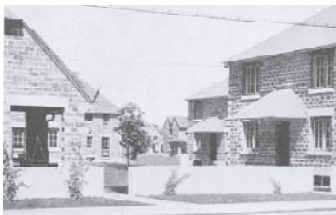
Slide 3:



Favorable 72%

Favorable 72%
 Unfavorable 12%
 No affect 12%
 No response 4%

Slide 4:



Unfavorable 53%

Favorable 40%
 Unfavorable 53%
 No affect 5%
 No response 2%

Slide 5:



Unfavorable 67%

Favorable	23%
Unfavorable	67%
No affect	7%
No response	3%

Slide 6:



Favorable 95%

Favorable	95%
Unfavorable	5%
No affect	0%
No response	0%

Slide 7:



Favorable 56%

Favorable	56%
Unfavorable	37%
No affect	7%
No response	0%

Slide 8:



Unfavorable 67%

Favorable	28%
Unfavorable	67%
No affect	3%
No response	0%

Slide 9:



Favorable 91%

Favorable	91%
Unfavorable	2%
No affect	2%
No response	5%

Slide 10:



Favorable 77%

Favorable	77%
Unfavorable	12%
No affect	9%
No response	2%

Slide 11:



Unfavorable 42%

Favorable	37%
Unfavorable	42%
No affect	16%
No response	5%

Slide 12:



Unfavorable 56%

Favorable	30%
Unfavorable	56%
No affect	12%
No response	2%

Slide 13:



Favorable 65%

Favorable	65%
Unfavorable	28%
No affect	5%
No response	2%

Slide 14:



Favorable 84%

Favorable	84%
Unfavorable	14%
No affect	2%
No response	0%

Slide 15:



Unfavorable 49%

Favorable	47%
Unfavorable	49%
No affect	2%
No response	2%

Slide 16:



Favorable 79%

Favorable	79%
Unfavorable	14%
No affect	7%
No response	0%

Slide 17:



Favorable 91%

Favorable	91%
Unfavorable	9%
No affect	0%
No response	0%

Slide 18:



Favorable 58%

Favorable	58%
Unfavorable	37%
No affect	5%
No response	0%

Slide 19:



Favorable 72%

Favorable	72%
Unfavorable	26%
No affect	2%
No response	0%

URBAN DESIGN QUESTIONS

Q1. What aspects of the existing buildings do you find most attractive?

	First Choice	Second Choice
Style	60%	23%
Color	16%	26%
Scale	14%	26%
Materials	7%	19%
No response	3%	6%

Q2. How important is sense of connection to the rest of East Chicago?

Rank from 1 to 5, 1 being not important at all and 5 being very important:

1	37%
5	35%
3	14%
2	7%
4	5%
No response	2%

Q3. Would you prefer?

To park your car within 1 block or less on the sidewalk, 88%

Or, to park your car in a covered and secured space that was within 3 blocks? 12%

Q4. What aspects of the neighborhood do you think have the biggest impact?

	First Choice	Second Choice
Condition of existing buildings	51%	9%
Lack of development	23%	26%
Isolated location	16%	16%
Adjacency to industry	7%	37%
No response	3%	12%

Q5. What do you envision as the use of the commercial buildings?

a) Market Square Building?

Store 77%

Library 40%

Youth center 37%

Other 12%

(i.e. Fruit market, offices, restaurant, art gallery, gas station, bar, school)

b) Men's Boarding House?

Police substation 53%

K-3 school 1 9%

Other 12%

(i.e. Restaurant, museum, Ambulance, visitors' center, bar)

Offices 9%

c) Garage Building?

Restaurant 35%

Other 26%

(i.e. Private Garages, gas station, flea market, fruit market, bar)

Museum 16%

Visitor's center 16%

Q6. Do you think public transportation to/from Marktown needs to be?

Expanded 56%

Remain as is 28%

Reduced 16%

Q7. Should the relationship with surrounding industries:

Expand 47%

Minimize 33%

Remain the same 16%

Q8. What opportunities do you see possible from surrounding industry?

Employment, company investment in community, area clean-up, beauty

Q9. What challenges to you see possible from surrounding industry?

Air pollution, noise, traffic, keeping streets clean, softening the borders, tourism, theft

Q10. How do you think the history of the steel industry and Marktown should be connected?

Tourism and museum 35%

Supplemental housing for industry 30%

Artist colony 16%

Other 16%

No response 14%

PARKS & RECREATION SLIDE PRESENTATION (45 Participants)

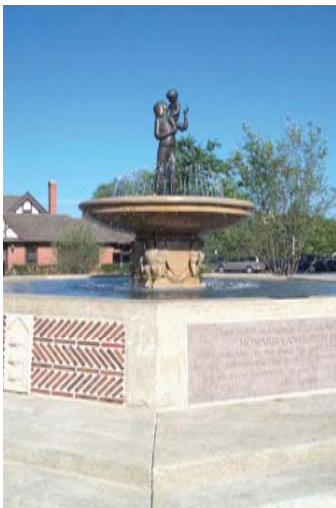
Slide 1:



Unfavorable 49%

Favorable	47%
Unfavorable	49%
No affect	4%
No response	0%

Slide 2:



Favorable 73%

Favorable	73%
Unfavorable	20%
No affect	7%
No response	0%

Slide 3:



Favorable 56%

Favorable	56%
Unfavorable	31%
No affect	11%
No response	2%

Slide 4:



Favorable 77%

Favorable	77%
Unfavorable	16%
No affect	7%
No response	0%

Slide 5:



Favorable 69%

Favorable	69%
Unfavorable	18%
No affect	13%
No response	0%

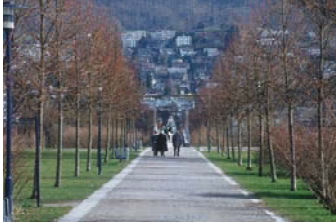
Slide 6:



Unfavorable 47%

Favorable	40%
Unfavorable	47%
No affect	13%
No response	0%

Slide 7:



Favorable 87%

Favorable	87%
Unfavorable	13%
No affect	0%
No response	0%

Slide 8:



Unfavorable 58%

Favorable	24%
Unfavorable	58%
No affect	18%
No response	0%

Slide 9:



Favorable 80%

Favorable	80%
Unfavorable	13%
No affect	7%
No response	0%

Slide 10:



Favorable 47%

Favorable	63%
Unfavorable	22%
No affect	13%
No response	2%

Slide 11:



Favorable 83%

Favorable	83%
Unfavorable	13%
No affect	2%
No response	2%

PARKS & RECREATION QUESTIONS (40 Participants)

Q1. Are there any features you would like to see added to the park spaces?

Water feature 60%

Swimming pool 45%

Ball fields 38%

Other 30%

(i.e. benches, picnic tables, water park, walking track/trail, more vegetation, more playground equipment, skateboard park, sprinkler system, soccer field, open market)

Q2. How much time do you spend outdoors each day?

More than 2 hours 77%

1 hour 16%

30 minutes 7%

a) Within the immediate surroundings of your home?

Yes 83%

No 7%

No response 10%

b) In one of the open, park spaces?

Yes 50%

No 37%

No response 13%

Q3. a) Do you have children?

Yes 55%

No 45%

a) How many friends live in Marktown?

More than 5 42%

Less than 5 27%

No response 31%

Q4. Where do you go...

a) Shopping for groceries?

East Chicago (1.8 mi.): 40%

Lansing (6.5 mi.): 25%

Hammond (4.5 mi.): 25%

Whiting (2.6 mi.): 15%

Highland (10.5 mi.): 7%

Other: 8%

(Munster, Calumet City, Merrillville)

b) For movies and entertainment?

Schererville (14 mi.): 30%

Calumet City (6.5 mi.): 12%

Whiting (2.6 mi.): 15%

Merrillville (23 mi.): 15%

Other: 15%

(Highland, Chicago, Hobart, Hammond)

c) For dining?

Highland (10.5 mi.): 15%

Hammond (4.5 mi.): 12%

Merrillville (23 mi.): 12%

East Chicago (1.8 mi.): 10%

Schererville (14 mi.): 7%

Other: 15%

(Chicago, Munster, Calumet City, Griffith, Hobart, Portage, Beyond Lake County)

PROJECTS/ACTIONS DISCUSSION MATRIX

Historic Marktown District Revitalization Plan

	PROJECTS / ACTIONS	ROLE OF THE CITY	OTHER PARTICIPANTS	TOOLS, TECHNIQUES & RESOURCES	COSTS	PRIORITY
I.	COMMUNITY CENTER OPTIONS					
a.	Raze Existing and Build a New Community Center at same location	Develop & operate				
b.	Build a New Community Center at New Location (Keep other building)					
c.	Renovate and expand Exiting Community Center	Implement renovation/expansion				
II.	PARKING, CIRCULATION & PEDESTRIAN SAFETY					
a.	Open Parking Lot for Visitor Parking (Buses)	Site assembly & development (option)	Private developer (option)	General fund; TIF; bonds; grants		
b.	Parking for Residents	Implement improvements		General fund; SSA; TIF; grants		
c.	New Public Transportation Routes to Marktown from EC	Work with City Transit & other entities to explore feasibility.		General fund; SSA; grants		
e.	Gateway & Wayfinding Program – clearly mark entrances into Marktown & direct visitors into district; consider a neighborhood identity program			General fund; SSA; TIF; grants		
III.	BEAUTIFICATION					
a.	Historic Structures Enhancement Program – guidelines, funding & program management	Develop standards & assist funding effort.	Property owners	General fund; SSA; TIF; grants		
b.	Streetscape & Landscape Program – street furniture, lighting, planting, irrigation & maintenance informational kiosks, etc.	Develop standards & assist funding effort.	Property owners	General fund; SSA; TIF; grants		
c.	Park and Recreational Facilities			General find; Land and Water Conservation Fund Grant Recreational Trails Program	50% Matching, \$10,000-\$200,000	
IV.	VISITOR CENTER					
a.	Renovate structures to accommodate museum/visitor center amenities	Implement renovations		General fund; SSA; TIF; grants Historic Landmarks' Indiana Preservation Grants	Matching 4 to 1, up to 80% of total project cost up to \$2,500	
b.	Staff museum/visitors center - potential office location for downtown management organization			General fund; SSA; grants		

PROJECTS/ACTIONS DISCUSSION MATRIX

Historic Marktown District Revitalization Plan

V.	BUSINESS and HISTORIC DISTRICT PROMOTION					
a.	Business Recruitment & Retention Program – business district & site promotion materials, financial incentives, investor marketing, etc.		Chamber of Commerce, Economic Development Commission	SSA, grants		
b.	Consumer Marketing Program – festivals & events, coordinating sales promotions, maps & newsletters, advertising campaigns, etc.		Chamber of Commerce, Economic Development Commission	SSA, grants		
c.	Tourism: Heritage tours, Industrial Tours, Architectural, Urban design and Planning Tours	Develop tourism programs		Historic Preservation Education Grants	Up to \$2,000 assistance	
VI.	FINANCE & IMPLEMENTATION TOOLS					
a.	Establish Marktown Historic District management structure with staff	Be an active partner & help fund this entity.	Merchants; City Residents			
b.	Establish a Tax Increment Finance District (TIF)	Hire consultant to prepare the designation; adopt ordinance; collect & distribute increment.	City Residents	TIF; General fund		
c.	Establish a Special Service Area (SSA)	Hire consultant to prepare the designation; adopt ordinance; collect & distribute increment.	Merchants; City Residents	SSA; General fund		
VII.	DEVELOPMENT ASSISTANCE					
a.	Provide development assistance for Marktown construction/renovation projects	Site assembly; infrastructure improvements, regulatory assistance, gap financing, etc.		TIF funds, SSA, General Fund, CIP		
VIII.	OTHER					
a.	Historic preservation/rehabilitation for private residences	Assist homeowners	Indiana state income tax payers/homeowners	Residential Historic Rehabilitation Credit	20% Tax credit for rehabilitation or preservation costs from \$10,000 - \$250,000	



