



Safety in Southeast Urbana:
Planning Solutions

Executive Summary

This report provides recommendations in the fields of urban design and building maintenance monitoring aimed at enhancing public safety in the area of southeast Urbana, IL bordered by Philo Road on the east, Mumford Drive on the south, Cottage Grove Avenue on the west and Colorado Avenue on the north (referred to hereafter as the “study area”). Public safety concerns are defined as those both involving crime, as well as building maintenance. This report begins with an analysis of the socioeconomic trends found across the Champaign-Urbana, IL twin-city region, as well as within the City of Urbana itself. From there, a closer look is taken at the demographics of Urbana’s neighborhoods, and specifically, that of the study area. The study area’s built environment and the “problem properties” present in that community are reviewed.

The generally accepted definition of crime, and crime’s relationship with popular planning initiatives (as well as the common disconnect present between planners’ work and the significance of crime reduction), are highlighted. A summary of recent crime trends in Urbana, with a focus on incidents within the study area, is offered. From there, a focus is placed on Urbana’s initial response to building maintenance needs and crime occurrence within the study area. Next, the study area’s crime/building maintenance issues are overlapped with its design issues. At that point, the incorporation of principles based on the crime prevention through environmental design (CPTED) into policies is examined.

Based on the analysis of these precedents, as well as the results of both the “Southeast Urbana Safety and Design Survey” and interviews conducted with neighborhoods stakeholders, recommendations are provided which are aimed at minimizing the opportunity for crime to occur within the study area, as well as at improving the monitoring the condition of buildings within the neighborhood. These recommendations rely on both the application of a proposed overlay district encompassing the study area, as well as modification to city-wide practices.

The Author would like to thank the Urbana Police Department, City Staff, Alderwoman Diane Marlin, the Southeast Urbana Neighborhood Association, neighborhood residents, and Professor Mary Edwards for their assistance. The recommendations presented here are the opinion of the Author, and not the City of Urbana, its staff, etc. Comments provided by respondents in interviews and surveys are the opinions of those respondents.

I *Enhancing Safety and Building Conditions in Southeast Urbana*



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**This report uses endnotes with the exception of images, figures, and maps.*



1.1: Community Analysis: Introduction

“Urban planning” is a broad term. Likewise, urban planning-related initiatives are often associated with a wide range of goals, from enhancing the economic vitality of a community to reducing carbon emissions. However, one of the most significant threats to the success of such initiatives is a reduction in public safety. When one does not feel safe in their community, social bonds are broken, economic performance weakens, and the local environment suffers. Issues within public safety range from concerns regarding property crimes (such as vandalism) and personal crimes (such as muggings), to life safety issues caused by a lack of building maintenance.

Despite the significant impact that issues in crime can have on the stability of a community, there is often a disconnect present between the field of crime reduction and the work of planners. In their push for more walkable and socially equitable communities, planners can overlook important design features that help minimize opportunities for crime to occur.

Fortunately, within planning, there is a stronger emphasis placed on maintaining and improving structures’ physical conditions through the use of rental inspection programs and historic preservation ordinances, the interactions of planners and building inspectors, etc. However, much room remains for regulatory schemes related to building safety to be improved upon. Furthermore, a lack of building maintenance can create an environment that negatively impacts the vitality of a community, and which may actually help to promote the presence of illegal activities.

In this report, I focus on issues of crime and building safety in a study area located in southeast Urbana, IL (bordered by Cottage Grove Avenue on the west, Philo Road on the east, Colorado Avenue on the north and Mumford Drive on the south), as mapped on the next page. From there, this report reviews the City of Urbana’s initial responses to these issues.



Responses by other communities are also examined. These examples typically include stringent inspection programs and nuisance regulations, incentives for developers and owners to pursue security measures, and the creation of overlay districts that emphasize principles of crime prevention through environmental design (CPTED).¹ Relying on these precedents, as well as the results of a neighborhood survey conducted in the winter of 2014-2015 and interviews with stakeholders representing the neighborhood, recommendations are made regarding actions that Urbana’s employees can do to help stabilize the community.

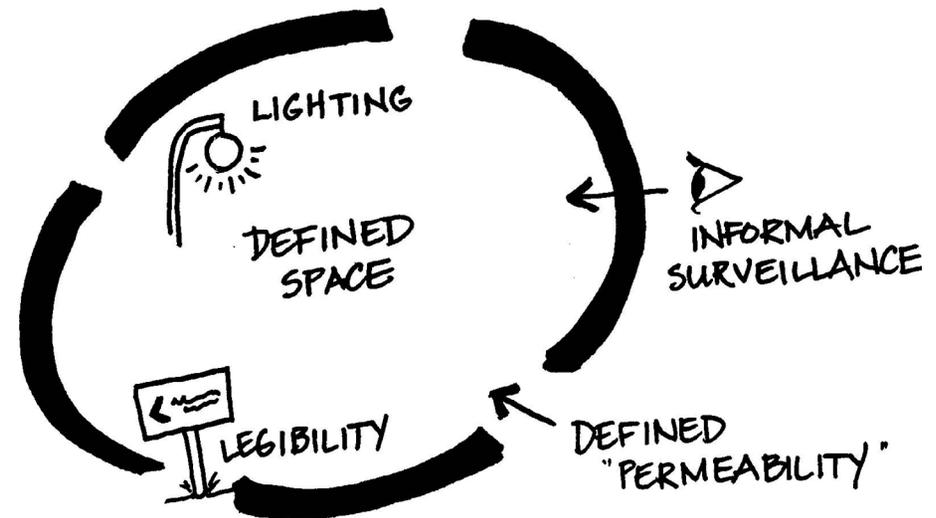
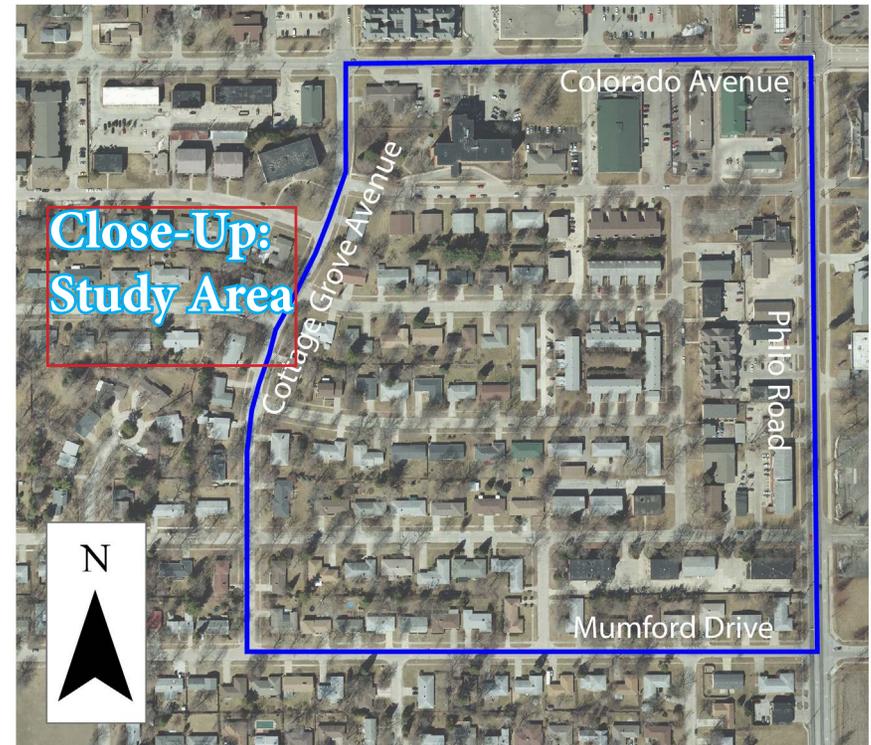
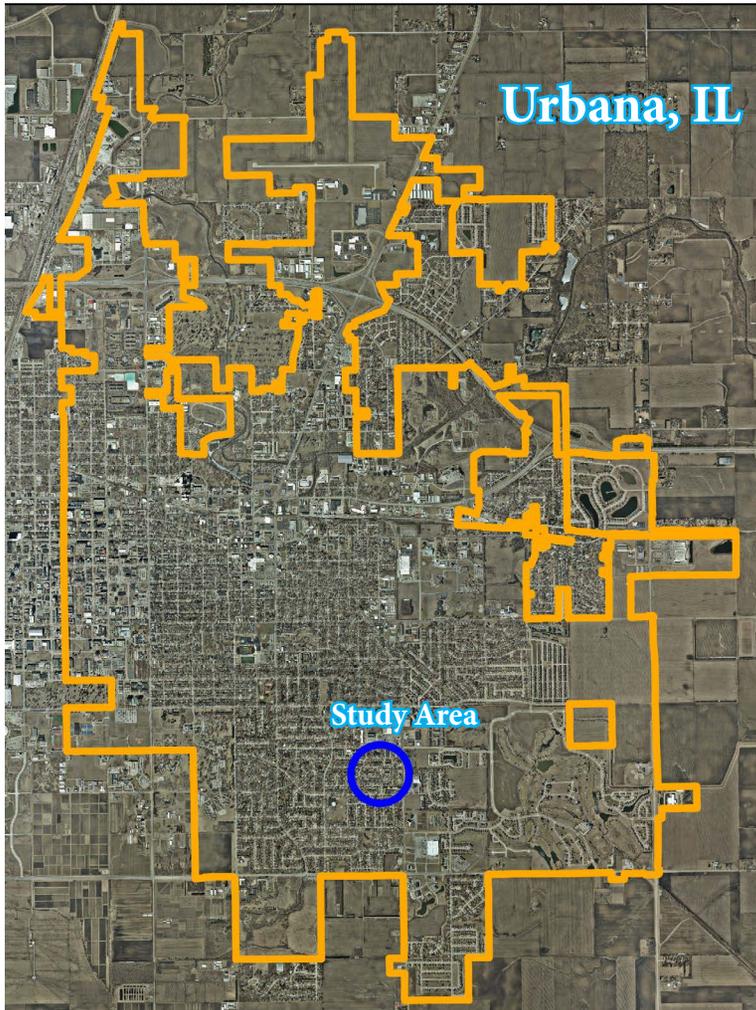


Image 1: Many elements are considered when preventing crime through urban design. Source: <https://mycityspot.wordpress.com/category/cpted/>



Maps 1 and 2: Location of the Southeast Urbana Study Area.

1.2: Community Analysis: Champaign-Urbana, IL Region

The City of Urbana, Illinois is part of the Champaign-Urbana metropolitan region, which encompasses Champaign, Ford and Piatt Counties. As of 2010, Urbana had a population of 41,052 while Champaign had a population 79,430. The metropolitan area's 2010 population was 210,275 (an increase from 197,867 in 2000).² The campus of the University of Illinois at Urbana-Champaign is located in both Champaign and Urbana, and is the flagship campus of the University of Illinois system (Urbana-Champaign's campus is generally referred to as "the University of Illinois"). As of 2013, the University of Illinois enrolled 44,250 students.³ The university is known globally for its engineering and business programs. The largest employers in the metropolitan area are the University of Illinois (including its research park), the local school districts, two regional hospitals, Kraft foods, and Parkland College. As of 2013, these institutions employed roughly 14,000 individuals, just under 14% of Champaign County's total employment.⁴ This mix of companies represents the region's strong economic diversity, which helped to protect it from some of the most severe impacts of the Great Recession of 2008, although growth in the metropolitan area did slow significantly during that time.

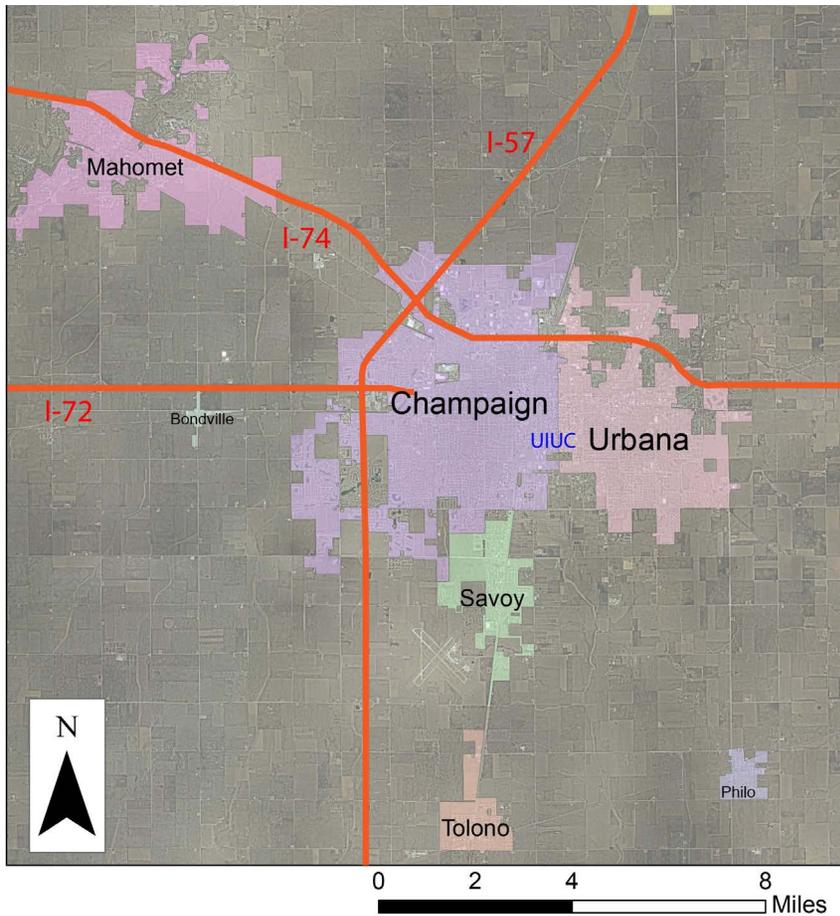
The area is serviced by three interstates: I-74, I-72 and I-57, as well as by Willard Airport in Savoy, the Champaign-Urbana Mass Transit District and by both Greyhound and Amtrak via the Illinois Terminal in Champaign. Key infrastructure and facilities in the metropolitan area include educational, cultural, commercial, and other facilities. The University of Illinois is home to a rapidly expanding Research Park, with its Blue Waters National Center for Supercomputing Applications, as well as to offices of John Deere and Caterpillar. The university is also home to State Farm Center, which attracts athletic and musical events, as well as the Krannert Center, which hosts performers from around the world. The Virginia Theater and the Art Theater, both in Champaign, as well as the Canopy Club in Urbana, also attract nationally acclaimed shows and



performances. Parkland Community College in Champaign provides just under 17,000 students with a two-year education.⁵ Visitor attractions in the region include the vital downtown Champaign and downtown Urbana business districts, the N. Prospect Street business district in Champaign, historic residential west Urbana, Urbana's Market at the Square, the Champaign County Fairgrounds, Urbana's Meadowbrook Park, and others. Other key facilities in the twin-city region include the expansive local library system, the industrial parks located north of I-74, Champaign's Orpheum Children's Museum, and more. Events that attract residents and visitors include the Blues, Brews, and BBQ Festival, Ebertfest, the Taste of Champaign, the Champaign Fourth of July Fireworks, the Champaign-Urbana Pride Parade and Festival, the Sweet Corn Festival, and the Pygmalion Music Festival, as well as others. All of these amenities, combined with the twin-cities' diversity and walkable neighborhoods, all help to make Champaign-Urbana an active, urban community.⁶



Image 2: The University of Illinois Serves as the economic engine of the region. Source: <https://gpacalculatoruiucetd.wordpress.com/>



Map 3: The Champaign-Urbana region is intersected by multiple interstates and consists of several communities.

But, the Champaign-Urbana community is not without its stresses. The majority of the cities' minority populations are concentrated in the North End, in census tracts that experience higher-than-average poverty rates and which have many substandard housing conditions. Such difficulties are particularly visible in the Bristol Park neighborhood of Champaign and the King Park area of Urbana. Other struggling neighborhoods are located in east-central Urbana, particularly the Lierman neighborhood. Difficulties in the Bristol Park neighborhood have led to the creation of a plan for the entire area's redevelopment.⁷ In Urbana, complexes utilized for public housing or Section Eight vouchers have been redeveloped into mixed-income communities, or have become the focus of pending redevelopment proposals. Inherent with these concentrations comes socioeconomic segregation, unresponsive landlords, high traffic stop rates, particularly amongst racial minorities, and under-performing educational facilities.⁸



Image 3: The Aspen Court Townhomes in Urbana are in need of repairs. Source: <http://www.triadrepartners.com/available-opportunities>

1.3: Community Analysis: Urbana Focus

Urbana was founded in 1833 as the county seat of the newly formed Champaign County. Serviced by all of the “Big Four” railroads, and proximal to productive crop land and a “Big Grove” which provided substantial lumber, the city experienced significant growth shortly following its founding. Over the decades, more and more of the growth in the twin-city region shifted towards Champaign, which was founded in 1855 as West Urbana.⁹ However, Urbana’s growth has been consistent over the years, and has reflected both trends in the growth of the University of Illinois campus, as well as those trends seen in other urban places of the Midwest. Prior to World War Two, most of Urbana’s development was concentrated in walkable neighborhoods located west of Vine Street, north of Florida Avenue and south of University Avenue, while during the post-war boom, the city’s growth began to reflect the nation-wide emphasis being placed on the automobile. Consequently, east of Vine Street, south of Florida Avenue and north of University Avenue, there are many homes with large driveways and street-facing garages, cul-de-sacs, a lack of sidewalks on some blocks, and commercial strips fronted by parking lots. The growth in auto-oriented commercial districts in the mid-20th century along Philo Road, Cunningham Avenue and University Avenue, as well as along N. Prospect Avenue and near the entrance to I-72 in Champaign, attracted many commercial institutions away from both downtown Urbana and downtown Champaign. Indeed, many retailers located along Main Street and Springfield Avenue relocated for sites that were considered more accessible to automobiles. This loss eventually led to a major urban renewal project centered on the Lincoln Square Mall in downtown Urbana, the vitality of which peaked in the mid-to-late 1960s, before also losing tenants to auto-oriented areas.¹⁰ Other redevelopment projects in the downtown area included the construction of the County Plaza complex and the Busey Bank Building.

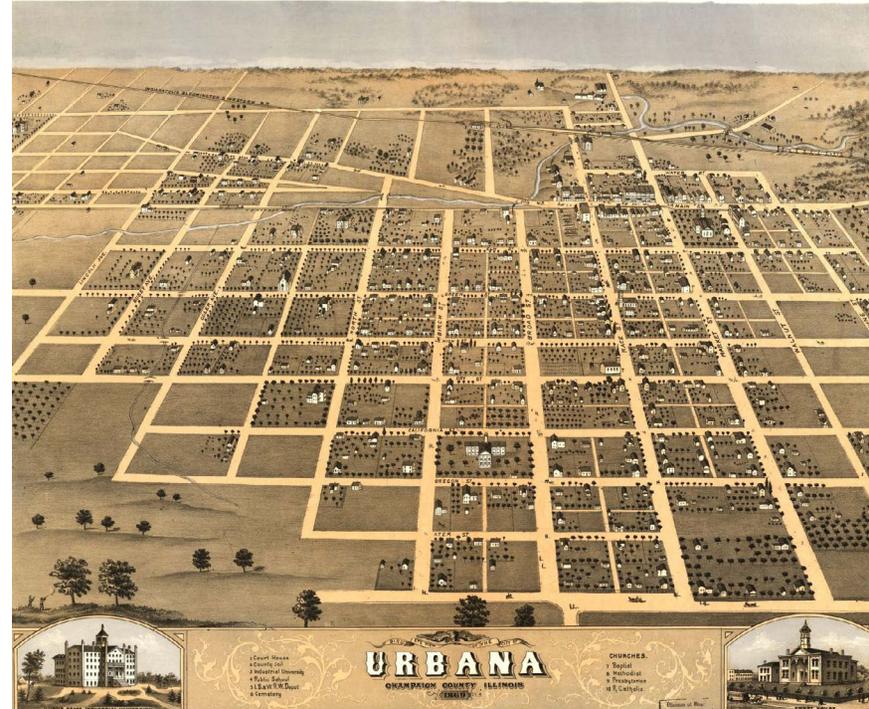


Image 4: Urbana was founded in 1833 as the seat of Champaign County, before the development of the university or Champaign .

Source: <http://www.loc.gov/item/73693375/>

1.4: Community Analysis: Urbana's Socioeconomic Trends

Recent economic shifts in Urbana have included increased investment in the downtown area, the expansion of the Carle Hospital campus, the growth of the business district located along High Cross Road, and new developments being introduced along both University Avenue and Cunningham Avenue. The commercial development downtown, championed by local business leaders, has spurred the establishment of several new restaurants, such as Pizza M and the Masijta Grill, as well as the expansion of the Common Ground Coop and the introduction of corporate space in Lincoln Square Village, as a part of a re-branding of the former mall.¹¹ The Urbana Landmark Hotel, physically linked to the Lincoln Square Village, is also undergoing a renovation with the assistance of public monies made available through a tax-increment financing (TIF) district.¹² Several community programs, including the Market at the Square and the Sweet Corn Festival, continue to improve visibility for the downtown area, while investments by the City and local businesses in public art and pedestrian-oriented infrastructure (such as the relatively new “curbanas” on Main Street) have contributed to place making in that neighborhood.

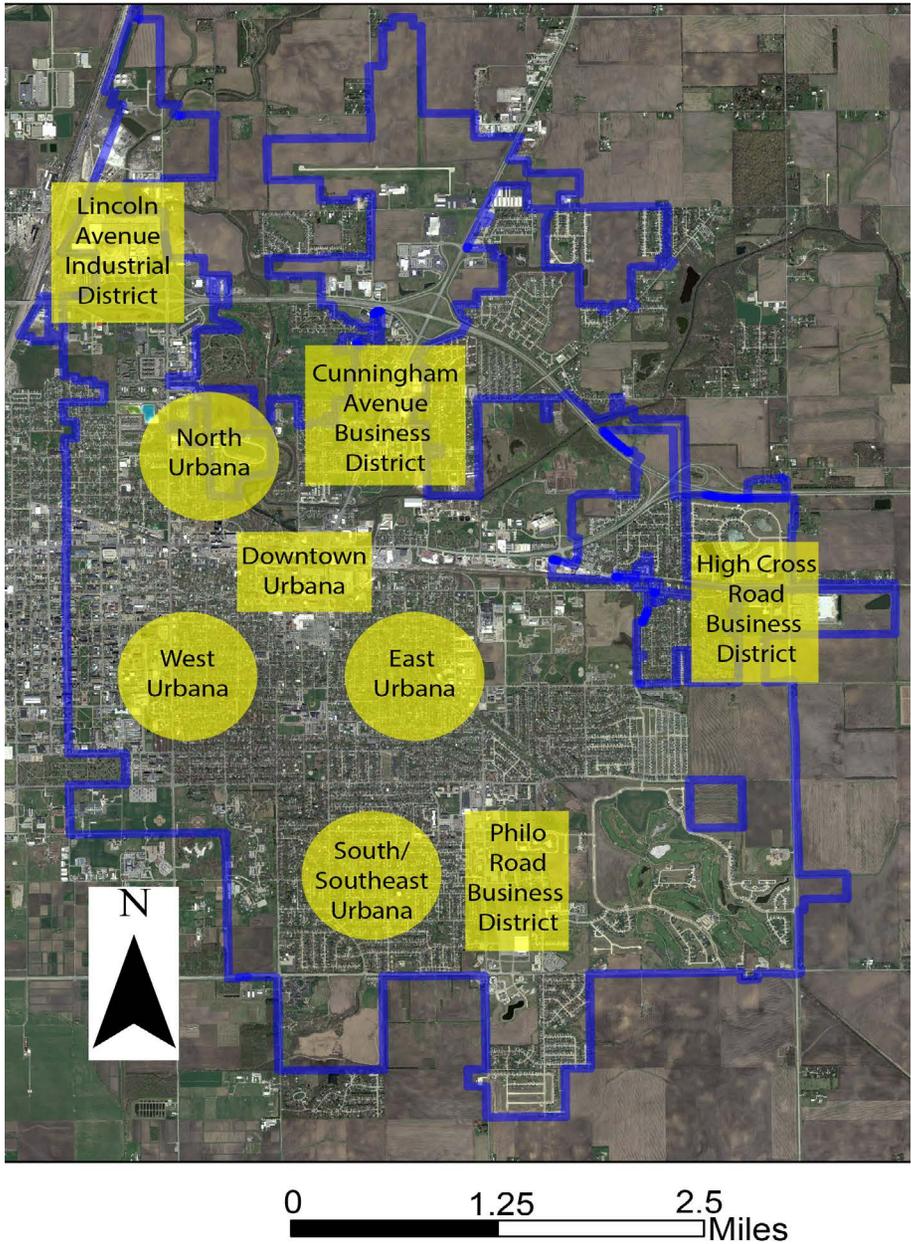
Urbana has experienced commercial growth outside of the downtown area as well. Examples include the expansion of Carle Hospital along University Avenue, the Aldi grocery and Wal-Mart stores on High Cross Road, the opening of several businesses along Philo Road, including a Meijer store and the proposal for an aggregate recycling center along Cunningham Avenue.¹³ There has also been major interest in the development of a Menards store on High Cross Road. Along Cunningham Avenue, the city has seen the development of the Planet Soccer Complex, growing use of the flight simulator at Frasca Field, and the construction of both a Blain's Farm and Fleet and the O'Brien's Auto Park.¹⁴



However, the recent socioeconomic trends recorded throughout Urbana are not all positive. There has been several long-term vacancies along the Philo Road Business District, such as that space which once hosted Rulers Food (although several vacant spaces have recently been filled by more businesses, including Hot Spot and Hot Slots). There are also some long-term commercial vacancies, as well as persistent vacant lots, along University Avenue, including that lot located at the southwest corner of Race Street and University Avenue. Many residences are in need of repair, especially those located north of University Avenue and west of Cunningham Avenue. Development in the Stone creek Subdivision and along High Cross Road has also stagnated.

It is hoped that road repairs in the area north of I-74 will accelerate industrial development. Furthermore, road improvements along Philo Road and High Cross Road are expected to accelerate economic development in those communities that surround these streets.¹⁵

In 2010, Urbana had an unemployment rate of 8%, which was 1% lower than Illinois's rate. Its median family income was \$55,522 and its median household income was \$34,951. These values are significantly lower than Illinois's median family income of \$68,236 and its median household income of \$55,735. Thirty percent of all residents were below the city's poverty rate (13% of families). The city's high poverty rates in 2010 are partially explained by its large student population (26% of the city's population is age 20-24). SNAP benefits were utilized by 9% of households.¹⁶



Map 4: Urbana has a variety of neighborhoods and business districts.



Other important demographic factors regarding Urbana in 2010:¹⁷

- Urbana had a population of 41,052. 21,485 residents were women and 20,316 were men. The median age was 24.2 years, and 7,471 residents were foreign born.
- The city's largest employment sectors were educational services, health care and social assistance (51% of total employment); followed by arts, entertainment, recreation and accommodation/food services (12%). Of the 19,285 persons working in Urbana, 52% drove alone, 12% took public transportation, 18% walked, 5% worked at home, and 8% carpooled.
- Of the 18,036 housing units in the city, 13% were vacant. Of the occupied housing units, 62% were rented. Roughly 12% of the city's housing stock was built each decade from 1940 to 2000, with 20% of the housing stock built before 1940 and 17% built after the year 2000. The median home value was \$142,700 and the median rent was \$720.
- Of the 6,372 family households in the city, 11% had children, and 9% were led by women. 5% of the population was divorced. 12% of households spoke an Asian language at home, and 4% spoke Spanish. The average household size was 2.13 persons and the average family size was 2.8.
- Of the population aged 25 and over, 6% had an Associates degree, 7% had no high school degree, 16% only had a high school degree, 17% had some college education, 22% had a Bachelor's degree and 33% had a graduate or professional degree. Much of this high educational achievement is explained by the presence of the University of Illinois and Parkland College.

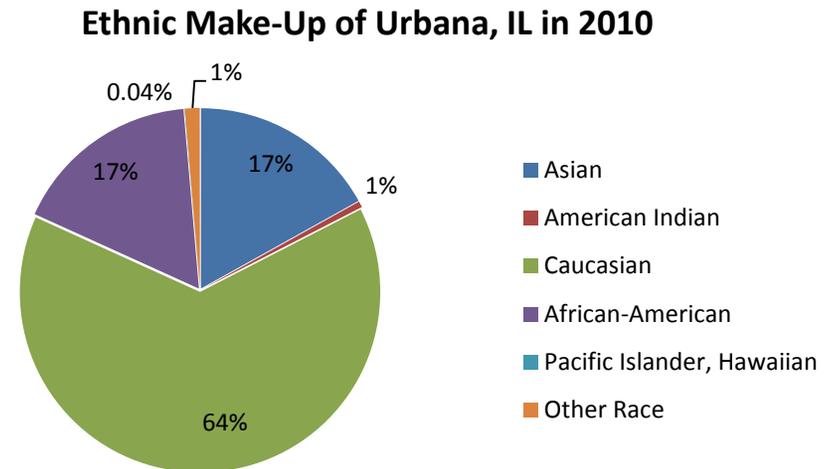


Figure 1: Urbana is a diverse community, considerably more than many other central Illinois communities. Source: US Census 2010.

1.5: Community Analysis: Urbana's Neighborhoods

With the exception of the student-dominated areas between S. Orchard Street and S. Lincoln Avenue, West Urbana, on average, has the highest property values in the city and it has the city's most ethnically and racially homogeneous population (although there are exceptions to this, with the city's most expensive residential subdivision located on the southeast side of town).¹⁸ North and east-central Urbana have some of the lowest property values in the city and have significant minority racial communities. Southeast Urbana was once a mostly Caucasian community, although it did have a large student population that was mostly east-Asian. However, in recent years, and as will be examined, this population has diversified.

The differences in socioeconomics between Urbana's neighborhoods are reflected by US Census data from 2010.

Table 1: Census Tract 58, which Includes a Large Area of West Urbana

Median Family Income	\$118,452
Major Racial Group(s)	80% Caucasian, 13% Asian

Table 2: Census Tract 53, which Includes a Large Area of North Urbana

Median Family Income	\$26,563
Major Racial Group(s)	43% African American, 18% Asian

**This census tract borders Douglass Park, a neighborhood in Champaign that is the focus of several redevelopment proposals, and which is home to the Douglass Park Community Center, as well as properties overseen by the Housing Authority of Champaign County (HACC).¹⁹*



Table 3: Census Tract 56, which Includes a Large Area of East Urbana

Median Family Income	\$56,181
Major Racial Group(s)	62% White, 24% African American
Census Tract 56 contains the Aspen Court Apartments, a subsidized housing complex that is a candidate for redevelopment.	

Table 4: Census Tract 57.01, which Includes a Large Area of Southeast Urbana

Median Family Income (201	\$75,638
Major Racial Group(s)	71% Caucasian, 15% African American

Since 2000, the Caucasian population has fallen 11%, the African American population has increased 47%, the Asian population has fallen 5%, and the Hispanic population has increased 15%. A high portion of this census tract's African-American population was concentrated in Block Group 2, near the intersection of Silver and Vawter Streets. From 2010 to 2013, the median family income fell 2%, the median household income fell 1%, and the median house value increased 1%.

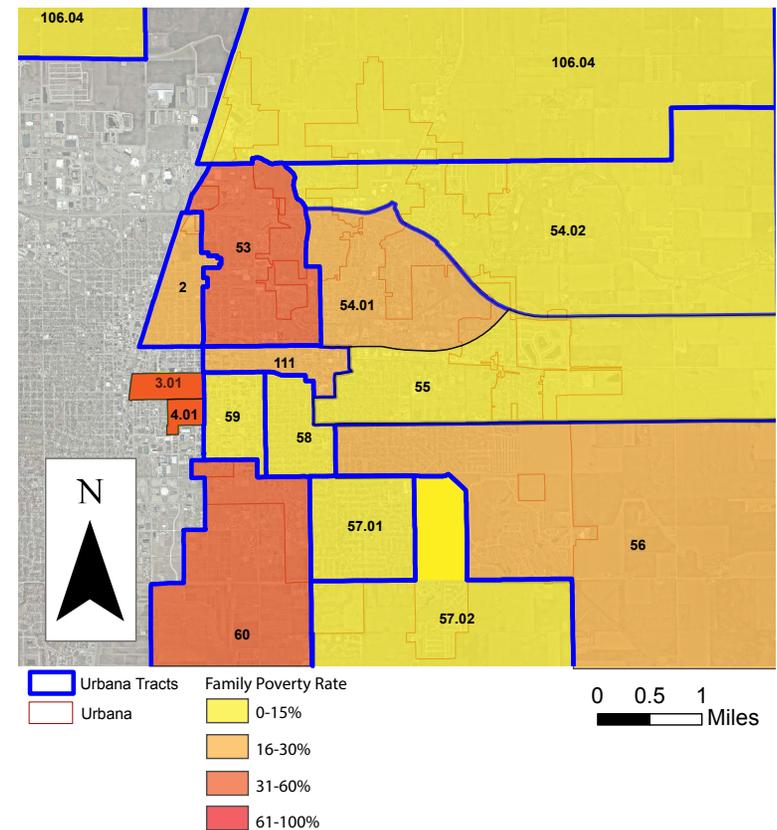
The noticeable economic and racial differences amongst the various census tracts in Urbana reflect the differences in the city's neighborhoods, which are often separated by busy streets such as Philo Road and University Avenue, as well as physical barriers such as Crystal Lake and the Cunningham Children's Home.²⁰ As has been seen in

Census Tract 57.01 (encompassing southeast Urbana) in recent years, the socioeconomic statuses of neighborhoods are not static. Much of Census Tract 57.01, particularly along Philo Road, was once home to many students up until the early 2000s. However, as housing developments near the campus of the University of Illinois increased, students moved closer to campus. Low-income renters who were often under-employed, and those with supportive housing needs, often replaced these students.²¹ In the area bordered by Philo Road on the east, Colorado Avenue on the north, Mumford Drive on the south and Cottage Grove Avenue on the west, 17 individuals relied on Section Eight vouchers in 2015 (up under five from ten years ago). Also in 2010 the area's median rent of \$639 was below the city's median rent of \$750.²² This transition has contributed to a sense of distrust in the community between the long-term homeowners and the tenants, as well as between the tenants and landlords, particularly when the tenants' needs are not addressed. The Southeast Urbana Neighborhood Association (SUNA) has attempted to respond to these issues through community meetings, outreach to apartment tenants, and stronger collaboration with the Urbana Police Department, but pessimism is still present amongst the neighborhood's residents, especially the homeowners.²³ Their fears are reflected in falling property values in the area. For example, some residential units that are for-sale have lost almost half of their value over the last five years. This includes the units of the Rose and Americana Townhomes in the vicinity of Brighton and Harding Drives, where some units have lost more than 40% of their value.²⁴

Over the decades, much of western Urbana (encompassed largely by Census Tract 58) has shifted from an area housing families to an area offering housing for both families and students. At times, this change, much like the changes occurring in southeast Urbana, has been controversial, and stability throughout the neighborhood has been maintained in part by the proactive work of the West Urbana



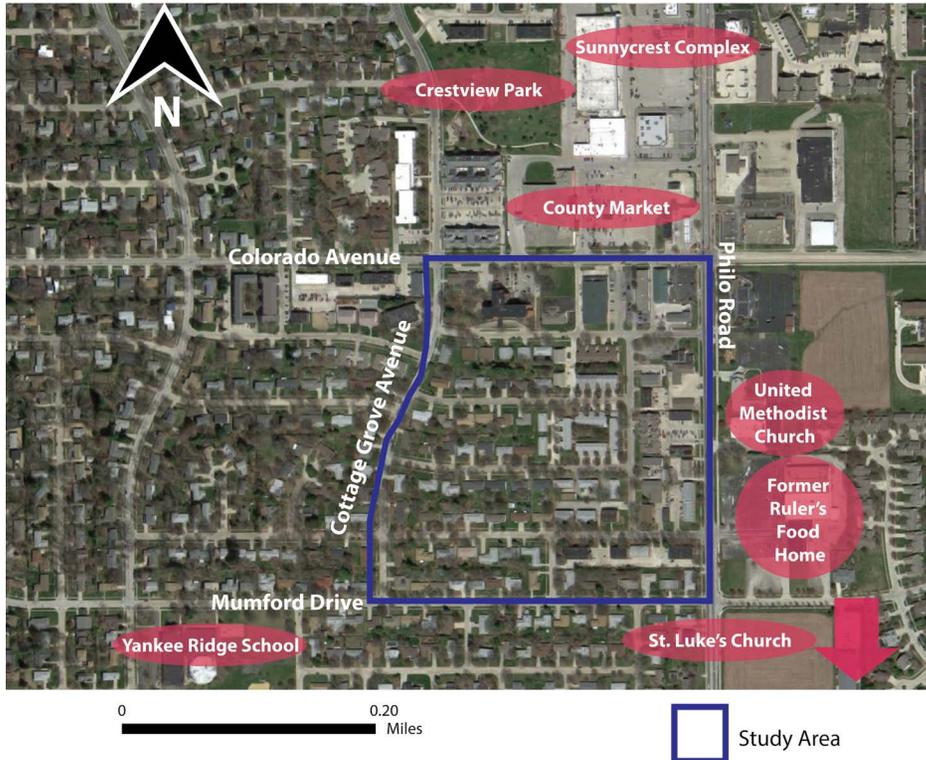
Neighborhood Association (WUNA), and its collaboration with city officials. Activism has resulted in design controls that have minimized high-density development in the neighborhood, as well as minimized development that is not physically cohesive with the neighborhood.²⁵



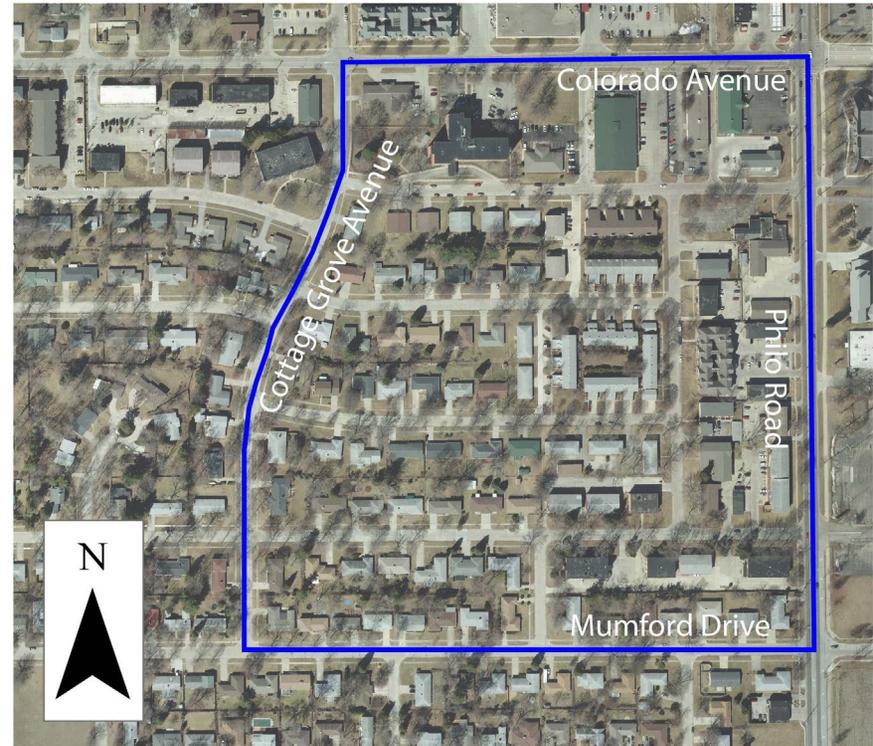
Map 5: Family poverty rates differ between Urbana, IL's Census Tracts.
Source: Urbana Planning Department research.

2.1: Southeast Urbana Study Area: Neighborhood Introduction

The neighborhood focused on in this project is located in southeast Urbana. North of the study area is Crestview Park, while to the north and east is the Philo Road Business District. This district includes a County Market and the Sunnycrest Shopping Complex. Large churches in the vicinity of the study area include St. Luke's and the United Methodist Church.



Map 6: Study Area's regional context.



Map 7: Study Area's Location.

The study area is bordered by Philo Road on the east, Colorado Avenue on the north, Cottage Grove Avenue on the west and Mumford Drive on the south. Mumford Drive and Cottage Grove Avenue are entirely residential, while a section of Colorado Avenue and much of Philo Road is dedicated to commercial structures. The section of Philo Road included in this analysis is a part of the Philo Road Business District.

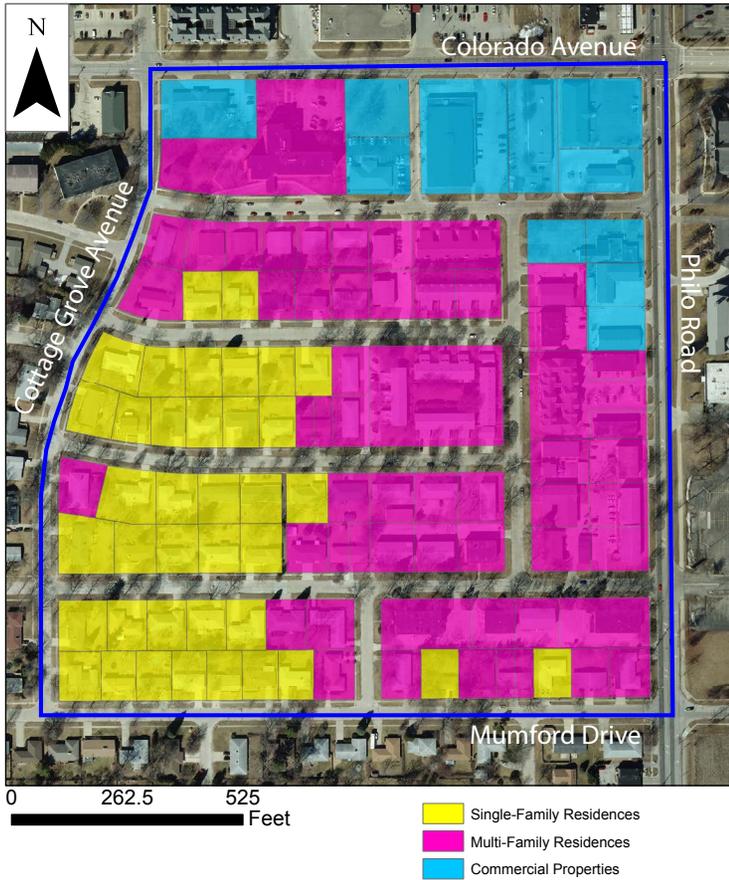
The neighborhood is defined by its variation in residential offerings. A concentration of multi-family complexes is found along or near Vawter and Silver Streets, residential duplexes mostly make up its northwestern portion (with the exception of the six-story Steer Place), and many single-family residences populate its southwestern district (as mapped on page 13). Meanwhile, Steer Place (a facility for seniors), a 104-unit multi-family, public housing facility is located along Colorado Avenue. The study area was, for the most part, platted as a part of the Ennis Ridge Subdivision in the early 1960s. It was annexed into the city between 1964 and 1966. On the 1964 zoning map, the eastern third of the neighborhood was zoned Multiple-Family Residences, and the western two-thirds were zoned One and Two-Family Residences.²⁶ Most of the structures in the neighborhood were developed during the 1960s. These developments replaced agricultural fields. Some homes were built by large developers, while others, including those on the 1100 block of E. Brighton Drive, were designed and developed by independent architects and/or contractors.²⁷ Several of the multi-family complexes have undergone renovations in recent years, including those on the 1300 and 1400 blocks of E. Silver Street, the 1300 block of E. Mitchem Drive, and the 2000 blocks of S. Philo Road and S. Vawter Street. Most of the single-family and duplex residences are considered to be in a good condition, but some are in need of renovation, including ones found on E. Silver Street and E. Harding Drive. It was structural issues with exterior walkways and stairways that also led to the closure of multi-family properties on the 1300 and 1400 block of E. Silver Street in 2013.²⁸



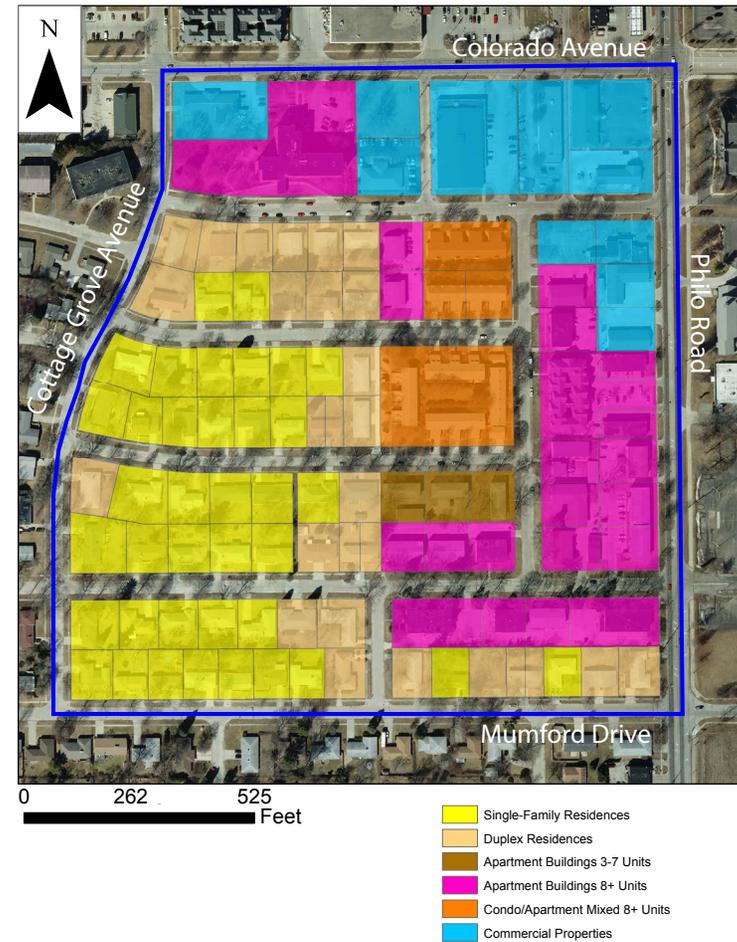
A majority of the single-family and duplex residences in the area are designed in a ranch style, and have brick or stone facades. The architectural styles of, and building materials found at, the apartment complexes vary greatly. Styles range from a Swiss chalet (at 2014 S. Vawter Street) to modernist styles (including 2017 S. Vawter Street), while building materials include pre-fabricated walls, bricks, stones and wood. Similarly, the design and construction of the commercial structures in the study area vary as well, from the modernist Castilian Court at 2005 S. Philo Road, to the more contemporary structure at 1901 S. Philo Road containing Family Video and Little Caesar's. Many of the duplex and single-family residences are fronted by trees or intricate gardens, some of which are overgrown. However, there is a lack of vegetation amongst the multi-family and commercial complexes. On the other hand, often overgrown vegetation fronts the north and south faces of both the Americana Townhomes (at the northwest corner of Vawter Street and Mitchem Drive) and the Rose Townhomes (at the northwest corner of Vawter Street and Brighton Drive). The single-family and duplex homes throughout the study area were built with driveways, while many of the multi-family complexes and commercial structures are serviced by surface-grade parking lots.²⁹



Images 5 and 6: The architectural styles in the study area vary widely.
Source: self-taken pictures.



Map 8: The study area is roughly split between single-family and multi-family residences. Source: Urbana Planning Department research.



Map 9: The study area has a wide range of residential densities. Source: Urbana Planning Department research.

2.2: Southeast Urbana Study Area: Socioeconomic Analysis



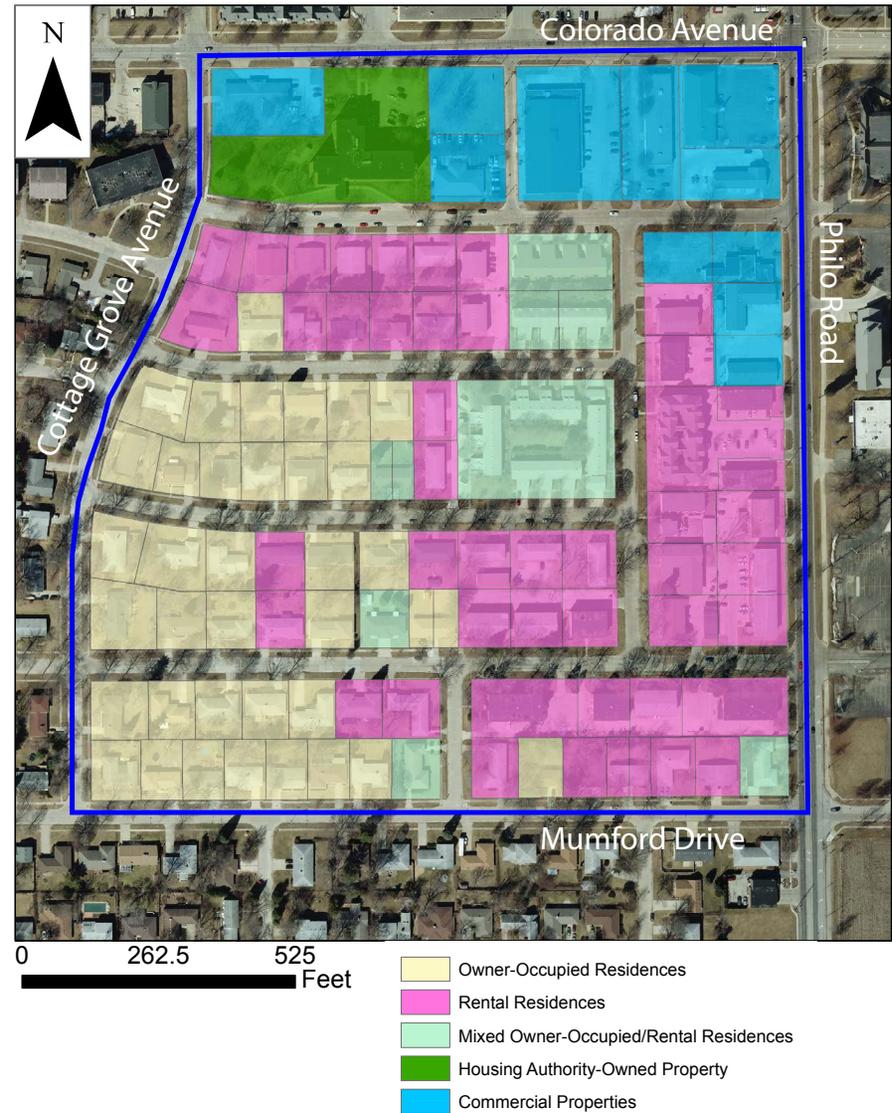
Table 5: Demographics of Southeast Urbana vs. the Rest of the City in 2010³⁰

Metric in 2010	Southeast Urbana, IL (Block Group 2/Census Tract 57.01)	Urbana, IL
Population Change, 2010-2013	-5%	2%
Male: Female Ratio	1:1.01	1:1.01
Largest Age Group	25-29 Years (9%)	20-24 Years (26%)
Median Age	35.8 Years	24.2 Years
Caucasian Percentage	59%	64%
African American Percentage	22%	17%
Asian Percentage	10%	17%
Hispanic Percentage	9%	5%
Percent of Households that Speak Spanish or Asian Language at Home	5%	16%
Average Household Size	1.9 Persons	2.1 Persons
Average Family Size	2.7 Persons	2.8 Persons
Median Rent and Median Home Value	\$639 and \$138,100	\$720 and \$142,700
Median Household and Family Income	\$19,814 and \$29,574	\$34,951 and \$55,522
Percent of Homes Rented	54%	62%
Percent that Have at Least a Bachelor's Degree	51%	55%
Percent of Families Below Poverty Rate	34%	13%
Percent of Households Using SNAP	30%	9%
Percent of Residential Units Vacant	17%	13%
Percent of Family Households led by Women	28%	9%
Percent of Family Households that have Children	48%	11%
Unemployment Rate	4%	8%
Percent that Take Public Transit, Carpool, Bike, Walk to Work, or Work from Home	43%	48%

There has been a significant shift in the status of homeownership throughout the study area. Many of the homes have come up for sale or have become rental in recent years. Just in March of 2015, 13 homes were for sale.³¹ This is compared to past recent years, when only a few homes were for sale each year. Some residents have expressed a concern that negative press coverage regarding crime in the neighborhood has increased home sales and lowered rents. Through the 1990s, the Americana Townhomes consisted of 24 owner-occupied units. However, as of March 2015, seven were rented, and the property values for these units had fallen from above \$100,000 (in 2011) to near \$60,000 (in 2015). Some of the owners in this complex have opted to move out due to fears of rising crime in the neighborhood.³²

The apartments along Vawter Street have seen their populations change significantly. Roughly ten years ago, a majority of the tenants were international students, graduate students, or young professionals. However, with changes in landlords and landlord practices, along with an expansion of housing options closer to campus, the apartments are now home to more low-income renters.³³ Some of the tenants are underemployed, and many of the tenants have family stay with them throughout the year.³⁴

When residents from some buildings are evicted due to crime incidents, violations of leases' "right to peace clauses," and late rent, they often find housing in nearby properties in the study area.³⁵



Map 10: The rental population in the study area is significant.
Source: Urbana Planning Department Research.

2.3: Southeast Urbana Study Area: Built Environment

See Section 2.6 for maps of the built environment's Issues



Building/Use Type	County
Single-Family Homes	38
Duplex Homes	25
Multi-Family Complexes	29 (mostly concentrated in eastern third of neighborhood)
Public Housing Complex	1
Subsidized Units (Public Housing)	104 (Steer Place)
Subsidized Units (Section Eight)	17
Commercial Structures	8
Shared Surface-Grade Parking Lots	20
CU-MTD Bus Stops	13
Structures with Condo/Apartment Mix	2 (Americana and Rose Townhomes)

Auto-Orientation and Sidewalks:

Many of the single-family and duplex residences in the neighborhood are auto-oriented, with street-facing garages and driveways. The multi-family complexes are serviced by large, surface-grade parking lots. There is a lack of sidewalks along various segments of Vawter Street. Specifically, sidewalks are absent from both sides of Vawter Street between Silver Street and Mumford Drive, and on the east side of Vawter Street between Mitchem Drive and Harding Drive. Many individuals gather along Vawter Street, where no sidewalks are present, particularly on summer evenings, to socialize, potentially creating a possible disturbance for pedestrians and drivers.³⁷ There is also a lack of sidewalks along both sides of Silver Street between Philo Road and Fletcher Street, on the east

side of Fletcher Street, and along both sides of Harding Drive between Philo Road and the alley running parallel to Bruce Drive. In addition, there are no sidewalks to connect the residential district to the Philo Road Business District, or to the sidewalk running along Colorado Avenue. As a result, many individuals cross through the parking lot of the commercial complex at 1901 S. Philo Road, which is a concern of employees that work at that location.³⁸

Several of the residential and commercial properties along Philo Road and Colorado Avenue are serviced by sidewalks, but are fronted or bordered by large surface-grade parking lots which disrupt the pedestrian's experience, including those properties along the 2000 block of S. Philo Road and the 1300 block of E. Silver Street. Perhaps most notably, many residents along Vawter Street, including those at 2008, 2012 and 2014 S. Vawter Street, must walk around an entire block after parking their cars in lots along Philo Road, meaning they often walk through underlit parking lots.³⁹ Many of these parking lots are in disrepair, including those at 2005 and 2003 S. Philo Road, which have large pools of standing water, and lack vegetation, as well as clearly delineated parking spaces. Illegal signs are also often placed in these parking lots advertising local businesses, home businesses, garage sales, yard sales, etc.



Image 7: Sidewalk connectivity in the study area is limited. Source: self-taken photo.

Although not intended for pedestrian-crossings, many trespassers travel via paved and grassy spaces located between buildings, including the Rose Townhomes, as well as the residences located between Mitchem Drive and Silver Street at Vawter Street. Some of these travelers have included those who have committed crimes and are fleeing.⁴⁰

Lighting

Several parking lots are not well lit, including the parking lot fronting Dollar Tree (1303 E. Colorado Avenue). Poorly lit parking lots hidden behind multi-family buildings are located along the 2000 block of S. Philo Road, the 1300 and 1400 blocks of E. Silver Street; and the 2000 block of S. Fletcher Street. Fears of individuals loitering in under-lit parking lots, and reports of crimes occurring against individuals in these parking lots, forces many local employees to move their cars closer to the entrances of their work places during the evening and night hours. This is particularly prevalent at the businesses located on the 1800 and 1900 block of S. Philo Road, including the County Market. The Sunnycrest shopping complex had at one point hired security to help patrol both their stores and their parking lots.⁴¹ Some residents seek escorts from their cars to their residences, particularly when parking along S. Philo Road and walking to their homes on S. Vawter Street.⁴²

A lack of lighting contributes to an unsafe feeling of danger throughout the study area. Streetlights are absent from the north side of Mumford Drive, Fletcher Street, the south side of Silver Street, the south side of Colorado Avenue, and large stretches of the north sides of Mitchem, Harding and Brighton Drives, and there are no lights located on the south sides of any of these streets. None of the streetlights are pedestrian oriented, and are roughly 20-25 feet tall. Many residents have advocated for the addition of streetlights to help improve the sense of safety, while others are opposed, believing they will harm the “natural setting.”⁴³



Image 8: The streetlights in the study area are sparse and not at a pedestrian-scale. Source: self-taken photo.

Vegetation

There is a significant lack of vegetation fronting the multi-family structures in the area, with the exception of the Americana and Rose Townhomes. A lack of vegetation minimizes the physical separation between the private and public spheres, which can be key to maintaining stability within the community. On the other hand, the entrances to the pedestrian units on the north and south sides of this Americana Townhomes, as well as the Rose Townhomes, are screened by heavy vegetation. Hiding these entrances with vegetation can allow criminals to enter them without being seen, and poses a risk to both property and person. This situation is further negatively impacted by the fact that the entrances to these units are recessed, and several of the entrances lack significant lighting. As noted, many of the single-family and duplex-residences have overgrown vegetation, reducing visibility from the street, including at 1202 E. Brighton Drive and 2008 S. Cottage Grove Avenue.



Image 9: Many front yards have no plantings, and accumulate litter. Source: self-taken photo.

Public Spaces

Public spaces within the multi-family building at 2008 S. Vawter Street, and behind the multi-family building at 2012 S. Vawter Street, are not visible from the streets, further providing increased opportunities for crime to occur. These spaces are hard to regulate, and are often poorly maintained.⁴⁴



Images 10 and 11: Enclosed public spaces are not easily patrolled. Source: self-taken photo.

Entrances and Blank Walls

The Americana and Rose Townhomes have recessed entrances. As noted, these entrances are also hidden behind vegetation. The apartment building at 2012 S. Vawter Street, as well as several of the single-family and duplex residences, also have recessed entrances or protruding garages. These hidden access points can create opportunities for criminal



activity. Several entrances and windows in the community appear unmaintained and easy to by-pass, including the doors/gates found at 2008 and 2017 S. Vawter Street.



Image 12: Recessed entrances create opportunities for crime. Source: self-taken photo.



Image 13: Deteriorating entrances reduce public safety throughout the neighborhood. Source: self-taken photo.

Building faces that lack windows onto street frontages include the rear of the Dollar Tree store, and the sides of the multi-family buildings at 1302 E. Brighton Drive, 1301 E. Harding Drive, and 2004 S. Vawter Street. Many of the single-family and duplex residences within the neighborhood are dominantly defined by large garage doors taking up much of their street frontage, limiting spaces for windows. Such examples include 1201 and 1205 E. Harding Drive. Reduced transparency minimizes visibility within the community.



Image 14: Blank walls reduce “eyes on the street.” Source: self-taken photo.

Setbacks

Setbacks for the multi-family buildings along Vawter and Silver Streets average around 30 feet. For the single-family and duplex residential structures located throughout the study area, setbacks average around 25 feet. These even setbacks produce datum lines which improve visibility in the neighborhood, as well as which help direct pedestrian flow.⁴⁵

Dumpsters and Electric Equipment

Several dumpsters are located near the street and are highly visible, including the one located behind 1306 E. Silver Street. These dumpsters detract from the unaesthetic appeal of the neighborhood, and when they are over-filled, which occurs often, trash travels. Multiple nonfunctional satellite dishes also populate the front yard of 2008 S. Philo Road.



Image 15: Overfilled dumpsters visible from the street reduce aesthetics and contribute to litter. Source: self-taken photo.



Image 16: Landlords often fail to remove unused electronic equipment. Source: self-taken photo.

Fences

Several fences in the study area are in serious disrepair, including the wooden one behind 2004 S. Vawter Street and the chain-linked fence fronting the north side of the Dollar Tree, which also has barbed wire on it. The fence at 2008 S. Vawter Street has been vandalized several times. By contrast, a 50% opaque fence has successfully separated the public from the private sphere at the Steer Place (1202 E. Harding Drive) in an aesthetic manner.



Image 17: Several fences in the community contribute to safety issues. Source: self-taken photo.

Balconies

Commonly shared balconies look on to the street at 2004 S. Vawter Street and 2017 S. Philo Road, as well as at 1302 and 1304 E. Silver Street. Although commonly shared and private balconies provide a unique amenity and increase visibility in the community, they can also become spaces where loitering and/or criminal activity may occur. Personal property can be easily stolen from these spaces. Balconies are exposed to the elements and often run-down, as is seen at 1301 and 1303 E. Mitchem Drive, as well as at 2017 S. Vawter Street. An exception to this is the wood balconies/stairs at 2004 S. Vawter Street, which are cared for.



Image 18: Private property can be stolen from commonly-shared balconies. Source: self-taken photo.

Stairs and Windows

Windows in poor condition are found at several of the multi-family complexes. Window frames are in serious disrepair at 2004 and 2017 S. Vawter Streets, 1301 and 1303 E. Mitchem Drive, and 1302, 1404, and 1401 E. Silver Street. There are broken windows at the multi-family complex locate at 2009 S. Philo Road. Throughout the western portion of the neighborhood, many of the single-family homes have window frames in disrepair, particularly along Brighton and Harding Drives.



Image 19: Broken windows contribute to an environment of residents “not caring” about the neighborhood. Source: self-taken photo.



Several of the multi-family complexes have exposed stairs which, due to the elements, are in need of serious repair. These were especially noticeable at 2017 S. Vawter Street, 1301 and 1303 E. Mitchem Drive, and 1302, 1404, and 1401 E. Silver Street.

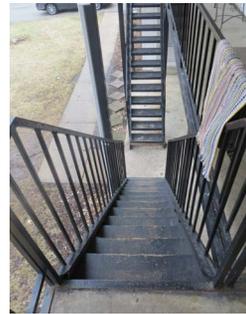


Image 20: Deteriorated stairs indicate a lack of care for maintenance in the neighborhood. Source: self-taken photo.

Density and Zoning

With the exception of the six-story Steer Place (a home for seniors operated by the Champaign County Housing Authority), all multi-family complexes in the study area range from two-to-four stories. The building with the largest footprint is 2008 S. Vawter Street. There is a significant gradient in the physical density/size of buildings within the



study area, particularly when comparing the two-to-four story multi-family structures along and near S. Vawter Street with the one-story commercial structures to the east and north, as well as to the one-story single-family and duplex residences to the west. Such differentiations are particularly visible where duplex/single-family residential units are located immediately next to the multi-family residential complexes, including at the following locations:

- between the 1200 and 1300 blocks of E. Silver Street
- between the 1200 and 1300 blocks of E. Mitchem Street
- between the 1300 block of E. Mumford Drive and the 2000 block of S. Fletcher Street
- Harding Drive at the Steer Place

Unlike in portions of west Urbana, there is no smooth aesthetic transition between these two densities, as the design styles of the higher and lower-density structures often contrast.

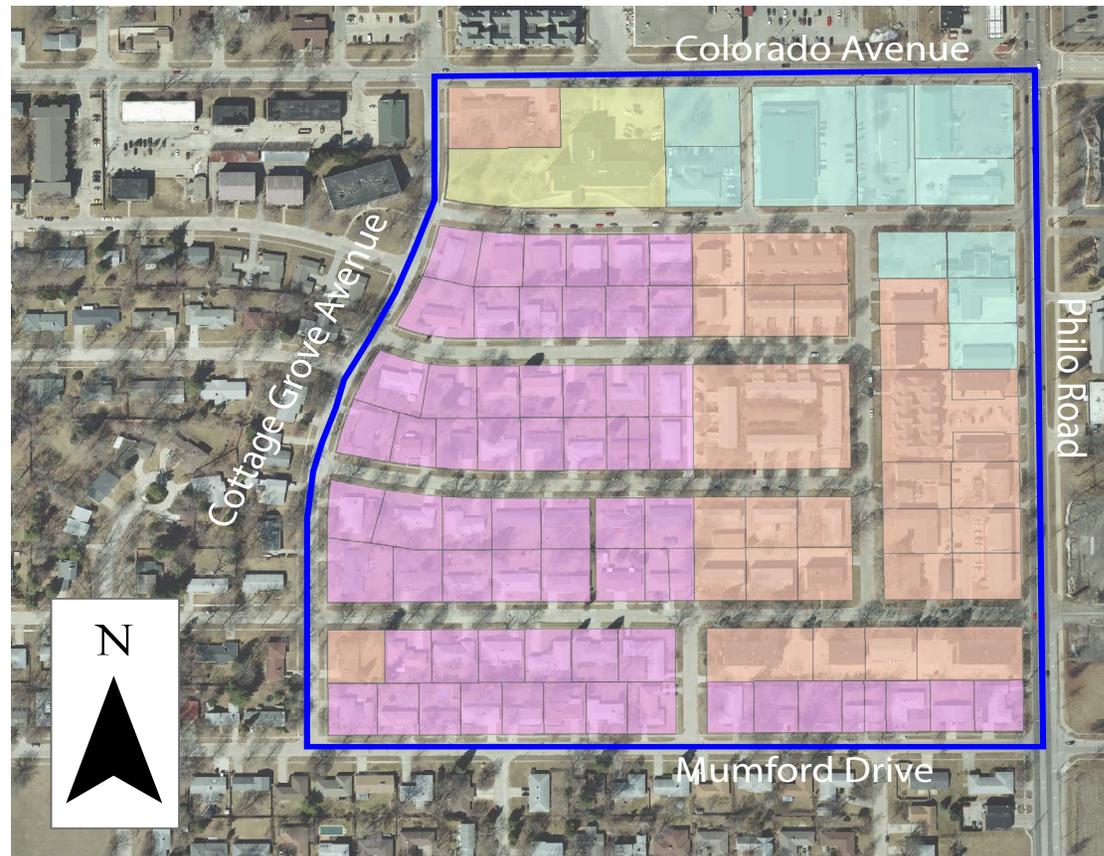


Image 21: Densities throughout the study area, as well as architectural styles, clash. Source: self-taken photo.

The following table illustrates the sharp zoning gradient in the study area:

Land-Use/Building Type	Zone
Steer Place	R-6: High Density Multiple-Family Residential
All Other Multi-Family Complexes	R-5: Medium High Density Multiple Family-Residential
Remaining Residences (With Exception of Residence on Southwest Corner of Cottage Grove Avenue and Silver Street)	R-3: Single-Family and Two-Family Residential
Single-Family Residence on Southwest Corner of Cottage Grove Avenue and Silver Street	R-5: Medium High Density Multiple Family-Residential
Businesses	B-3: General Business

Along with Steer Place being a public housing facility, the use of 17 Section Eight Vouchers in structures along Vawter Street (and 24 vouchers nearby, as of December 2014), and the area's low rents, there is a concentration of poverty in the community relative to some neighborhoods of Urbana. For example, in the area west of Vine Street and of Springfield Avenue, there are less than ten Section Eight Vouchers utilized in any one year. However, the study area's numbers are lower than neighborhoods north of Springfield Avenue, where over 30 vouchers are utilized. The concentration of poverty has contributed to a sometimes contentious relationship between the apartment tenants and the long-time residents, who subjectively connect crime with poverty.⁴⁷ Updated HUD rules have also led to the displacement of some long-term residents utilizing vouchers, as determined through interviews with residents.⁴⁸



Zoning

-  B3: General Business
-  R3: Single and Two-Family Residential
-  R5: Medium High Density Multiple-Family Residential
-  R6: High Density Multiple-Family Residential

0 0.05 0.1
Miles

Map 11: Zoning in the study area varies sharply in terms of density from east to west.
Source: Urbana Planning Department research.

2.4: Southeast Urbana Study Area: Platinum Group Properties

In the spring of 2013, three apartment complexes in the study area owned by Platinum Group Properties were condemned due to unsafe conditions on the exterior walkways and stairways. These buildings are located at 1302, 1304, and 1401 E. Silver Street. All occupants of these buildings had to be relocated with the assistance of the City of Urbana. The violations regarding these buildings were discovered during routine inspections required under the city's Rental Registration Program. Structural defects have included the degradation of walkways, balconies and stairways. These structural issues have been a product of exposure to the elements, and a lack of upkeep. These buildings have been undergoing required renovations. However, the landlord of these buildings is facing a lawsuit by the City of Urbana to require the corrections to be made, and which focuses on significant fines for these violations. These fines are near \$11,000. The lawsuit is currently still in the courts.⁴⁹



Image 22: Renovations at Platinum Group's closed buildings have remained slow. Source: self-taken photo.

2.5: Southeast Urbana Study Area: Difficulties Faced by Businesses

Many of the opinions of the businesses and commercial structures in the neighborhood are subjective and based on commentary provided by residents. Objectively, the author notes that investors are adding businesses in the neighborhood, and renovating existing structures, including the Castilian Court. However, the gathered opinions of the residents should be considered when evaluating the status of a community, as perceptions impact business performance.

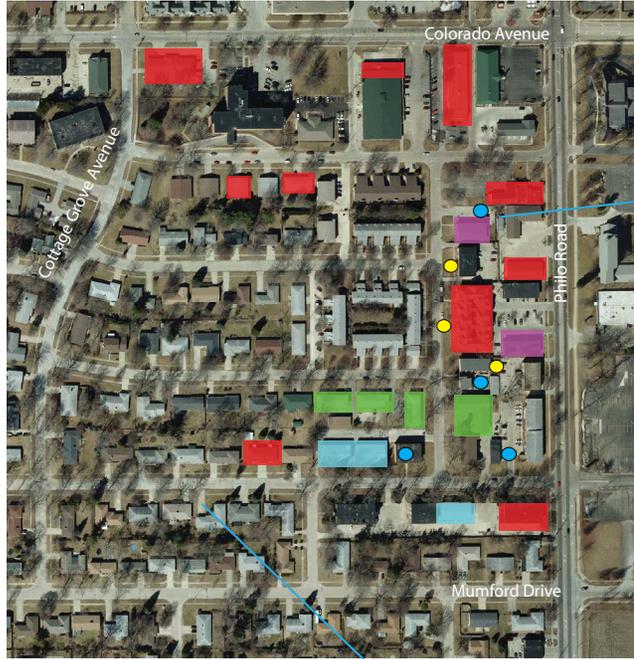
Several businesses proximal to the study area have been perceived by local residents as bringing down the “character of the community.” These include a gambling café on S. Philo Road. Although no violations or nuisances have been associated with this institution, there is a fear that the business may attract individuals who may participate in crime, or that this business might take advantage of the poor.⁵⁰ There are often individuals loitering in front of 1901 S. Philo Road.⁵¹ Some businesses have posted temporary signs that are not aesthetically appealing. The space that once hosted Ruler Foods at 2010 S. Philo Road is now vacant, and the overall complex is in need of renovation. Several crimes have been reported in the parking lot located at 1819 S. Philo Road . These have included robberies, shoplifting, loitering, and vandalism. Several commercial complexes in the neighborhood have, at times, hired security guards both inside and outside of the stores. A nearby bank has been robbed three times between January and February of 2015, while a gas station on the same block has also been robbed multiple times over the years.⁵¹

The Dollar Tree on Colorado Avenue has several physical issues, including deteriorated columns and roof, a sign structure that is blank and falling apart, blank walls along Colorado Avenue and Harding Drive, and a barbed-wired fence along Colorado Avenue surrounding a deteriorated delivery area. Maintenance issues are also prevalent at 2001 S. Philo Road and 1101 E. Colorado Avenue. Renovations have recently begun at the Castilian Court at 2005 S. Philo Road.



Image 23: Poor maintenance at the Dollar Tree negatively impacts the neighborhood. Source: self-taken photo.

2.6: Southeast Urbana Study Area: Mapping the Issues



Fire at 1109 E. Silver Street in December 2014.

*Many duplex residences and single-family homes have broken basketball hoops.

Broken fence behind 2004 S. Vawter Street.

- Poor General Maintenance
- Deteriorated Stairs
- Deteriorated Windows
- Closed Buildings
- Underutilized Mechanical/Electrical Equipment
- Unmaintained Dumpster



Duplexes have semi-recessed entrances.

Large front yard at 1207 E. Colorado Avenue

Many cross through parking lot of 1901 S. Philo Road, and the unregulated greenway at the Rose Townhomes.

*Significant lack of street lights on south side of Mumford Drive, west side of Vawter Street, and along Mitchem and Brighton Drives. Street lights often too tall, including those along Philo Road.

- Recessed Entrances
- Gravel Bus Stop
- Hidden/Underlit Parking Lots
- Hidden Space
- Lack of Sidewalks
- Lack of ROW Windows

Map 12: Maintenance issues are scattered throughout the neighborhood. Source: Urbana Planning Department research.

Map 13: Design issues are concentrated around the multi-family housing structures. Source: Urbana Planning Department research.

3.1: Crime Analysis: Definition of Crime

Crime can be separated into two separate categories, personal and property crimes. Personal crimes include homicide, non-negligent homicide, rape, robbery and aggravated assault, while the most common property crimes include burglary, larceny and automobile theft. Violent crimes make up a very small chunk of the crimes committed nationwide. For example, in 2009, the homicide rate was five incidents per 100,000 persons, while the theft rate was 95.7 incidents per 100,000 persons. It has been consistently established that property crime, rather than personal crime, has a much more significant impact on factors related to neighborhood health, including residential mobility, mortgage default rates, and property values. This finding is striking, as violent crime is often the type of crime most highly associated with unsafe and economically/demographically unstable communities. However, increases in property crime can create a significant amount of fear amongst property and business owners, particularly as it applies to their property values/business performance.⁵²

Property crimes, such as vandalism and tagging, although not a direct threat to personal safety, can contribute to a perception of a community being unsafe, may push investment out of a community, and can communicate to a criminal that crime may go unnoticed within a community. An under-appreciated area of public safety is the maintenance of multi-family housing and commercial structures, which is the direct responsibility of property owners and their managers. The degradation of structures, much like vandalism, can communicate to an individual that no one cares for the property, and illegal behavior may be committed within and around these properties unnoticed. Poor maintenance can also produce a litany of life safety issues, such as collapsing ceilings and stairs.⁵³



Images 24 and 25: Crime can be defined as personal and property, and both have significant impacts on a neighborhood's stability.

Sources: <http://www.shutterstock.com/pic-35039011/stock-photo-man-mugging-woman-in-street.html> and <http://www.idealpartnerstx.com/news/august-most-frequent-month-for-break-ins#.VUNt5k1MufA>

3.2: Crime Analysis: Impacts of Crime



The inclusion of crime factors in the field of sustainability is an emerging area of planning study. This field is crucial, as crime, as well as the perception of crime, can have one of the biggest impacts on the long-term success of a community.⁵⁴

Table 8: Costs of Crime

Economic ⁵⁵	<p>In 2009, the United States Department of Justice estimated the economic cost of reported crime to be roughly \$16 billion. Economic losses may include the cost of responding to emergencies, the cost of investigation and incarceration, insurance claims, the cost to repair property from damage and/or to reclaim lost property, the cost to improve security systems, and more. When estimating the indirect economic costs that are a product of crime (including lack of investment and lost property values), the figure nears \$150 billion annually. This higher figure also estimates the direct cost of unreported crimes.</p>
Social ^{56 and 57}	<p>The growth of crime in a community is often a reinforcing circle, as growing crime may contribute to lost investment. Lost investment in a neighborhood produces fewer resources to be shared, which can then result in more crime in order for individuals to obtain a greater amount of resources. Social costs of crime include residents leaving an area, and lack of social interactions and organization.</p> <p>The cost created by fear of crime is particularly consequential, as individuals' perceptions of crime threats often do not reflect reality. Indeed, in 2009, according to a Gallup Poll, 74% of Americans thought that crime was on the rise across the nation, although crime rates have been down nationwide over the last 20 years. The social isolation produced by crime can often contribute to a "fortress mentality," both within poor areas and amongst wealthier gated communities.</p>
Environmental ⁵⁸	<p>It has been suggested by planning researcher Derek Paulsen that crime may have a carbon cost, as one may choose to drive through a "dangerous" area instead of walking or taking public transit through, and high crime is often associated with higher numbers of emergency response trips. On average, 2% of annual carbon emissions in England is directly associated with crime (12.5 million tons of carbon). Unfortunately, the many requirements that are associated with environmentally-aware planning programs, such as Smart Growth and LEED-Neighborhood Design, do not specifically list crime as a threat to the sustainability of a community, or may only treat it as a secondary concern. Furthermore, some planning schemes can actually recommend design changes that may increase opportunities for crime.</p>

3.3: Crime Analysis: Impacts of Planning Schemes on Crime



Table 9: Obscure references to Safety in Planning Paradigms:⁵⁹

Smart Growth Principles	“Improve emergency service response times [by making] fire departments, emergency responders and police stations...closer to the areas they serve and [providing] more route options to respond to an emergency call, [via] a typically gridded street pattern with a choice of more direct routes.
LEED-ND	Emphasis placed on procuring “eyes of the street” throughout enhanced accessibility and mobility, as well as with more residents walking to nearby mixed/commercial uses.
New Urbanism	The design of streets and buildings should reinforce safe environments where individuals “feel welcomed and in common ownership of public spaces, but not at the expense of accessibility and openness.”
APA Smart Growth	Obscure references to enhancing accessibility for police officers and minimizing response times.

The policies recommended by the emerging, and often popular, planning schemes may have a negative impact on crime:⁶⁰

Connectivity is recommended in many new proposed planning schemes. These range from Leadership in Energy and Environmental Design-Neighborhood Design to Smart Growth policies. Connectivity is defined as both pedestrian connectivity and the enhancement of grid streets serving automobiles. However, connectivity’s relationship with crime rates is varied. Being in a walkable neighborhood has been shown to reduce crime by 42%, while being in a highly connected neighborhood may increase crime by 31%. Indeed, connections with major roads, as well as “leaky” cul-de-sacs, have been associated with high increases in burglary. Although individuals may walk down the street, providing “eyes on the street,” the increased connectivity of a neighborhood may allow criminals to travel easily both to and through a community. Consequently, it is required to find a balanced level of connectivity.

Many new planning policies and schemes, such as New Urbanism, recommend mixed-used land designs. These schemes increase convenience for individuals to have greater access to more resources in their community. It has been written by planning researcher Greg Saville that mixed-use land-use design schemes are associated with increased “eyes on the street.” However, Paulsen finds this is not always true. Indeed, mixed-use developments, depending on their design, and the uses that take place in them, can also be associated with “holes in the residential fabric...generating anonymity.” Particular crimes are often associated with certain land-uses, such as burglary with low-density residential land-uses, and drug sales taking place in medium-density residential and commercial areas. Mixed-use design schemes may bring these types of crimes together. A 2010 study found that at low residential densities, as land-use diversifies all crime types rise. However, once a certain level of density has been achieved, then violent crimes fall, while property crimes rise. The correlation coefficient between crime and population density is compared to the correlation coefficients between crime and other factors in the following table:⁶¹

Families with One Parent	.74
Population Density	.68
Per-Capita Income	-.62
Unemployment Rate	.56
No High School Diploma	.43
Source: (2001). Phillips, J. F. “Demographic Correlates of Violent Crime in British Columbia, Canada.”	

Zoning controls often call for minimum requirements that are believed to help support the health of a neighborhood. Many of these requirements do not consider context, which can lead to increased opportunities for crime. Significant parking requirements may enhance opportunities for automobile-related crimes, while the way lighting requirements are structured may over-light private property and under-light public spaces. A goal maximum-to-minimum lighting ratio of 2:1 could help minimize the amount of over-lit or under-lit spaces. Landscaping requirements may also include or decrease opportunities for surveillance.

Expanded transit and transit-oriented developments have long been associated with reigniting vitality in urban communities, and enhancing accessibility for individuals without private transportation. However, some communities vocalize opposition to transportation expansion, particularly in those areas that do not have access to public transportation. This fear may be misplaced. Although rates of petty crimes have been known to be higher in transit stations/at transit stops, violent crime rarely takes place inside these stations. There is usually minimal crime in the areas immediately surrounding the stations/stops, as this is typically busy with commuters. However, crime trends do spike within a two-to-three block walk of transit stations/stops. These trends significantly rise as residential density increases. There is little proof that criminals travel on public transportation to commit crimes in other communities than their own, as criminals are typically the most comfortable committing crimes in areas they are familiar with.

The integration of green spaces has been highly praised by planners as a mechanism by which to enhance the quality of life for residents. However, there are several crime risks associated with parks. Pathways and bike-ways are hard to patrol. The presence of attractions within parks, as well as playgrounds and lounging areas, is correlated with an increase in burglaries and other less-violent crimes. Deferred park



maintenance, much like the maintenance of multi-family buildings, is also significantly related with an increased occurrence of crime. In many communities, the perception that a park is dangerous is reinforcing, as the perception limits the number of individuals in the park, allowing for such crimes as vandalism and drug sales to increase.⁶² Throughout American history, many famed parks at one point have been seen as harbors of crime, such as New York City's Central Park in the late 1970s and early 1980s.⁶³



Image 26: There is an on-going debate over if mixed-use structures increase “eyes-on-the-street” or produce anonymity. Source: <https://www.flickr.com/photos/degrading/2248082336>

3.4: Crime Analysis: Planner-Crime Perception Gap

Despite the significant impacts that crime may have on the prospects of a community, there is often a disconnect between the perceived work of planners and the efforts to reduce crime within a community. This may be for a multitude of reasons, including the belief that crime reduction is mainly in the domain of policing work, that crime control through planning is reflective of failed modernist planning strategies, or even that crime prevention efforts amongst planners may clash with the social justice interests that many planners hold dear. However, planners' work to establish sustainable, equitable, and vital communities may be hindered by up-ticks in crime. As will be discussed, there are several essential areas that planners can operate within to help minimize the occurrence of crime.

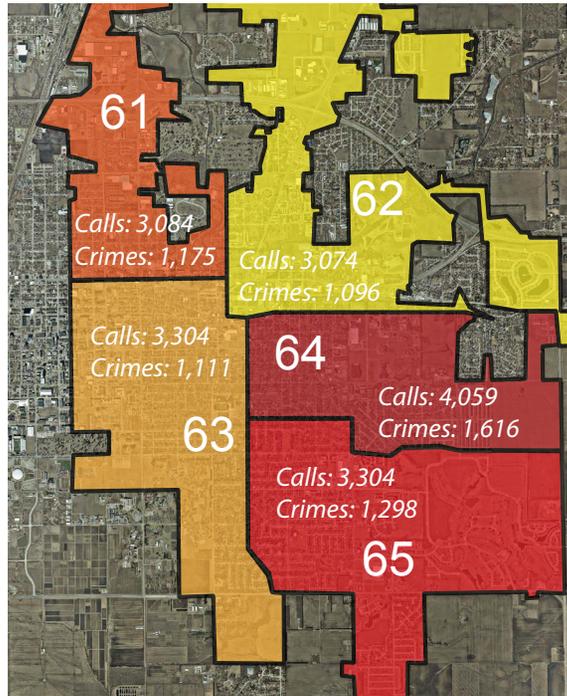


Images 27 and 28: In recent years, planners often want to separate themselves from public safety and policing efforts.

Sources: <http://www.infowars.com/nypd-to-businesses-turn-security-cameras-toward-streets/> and <http://www.sbs.com.au/news/article/2014/11/27/thousands-protest-us-embassy-london-over-ferguson-decision>

3.5: Crime Analysis: Urbana and Study Area Crime Trends

Between 2004 and 2013, the reported number of crimes throughout Urbana had dropped from 6,007 to 4,634, representing a 23% decrease. The lowest year was 2009, with 4,132 crimes reported. This low year is surprising, as 2009 corresponds with the height of the Great Recession. The year with the highest number of crimes reported was 2004 with the above mentioned 6,007 incidents taking place. A homicide took place in the study area in 2011 at 2017 S. Philo Road, and near the study area in 2013 at 1102 E. Colorado Avenue. The following map illustrates counts of crime and police calls by Police Beat through Urbana from January 2014 through October of that year:



Map 14: Crimes have been concentrated in east and southeast Urbana from January through October 2014. Source: Urbana, IL Police Department. Internal Research Review. 2014-2015.

-As of 2013, the most commonly reported crime in Urbana was theft



(1,214 incidents) followed by burglary (354 incidents) and robbery (66 incidents). Between 2012 and 2013, the biggest drop in any one type of crime was in aggravated assault/battery, at a 23% drop, and the biggest increase was in rape, at a 22% increase.

The following map illustrates counts of crime and police calls by Police Beat through Urbana from January 2014 through October of that year:⁶⁴

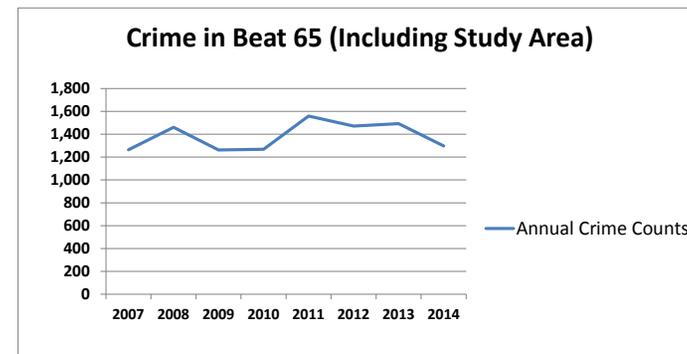


Figure 2: Crime in Beat 65, 2007-Oct. 2014. Urbana, IL Police Department. Internal Research Review. 2014-2015.

The Study area is located in Beat 65. The following graph illustrates recent changes in Beat 65's crime counts.

-The year with the highest number of calls-for-service to the police department in Beat 65 was 2013, with 4,572 calls. This number had been 3,644 in 2007, 4,400 in 2011 and had dropped to 4,177 in 2012.

-The month in 2013 with the highest number of calls in Beat 65 was



March. January was lowest.⁶⁵

The Urbana Police Department’s patrol area 605-08 matches the borders of the study area. In the first nine months of 2012, there were 247 reported crimes in the study area. In the first nine months of 2014, there were 220 crimes reported. The four most common crimes in the first nine months of 2014 were as follows:⁶⁶

Crime	Count and Change
Battery	59, 5% up from 2012
Theft	23, 15% down from 2012
Vandalism	21, 45% down from 2012
Drugs	19, 90% up from 2012

The following crimes increased from the first nine months of 2012 through the first nine months of 2014.⁶⁷

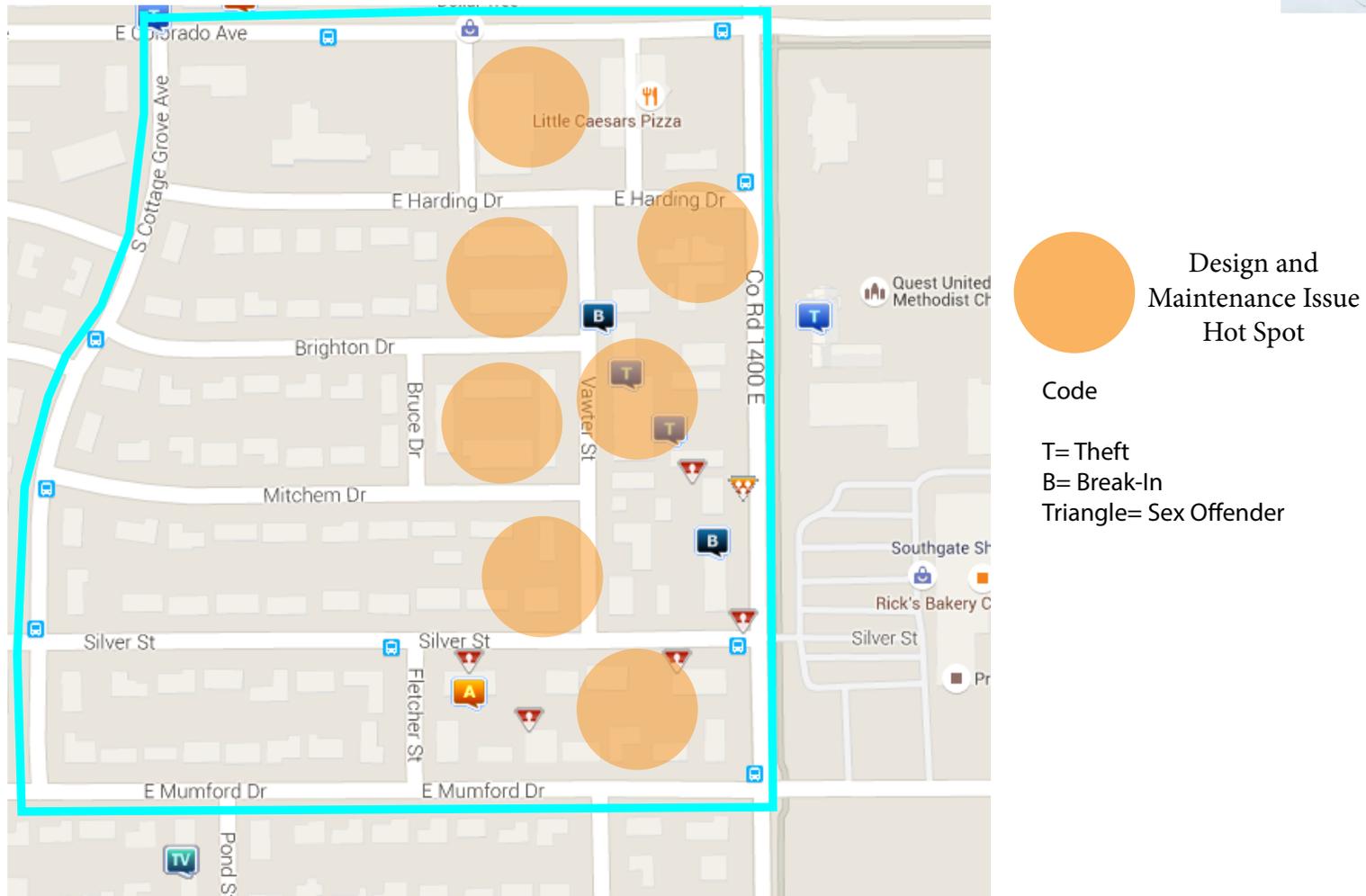
Crime	Count and Change
Battery	+3, 5% up from 2012
Assault	+2, 15% up from 2012
Weapons	+5, 71% up from 2012
Drugs	+9, 90% up from 2012
Child Endangerment	+2, 25% up from 2012
Stalking	+1, 100% up from 2012
Home Invasion	+1, 100% up from 2012
Hate Crime	+1, 100% up from 2012

The biggest decreases seen from 2012 through October of 2014:⁶⁸

Crime	Count and Change
Motor Theft	-4, 100% down from 2012
Phone Harassment	-4, 80% down from 2012
Burglary	-8, 67% down from 2012
Burglary from Motor Vehicle	-1, 50% down from 2012
Vandalism	-17, 45% down from 2012

The buildings with the highest calls-for-service in 2013 were those on the 2000 block of S. Philo Road (10 calls), the 2000 block of S. Vawter Street (8 calls), and the 1200 block of E. Harding Drive (8 calls). Often, when a tenant residing in the study area is evicted, they are housed by another, potentially less strict landlord who is also offering housing in the study area.⁶⁹ Many believe the closures of Platinum Group Properties’ buildings partially explains the drop in crime. This point has been made in interviews with residents, as well as with leaders of the Southeast Urbana Neighborhood Association (SUNA). They also believe that deferred maintenance, some unruly tenants, and unresponsive landlords all contributed to both the actuality and perception of danger. A look at most comments to online news articles (particularly those about crime in Urbana) highlight the study area as a neighborhood that is perceived as being dangerous. Interviews with residents in the study area have also highlighted Vawter Street as being “too dangerous to walk down.”⁷⁰ Many feel unsafe walking through the area at night. This perception of danger harms social cohesion and lowers property values, despite the fact that crime is actually falling in the study area.

3.6: Design and Crime Relationship in the Study Area



Map 15: Crimes in Southeast Urbana from December 15th, 2014 through January 15th, 2015. The majority of the crimes in the neighborhood were located in the eastern portion of the neighborhood, amongst properties with the design issues stipulated above. There is also a significant number of sex offenders living in this portion of the study area. Source: <https://www.crimereports.com/map?CRSearch=urbana%20il>

4.1: Urbana's Initial Responses: Crime and Building Maintenance Issues

The City of Urbana has offered proactive solutions towards the problem properties and crime issues occurring in the study area, as well as throughout the city as a whole. Deferred maintenance at numerous residential rental properties, ranging from single-family homes to multi-family complexes, and a concern about the overall safety of the rental housing stock, led the City of Urbana to implement a **Rental Registration Program** in 2007. This program requires that each residential rental property register annually with the City and be subject to systematic inspections occurring every three to five years. The program carries fees for violations and late compliance. Each rental property must be registered annually in October. This ordinance is aimed at three different goals: ensuring safety, preserving neighborhood stability, and generating rental accountability.⁷¹

The ordinance has been useful in creating a central database of landlords/ rental properties, as well as in responding to building safety and zoning violations. However, some maintenance issues at rental properties, particularly those occurring in southeast Urbana, have been significantly deferred despite the fines, and the regulations addressed in this ordinance do not apply to criminal activities occurring within the buildings. Some residents believe the buildings inspectors are not strict enough, while others believe they do not have realistic expectations for property managers to achieve compliance with, especially when working with fiscally conservative landlords.⁷²

In order to better respond to crime issues, in 2010, through collaboration with SUNA, elected officials, planning staff and the police department, the city developed the **Aggravated Nuisance Ordinance**. This ordinance allows the police department to require safety plans for individual properties that are associated with high numbers of crimes. So far, this ordinance has been used at 2017 S. Philo Road (owned by Platinum Group Properties, and the site of a 2011 homicide), as well as against



the Home Run Store at 1509 E. Washington Street (the threat of a safety plan has also been utilized as a deterrent). One drawback of this ordinance, according to local political leaders and members of the Urbana Police Department, is that it only requires a safety plan for individual properties, and not properties that may be owned by the same landlord within the same neighborhood.⁷³ Roughly 20 safety plans have been drawn up for other buildings that were in potential violation of the ordinance. These safety plans emphasize crime prevention through environmental design (CPTED) guidelines, including strong lighting schemes, transparent fences, trimmed vegetation, clearly marked addresses, traffic flow control, removal of graffiti, repairing vandalism, and keeping exteriors “looking fresh.” The police department heavily monitors the complexes regulated by safety plans, and the police are kept informed of changes in these complexes’ tenant populations. Overall, the Urbana Police Department believes these tools have been successful in minimizing issues in individual buildings, although often these issues may spill over to other nearby properties.⁷⁴



Image 29: Arrests at businesses and residences resulted in safety plans being required. Source: <http://www.news-gazette.com/news/local/2012-06-07/police-shut-down-convenience-mart-during-early-morning-search-paraphernalia.ht>

In 2010, the City of Urbana gained the right to initiate foreclosure proceedings in order to better enforce nuisance abatement liens. This right was necessary, because the traditional pattern of paying off nuisance liens when buildings were sold did not translate into an efficient repair of maintenance issues. Indeed, several chronic nuisance properties were present in the community, requiring this modification to the municipal regulatory scheme.⁷⁵

When responding to the 2011 crime spike in the study area, the Urbana Police Department had its officers work 500 hours of overtime. Urbana police officers were joined by officers from the University of Illinois and the Champaign County sheriff's office, who conducted foot patrols at no cost to the City.⁷⁶ Per discussions with the Urbana Police Department and local residents, foot patrols continue to be sent through the study area roughly every few days, and these officers are known by some members of the community. Also, bike patrols are sent through one-to-two times a week. However, the vast majority of police patrols in the neighborhood are conducted in automobiles. Police officers will often park their cars and walk through the study area.⁷⁷ Many residents, including those who live on the 1100 block of Silver Street, and members of SUNA, highly praise the police department's quick response times. The Urbana Police Department has a strong connection with SUNA, and representatives from the police department have attended its public and closed meetings. The police department offers a regular meeting at the Sunnycrest commercial complex, where residents and businesses alike are invited to discuss safety concerns.⁷⁸

The Police Department's work was enhanced by the passage of the City's **Anti Aggressive Panhandling Ordinance** (2011), which has been successful in reducing the occurrence of panhandling in the Philo Road Business District.



Image 30: Despite improvements in policing and some reduction in crime in the study area since 2011, a homicide took place across from the study area in 2012 at 1102 E. Colorado Avenue. Source: <http://www.news-gazette.com/news/local/2013-02-05/urbana-man-scheduled-testify-murdered-defendant-no-show.html>

The Americana Townhomes did once attempt to organize a community watch program around 2011 at a time when crime appeared to be peaking in the study area, but this primarily failed due to a lack of individual interest and resources. Any neighborhood watch program within the study area has fizzled out, due to a similar lack of resources or individual initiative.⁷⁹

5.1: Potential Solutions in Regards to Crime: Design Solutions

The United Nations recommends the following goals for safer cities:⁸⁰

- Strengthening the capacity of local authorities to address safety issues.
- Promoting crime prevention issues on a multiple-partner basis.
- Encouraging networks to exchange experiences.
- Implementing capacity-building programs and bringing in, experienced partners.
- Targeting at-risk groups, developing situational prevention approaches and reforming the justice system.

In the late 1990s, the Association of Chief Police Officers of the London Metropolitan Police approved crime prevention methods through design.⁸¹ These policies are known as Secured by Design. This scheme recommends design guidelines for renovated homes, multi-floor homes, schools, hospitals, playgrounds, train stations, and parking lots. These guidelines focus on access and movement, site design, surveillance, lighting, ownership, physical security, activity, and maintenance/management. Benefits from participation in this program include the offering of building credits, as well as of lower insurance premiums. Under this program, many elements, such as windows and doors, are tested for integrity. Many of these strategies are oriented towards complexes being built on greenfields, and not necessarily in areas already suffering from high crime.⁸²

Greg Saville's Crime Prevention through Environmental Design (CPTED) guidelines, first developed in 1980s, focus more on neighborhoods already experiencing high crime. They emphasize four: natural surveillance, accessibility, territoriality, and maintenance.⁸³



Mr. Saville recognized the need to combine these strategies with social programs, but also understood that the resources of many communities were restrained (and that more holistic approaches would likely require private investment). The following three areas are those that planers can focus on when attempting to develop regulations to procure a community that is both safer, and which appears safer:

•**Natural Surveillance**- The layout of the built environment, both in the public and private spheres, can produce an environment that procures the most “eyes on the street possible.” Through the installation of windows oriented towards the street (on multiple levels), vegetation that creates lines of site, and a lack of recessed or hidden locations, the built environment can remain visible to users. By enhancing surveillance through various zoning and building design requirements, public safety concerns can be minimized.⁸⁴

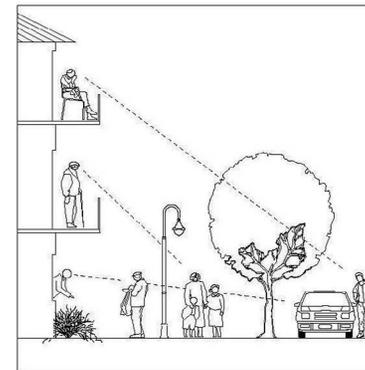


Image 31: Enhancing natural surveillance provides for eyes on the street. Source: <https://www.pinterest.com/pin/143833781823665655/>

•**Accessibility**- refers to the guidance of people by the careful placement “of entrances, exits, fencing, landscaping and lighting.” This concept is aimed at minimizing opportunities for criminal activity and “creating

a perception of risk for offenders.” Certain design elements are also relied upon to highlight intended routes of travel, and to prevent access to private areas. “Natural access control also utilizes physical and mechanical means of controlling access through locks, alarm systems, signs,” and more.⁸⁵ Semi-transparent fences are also pertinent to this goal.

Accessibility within the community (see upcoming discussion regarding connectivity) should also be balanced to ensure a walkable environment while not making the design of the community too porous.



Image 32: Semi-opaque fences improve security and aesthetics.

Source: http://www.infobarrel.com/Preventing_Crime_Through_Landscaping

•**Territoriality**- this concept varies from accessibility through emphasizing ownership and developing “a sense of territorial control.” Landscaping, pavement designs, “gateway treatments,” and signage can be utilized to promote territoriality. Reliance on such items helps to discourage encroachment by potential criminals.⁸⁶



Image 33: Territoriality through vegetation illustrates that “someone cares” and separates private/

public property. Source: http://kicklighter-landscaping.com/wp-content/uploads/2011/03/IMG_0704.jpg

•**Maintenance**- A lack of building maintenance translates to individuals that owners and/or users do not care about buildings and that “anything



may go” in or near that property. Poor maintenance can create a perception that crime is expected to occur at a property. Furthermore, poor maintenance can contribute to life safety issues. Maintenance issues can be better addressed through a resident-based reporting system (particularly in the context of multi-family structures). This would reduce stress on municipal inspectors.⁸⁷



Image 34: Improving maintenance in a neighborhood helps to enhance stability. Source: <http://cushwakenmretail.com/services/property-management/>

Other Design Recommendation Areas:

Mixed Land-Use

Mixed land-use developments must incorporate good surveillance, lighting and territoriality. However, many cities lack the population density needed to reduce crime in mixed-use areas. Consequently, it is important to create a mixed-used environment while reducing any possibility for anonymity (partially through ensuring that the different uses do not share the same block faces). Different land-uses should be near each other and connected with pedestrian infrastructure, but spaced just far enough to diminish any potential negative impact on a sense of community. This design paradigm, however, is debated by planners, as many feel that mixed-used designs do not create anonymity.

Multi-family developments should be allowed at smaller densities and dispersed throughout single-family areas, and not concentrated. Moreover, within development codes, secure lighting should be required at building entrances and parking lots, and parking areas should be observable from buildings but have limited pedestrian access.⁸⁸



Image 35: There is a historic precedent to mix density levels in order to avoid the ills of concentrating poverty.

Source: <https://www.pinterest.com/pin/341921796680133110/>

Transit Stops

When it comes to transit stops, those bus stops that are the most vulnerable are those located near “negative uses” such as liquor stores and cash-based services. High-activity uses should be located near transit stops to help improve visibility. Stops should have strong surveillance strategies and lighting. Good maintenance also helps minimize opportunities for crime at transit stations. Focusing on crime that occurs around stations, lighting, signage and colored pavement illustrating “safe paths” can help minimize incidents. Transit stops should be visible from parking facilities, and access to residences from transit stops should be minimized through natural vegetation strategies.⁸⁹



Image 36: Delineated transit stops preserve pedestrian safety and helps to create “safe paths.” Source: http://commons.wikimedia.org/wiki/File:Bus_Stop,_Perth,_Western_Australia.jpg



Parks

When it comes to parks, vegetation should promote surveillance, and park amenities and paths should not be isolated. Paths become more popular when they have points of interest along them. Parks should be near residences and built at-grade to help improve surveillance. Activity areas must easily be surveyed, and a strong maintenance program is required (if possible). When combined, these various initiatives help to minimize fear of crime in parks, which is one of the main causes of actual crime increases in parks.⁹⁰



Image 37: Enhanced visibility within parks helps to preserve safety. Source: http://www.tripadvisor.com/Attraction_Review-g36806-d1541808-Reviews-Meadowbrook_Park-Urbana_Champaign_Urbana_Illinois.html

Alleyways/Parking Lots

Alleyways are often not surveyed well, although they provide rear access to homes and garages. Furthermore, they are often not lit well. Many planners attempt to locate parking along alleyways. However, this reduces visibility, and may make a user feel threatened. It is recognized that the presence of alleyways does improve pedestrian safety by reducing curb cuts. Traditional parking lots (particularly surface-grade lots) may attract particular types of crime, disturb the pedestrian atmosphere, and are often unaesthetic/poorly maintained. Potential solutions to this would be to reduce the overall need for parking, or to disguise parking lots.⁹¹

Form-Based Codes and Connectivity

Form-based codes often recommend the development patterns need to achieve a basic (but not extreme) level of connectivity. As a part of connectivity, the pedestrian is emphasized over the automobile in the design of both public and private spaces (i.e. minimizing curb cuts, reducing the prevalence of surface-grade parking lots), etc. Emphasizing the pedestrian in urban design can have the impacts of (1) procuring more eyes on the street, (2) enhancing community health through walking and (3) reducing risks to pedestrians. However, too much connectivity can have the impact of making a neighborhood accessible to criminals.

Many requirements of traditional form-based codes work towards crime prevention efforts. These requirements focus on building placement, building form/types, parking, use types, frontage types, encroachments, etc. The utilization of an urban transect to promote crime prevention throughout the city must be based on city-wide regulations that take into consideration neighborhood-specific needs.⁹²



Image 38: Mixed-use parking structures are one of the safest parking designs currently implemented. Source: <http://www.boothhansen.com/projects/university-of-illinois-north-campus-parking-and-retail/>

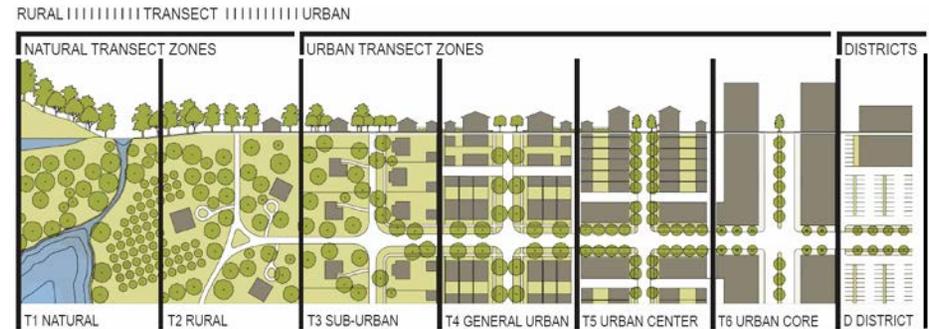


Image 39: Form-based codes typically utilize rural-to-urban transects. The T-4 Transect (or development level) is applicable to southeast Urbana. Source: <http://www.miami21.org/TheTransect.asp>

5.2: Potential Solutions in Regards to Crime: Adaption to CPTED Principles by Planners

We have seen some of the most significant development in creating both regulations and incentives to minimize opportunities for crime take place on the local level. Tempe, Arizona's efforts stand out as a strong example of such work. In that city, crime prevention methods have been integrated into building development codes. Under its codes, the city requires "security plans" for bars, adult businesses, recreational/ amusement businesses, entertainment accessories, convenience stores, or any other use as determined by planning staff or the city's police department. These plans must focus on natural surveillance, promoting the assigned use of the land, and access controls.⁹³ Other areas this code focuses on include public health, the efficient use of land, aesthetics, welfare and sustainable land-use.

In some cities, CPTED principles became integrated informally, as more of their planning staff was trained in the field, which led to more formal acceptance of such methods. Such examples include the City of Omaha, Nebraska's Planning Department.⁹⁴ Here, training in CPTED principles was strong enough to ensure consistent application. Omaha's CPTED training focuses on access controls, natural surveillance, territorial reinforcement, maintenance, and "target hardening."⁹⁵

The most common opposition to reliance on CPTED principles within planning departments is a product of concerns regarding resource availability and the efficient use of time. However, as has been seen in Tampa, FL and Sarasota, FL, the utilization of these guidelines in an **overlay district** can bring enhanced vitality to a community. This is particularly true if oversight of the overlay district is left to a committee or task force. This committee (or task force) can ensure cooperation between parties, including developers, residents, business owners, police department representatives and city staff. However, such a committee (or task force) must not be seen as working solely towards planning goals, but striving towards city-wide goals.



Processes must be open to all public agencies and residents (with reliance on active outreach), and social, physical and economic contexts must be taken in to consideration. The policies of the overlay district must not only focus on minimizing opportunities for crime through design, but also eventually be combined with efforts in the areas of economic development and community policing.⁹⁶

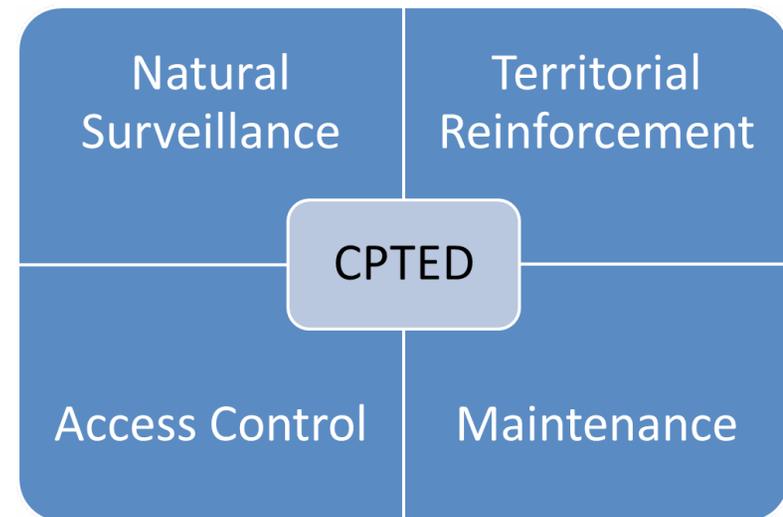


Image 40: Crime prevention through design is a product of the integration of multiple factors. Source: <http://www.prepareprevent.org/cpted/>

Appendix Item A is a checklist the city of Portland, OR utilizes to completed a "CPTED analysis" of the design, construction, and use of single-family homes.⁹⁷

5.3: Potential Solutions in Regards to Crime: West Tampa CPTED Overlay District Example⁹⁸



A prime example of an overlay district that emphasizes crime prevention through environmental design is the West Tampa Overlay District (located west of downtown Tampa, FL). Although the district is largely commercial in nature, it provides significant guidelines towards producing built environments that are both accessible yet minimize spatial opportunities for crime to occur. It remains to be seen what the effects of this district will be, although the business owners in the neighborhood were more-or-less accommodating to the regulations.

The purpose of the West Tampa Overlay District, as established in 2004, is to insure that all in-fill development and major additions “are compatible in building and structural orientation, design elements, height, lot dimensional requirements...and other site spatial relationship[s]....[as related to] public safety.” CPTED policies are to be incorporated in the regulatory review process.

Development Regulations for West Tampa’s Commercial Properties:

- Unblocked pedestrian access and shelter, as well as shade and weather protection, will be provided along public rights-of-way through reliance on trees, awnings, arcades, balconies, overhangs, etc.
- Doors, windows, and other architectural elements will be used to break large walls into smaller areas, producing a more pedestrian-oriented scale.
- The principle facade of a building shall front the public right-of-way and must be accessible from the sidewalk. The relationship of the street frontage to business shall assure pedestrian safety and retail visibility. At least 50% of the ground floor of structures shall be transparent.

- Buildings will have zero foot setbacks from their property line, although second floors and above may have deeper setbacks.
- Courtyards are permitted with no more than two-thirds of the principal facade devoted to courtyard space. The remaining frontage must run along the property line.
- Drive-through window queuing lanes may not be located between the fronts of the building and must have a minimal impact on the pedestrian environment.
- Pedestrian circulation shall be provided between tenants and/or structures through the use of sidewalks that use consistent paving material.
- The facade of parking decks must consist of commercial, retail, or office uses on the ground level.

- Vehicle access and flow shall be designed to have minimal impact on pedestrian circulation, and there must be continuity across curb cuts.

Development Regulations for West Tampa’s Residential properties:

- Garages constructed as part of the principal structure maybe placed within three feet of the side yard property line.
- No driveway shall be constructed from the road to the front yard of any single-family home structure unless providing car access to a garage.

- The finished floor height of all new residential structures shall be a minimum of 24” above the finish grade.

Development Regulations for All Buildings in West Tampa:

- Any garbage receptacles, dumpsters, open storage areas, or mechanical equipment must be placed on a suitable slab and screened from view of any public right-of-way or residential use with 100% percent opaque material that is compatible with the front facade of the principal structure.
- Property owners shall provide a six-foot sidewalk in the public right-of-way. Such a sidewalk shall align with to that of adjacent properties.
- Rooftop equipment shall be screened from view.
- New construction and redevelopment must provide lighting design for surface-grade parking lots, on-street parking, sidewalks/grounds, garbage receptacles, and all pedestrian/open/public areas.
- On-site parking for commercial properties and non-single-family residential properties shall be located in the rear or side yard of the property. CPTED techniques shall be incorporated in the design of all parking areas (i.e. visibility, access and security).

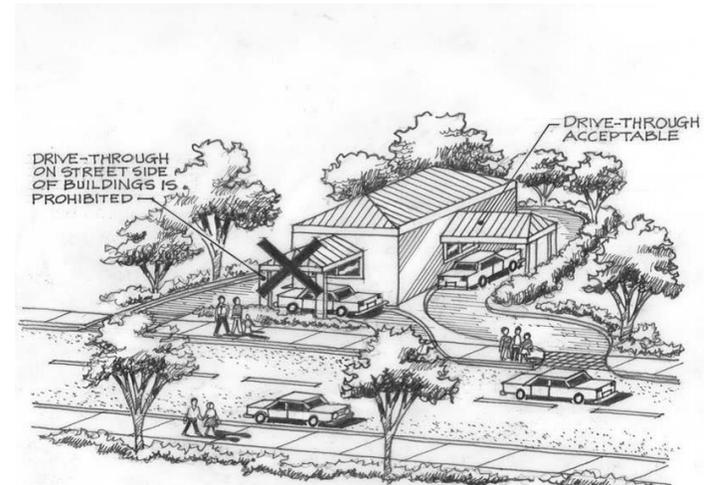


Image 41: The West Tampa Overlay district emphasizes the public safety benefits that are produced through pedestrian-oriented designs.

Source: <http://www.tampagov.net/sites/default/files/planning/files/Planning-Documents-Library/WestTampaIllustratedDesignStandards.pdf>

5.4: Potential Solutions in Regards to Crime: North Trail/Tamiami CPTED Overlay District Example⁹⁹



The North Trail (Tamiami) Overlay District, as established in 2013 in Sarasota, FL, was produced out of the work of the not-for-profit North Trail Redevelopment Partnership, which consisted of community leaders, business owners, residents, representatives from the Sarasota Chamber of Commerce, local architects, planners, and realtors. The organization's goal was to "foster sustainable, predictable and economic redevelopment along North Tamiami Trail to achieve a revitalized, attractive, safe and inviting environment." Although this overlay district focuses mainly on integrating a path into a community, it provides strong guidance in the adjustment of screening and parking regulations. This path has been successful in increasing investment in the community's residential and commercial uses.

All of the overlay district's standards are voluntary. If a development project voluntarily uses the overlay district's standards, then all changes on the site will also utilize these standards.

Development Regulations for Structures in the North Trail Overlay District:

- The maximum height of structures is 45 feet.
 1. For structures within a special flood area, the recovery elevation shall be used as the baseline for height measurement.
- When it comes to tree preservation, adjustments to buildable area will be allowed when:
 1. The adjustment is for the purpose of preserving a tree or trees;
 2. The applicant cannot preserve the trees and also comply with all Zoning provisions, without causing undue hard ship;

3. Considering the shape of the lot, the location of existing structures, and the size, age, health and species of trees, it is not feasible to transplant the trees to another location.

- Parking areas shall not be located on street corners.
- Shared and Off-Site Parking Areas
 1. Shared parking may not be used to satisfy the off-street parking standards for residential uses. Required parking spaces reserved for persons with disabilities may not be located off-site. Shared parking spaces must be located on the same or abutting zoning lot of the main entrance of all uses served;
 2. Off-site parking may not be used to satisfy the off-street parking standards for convenience stores. Handicapped parking spaces may not be located off-site;
 3. No off-site parking space may be located more than 600 feet from the primary entrance of the use served (measured along the shortest legal pedestrian route). Off-site parking spaces may not be separated from the use served by an arterial street, unless a pedestrian walkway is provided. Off-site parking areas shall not be located in any residential district.

- Front setbacks.

1. Properties fronting the North Tamiami Trail

- a. Minimum front setback along North Tamiami Trail is ten feet.
- b. Maximum setback along North Tamiami Trail is 20 feet.

2. Properties not fronting the North Tamiami Trail.

- a. The minimum front setback for properties not along North Tamiami Trail is the same as the underlying zoning district.

- The areas fronting buildings along the North Tamiami Trail are required to provide a paved pedestrian space that is continuous from the curb to the building. However, a minimum eight-foot clear pedestrian path must be maintained along the entire property frontage. An on-site pedestrian circulation system must be provided. The sidewalk system must connect all abutting streets to the main entrance, it must connect all buildings on the zoning lot, and must provide connections to other areas of the site, such as parking areas, bicycle parking areas, recreational areas, common outdoor areas, and any other amenities. Where the system is parallel to a traffic lane, the system must be raised or be separated from the lane by landscaping or other physical barrier.

- The on-site pedestrian circulation system must be lighted to a level where the employees, residents, visitors and customers can safely use the system at night.

- Where the system crosses driveways, parking areas, and loading areas,



the system must be clearly identifiable through the use of elevation changes, speed bumps, different paving materials, etc.

- At least 50% of the street frontage for each zoning lot along the North Tamiami Trail shall be occupied by building(s). In the absence of building(s), landscaping, or a freestanding decorative masonry/metal wall shall be installed.
- The first story shall be composed, at a minimum, of 30% glass for portions facing the street.
- Security or decorative grilles shall be at least 50% percent transparent and shall be located on the inside of the glassed area.
- All exterior garbage cans, dumpsters and garbage collection areas, as well as all mechanical equipment, must be screened from the street and any adjacent properties.
- Changes to existing uses shall be exempt from new parking requirements.



Image 42: The regulations for the North Trail District emphasize the disguising of mechanical equipment and dumpsters. Source: <http://www.sarasotagov.com/NDS>

6.1: Outreach Results: Southeast Urbana Safety and Design Survey

The “Southeast Urbana Safety and Design Survey was offered from December 18th, 2014 through January 18th, 2015 to those who reside in, work in, own land in, or visit the study area. An advertisement of the survey was sent out the week of December 1st, 2014 to the 447 households located in the study area (attached as Appendix Item B). It was offered online at <http://www.surveymonkey.com/s/se-urbana>. Paper copies were also sent out in the mail to those individuals that requested them. Lastly, paper copies were passed out in person by Alderwoman Marlin and the author from 2:00 through 6:30 PM on January 14th, 2015 at the County Market at 1819 S. Philo Road , located just north of the study area. E-mails advertising the survey were also sent out to six local churches.

A total of 273 online responses and 11 paper copies were received. These responses are attached as Appendix Item C. The results are intended to provide a guide to city officials, neighborhood leaders, the Urbana Police Department, and planning staff as to what are the most pressing issues in the study area, and how to best address these issues through urban design and zoning principles, as well as nuisance/rental property regulations.

Overall, roughly 87% of respondents were Caucasian and 60% were homeowners in the study area. The non-representative demographics of the respondents may be explained by unequal levels of access to the internet between homeowners and apartment tenants. The demographics of the respondents does not fully reflect the study area’s residents. In particular, the voice of the apartment tenants was not strongly heard. Consequently, several tenants were interviewed in regards to their views of issues facing southeast Urbana.

The table found on the following page lists the main conclusions drawn from each of the 24 survey questions.



Images 43 and 44: It was important to reach out in person to study area residents regarding the survey (particularly for those who do not have Internet access at home). Source: self-taken photos.

Table 14: Primary Conclusions Drawn from Southeast Urbana Safety and Design Questionnaire

Question 1	There are very weak social connections between the study area's tenants and homeowners.
Question 2	Individuals feel unsafe while walking through the study area at night.
Question 3	Home burglary, poor property maintenance, and loitering are some of the biggest safety issues in the community.
Question 4	The police department has been very active in responding to issues in the community, while the city's building inspectors have been moderately active. There is room for improvement in building inspection practices.
Question 5	Safety related issues are concentrated in the multi-family buildings along Silver and Vawter Streets.
Question 6	The neighborhood does not lack sidewalks.
Question 7	Residents are roughly split as to if the neighborhood lacks streetlights, but agree that lighting needs to be improved in parking lots.
Question 8	Residents would like to see more upscale businesses in the area.
Question 9	The residential density in the apartment buildings is too high, according to residents.
Question 10	More streetlights and upscale businesses will improve safety, while sidewalk additions will not improve safety. More apartments will decrease safety.
Question 11	Respondents would like to see more single-family homes, upscale businesses, and more greenspace in the community.
Question 12	The neighborhood would benefit from a community watch program and the installation of public emergency telephones.
Question 13	The apartment buildings require more entrance/parking lot lighting and more vegetation. Exposed stairways and balconies are acceptable.
Question 14	Property managers, especially those along Silver and Vawter Streets, respond poorly to building maintenance and crime issues. Landlords should be restricted from rehousing individuals evicted from nearby buildings. Landlords should be responsible and accessible to tenants and neighbors.
Question 15	The neighborhood would benefit strongly from a design overlay district for apartment buildings and requires the police department's review of development proposals.
Question 16	Reductions in hidden public space and concentration of poverty are desired. Improvements are needed in landscaping, snow, and trash removal. Quality construction materials are needed throughout the study area.
Question 17	Single-family homes/well-maintained apartment buildings with balconies and many windows along frontages appear safer to respondents than high-density residential buildings with recessed entrances.
Question 18	50% of respondents were homeowners in the study area, while 10% visited local businesses.
Question 19	More than half of the residents were from Mitchem, Mumford, and Harding Drives.
Question 20	59% of respondents have lived in the study area for over ten years.
Question 21	69% respondents did not have children at home.
Question 22	78% of respondents live in single-family homes.
Question 23	66% of households earn more than \$60,000 a year, more than triple the study area's median family income.
Question 24	The majority of respondents were Caucasian.

6.2: Outreach Results: Southeast Urbana Stakeholder Interviews

Interviews of neighborhood stakeholders were conducted from October 2014 through March 2015. Several interviewees were selected due to their prominence in the community. Others were selected due to their long-term residence in the study area, or were encountered while conducting door-to-door surveys. Much like the survey results, the purpose of these interviews is to provide a guide to city officials, neighborhood leaders, the Urbana Police Department, and planning staff as to what are the most pressing issues in the study area, and how to best address these issues through urban design/zoning changes, as well as updated nuisance/landlord regulations.

The results of these interviews are attached as Appendix Item D. The following individuals were interviewed:

- **A local political leader**
- **Two homeowners on the 1100 block of E. Silver Street**
- **A homeowner on the 1200 block of E. Silver Street who also works at a business on S. Philo Road**
- **A manager of a business on S. Philo Road**
- **Two staff members with the City of Urbana**
- **Staff for a property manager active in the study area**
- **An Urbana Police Department officer**
- **A neighborhood leader**
- **A homeowner at the Americana Townhomes**
- **A renter at the Sunnycrest Apartments**
- **A renter on the 1400 block of E. Silver Street**
- **Two renters on the 2000 block of S. Philo Road**
- **A renter residing on the 2000 block of S. Vawter Street**

The table found on the following page illustrates the main conclusion drawn from each interview.



Images 45 and 46: Going door-to-door to interview residents reveals issues in the community that are not found in the survey results.
Source: self-taken photos.

Table 15: Main conclusions drawn from Stakeholder Interviews

A local political leader	Some landlords are an impediment to the study area. There is strong interest in participating in an overlay district review board. The study area requires a re-branding and infrastructure investments. Safety plans should be required to be applicable to all buildings owned by the same landlord in the study area. Landlords need to be responsible to neighbors.
Two homeowners on the 1100 block of E. Silver Street since 1969	The study area requires infrastructure improvements, would personally be interested in participating in a design review board, and hopes to see residential densities decreased.
Homeowner on the 1200 block of E. Silver Street, part-time employee at a business on S. Philo Road, full-time employee elsewhere	Changes to buildings won't necessarily impact crime, but landlords should hold their tenants accountable. Apartments are over-occupied.
Manager of a business on S. Philo Road	Infrastructure and design changes are needed for residences, more up-scale businesses are needed. Pedestrian design should be emphasized.
Two staff members with the City of Urbana	The City has the responsibility to ensure quality design, and the study area needs smaller scale and less concentrated apartments.
Staff for a property manager active in the study area	Too many regulations prevent innovative landlords/managers from establishing themselves in the study area.
An Urbana Police Department officer	Safety plan mechanism needs to be reformed to apply to all buildings owned by the same landlord in the study area.
A neighborhood leader	There is little interaction between the homeowners in the study area and the apartment tenants. The residents of the study area would be interested in participating in an overlay district review board, and they would like to develop a neighborhood watch program
A homeowner at the Americana Townhomes	Property values in the study area are falling quickly. The study area needs more social development, possibly via a community center. Vegetation/landscaping should be maintained.
A renter at the Sunnycrest Apartments	The study area needs more bike police patrols, sidewalks, and streetlights.
A renter on the 1400 block of E. Silver Street	Silver Street needs a better/more defined bus stop and trash clean-up.
A renter on the 2000 block of S. Philo Road	Landlords need to be more responsive to maintenance issues and accessible to tenants. Many are scared to report landlords to the City.
A second renter on the 2000 block of S. Philo Road	The study area needs more green space and programming for youth.
A renter in neighborhood for 29 Years, currently on the 2000 block of S. Vawter Street	The study area needs more landscaping. An overlay district would be valuable. HUD regulations need to better respect responsible tenants. Police resident relations need to be improved.

7.1: Recommendations: Design Regulations and Incentives

The following recommendations to enhance public safety, both in terms of crime reduction and improved building maintenance, are based on the precedents analyzed above, as well as on the results of the “Southeast Urbana Safety and Design Survey” and the interviews conducted with the stakeholders in the study area.

Suggested design requirements and incentives should be implemented in an **overlay district** that follows the borders of the study area. However, these borders, as well as the proposed recommendations, should be considered. This overlay district should be aimed at preserving physical cohesion, pedestrian accessibility, and public safety within the community. Those recommendations that are most relevant, based on the results of the surveys and interviews, are marked in blue. Where those proposed requirements contrast with the underlying zoning regulations of a property, the recommended guidelines for the overlay district should supersede the underlying requirements.

A task force of local residents and city staff should develop the requirements and incentives to be applied within the Overlay District, possibly relying on a group similar to, or in some way related to, the Mayor’s Neighborhood Safety Task Force. The requirements should be required for any new development/redevelopment project in the proposed overlay district. The requirements will emphasize principles of CPTED elements, such as territoriality, accessibility, and visibility, as well as other pertinent fields, including aesthetics, social equity, and preserving the urban fabric.

Public Review

All proposed multifamily developments or redevelopments of multifamily structures of a significant nature should be:



1) Received by a design review board including residents from the study area. These residents should include one apartment tenant paying a market rate rent, one apartment tenant utilizing a Section Eight voucher, one tenant residing in a single-family or duplex residence and one homeowner residing in the study area. The board should also include one architect and/or one developer, if possible.

Or

2) The proposed developments/redevelopments should be reviewed by the Zoning Administrator and other staff, including those from the Urbana Building Safety Division and the Urbana Police Department.

Or

3) Require a Special Use Permit, with the focus being placed on safety-related needs.

Landscaping

•Territoriality/Accessibility/Visibility: All multi-family complexes (with more than two units), including all new developments, as well as all redevelopments, should require a landscaping plan that emphasizes the separation of the public and private spheres, as well as which directs pedestrian flow to and from structures while preserving visibility. An alternative or additional element to landscaping may be a fence that is at most 50% opaque and blends in with the neighborhood.\

Sidewalk Connectivity

- Accessibility: All off-site parking areas should be connected by four-foot wide sidewalks to residences.
- All businesses should have sidewalk accessibility and be oriented towards the pedestrian with a maximum front yard setback of ten feet, with the exception of corner lots.

Screening/Positioning of Mechanical/Electrical Equipment and Dumpsters

- Visibility/Aesthetics: All mechanical equipment, electrical equipment and dumpsters should be screened by a fence that blends in with the surrounding built environment. No mechanical or electrical equipment should be allowed in front yard setbacks.

Parking Needs Requirements and Incentives

- Urban Fabric/Aesthetics/Social Equity: Parking provisions currently supplied within the community do not need to be expanded, and, for multi-family structures, parking spaces can be reduced to a minimum of a one space per residential unit. At multi-family structures, one bicycle parking space should be provided for each unit.
- Urban Fabric/Aesthetics: Parking requirements for commercial structures/uses should be reduced.
- Visibility/Aesthetics: Parking lots should be well lit, with an emphasis placed on down-lighting, and placed behind structures (and not located on corner lots). Landscaping plans should be required for these lots. Entrances into and out of lots should not be visually blocked.



Signage

- Visibility/Aesthetics: Signage plans should be reviewed to ensure integration of the signs into the local built environment.

Building Design Guidelines

- Territoriality/Visibility: No public spaces should be included inside multi-family complexes, unless 60% of their entire area is visible from the street.
- Territoriality/Visibility: Limit recessed entrances, particularly for residences.
- Territoriality/Visibility: Staircases should be located behind secure doors and walls that are up to 60% transparent.
- Urban Fabric: No building in the study area should be more than three stories tall, including the ground floor.
- Visibility/Urban Fabric: All buildings should have a minimum amount of windows equivalent to 40% of fenestration along the street frontages.
- Territoriality: Up to five units in multi-family buildings can be accessible from one exterior door.
- Aesthetics/Urban Fabric: All external building materials, either for new developments/redevelopments, should blend-in with surrounding properties.

- Aesthetics/Urban Fabric: No single-family or duplex residence should have a front yard in which more than 30% of the area is paved.

Lighting Guidelines

- Visibility: Footpaths to complexes should be lit in such a way as to emphasize down-lighting.
- Visibility: Developments should have a maximum-to-minimum lighting ratio of 2:1 to ensure certain areas are not over-lit.

General Bonuses

Along with the parking incentives described above, conformity with the above regulations can be incentivized. These incentives could include:

- The offer of safety credits that can be utilized to earn variances in other neighborhoods of Urbana.
- A reduction or waiver of rental registration fees for owners.
- A reduction in requirements regarding front, side, or rear yards as requested to increase security.
- Enhance combined lot development.
- A reduction in other requirements listed by the Urbana Zoning Ordinance, where necessary to increase security.
- Financial or other regulatory incentives for offering the following possible breakdown in multi-family complexes: 20% of all units are one-



Image 47: CPTED recommendations impact many different elements of urban design. Source: <http://www.omahabydesign.org/2015/03/cpted-presentation-for-city-staff-april-21/>

7.2: Recommendations: Municipal and Private Regulations, Practices, and Investments

The following recommendations are made in regards to municipal and private regulations, practices, and investments. These are mostly city-wide practices, although it is noted which can apply solely to the proposed overlay district. Similar to the regulations proposed for the overlay district, these can be modified. The most relevant proposals to the study area are also highlighted, per the results of the interviews/surveys.

Safety Plans

- Safety plans for multi-family structures should be required for all buildings owned by the same landlord and located within the same neighborhood when requested by the Urbana Police Department. The plans should emphasize natural surveillance needs.
- Cooperation between the City of Urbana's Planning Division and the Urbana Police Department should occur in the development of these plans. Also, streamline and accelerate the enforcement of these plans.
- Have "anti-no snitching" campaigns incorporated into safety plans.
- Incorporate failure to meet standards into Rental Registration Program.

Building Inspections and Zoning Violations

- Landlords and/or property managers should be incentivized to conduct self-inspections of their buildings and report issues to the city (this could only be limited to landlords owning properties in the proposed overlay district, and a mechanism will need to be developed to enforce this policy). Landlords should also be reminded to stay aware of over-occupied apartments.



- Landlords and property managers should both be contacted when building safety/zoning violations are discovered.
- The city should more broadly advertise the mechanisms by which building safety and maintenance issues can be reported by tenants.
- Improved enforcement of the City's nuisance and maintenance property ordinances should be focused on in the study area. This enforcement should address overgrown vegetation, overfilled dumpsters, decrepit signs, and pooling water in parking lots. Other ideas include integrating the City's Planning Division, Finance Division, Public Works Division, and Police Department into this process.
- Ensure landlords and property managers are aware as to any changes in regulations.
- Limit future business by problem landlords, as is legal (in regards to proposed Special Use Permit or design review process, or existing Rental Registration program).

Urban Design, Community Amenities

- A diversification of zoning which distributes multi-family housing throughout low-density residential areas, and which does not concentrate it, is desired. A 100-foot buffer between different densities could be implemented.
- The provision of sidewalks where they are not present, particularly between high-density residential areas and commercial areas, as well

as in target areas with high levels of poverty and lower levels of car ownership. Also, paved pedestrian waiting spaces and carefully-designed benches should be provided at bus stops.

- The installation of pedestrian oriented streetlights that utilize LED light bulbs and emphasize down-lighting. These should be evenly placed on both sides of the street.

- Require a Special Use Permits for new multi-family structures and modifications to existing multi-family structures. Possibly require for all structures in study area.

- Possibly include emergency phones in study area.

- A private group or the Urbana Park District should sponsor a community center offering youth-oriented programs. This center could be built on one of the surface-grade parking lots, or on the site of a foreclosed/closed multi-family building.

- Local residents should establish a community group that represents the residents of the multi-family structures in the study area. Assistance should be provided to SUNA in reaching out to this particular population. Either SUNA or this new neighborhood group must take a more proactive approach of sustaining a neighborhood watch program. City staff or the Urbana Police Department can be utilized as resources in this program, and coordination could be requested amongst local churches, businesses, residential landlords, and/or local businesses. Many local businesses voiced interest in enhancing the community, and this may be a valuable group of institutions which with to work.

The City and SUNA can coordinate with the Public Health District's mobile clinic to conduct public out-reach, particularly out-reach directed



towards area tenants.

- The provision of a playground on the site of a current surface-grade parking lot .

- The City could require landlords in the overlay district to meet with SUNA or a security task force on a regular basis.

- Construct a sub-police station nearby, if realistic.

- Establish an annual or more regular neighborhood clean-up event Public or private finances could be utilized to fund this event, as well as maintenance throughout the community.

- Reduce the R-5 zoning of a lot at Silver Street and Cottage Grove Avenue, if R-5 zoning is not an error.

Staff and Landlord Training

- More police patrols should be on-foot or on-bicycle, and conducted by the same officers consistently. The officers should familiarize themselves with residents of the multi-family structures.

- Urbana's planning staff, as well as staff members from Urbana's Public Works Division and representatives from the Urbana Police Department (particularly those overseeing safety plans) should be formally trained in CPTED principles.

- Train landlords in safety-related “best practices” and utilize relationships with proactive landlords. Furthermore, establish common goals with these proactive landlords and the Champaign-Urbana Tenant Union.

Economic Development Tools:

- The possible inclusion of the study area as a Community Development Target Area can open opportunities to utilize public funds to attract investment as well as to address design, infrastructure, maintenance, and littering issues in the study area. Such tactics can be combined with the provision of business counseling aimed at businesses in, or nearby, the study area.
- If feasible, establish a local Business Improvement District or a TIF district to incentivize businesses to relocate to the Philo Road Business District, and to enhance local infrastructure. Public monies (or monies that are privately raised) could be put into sidewalk/streetlight investments along Philo Road and throughout the study area, as well as into other public investments such as playgrounds. Funding could also be provided for the rehabilitation of the Sunnycrest shopping center or other commercial complexes.
- The extension of the nearby Enterprise Zone to include the study area, or the offer of tax/financing incentives for the use of long vacant sites, such as the former home of Rulers Food.
- Develop a campaign to better advertise the proximity of the neighborhood to the University of Illinois’s campus. This may be achieved through collaboration between SUNA, the Urbana Business Association, the CU-MTD, and the City. Students may not be aware of the existence of this community and its relatively low rents.



- Collaborate with the Urbana Business Association to actively promote the business district and attract high caliber businesses.
- Consider the number of gambling or liquor licenses allowed within the S. Philo Road business district or within a certain distance of the proposed overlay district.



Image 48: A neighborhood watch program should be implemented in-tandem with a design overlay district. This watch may also improve relationships between homeowners and tenants. Source: self-taken photo.

7.3: Recommendations: Caveats

Caveats and limitations exist for all of the above presented recommendations. Modifications to these requirements based on these caveats and limitations will be required. As the character and needs of the study area and nearby neighborhoods evolve, this will require changes to any incentives or requirements pertaining to the study area.



Image 49: Improving the neighborhood will require enhancing both its urban design, economic opportunities, social connections, and general perceptions. Source: self-taken photo.

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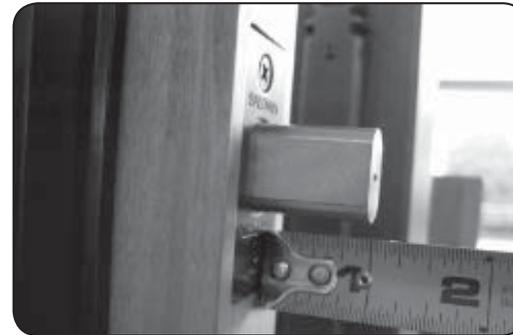
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Appendix Item A: Portland, OR CPTED Checklist for Single-Family Homes

The following is a checklist utilized by the city of Portland, OR to determine how a single-family home can be designed, constructed, and used to help minimize opportunities for crime to occur on-site.



CPTED for Single Family Housing



CCrime **P**revention **T**hrough **E**nvironmental **D**esign

*This form may be used by your
City of Portland Crime Prevention Coordinator
to assess your property.*

*It can also be used for your own
do-it-yourself CPTED assessment.*

Date _____

Location and neighborhood: _____

Property owner/representative: _____

Contact information: _____

Crime Prevention Coordinator: _____

Crime Prevention Through Environmental Design

Crime Prevention Through Environmental Design – or CPTED, is the proper design, maintenance, and use of the built environment in order to enhance the quality of life and to reduce both the incidence and the fear of crime.

This form provides an easy-to-follow outline of CPTED strategies that will help make your location more resistant to crime, and increase the overall feeling of safety. Use this form now as well as in the future as you maintain the changes you make.

CPTED Principles

Natural Surveillance:

- Design and maintenance that allows & encourages people engaged in their normal activity to observe the space around them.
- Eliminates hiding places for people engaged in criminal activity.
- Creates a sense of risk for people contemplating criminal activity.

Access Control:

- Decreases criminal accessibility, especially to vulnerable spaces.

Territoriality:

- Defines property lines and distinguishes private spaces.
- Communicates to people expectations of the appropriate use of the space.
- Builds a sense of community responsibility by intended users.

CPTED Categories

Natural/Passive

Things that are designed in, not requiring any active effort on the part of the responsible user.

Organized/Active

Planned activities or routines.

Mechanical

Installing or using equipment to achieve the principle.

More information about CPTED strategies and principles and other CPTED forms can be found in the Crime Prevention Through Environmental Design handout. CPTED handouts and forms can be obtained on the Crime Prevention website at www.portlandonline.com/oni/cp under the category of Crime Prevention Resources or by contacting your Crime Prevention Program Coordinator at 503-823-4064.

NATURAL SURVEILLANCE

A. Natural/Passive

1. Is landscaping selected and trimmed so entrances and ground floor windows are visible from the street and/or from neighbors' houses?
2. Is landscaping selected and trimmed to prevent places of concealment for unauthorized users?
3. Are windows free of obstructions, such as bushes, trees, and walls, so that there are clear views from inside of the house?
4. Is the fence designed to be at least partially see-through, so that an adult could not hide behind it?

Notes:

B. Organized/Active

1. Are neighbors acquainted with one another and active in gardening or other activities on the street? This communicates to visitors that residents are invested and likely to be aware of what's happening in the neighborhood.
2. Are neighbors organized into a Neighborhood Watch? Do they know how to identify and report suspicious activity?
3. Do you spend time on the front porch and in the front yard?

Notes:

C. Mechanical

1. Are there wide-angle viewers (peep holes) on all entrances or a window in the door or immediately adjacent to it?
2. Does outside lighting provide a soft, even light around the house, without deep shadows or bright glare? Are lights left on at night, or on photosensitive timers so they go on at dusk and off at dawn?

3. Are there motion-sensing or photosensitive lights over the garage door?
4. Is there a City-registered alarm system in use? Alarms don't deter all burglars, but they can be helpful.

Notes:

ACCESS CONTROL

A. Natural/Passive

1. Are there clear pathways to designate entryways and places on the property where people are allowed to walk?
2. Has prickly or thorny vegetation been planted to prevent easy access to first-floor windows?

Notes:

B. Organized/Active

1. Are all windows and doors, including the garage, shut and locked whenever they are not in active use?
2. When hiring contractors, including landscapers and house cleaners, are references checked and is the business verified with the Better Business Bureau, where applicable?
3. Are valuables, including mail, stored out of view of main windows or entrances? Are garage windows covered?

Notes:

C. Mechanical

1. Are exterior doors of heavy-duty, solid-core construction?
2. Are exterior doors fitted with a deadbolt with at least a 1 inch throw?
3. Are door strike plates secured with 3" long screws/bolts that penetrate into the studs of the doorframe?
4. Are hinges for exterior doors installed so that doors open inward?
5. Are sliding glass doors kept locked and fitted with track locks and/or wooden rods that fit securely in the bottom track?
6. Are all windows secured by pins or locks?
7. Are window air conditioners secured to a window frame?
8. Are basement doors and windows locked and secured?
9. Are ladders or other climbing aids secured so they cannot be used to access higher windows?
10. Are bicycles, tools, and maintenance equipment stored in a locked garage or shed?
11. Have locks been changed after a former occupant moved out?
12. Are garage doors secured with a bar lock, padlock or hasp?
13. Are gates secured with locks?
14. Are important papers and valuables secured inside the house in a locking file cabinet or a safe? Are sensitive documents shredded when they are no longer needed?
15. Are all fire and emergency exits designed for quick exit, without the need for a key or other tool in order to get out?

Notes:

TERRITORIALITY

A. Natural/Passive

1. Is there a clear transition between the sidewalk or public property and your property, which may be achieved by fencing, pavement textures, and/or landscaping?

Notes:

B. Organized/Active

1. When residents are absent on weekends or vacations, is an appearance of occupancy created by setting exterior and interior lighting on timers, stopping the mail and newspapers, etc?
2. Do residents organize litter patrols or other activities to maintain the look and feel of the neighborhood?

Notes:

C. Mechanical

1. Are street address numbers visible from the street and illuminated at night?
2. Are property identification lists created that list serial numbers and descriptions of valuable equipment such as televisions, speakers to help identify property in case of a burglary? Two copies should be maintained with one stored in a fire-proof place.
3. Are pictures taken of jewelry for records and identification?
4. Are identification numbers engraved on equipment? Never use a Social Security Number to engrave your valuables. Instead, use (state)(drivers license number)(DL for drivers license), e.g. OR1234567DL.

Notes:

MAINTENANCE PLAN:

Are lighting, landscaping, and structural aspects of the property maintained so that others know that someone cares about the residence and the neighborhood? Consider putting reminders to yourself on your calendar to check on maintenance for your property.

Appendix Item B: Southeast Urbana Safety and Design Survey Advertisement

The following is a post card advertising the Southeast Urbana Safety and design Survey that was sent out the week of December 1st, 2014 to the 447 households in the study area.



Planning for the Safety of Southeast Urbana

The City of Urbana's Community Development Services Department is interested in how safe you feel in southeast Urbana (**bounded by Philo Road, Colorado Avenue, Cottage Grove Avenue, and Mumford Drive**). We would also like to know if you think certain changes to the physical design of the neighborhood can improve your feeling of safety.

Please consider completing the short on-line survey [found at the following link](https://www.surveymonkey.com/s/se-urbana) to tell us how you think changes to the urban design of southeast Urbana can improve its safety! Your input is very important to us.

<https://www.surveymonkey.com/s/se-urbana>

It is requested that you complete this online survey by 11:59 PM on Sunday, January 18th, 2015. Please remind your neighbors to do so as well. Questions? Need a paper copy of the survey? Contact Maximillian Mahalek at Urbana's Planning Division at mrmahalek@urbanaillinois.us or at 217-384-2440 (TTY 384-2360).

Appendix Item C: Southeast Urbana Safety and Design Survey Results

The following are the results of the Southeast Urbana Safety and Design Survey, as implemented in the southeast Urbana study area during the winter of 2013-2014.

**Appendix Item C: Southeast Urbana Safety and Design Survey: Raw Data
Collected by: Maximillian Mahalek, Planning Intern, City of Urbana, IL**

Notes:

- 447 households are located in the study area bordered by Philo Road and Cottage Grove Avenue on the east/west and Colorado Avenue and Mumford Drive on the north/south.
- The survey was developed by Maximillian Mahalek (Planning Intern for the City of Urbana) with help from SUNA, city planning/community development staff, and Alderwoman Marlin.
- The survey focuses on urban design, building maintenance, and safety issues (and the relationship between the three) in the context of southeast Urbana.
- All households in the study area were notified regarding the survey via a letter sent out the week of December 1, 2014. This letter provided a link to the online survey, and in the letter, we offered paper copies via the mail system or via pick-up from city hall.
- The link to the online survey was emailed to local churches.
- The online survey was offered from December 18, 2014 through January 18, 2015. The link to the survey was as follows: <http://www.surveymonkey.com/s/se-urbana>
- Paper copies were passed out by Alderwoman Marlin and Maximillian at the County Market at 1819 S. Philo Road on the evening of January 14, 2015.
- 273 online responses received.
- 11 completed paper copies returned.
- Results of the survey, along with those of interviews with neighborhood stakeholders, are analyzed in a report that is currently under staff review.

The following is the raw data collected from the survey.

Q1: Please rank the strength of social interactions in southeast Urbana, particularly between homeowners and the residents of the apartment buildings.

Very Weak	Weak	Moderate	Strong	Very Strong
127	94	36	2	0

Q2: Please rank how safe you feel in southeast Urbana in the following situations:				
Answer Options	Very Unsafe	Unsafe	Safe	Very Safe
While walking in southeast Urbana during the day.	19	84	136	23
While walking in southeast Urbana after sunset.	122	98	38	3
While at home or at work at any time (applicable if you live or work in southeast Urbana).	12	53	140	28
While walking in parking lots in southeast Urbana during the day.	37	78	121	21
While walking in parking lots in southeast Urbana after sunset.	117	96	38	6

Top Comments for Question 2:

- Need improved lighting in the parking lots and at Crestview Park.
- Feel uncomfortable due to the pedestrian traffic in the street, accosting, begging and loitering, particularly along Philo Road, Silver and Vawter Streets, and Colorado Avenue. Concerns focus mainly around night and evening hours.
- Some households do not let children walk outside without adults at any time, and garage doors are not kept open purposefully.
- Many residents avoid walking to the County Market, especially during evening and night hours, due to safety concerns.
- Several homes have been vandalized in the study area, and drugs are sold in broad daylight.

Q3: What are the most prevalent safety-related issues in southeast Urbana?	
Answer Options	Response Count
Loitering	127
Home Burglary	192
Street Robbery	97
Graffiti	14
Drug Sales	101
Gang Conflict	51
Panhandling	69
Disorderly Conduct	79
Prostitution	11
Domestic Violence	67
Vandalism	76
Pests	17
Poor Property Maintenance	173
There Are No Safety-Related Issues In Southeast Urbana	3
Other (please specify)	44

Top Other Comments for Question 3:

- Apartments require rehabilitation.
- Violation of snow removal ordinance.
- Theft from cars.
- Unruly dogs.
- Robberies of businesses, including armed robberies.

Q4: How would you rank the following responses?					
Answer Options	Very Weak	Weak	Moderate	Strong	Very Strong
The Urbana Police Department's response to safety-related issues in southeast Urbana.	19	22	67	104	18
The City of Urbana's Building Inspectors' response to maintenance-related issues in southeast Urbana.	34	53	79	36	4

Top Comments for Question 4:

- Building inspectors must be more effective.
- More foot patrols by police officers are needed.
- Economic and social justice development/investments needed in the community.
- Irresponsible property managers need to be punished.
- Individuals have been content with timeliness of police response.

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Q5: Do certain buildings or areas in southeast Urbana seem to experience more safety-related issues than others? If so, please list those addresses or locations. Separate multiple locations by a comma (ex. 1202 E. Adams Street, 1302 E. Washington Street). If you believe there are no safety-related issues in southeast Urbana, please skip this question. Please refer to the map found below to confirm the study area's location.

Top Answers from 138 Responses for Question 5:

[Specific addresses are omitted for now until approval from city staff to share.]

- 1300 and 1400 blocks of E. Silver Street
- 2000 block of S. Vawter Street
- 2000 block of S. Philo Road
- 2000 block of S. Fletcher Street
- 1300 block of E. Mitchem Drive
- 1200 block of E. Harding Drive

Q6: Do you think southeast Urbana lacks sidewalks?		
Answer Options	Yes	No
	74	147

If so, where? Top Answers for Question 6:

- Silver Street
- Vawter Street
- Harding Drive
- Brighton Street
- Mitchem Drive
- Philo Road (particularly where driveways cross sidewalks)
- Many are upset when snow ordinance is not followed.

Q7: Do you think the southeast Urbana lacks streetlights?		
Answer Options	Yes	No
	102	107

If so, where? Top 10 Answers for Question 7:

- Silver Street
- Mitchem Drive
- Brighton Drive
- Vawter Street
- Many parking lots are not well lit.
- Where streetlights are present, they are spaced too far apart or are too tall.

Q8: Would you like to see more businesses in southeast Urbana?		
<i>Answer Options</i>	<i>Yes</i>	<i>No</i>
	<i>191</i>	<i>42</i>

If so where? Top Answers for Question 8:

- Philo Road, including the Sunnycrest complex, Castilian Court, as well as the former sites of Ruler Foods and Dollar General (all of these complexes require renovation).
- Distaste for businesses like that “take advantage of the poor.” [Specific business names omitted until approval from city staff to share.]
- More upscale, locally-oriented businesses desired.

Q9: How do you feel about the number of people residing in each apartment building in southeast Urbana?	
Answer Options	Response Count
Too Low	5
Fine Where It Is	39
Too High	127

Top Other Comments for Question 9:

- Concern that many residents in neighborhood do not pay property taxes.
- Apartments on Silver Street and Philo Road were rented out on a weekly/monthly basis at one point.
- Concern regarding concentration of low-income apartments.
- Many apartments exceed occupation limits.
- Many loiter in front of apartment buildings.

Q10: How do you think potential increases in the following items will impact safety in southeast Urbana?			
Answer Options	Will Reduce Safety	Will Have No Impact on Safety	Will Improve Safety
More Sidewalks	4	129	87
More Streetlights	7	49	173
More Apartment Buildings	187	35	9
More Businesses	10	86	125
More Buildings With Businesses On The First Floor And Residences Above	27	127	57

Top Comments for Question 10:

- More businesses will provide greater employment opportunities, but businesses may not want to move into neighborhood due to crime fears.
- Need to reduce concentrations of higher densities.
- Mixed-use buildings may provide vitality, although there is fear that if buildings/apartments are badly managed, they will deteriorate quickly/harm the neighborhood.
- Added sidewalks and street lighting are “throwing money at the problem.”
- Some apartments should be demolished and replaced with businesses.

Q11: If vacant buildings in southeast Urbana were demolished, what would you like to see them replaced with?	
Answer Options	Response Count
A Park	101
A Community Center	62
Normally-Priced Apartments Or Condominiums	61
Normally-Priced Single-Family Homes	119
Affordable Housing Development	14
Mixed-Income Housing Development (with some normally priced homes and others affordable)	45
Businesses and Offices	100
Buildings With Businesses/Offices On The Ground Floor And Residences Located Above	60
Other (please specify)	33

Top Other Comments for Question 11:

- A community garden may be feasible. A playground would attract more families outside.
- Ensure apartments are not subsidized.
- Any new business needs to be semi-upscale.
- A social Services office/community center, as seen at Douglass Park, would be valuable.
- A police department sub-station.
- Any new apartments should be more luxurious/larger.

Q12: What added neighborhood features do you believe may make southeast Urbana safer?	
Answer Options	Response Count
More Benches	12
Sheltered Bus Stops	58
Stop Signs	16
Traffic Signals	30
Neighborhood Watch Signs	92
Public Emergency Telephones	84
There Is No Need For Changes/There Are No Safety-Related Issues In southeast Urbana	1
Other (please specify)	89

Top Other Comments for Question 12:

- A community center.
- More police patrols.
- More lighting, particularly in parking lots.
- Ensure maintained landscaping.
- Security cameras.
- Speedy garbage removal.

Q13: What changes do you think may make apartment buildings in southeast Urbana safer?	
Answer Options	Response Count
Entrance Lighting	146
Parking Lot Lighting	140
More Flowers, Bushes and Plants	50
Less Flowers, Bushes and Plants	15
Fewer Public Spaces Within Buildings	20
More Public Spaces Within Buildings	13
More Windows	30
Added Balconies	12
Less Balconies	20
Enclosed Stairways (hidden from the street)	14
Exposed Stairways (visible from the street)	46
There Is No Need For Changes/There Are No Safety-Related Issues In southeast Urbana	1
Other (please specify)	87

Top Other Comments for Question 13:

- On-site security guards are needed, particularly at apartment buildings.
- Public backyards at apartment buildings with tables.
- Enclose stairways and hallways to reduce maintenance costs.
- Buzzer controls at apartment buildings.
- More garden spaces to promote community spirit (but avoid tall vegetation).
- Limited apartment access by doors.

Q14: rank how you feel property managers/owners in southeast Urbana respond to the following items?				
Answer Options	Very Weak Response	Weak Response	Moderate Response	Strong Response
Property Maintenance Issues	94	66	42	7
Criminal Activity	117	58	22	6

If you wish to, please let us know which property owners you believe respond to the above issues the best, and which property owners respond to the above issues the worst.

Top responses for Question 14:

[Names of specific property managers/owners omitted until approval from city staff to share. Most were located along Silver or Vawter Streets, and complaints focused on issues of building maintenance, loitering, trash management, and drug sales amongst tenants. Furthermore, there was a demand for “quality of life” clauses in leases, more expansive safety plans, and a requirement that tenants who are kicked out of buildings in the study area not be housed by nearby landlords.]

Q15: How do you think that the following actions may impact safety in southeast Urbana?			
Answer Options	Will Reduce Safety	Will Have No Impact On Safety	Will Improve Safety
Police Department's Review Of Residential And Commercial Development Proposals	5	41	169
A Design Overlay District That Will Minimize The Number Of Apartments Allowed In Buildings	6	32	172

Q16: Do you have any other comments on how changes to urban design may impact safety in southeast Urbana? You may want to prepare your answer in a word processor, copy it (control-C) and paste it in this answer box (control-V).

Top Comments for Question 16:

- Require designs that minimize hidden public space, a lack of vegetation, or “blank walls.”
- When a landlord needs to develop a safety plan, ensure they develop one for all of their buildings in the study area.
- Avoid a “strip” of low-income apartments.
- Require weekly maintenance checks by landlords.
- Introduce lighting and reduce tall vegetation.
- Increase size of apartments.
- Expand community spaces.
- Improve flood maintenance control.
- Ensure frequent trash/recycling removal.
- Require quality materials in construction.

Q17: Evaluate the following buildings by how safe you think they are, with 1 being the safest and 3 being the least safe. Please use the corresponding pictures found below.

Answer Options	1	2	3	Rating Average
Option A: Townhouse Units	21	185	17	1.98
Option B: Multi-Family Apartments	9	18	196	2.83
Option C: Detached Single-Family Homes	193	19	11	1.18

Q18: Please describe your position within southeast Urbana. "Southeast Urbana" refers to the area bordered by Cottage Grove Avenue, Philo Road, Mumford Drive and Colorado Avenue. Please see map below.	
Answer Options	Response Count
Renter Who Lives In Southeast Urbana	20
Individual Who Rents A Home In Southeast Urbana, But Lives Outside Southeast Urbana	2
Home Owner Who Lives In Southeast Urbana	117
Individual Who Owns A Home In Southeast Urbana, But Lives Outside Southeast Urbana	30
Owner Of A Business In Southeast Urbana	4
Manager Of A Business In Southeast Urbana	2
Employee Of A Business In Southeast Urbana	2
Other (please specify)	68

Top Other/Interesting Comments for Question 18:

- Owners who live nearby (particularly along McHenry Street and Myra Ridge Drive).
- Renters who live nearby.
- Bus driver who passes through area.
- Owner who lives out of town (bought unit to house resident who is student at the University of Illinois).
- Visitors to local businesses.
- Visitors to local churches.

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Q19: What is your address (ex. 1204 E. Silver Street)? This answer will be kept anonymous. You may skip this question if you feel uncomfortable answering it. You can also only provide the street you live on, if you wish (ex. East Silver Street).

Top Comments for Question 19:

- Many respondents from Mitchem Drive, Mumford Drive, and Harding Drive

Q20: How long have you owned/rented property, resided, worked, or conducted business in southeast Urbana?	
Answer Options	Response Count
Less Than 6 Months	5
6-12 Months	5
1-2 Years	10
3-5 Years	24
5-10 Years	41
10+ Years	139
I do not own/rent property, reside, work, nor conduct business in southeast Urbana	10

Q21: Do you have any children under 18 in your household? Please skip if you feel uncomfortable answering this question. Just a reminder, all answers in this survey will be kept anonymous.

Answer Options	Response Count
Yes	66
No	151

Q22: What type of residence do you live in? Please skip if you feel uncomfortable answering this question. All answers in this survey will be kept anonymous.	
Answer Options	Response Count
Apartment Building	11
Condominium Building	14
Detached Single-Family Home	171
Detached Duplex Residence (two residences in one building)	12
Townhouse/Row Home	6
Other (please specify)	6

Q23: What is your average household income? Please skip if you feel uncomfortable answering this question. All answers in this survey will be kept anonymous.

Answer Options	Response Count
\$0-\$29,999	19
\$30,000-\$59,999	36
\$60,000-\$99,999	37
\$100,000-\$129,999	43
\$130,000+	23

Q24: What ethnicity or race do you most closely identify with? Please skip if you feel uncomfortable answering this question. All answers in this survey will be kept anonymous.

Answer Options	Response Count
African-American	6
Caucasian	176
Hispanic	1
East Asian-American	3
South Asian-American	5
Arab-American	1
Native American	2
Mixed-Race	1
Other (please specify)	7

Appendix Item D: Southeast Urbana Stakeholder Interviews Results

The following are the results of the stakeholder interviews completed from October 2014 through March 2015.

A local political leader

Observations:

- Has noticed a significant change in the neighborhood's demographics over the last ten years. Particularly, the apartment tenants in the eastern portion of the neighborhood have shifted from students and young professionals to more low-income renters who utilize Section Eight Vouchers, who often have mental health issues, and who are underemployed. Many of these residents are transient. The concentration of poverty in the neighborhood is toxic.
- Many of the tenants loiter along Vawter Street. Some of the largest crime concerns include vandalism, drug sales, and robbery. People were also being accosted in the County Market parking lot and in the Walgreen's drive-thru.
- Crime rates have increased dramatically in the neighborhood over the last five years, while maintenance on many of the multi-family buildings has declined. This includes properties on the 1300 and 1400 blocks of E. Silver Street. In the spring of 2013, these buildings were shut down by the City of Urbana due to safety concerns. Poor maintenance and modernist designs contribute to a "slumlord mentality." There are now particular concerns with levels of maintenance at 2008 S. Vawter Street, as well as at 1301 and 1303 E. Mitchem Drive; and 2017 and 2004 S. Vawter Street.
- There are some responsible owners and property managers in the neighborhood who are attempting to work with residents and fight the tide in regards to incidents of crime. However, when a landlord evicts a problem-laden tenant, that tenant is often acquired by a nearby landlord.
- Those owning or managing businesses along Philo Road, as well as residential property managers and owners, are concerned regarding the

neighborhood's image and its property values. Several businesses have shut down (although several have opened recently), and many homes have lost their value. This includes the Americana Condominiums, which have seen values drop from above \$100,000 to almost \$50,000 (as more than half of them are rental properties now). Multi-family housing is not always an effective buffer between commercial and low-density residential areas. There is also concern that some of the new commercial offerings along Philo Road are not "very upscale."

- SUNA has faced difficulties reaching out to the apartment tenants. One underlying reason has been the mismatch in the higher ages of many of SUNA's members and the younger ages of the apartment tenants. The area churches have also been very helpful in building community relations. Meanwhile, the police department's monthly business meetings and community policing tactics have been effective in lowering crime in the last two-to-three years.
- Through collaboration with elected officials, police officers and residents (particularly as organized by SUNA), the city was able to implement the Rental Registration Program (2007), the Aggressive Nuisance Ordinance (2010), and the Aggressive Panhandling Ordinance (2011) to ensure improved inspections of rental residential properties, as well as to help implement safety plans at buildings with high-counts of crime. The Aggravated Nuisance Ordinance was only used against Platinum Group's Properties at 1302, 1304 and 1401 E. Silver, as well as at the Home Run Mart at 1509 E. Washington Street. The Mayor also formed the Neighborhood Safety Task force to address local safety issues, which has recently been inactive.

Recommendations:

- Feels the city needs to orient lighting schemes to better serve pedestrians and needs to enhance sidewalk connectivity. Streetlight enhancement will help to deter crime, by allowing people to feel safer and to expose potential hiding spaces, although sidewalk connectivity's

impact on crime is questionable. Any improvements, however, will be costly.

- Feels a decrease in residential density is needed, although many duplex rentals can also be problematic (depending on both the tenants and the owners). Balconies are valuable amenities that should be retained. Designs must avoid hidden spaces, including indoor and outdoor common spaces that are opaque, as found at 2008 S. Vawter Street. Residents would be interested in participating in a design review board, although the more transient tenant population may not be very active on this board. Residents may be interested in participating, even if design resignations impact the single-family homes and duplex residences, and not just the multi-family structures.
- Believes the Aggregated Nuisance Ordinance must be re-tooled to apply to multiple buildings in same area owned by same landlord. The city also needs to develop incentives to attract responsible landlords.
- Believes amenities must be introduced to help make neighborhood more attractive to students. This also requires an advertising campaign.

Two homeowners on the 1100 block of E. Silver Street

Observations:

- Demographics in the neighborhood have changed over the last fifteen years. This shift has mainly been defined as one from graduate and international students to more low-income, non-student renters. Several neighbors, including one across the street, have moved out in-part due to concerns regarding safety and falling property values. Several nearby homes have gone on sale in the last few weeks, including 1108 E. Silver Street and 1107 E. Mitchem Drive.
- Burglar alarms have gone off at some neighbors' homes. A man demanded money from their home several years ago (early in the

morning), and property was stolen from their garage. They are always cautious when they are leaving home, and are always sure to keep their garage door closed. They were particularly concerned several years ago when their garage door was broken/could not close, and the police agreed to keep a close eye on their home. They have always appreciated the quick police response time experienced throughout the community. They also often see police officers conducting car patrols.

- They refuse to travel down Vawter Street for fear of victimization. They also note that crime seems to be worse along Mitchem Drive, where their friend resides. They are concerned for their friend's safety, particularly due to their elderly age. The homeowners also refuse to walk to Crestview Park, which they feel is not well lit. They also had heard, at one point, that 2017 S. Vawter Street had become a "prostitution house."
- Many youth walk down those streets that do not have sidewalks, and they are concerned for the kids' safety. One of the two noted that many of these kids, who appear to reside in the apartments, tend to cause a ruckus, and are in need of some leadership roles in their day-to-day lives.
- The redevelopment of properties on the 1300 and 1400 blocks of E. Silver Street slow. They hope that the landlord's tactics are changed once these properties are reopened. They do appreciate the open/unique design of the "Swiss chalet" apartment found at 2014 S. Vawter Street.

Recommendations:

- The homeowners are invested in their neighborhood and do not want to leave, unlike many of their neighbors who are seeking to leave.
- They are civically minded, and have attended SUNA meetings. However, they realize there is not much involvement between SUNA and the apartment tenants. They would like to see more meetings of some kind within the community. A neighborhood watch group may be valuable.

- The homeowners feel Urbana built too many apartment buildings, and densities should be reduced as is possible. An oversupply of apartments does not incentivize the landlords to maintain their buildings.

- One of the homeowners believes plantings in front of the multi-family buildings would symbolize that people care about those buildings.

- One of the homeowners noted that when a nearby streetlight was repaired, the neighborhood felt safer.

- They would be interested in participating in a design review board, particularly when it comes to how they regulate the multi-family structures.

- One of the homeowners feels sidewalk installation would have no significant impact on crime, although it would improve pedestrian safety.

Renter on the 1200 block of E. Silver Street and part-time employee at a business on S. Philo Road

Observations:

- Resident and their spouse opted to move into neighborhood because they were impressed with the local elementary school (Yankee Ridge). However, their perception of the neighborhood's safety was mistaken.

- Personal experiences with crime include property stolen from their yard, kids hanging out in their backyard, vandalism, and an invasion of their car (although nothing was stolen from the car). They also heard that several tires have been slashed in the neighborhood and their front door was kicked in on a Sunday evening. They have filed several police reports, and were impressed by the police department's timely response to their calls.

- They have never seen police officers on bikes, but they do notice them parking and walking around the community. Often, it is different officers patrolling.

- Lots of people hang out around the multi-family buildings, and they hear lots of fights and loud music being played from cars. In particular, rambunctious parties/incidents take place in the parking lot at 1901 S. Philo Road. Many ambulances/police cars have been seen at the multi-family structures. Resident avoids Vawter Street most of the time.

- Incidents have declined since Platinum Group Properties' buildings have shut down. However, renovations have been loud and a bit of a nuisance to the community.

- Resident has been informed that there are a high number of mentally ill renters, as well as those using Section Eight vouchers, moving into the multi-family structures.

Recommendations:

- Resident respects the work of SUNA and their attempts to involve the tenants of the multi-family buildings. Similarly, they appreciate the attempt to renovate Platinum Group Properties' buildings, but they do not want these complexes run/owned by the same landlords.

- Resident does not believe landlords can necessarily control the actions of their tenants. Rents should be raised as is possible, and the strictness of background checks may need to be increased. The landlords should also reduce reliance on Section Eight vouchers. However, overall, the landlords cannot directly control tenant behavior.

- Resident feels landlords can add security guards/cameras, as well as design schemes oriented around crime prevention, but this won't necessarily lead to a decline in crime. Many of the apartments are already well lit and visible to the street, and contain other safety-oriented design

features (such as strong visibility).

- Resident feels that a local/sub-police department may be helpful in improving local safety.

Manager of a business on S. Philo Road

Observations:

- Interviewee and several of their employees often feel threatened in the neighborhood. They note that drugs are being sold in the alley behind their place of employment, and they see individuals loitering in parking lot/nearby. These loiters are often out until 1:00 AM during the summer months. Nearby businesses have been robbed multiple times. Crime appeared to peak in 2012/2013 and has fallen since, and crime particularly appears to go down in the winter. The crime seems to be spilling over from the multi-family buildings to the west. Was told “the neighborhood was not like this five-to-six years ago.”
- Several minor robberies have occurred at their business. Has had to contact the police department due to a seemingly mentally ill man staring into the store, and a van that pulled into the parking lot at night and sat there. Customers have also been accosted in the parking lot by panhandlers. Only once did the police department not respond to a call in a timely manner (during that one incident, they did not arrive at all).
- Business next door has had loiters gather in front, and once, there was a warrant out for one of their employees. This employee ran from the police through the community.
- Knows a man in a red truck who helps clear trash in neighborhood on Fridays and Saturdays. They say that, once, he found a handgun in a pile of trash.

- Customers have not come to their store due to fears of crime, or will only come to that store and not stay in/conduct any other business in the neighborhood. They have lost one potential employee due to the fear of crime in the community.

- Believes some businesses have opened in the neighborhood that take advantage of the poor.

- They feel the police response time has always been strong, although they do not see officers in the crime-ridden County Market parking lot.

- When closing their business around 12 AM, employees will move their cars up to the front of the building to feel safer. Local security guards, including the “campus security man,” will often patrol their business’s parking lot complimentary.

Recommendations:

- Would like to see more foot patrols by police officers. They have not heard about the meetings between the Urbana Police Department and local businesses, which focus on safety issues, and they would like to attend them.
- Would like to see the number of street lights increased, as well as a fence or plantings installed along property lines of commercially-zoned lots to prevent pedestrians from cutting across parking lots (in order to restore some organization to individuals’ walking patterns). However, they believe that a landscaping requirement, particularly for multi-family buildings, would not have a significant impact on loitering/safety in the community.
- They believe an active neighborhood watch group would be valuable in securing safety in the community (for both residences and businesses).

- Feels businesses would be interested in participating in any design review board, as businesses have a stake in the future of neighborhood, while they also impact that future directly.

- They would like to see more upper-class businesses introduced along Philo Road, as well as “classy condominiums” in the residential area.

Two staff members with the City of Urbana

Observations:

- Have heard about increased crimes in the neighborhood. Reports seemed to peak around 2011/2012. Note a clash in densities within the community leads to both unstable demographics, as well as an unaesthetic appearance. This design pattern incorporating large blocks of multi-family housing in a concentrated area is dated.

- Some streetscaping improvements have occurred along Philo Road, which was called for by the Philo Road Action Plan (2005). These improvements included well-marked crosswalks, strong pedestrian regulations, benches, sheltered bus stops, and public art installations. These improvements were a response to the closing of businesses such as Walgreen’s, Rulers Food, and the Urbana K-MART, all located off of Philo Road, and all significant contributors to the local economy.

- Economic development incentives/business counseling has been utilized to assist businesses in the community, and the area appears to be in an economic upswing (with several businesses opening recently, such as Hot Slots and Rick’s bakery), although funding for economic development has been reduced. Some vacancies/redevelopment candidates remain, including the building that hosted Rulers Food.

- Starting roughly ten years ago, students moved out of the community, as it became a “buyer’s” market in Urbana. Oversight of maintenance has since declined, particularly at Platinum Group Properties’ buildings.

Throughout the neighborhood, gutters are falling, many edifices need repairs (particularly doors and stairs), there is often uncollected trash/debris on the ground, and some buildings, such as 2008 S. Vawter Street, have an oversupply of satellite dishes and electric/telephone wires.

- Some multi-family structures have been managed well.

- The Rental Registration Ordinance and the Aggravated Nuisance Ordinance have proven to be valuable tools, although some landlords “dragged their feet” on responding to violations.

- Community policing tactics remain strong. These emphasize on-foot and bike patrols, as well as police officers getting to know residents on a one-to-one basis.

- Crime incidents in the neighborhood have included tire slashing, drug sales, robberies and some shootings. Crime in the area has fallen recently, although it remains a concern.

- Noted there have been no significant zoning violations reported in the study area, as these are often associated with single-family and duplex residences.

- Apartment tenants often do not often complain to the city, but instead, to the Champaign-Urbana Tenant Association, which can be an indirect manner by which to bring up issues.

Recommendations:

- Feel curb appeal in the neighborhood needs to be improved if the neighborhood is going to attract future development/investment. Furthermore, level of curb appeal is directly related with perceptions of what level of crime is in a neighborhood.

- Felt the City should attempt to attract more upscale commercial businesses, and there may be some possibility for the development of mixed-use structures along S. Philo Road.

- Note that the neighborhood may be considered a target area by the city soon, opening up funding. All eyes must be kept on this decision, as such funding has improved invaluable in other neighborhoods.

- Feel that smaller-scale apartment buildings that blend into the neighborhood tend have more appeal, and help to avoid a “slum” mentality. Highlight the apartment buildings in West Urbana as a successful example of such a tactic.

- Note that the City may be able to utilize development rights, or Special or Conditional Use Permits, to control densities, design needs, etc. Impact assessments may also be valuable when approving developments that will influence the future of the study area.

- Staff does not believe in removing all vegetation to improve safety, as this leaves structures looking bare.

- Feel streetlights are valuable deterrents to crime. Sidewalks may improve pedestrian safety on travel routes, but would not likely reduce crime. Sidewalks should be invested in where demand is present. Installation of both streetlights and sidewalks are costly, especially as community block development grant-related funds have fallen.

- Feel balconies are strong amenities in buildings, although they need to be maintained. Also acknowledge the opportunity that is present in reforming open space requirements in order to ensure that enclosed/hidden plazas are not put in the middle of multi-family buildings.

- Feel the City has a responsibility to ensure quality housing/communities that are both safe and aesthetically appealing.

Staff for a property manager in the study area

Observations:

- Manages several properties in the study area, including 1404 E. Silver Street. They attempt to be highly involved, getting to know tenants and offering gift cards for tenants who recommend satisfactory future tenants, as well as for those paying their rent on time. Some tenants would not respond to their proactive approach, however.

- Their leases have a right-to-a-quiet-environment clause, allowing for evictions of those who create threats to the community/have many police visits. Ten-day notices of eviction are based on heresy, and thus, police reports are valuable in many situations. Late rents result in five-day evictions.

- There have been issues with the public sewer in the study area that are impacting their buildings, including one on the 1400 block of E. Silver Street. However, they note that many individual owners/managers in the neighborhood have their own maintenance issues.

- Crime incidents in the neighborhood, and the area’s reputation for crime (even as some crimes have fallen), make marketing difficult (and discourages potential investors from taking a look at the study area). The use of online crime maps helps grow this problem. Furthermore, there are significant drug-and-alcohol related issues in the community, which is particularly toxic for children. Staff does believe visibility of police in the neighborhood is strong.

- Often, people who are evicted due to a variety of issues, including violations of “right-to-a-quiet environment” clauses in leases, are housed by nearby landlords.

- A fence was installed behind 2014 S. Vawter Street to help reduce issues of criminality/vandalism, but people just jump over it.

Recommendations:

- Property manager has attempted to ensure that their tenants know they value them. Believes there must be collaboration between landlords, or attempts to improve the neighborhood are for naught.
- Property manager attempted to have neighborhood block party when they took a building on the 1400 block of E. Silver Street over, but there was opposition to this from those concerned about safety, etc.
- Appreciates monthly meetings offered by the Urbana Police Department, but does not want to see the organization of tenants (since they want to ensure tenants can take care of themselves, before their buildings).
- Believes that the inspectors have not had much experience owning, and that the “safety book” they rely upon is not realistic. They also believe Urbana has too many restrictive ordinances, limiting innovation and causing potential investors to overlook the city.
- Feels it is often difficult for property managers to get owners on board with responding to issues that are brought up by the City, and that property managers are often held responsible for owners’ behavior. Furthermore, they feel that the Urbana City Council responds reactively to a problem with one or two owners in a broad manner, negatively impacting all owners/managers throughout the city. Moreover, staff feels the City of Urbana’s ordinances are changed a lot, and owners/managers are not necessarily kept informed of these changes.
- Would like to see enhancement in the types of local businesses nearby and streetscaping improvements, including streetlights (but, staff warns that people do vandalize these). Curb appeal improvement will help with marketing the neighborhood to future tenants. However, staff doesn’t believe additional design/density regulations would be effective, and they would only turn away potential investors. They feel any potentially

successful density/design controls would have to be tied in with other local amenities. They also feels that a community group should oversee proposed streetscape improvements. Feels cameras might be a useful tool for enhancing safety in the community, although these are expensive.

A Urbana Police Department officer

Observations:

- 15 years ago, officer felt the neighborhood had more of a college student-based population. However, roughly ten years ago, the population started to shift towards more low-income renters (including Section Eight voucher-users), while the highest crime area in Urbana shifted from the northwest side of the city to the south/southeast area.
- As a response to rising crime in southeast Urbana, the police department introduced meetings with businesses, a temporary community watch program, more bike/foot patrols, and enforcement by the street crimes unit (which focused on drug crimes).
- The police department and the Community Development Services Division, along with SUNA, worked together on the Rental Registration Program (2007), the Aggravated Nuisance Ordinance (2010) and the Aggressive Panhandling Ordinance (2011). The Aggravated Nuisance Ordinance/the safety plan requirement it entails was enforced at 2017 S. Philo Road (owned by Platinum Group Properties). As a part of this required safety plan, the landlord was mandated to participate in a tenant-lease program, maintain a trespass list, provide tenant turnover updates, and more. The Aggravated Nuisance Ordinance was also enforced at the Home Run Inn at 1509 E. Washington Street.
- Crime started to tick up in southeast Urbana around 2006/2007. It appeared to peak around 2012, with one homicide in 2011 (at 2017 S. Philo Road) and one homicide nearby in 2013 (at 1102 E. Colorado Avenue). Since then, crime has fallen in neighborhood, particularly

violent crimes, although the call volume remains high. Many quality of life issues continue to occur in neighborhood, including loud music and vandalism. Section Eight-reliant tenants, much like non Section Eight-reliant tenants (and home owners), want to feel safe, and may move out of the neighborhood (or already have). It has been reported that robberies of units in the multi-family structures continue to occur. Recent robberies have also been reported at a nearby bank and gas station.

- Paul Zerrouki was caught moving fire extinguishers/alarms around his buildings in the neighborhood to meet inspections.

- Many landlords take up/host tenants that were evicted from other nearby complexes.

- Buildings in the study area, at 1301 E. and 1303 E. Mitchem Drive, as well as 2017 S. Vawter Street; and 2008 S. Vawter Street, have poor maintenance.

- Several issues occurred at units that were previously condominiums, including those at the Americana Townhomes.

- Parking lots in the neighborhood are already visible, open, and easily patrolled by the police department.

- There is an unspoken rule of “not snitching” amongst many of the apartment tenants.

Recommendations:

- Officer would like to see more building designs that emphasize exposed balconies, stairs, and public spaces, such as seen at 2004 S. Vawter Street. This will help avoid the fallacy of enclosed public spaces where crimes can be committed unseen, such as that found at 2008 S. Vawter Street.

- Believes density needs to be spread out in the community, and impoverished residents (as well as the mentally-ill) cannot be concentrated. The concentration of those without many resources leads to desperation.

- Believes that the Aggravated Nuisance Ordinance should be strengthened to include multiple buildings in the same neighborhood owned by the same landlord, and not just focus on one building at a time.

- Officer thinks the Urbana Police Department has limited resources, but, if possible, they would value increased collaboration with the Community Development Services Department (as was utilized in the creation of some safety plans). The redevelopment of both the Aspen Court Apartments and the Urbana Townhomes create an ideal opportunity for collaboration.

- Thinks that curb appeal needs to be improved, as bad aesthetics help to facilitate crime within the community (by implying that crime is “allowed” in a neighborhood). Does not believe that sidewalk installation would significantly impact crime.

- Believes that landlords and property managers within the neighborhood need to share common philosophies.

A neighborhood leader

Observations:

- Property values in the neighborhood have fallen. The value of the condominiums at the Americana and Rose Townhomes have fallen from roughly \$118,000 to \$60,000, and many of these units have become rental.

- Many of the renters in the neighborhood have visitors who stay with them, and these visitors bring their bad habits with them. Often, the apartments are over-occupied.
- The tipping point with Platinum Group Properties' buildings was reached when the grass around their buildings along Silver Street started to fade. This landlord takes advantage of the poor by concentrating them and not responding to maintenance needs (as well as other security needs).
- Vawter Street has come to be known as "murder row" and the reputation of the neighborhood continues to fall.
- Landlords/managers have been slow to respond to maintenance issues along Mitchem Drive and Vawter Street. One did have a security guard, which helped mitigate some issues.

Recommendations:

- Feels that lighting in the neighborhood's parking lot needs to be improved to ensure better safety/perceptions of safety.
- Believes the zoning of the lots in the study area needs to be modified to reduce the clash of densities within the community.
- Notes that much labor and financial resources were needed for SUNA to reach out to the neighborhood in the past, illustrating limitations in the type of outreach they can perform. They have also faced some disinterest when reaching out to the tenants of the multi-family structures.
- With the degradation of Platinum Group Properties' buildings, the interviewee wonders who will buy them. Has significant pessimism regarding the future of these buildings.

- Believes design controls in the community would be valuable, and there would be much interest amongst residents in participating in a design review board. However, also feels that the City does not to "reinvent the wheel." Instead, believes the city should ensure existing ordinances have teeth.
- Due to expected costs, feels the expansion of the sidewalks, for now, is not feasible. Believes that the neighborhood could use better grocery-store cart control, but that fences are no solution for the issues, as they are often vandalized.

A home owner at Americana Townhomes

Observations:

- Is trying to sell their unit. Its value has fallen from \$96,000 in 2009 to roughly \$55,000 this year. They have no interest in renting it out.
- Had moved to the neighborhood for access to the local school (Yankee Ridge), and due to the fact their spouse was attending the University of Illinois. They were not aware of the crime problems in the community, but upon moving in, noticed lots of loud music being played on the street late into the night, aggressive panhandlers, loiters, drug sales, etc. They never let their kids out due to safety concerns.
- One of the residential units next to them began to be rented out, and altercations with this tenant eventually forced them to leave Urbana for St. Joseph.
- Homeowner felt unsafe walking in the neighborhood at night. Also felt many criminals hid in the tall vegetation, and disliked that, during any time of day, people yelled from their balconies.

- Many owners of rented units in American Townhomes live out-of-state.
- As head of a condominium home association, homeowner attempted to establish a neighborhood/complex watch program, and worked with SUNA towards this goal. However, people's time and money was limited. Similarly, this was the reason they could not get external lights installed.
- Property maintenance issues have been noticed with the exterior of 2008 S. Vawter Street.
- Homeowner believes too many impoverished residents are concentrated in the neighborhood, and acknowledges the difficult balance between maintaining the demographic stability of a neighborhood and being more inclusive.
- Notes that residents of the study area rarely visit surrounding businesses.
- Interestingly, homeowner notes that they had never heard of any problems in regards to Steer Place. Was told a shooting occurred inside one of the multi-family structure's hidden interior plazas.

Recommendations:

- Believes the city needs to avoid enforcing too many requirements. Instead, incentivize better design choices amongst developers. Future developments need to match the character of the surrounding area. Meanwhile, upscale businesses need incentives to move into the area. Incentives are also needed for any future condominium development.
- Thinks the neighborhood would highly value a cultural/community center, as found at the Douglas Community Center in Champaign. This type of facility could provide recreational activities (particularly for children), continuing education classes, job training sessions, and more.

- Sidewalk connectivity and benches will make pedestrians safer/more comfortable, but these types of expensive installations may not reduce crime (and benches may lead to an increase in the visibility of homelessness). Also believes we should avoid recessed entrances that are hidden, particularly those hidden by vegetation.
- More focus needs to be placed on connecting the needs of the tenants in the multi-family buildings and some duplexes with the needs of the long-term/older homeowners.

A renter at the Sunnycrest Apartments

Observations:

- Has never experienced any personal issues with crime, nor have any of their neighbors. However, they do notice a lot of loud individuals hanging out in the parking lots and along Vawter Street.
- Many areas in the neighborhood lack sidewalk connectivity (including along their route to Dollar Tree), as well as lighting (particularly in the parking lots).

Recommendations:

- Would hope to see more police patrols in the neighborhood, including bike patrols. Police officers conducting car patrols seem distant.
- Would like to see additions of sidewalks and streetlights, particularly along Vawter and Silver Streets. This would improve their personal safety.

A renter on the 1400 block of E. Silver Street

Observations:

- Too much litter along Silver and Vawter Streets, trash dumpsters are overflowing.
- Maintenance of their apartment building has been sufficient, but it has been poor in the other buildings, particularly in those along Silver Street.
- There is sufficient lighting in the parking lots and along the streets.

Recommendations:

- Would like to see more sidewalks along Silver and Vawter Streets, and a better defined/cared for bus stop at the intersection of Silver and Vawter Streets.
- Would like to see either the City or a community group better ensuring litter clean-up.

A renter on the 2000 block of S. Philo Road

Observations:

- Has not had any crime/safety issues personally, although they do notice a lot of people that are walking around at all times of the day and night.

Recommendations:

- Would like to see that buildings are taken care of, but has no other suggestions for the neighborhood.

A second renter on the 2000 block of S. Philo Road

Observations:

- Has never had any crime/safety issues personally, nor have any of their neighbors.
- The parking lot between 2009 and 2007 S. Philo Road is kept well lit.
- They have seen several people jump over the fence between 2009/2007 S. Philo Road and 2008 S. Vawter Street.

Recommendations:

- Would like to see a closer park/playground in the study area.
- Would like to see more programs for kids offered in, or near, the study area.

A renter residing on the 2000 block of S. Vawter Street

Observations:

- Has had property vandalized, noticed many loud persons hanging out in the street and in the apartment buildings, and many fights breaking out on Vawter Street. One incident included a man keeping his ex-girlfriend hostage. Has also noticed many extreme police responses to some incidents. Many individuals drink and take drugs on the street. This was particularly bad before Platinum Group Properties' buildings were shut down.
- Over the last 10-15 years, has noticed the population shift from more settled families and students to singles and transient families. This shift in population appeared to correspond with a

shift in landlords.

- As the landlords in the neighborhood changed, noticed that several of the buildings, including 2017 S. Vawter Street and their own, became severely unmaintained.
- Many of the dumpsters in the neighborhood, including the one behind 1306 E. Silver Street, becomes overfilled with trash, and the trash gets blown throughout the neighborhood.
- The neighborhood is in need of improved sidewalks and streetlights. Where sidewalks are missing, individuals have made footpaths, including ones that cut across private property.
- Businesses in the neighborhood have been robbed and are “wasting their time.”
- Their family wants them to leave the neighborhood. If they lose their Section Eight voucher (due to changing rules where one bedroom in each apartment must be assigned to a person, as to not allow one person on a voucher take up an apartment with more than one bedroom), they will have to look for a new place to live. However, many landlords in other areas of Urbana do not take Section Eight vouchers.
- A policy of “secrecy” has taken hold in the neighborhood, where residents do not “rat on one another.” It appears that most of the neighbors, at least in their building, know each other and confront issues without the help of landlords/property managers or the police department.
- There will be little luck in creating social cohesion between the homeowners to the west and the apartment tenants.

Recommendations:

- Would like to see more trees/plantings, sidewalks and streetlights in the study area (they were particularly unhappy when plantings were removed at 1306 E. Silver Street).
- Would be interested in participating in a design review board that would oversee development/redevelopment proposals, for both multi-family structures and commercial structures.
- Thinks that there needs to be more fences, but would like to avoid gates at entrances to buildings.
- Believes the City needs to better enforce regulations against landlords.
- Would like to see the development of more one-bedroom apartments, to better serve residents being harmed by new HUD regulations. They would also like to see more programs for youth in the community, as parks would likely be vandalized.
- Thinks attracting students to the neighborhood would be helpful, but would be cautious of increasing businesses, as this would increase traffic. However, they would like to see more “upscale” businesses move into the neighborhood.