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An Interpretive Tour of the Illinois Coastal Zone

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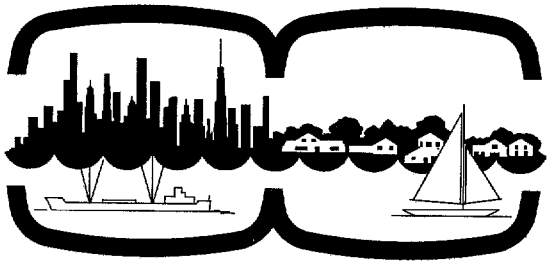

The Illinois Coastal Zone Management Program

Division of Water Resources
Illinois Department of Transportation

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LIVING WITH THE LAKE: AN INTREPRETIVE TOUR OF THE ILLINOIS COASTAL ZONE

MAY 08 1978

by

LANDMARKS PRESERVATION SERVICE

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submitted to

ILLINOIS COASTAL ZONE MANAGEMENT PROGRAM

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

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ABSTRACT

In 1976, Landmarks Preservation Service and the Illinois Coastal Zone Management Program jointly identified the need to assist residents of Northeastern Illinois in achieving a better understanding of the complex interactions between the physical, social and man-made features of the Illinois shoreline of Lake Michigan. This goal was to be achieved through the development of a shoreline interpretive tour which would emphasize those features worth enjoying and preserving and those which present problems worth solving through Coastal Zone Program approaches to sensitive resource management.

Development of the shoreline tour, as described in this report, consisted of the following steps: (1) inventory of shoreline resources--natural and man-made; (2) investigation of existing tours and interpretive programs; (3) interviews with representatives of public and private organizations; (4) selection and analysis of three prototypical shoreline segments; (5) selection of the Evanston-Winnetka sector for initial operation; (6) development of tour itinerary; (7) arrangement of operational details; (8) initiation of tour promotion; (9) production of a shoreline tour map; (10) operation of initial tours in July and August 1977.

The following report provides a detailed description of the information which was obtained on shoreline resources, the methodology employed in the development of the tour and a tour guide narrative for the Evanston-Winnetka sector. Further information may be obtained from Landmarks Preservation Service, 407 South Dearborn Street, Chicago, Illinois, (312) 922-1742.

An inventory of shoreline resources, natural and man-made, was undertaken; information was gathered on existing tours and educational programs; interviews were held with representatives of various public and service agencies; three prototypical sectors were selected, detailing their resources and their tour opportunities, markets and constraints; the Evanston-Winnetka sector was selected for initial operation; tour itinerary was detailed, facilities and personnel arranged and costs secured; markets were contacted and reservations taken; maps, promotional and guide materials were organized for execution during the months of July-August 1977.

ACKNOWLEDGEMENTS

Susan J. Friedman, geographer and preservationist of the Landmarks Preservation Service staff, developed the methodology, performed the research, interviews and inventories, arranged for tour facilities, guides and promotional materials and drafted the bulk of this report. Allan Goldhammer of the LPS Board of Directors assisted on promotional materials. Howard Solotroff, LPS Board, prepared the tour guide map. Robert Blanford, Art Historian of the LPS staff, made field arrangements for the tours and acted as principal tour guide assisted by Mary Martise, Dan Greenway and Robin Burgess, all of the University of Chicago's Department of Geography student body.

Inventories drew heavily from the Illinois Historic Landmarks and Structures Surveys, State of Illinois Department of Conservation, upon Major Shore and Recreation Facilities, Northeastern Illinois Planning Commission, and upon a natural features survey completed by the Illinois Geologic Survey for the Illinois Coastal Zone Management Program.

Interviews included discussions with Joan Miller; Donn Werling, Evanston Environmental Association; Robert Teska, R.B. Teska & Assoc. Planning Consultants; Richard Carter, Planning Director of Evanston; Eric Canada, Illinois Chamber of Commerce; John Comerio, Illinois Department of Conservation; Darryl Johnson of Lake County; Roy Porteous of Winnetka; Ken Turlipp, Village Manager of Kenilworth; Eileen Johnson of Wilmette; Ken Brace, Calumet Area Development Commission.

Donna Christman of the ICZMP staff, assisted by Vicky Wong, and Bob Piper of the LPS Board were co-project managers.

INTRODUCTION

The Illinois coastal area - 60 miles of Lake Michigan shoreline running from Winthrop Harbor on the north to Calumet Harbor on the south - is one of the most urbanized and intensively developed coastlines in the world. Seven million people live in the region fronted by the Lake. They and their forebears have created a highly developed and richly diversified social, cultural and economic community and one whose vigor and scenic attractions are largely attributable to Lake Michigan and its interface with the mid-American prairie.

Since man first arrived on this shore, he has used the Lake and its shoreline for every possible purpose. For the most part, the Lake has quietly accepted these impacts - only occasionally rising up in fury; and, for the most part, man has appreciated the Lake's immense value.

But there has been quiet attrition on both sides, man slowly filling and polluting the Lake; the Lake slowly eroding man's front yard. Of recent date, man has tried to better understand his historic and promised relationship with the Lake and its edge. The Landmarks Preservation Service is dedicated to our understanding the richness of this past; the Illinois Coastal Zone Management Program seeks to understand how we can prepare for this promise; together, they have prepared this interpretive tour to bring this understanding to the residents of northeastern Illinois.

PART I

TOUR DEVELOPMENT METHODOLOGY

The creation of a new product or service requires three essential investigations undertaken concurrently:

Identification of the need for the service and the market for which the service will be provided.

Determining the resources available and those which can be assembled to provide the service.

Detailing the nature of the service to be provided including its cost, availability and methods of delivery as well as its content.

Part I describes how these investigations were carried out in the creation of the interpretive tour. In reviewing this material it ought to be kept in mind that a tour is essentially an attempt to respond to an educational need - an educational experience combined with pleasure and probably undertaken in leisure time. Thus, the tour should be viewed as having a large recreational component - an event that refreshes and recreates as well as one that illuminates and educates.

CHAPTER 1
INVENTORY

1. Sources

The Inventory of Shoreline Landmarks and Resources (see Part II of this Report) was undertaken to identify all significant features, both natural and man-made, located in, near or impacting the Illinois Coastal Zone. Four categories of features were researched:

- Historic Landmarks
- Structures of Architectural Significance
- Major Shore Facilities
- Natural Features

The sources were diverse and are discussed in Part II of this Report. The Inventory consolidated the information gained from the various sources into a current and comprehensive assessment of shoreline resources.

2. Mapping

All features located in or within several blocks of the Coastal Zone boundary were listed in the Inventory. A key reference system was developed to readily identify the four categories:

- H numbers - Historic Landmarks
- A numbers - Structures of Architectural Significance
- F numbers - Major Shore Facilities
- N numbers - Natural Features

Each feature was assigned a letter and a number; within each category the features were numbered consecutively.

The features were then sited by the key reference system on a set of USGS quadrangle base maps. The maps are on file in the Landmarks Preservation Council's offices.

With this information identified and mapped, the next step was to evaluate the shoreline to see which area or sector of the Coastal Zone promised the most potential for the development of the program.

CHAPTER 2
SHORE SECTOR SELECTION

1. Ad Hoc Advisory Committee

An Ad Hoc committee of interested and qualified people from the Coastal Zone communities were called together to evaluate the Inventory information and to select several sectors which showed potential and merited further investigation.

2. Constraints

Since it would be impossible to cover the entire shoreline in a tour - at least in the first tour or set of initial tours - it was determined that constraints of length of tour in distance and time were of real and practical importance. Something in the range of two to three hours, allowing for three to six stops, thus covering a total of five to ten miles (including return to the point of beginning) was thought to be practical by the committee.

3. Themes

Themes were next discussed since the stories to be stressed by the interpretive tour would obviously tend to single out the potential of some sectors over others. Remembering the principal objective of the tour - interpretation of the consequences and potentials of the cultural-natural interface along the shore - two major themes, history and problems, were agreed upon. The former would tell the "how we got to where we are/where we came from" story; it would be of more academic interest. It was suggested that each program begin with a 15 minute talk on the history of the entire lakefront. The problems theme would relate to various issues present in the area, ie., pollution, erosion, resource management, etc.

Both major themes would be interwoven with a resources theme supporting the history and problems stories. Resources are, of course, primary to the cultural history of any area; properly identified and interpreted they are clearly indicative of opportunities for potential activities and uses in the area.

4. Criteria

Certain operational criteria were then set out. These included:

a) Good mix of history, problems and resources, hopefully somewhat representative of the entire shore.

b) Accessibility in as many ways as possible. For example, the views from the land and the water on a specific problem can be quite different; if both can be shown, it would strengthen the presentation.

c) Shouldn't conflict with existing programs or tours. Either pick an area with few or no tours, or if the chosen area has programs, try to strengthen them rather than competing for the same audience.

d) Suitability or responsiveness to specific audiences or markets.

e) Ease of developing a tour program in the particular sector. This would include consideration of any other interest groups in the area and whether or not they could be utilized to promote or implement a tour program.

5. Markets

The committee devoted considerable discussion to identifying the market for the tour. Their consideration ranged over many factors.

In the short-run, decision-makers and influential people seem to be the key audience. Within this group, three sub-groups were identified: property owners and riparian associations, park commissioners and local elected officials.

The main approach to the long-run audience was determined to be through youth. Preferably, they would be reached through parent-youth organizations (thus reaching two groups). Schools, recreation departments, day camps, etc., would be other possibilities for contact. Several advantages were seen for gradually concentrating on youth-oriented programs:

a) Permits a simple, direct approach.

b) Many groups would be preorganized - they generally supply their own transportation and would appear for the tour.

c) Youths are the future decision-makers so if they can be reached while they are young, they may be more concerned about environmental and preservation issues.

Many other groups were discussed (e.g., senior citizens, users of the lakefront, other residents, visiting Coastal Zone Management professionals, the uninitiated) but it was agreed that they would not be the major foci of the efforts; they would be involved, especially through their children.

6. Prototypical Segments - Selection

With the constraints, themes, criteria and markets established, three possible prototypical segments were suggested:

1. Calumet Harbor Area - industrial and commercial area with the related problems; some history about how and why it was developed as a port; boat tours presently in operation, used primarily by visiting businessman.

2. North Cook County - from Hollywood Blvd., Chicago to the northern boundary of Winnetka. This would include a lot of history of the growth and development of Chicago and the north shore communities. Highly accessible by car, bike, boat. Tours in existence.

3. Lake Bluff to the Wisconsin Border - most complex area; has everything from commercial, nuclear reactor power plant, harbor, industrial, to fishing, bluffs, conservation and the Illinois Beach State Park. Special interest groups present.

A fourth area - the Chicago lakefront - was also discussed but received a lower priority for this tour due to the many tours and programs already in existence. Rather than competing with these, it was thought that it would be more beneficial to work separately with these programs to strengthen the existing contact in the area of Coastal Zone Management and historic preservation concerns.

CHAPTER 3
FIELD INTERVIEWS

In-depth research on the three prototypical segments was then undertaken. Information on the history, both natural and cultural, the facilities, access and "political" feasibility was required before a decision could be made about where the tour was to be developed.

To accomplish this most efficiently, a decision was made to interview three to four key officials and other knowledgeable people about each sector. This method would accomplish two purposes: (1) broaden and personalize the information base for each sector and (2) verify the accuracy of the information previously gathered in the Inventory.

The following people were interviewed:

1. Calumet Area -
   Ken Brace, Calumet Area Industrial Development Commission
   Ed Forkel, Dept. of Business and Economic Development
   Pat Shymanski, Historic Pullman Foundation

2. North Shore -
   Richard Carter, Planning Dept., City of Evanston
   Donn Werling, Evanston Environmental Association
   Joan Miller
   Roy Porteous
   Ken Turlip, Village Manager, Village of Kenilworth

3. Waukegan to Wisconsin -
   Eric Canada, Waukegan/Lake Co. Chamber of Commerce
   John Comerio, Dept. of Conservation
   Darryl Johnson, Dept. of Conservation, Il. Beach State Park

Much of the information included in Part III - Shore Sector Reports of this Report was drawn from these interviews. Summaries of the interviews themselves are on file at the Landmarks Preservation Service Office.

Upon completion of the interviews, the information was collated and summarized on the interview forms. Draft sector reports were then written, based on the information from the interviews and further research and discussion. The ultimate message of the tour and the stories to be told to illustrate this message were further refined. Illustrative examples were developed that would impart the history, traditions and potential of the shoreline as it has been affected by our predecessors; emphasize that the shoreline's care and maintenance are of concern to present and future generations; that the shoreline needs constant attention and understanding.

Finally, criteria such as location accessibility, available public transportation, the mix of history, coastal zone issues and resources and the presence of youth organizations in an area were again reviewed.

Based upon all these criteria and the information gathered in response to each, the Evanston through Winnetka sector was chosen as the location with the most potential for a successful tour. This sector is centrally located, well-served by public and private transport, situated in the midst of an intense youth market, and contains examples of most coastal zone management issues. The message is principally one of the need to preserve and rehabilitate the cultural landscape left to this and future generations. The communities in this area are actually living with the history of the growth and development of the Chicago Metropolitan Area as well as the problems created by its growth and development.

CHAPTER 4
CONCEPTUALIZED TOUR

1. Boat Tour

The tour was conceptualized as a boat tour departing from and returning to Wilmette Harbor. After an introduction at the Amphitheater at Gillson Park which would explain the history of the Great Lakes System and Lake Michigan as well as the geological and cultural history of the Illinois shoreline of Lake Michigan, the boat would travel south to the city limits of Evanston and Chicago, turn around and travel north to the border of Winnetka and Glencoe, then return to Wilmette Harbor. The tour time was estimated at 2½ hours.

Many charter boat companies and yacht clubs were called to determine whether they would be able to handle a tour of this nature and what the rental rates were. With this information, it was possible to develop a basic budget for the tours, and in turn, to determine the price per person.

At the same time, many youth organizations such as Girl Scouts, Boy Scouts, Youth Directors at the North Shore YMCA and YWCA were contacted to arrange a meeting at which the plans for the tour would be discussed. It was hoped that the Landmarks Preservation Service/Illinois Coastal Zone Management Program team would gather some helpful insights from the participants about the tour's attractiveness to a young audience, how it could be strengthened and whether these groups had any interest in taking the tour. The consensus of opinion was that the tours sounded like a very good idea and had a lot of potential. However, it was suggested that we keep the fee as low as possible: $2-$3 for children and no more than $5 for adults. The boat was an especially attractive feature; a bus tour would not attract the youths as much as a boat tour.

Work sheets, details and discussions of the time and dollar estimates leading to these timing and cost suggestions for the conceptualized boat tour are contained in Part IV of this Report.

While continuing with the planning stage of the tour, a list of organizations whose membership might be interested in such a program was compiled. A letter explaining the goals of the tour and its details, and a self-mailing form which would indicate the organization's level of interest were mailed. Several weeks later, a press release was sent out to newspapers, magazines and radio and television stations. Responses were gradually mailed back to Landmark's office. Overall, there was interest expressed in the tour, especially if the costs could be lowered.

It was decided that a 54 ft. boat, which carries 40 passengers, would be a manageable size. This was based on the assumption that Wilmette Harbor could accommodate a boat of that size at its dock. The Harbormaster, who would know definitely, was out of town until mid-May.

The next two months were spent making the arrangements for the tour; getting bids from the charter boat companies and bids from printers to produce a map brochure, getting permission to use the harbor, getting information about the capacity of the harbor, organizing the narrative, etc.

In mid-May when the Harbormaster returned, it was discovered that the harbor could not accommodate a 54 ft. boat at the docks; a 42-44 ft. boat was the largest that could manoeuvre the narrow dock space. At this point, the plans had to be reorganized around a 43 ft. boat which would carry only 20 passengers. Reworking the budget, it was discovered that the costs of such a tour would be prohibitive. This, coupled with the fact that the harbor needed dredging, made the team decide that at this point in time a boat tour was unfeasible.

It was suggested that a bus tour with approximately five stops at selected points along the shoreline be substituted for the boat tour.

2. The Bus Tour

Initially, it was necessary to call bus companies and collect the information about rental rates, sizes and additional features of the buses. After evaluating that information, a school bus with a public address system was chosen. Next, a new budget was developed. Based on the new budget, a bus tour was feasible and it was far more realistic price-wise.

Timing and pricing details for the conceptualized bus tour are contained in Part V of this Report.

The sites of the presentations had to be chosen also. At a Landmarks Preservation Service/Illinois Coastal Zone Management Program team meeting, the following sites were agreed upon: Dawes House, Evanston; Northwestern University landfill, Evanston; Grosse Point Lighthouse, Evanston; Wilmette Harbor, Wilmette; and Tower Road Park, Winnetka. These particular locations were chosen because of the ease of accessibility and for being illustrative of many of the problems and resources found along the North Shore as well as the entire Illinois shoreline of Lake Michigan.

Calls were placed to the authorities controlling the locations followed by letters to get permission for the tours to stop at each site.

The final arrangements for promotion and publicity were completed. A letter, a brochure with the tour details and a registration form were sent to all organizations which might be interested or had definitely indicated their interest in the tours. A press release was sent to all radio and television stations, magazines and newspapers.

3. Tour Guides

Over the several months when early investigations were underway, several college biology and geography departments had been contacted to determine if any students would be interested in being a tour guide. A preliminary meeting was then organized with the potential tour guides to acquaint them with the shoreline and the proposed program. College students were seen as especially qualified to guide the tour because of their natural enthusiasm, their currency with contemporary environmental issues and their ease in communicating with audiences both younger and older than themselves. A general discussion with interested students followed in order to adjust the program details to their suggestions. A trial run and training session followed a period of time which allowed the guides time to study the background information and the proposed narrative, do individual research and to travel the tour route on their own.

The trial run followed the tour route precisely, with stops as required to measure actual walking, lecturing and traveling times. Lecture portions and routes were adjusted to fit on-site circumstances. After the trial runs were completed, it was determined that at least three guides ought to be available at any one time to cover for possible illness and individual schedule conflicts.

CHAPTER 5
TOUR MAP

A tour map, a copy of which is attached to this Report, was prepared after all principal details of the tour were determined. The map was designed to serve four purposes:

1. To serve as a reference document for anyone seeking general information on the Coastal Zone and its historical, cultural and natural resources and the issues attending the future of the Lake and the Coastal Zone.

2. To serve the tour and its immediate purposes.

3. To promote the purposes of the Coastal Zone Management and Landmarks programs.

4. To serve as a decorative wall poster. Copies would be available for sale or distribution as appropriate.

CHAPTER 6
RECOMMENDATIONS

1. Tour prospects and content will be improved through early and continuing input by local lay and community leaders in the development and detailing of the final tour package.

2. Timing and sequencing of tour stops strongly influence tour content. Thus, early recognition of the limits imposed by attention spans, walking distances and normal comfort and convenience requirements will make the tour development process most efficient.

3. Tour promotion can be among the most difficult of tasks undertaken during the development process. Persons familiar with the mechanics of responding to the marketing requirements attendant to serving citizen groups seeking tours having a high recreational/leisure content as well as educational opportunities should be contacted early in the development process.

PART II

INVENTORY OF SHORELINE LANDMARKS & RESOURCES

A preliminary requisite to the development of an Illinois shoreline interpretive tour is an identification of those historical, cultural and physical features which contribute to the unique character of the Illinois shoreline. Therefore, prior to the development of a tour of the Illinois shoreline, an inventory of shoreline landmarks and features was completed. The inventory is comprised of: (1) historic landmarks; (2) structures of architectural importance; (3) major shoreline facilities; (4) shoreline recreational facilities; and (5) natural features.

The listing of historic landmarks and structures of architectural importance was in part derived from the Illinois Historic Landmarks Survey and the Illinois Historic Structures Survey, respectively. Those historic sites and architectural structures identified by an asterick (*) are also listed on the National Register of Historic Places; those with two asterisks (**) are National Historic Landmarks listed on the National Register.

Sites or structures listed by the Secretary of the Interior on the National Register of Historic Places may be of national, state or local significance in American history, architecture, archeology or culture. Only landmarks of national importance may be named a National Historic Landmark.

National Register designation means that any federal, federally assisted and federally licensed undertakings affecting cultural properties are reviewed by the Advisory Council on Historic Preservation. National Register entries, as well as those sites or structures which are eligible for inclusion in the National Register, are protected by the National Historic Preservation Act of 1966; Executive Order 11593, May 13, 1971, "Protection and Enhancement of the Cultural Environment"; and the National Environmental Policy Act, Section 10(b)(4), which states that one of the objectives of national environmental policy is to "preserve important historic, cultural and natural aspects of our national heritage and maintain, wherever possible, an environment which supports diversity and variety of individual choice".

The list of Major Shore and Recreational Facilities was compiled by the Northeastern Illinois Planning Commission, under contract to the Illinois Coastal Zone Management Program, in a report entitled, First Year Work Product, Volume III, Land Use Data and Analysis. The list is composed of commercial, industrial, educational, recreational, transportation routes and facilities, and residential features which are located on or near the shoreline.

The shoreline's natural features have been identified in work completed

by the Illinois Geologic Survey for the Illinois Coastal Zone Management Program. The survey has identified nine distinct segments of the shoreline based on physical characteristics.

A key reference system was developed and each landmark or feature was plotted on U.S.G.S. Quadrangle maps. Each feature is identified by a letter and number as follows:

(1)	Historic Sites and Structures	H - Number
(2)	Structures of Architectural Importance	A - Number
(3)	Major Shore Facilities	F - Number
(4)	Shoreline Recreational Facilities	F - Number
(5)	Major Natural Features	N - Number

Each category is numbered in chronological order from north to south. In an instance where features appear in more than one category, the additional category letters appear after the number. For purposes of this report, all features are grouped according to three shore segments: (1) Lake County; (2) Suburban Cook County and (3) the City of Chicago.

CHAPTER 7
LAKE COUNTY LANDMARKS & RESOURCES

1. Historic Landmarks

Winthrop Harbor	H-1	Residence, SE cor. Sheridan & First St.
	H-2	Rode House, NW Cor. Sheridan & Fourth St.
Zion	H-3	Camp Logan, 17th St. east of Sheridan
	H-4	Zion Revival Center, NE cor. Zion & Elisha Sts.
	H-5	Shiloh-Dowie House, 1300 Shiloh Blvd.
	H-6	*Zion Hospice, 2561 Sheridan Road
	H-7	Lake Mound Cemetery, Sheridan & 29th St.
Waukegan	H-8	Cory House, 619 N. Sheridan
	H-9	Faqua House, 320 N. Sheridan
	H-10	Swartout House, 414 N. Sheridan
	H-11	Waukegan Servicemen's Club-Public Library, NE cor. Sheridan & Washington
North Chicago		None
Lake Bluff	H-12	Camp Meeting Office, 500 North Avenue
	H-13	Cloef House, 666 Maple Avenue
	H-14A	Ely-Poole Estate, 111 Moffett
Lake Forest	H-16A	Ferry Hall, 541 Mayflower Road
Fort Sheridan	H-17	See F-43-46 Also (includes *Fort Sheridan Water Tower Bldg.)
Highland Park	H-18	Patton House, 147 Central Ave.

2. Structures of Architectural Importance

Winthrop Harbor			None
Zion			None
Waukegan	See	F-13A	Commonwealth Edison Building
North Chicago		A-1	Industrial-US Envelope Co., 1015 Sheridan
	See	F-22A	Abbott Labs, 1401 Sheridan
	See	F-27-30A	Great Lakes Naval Training Center
	See	F-30A	Veterans Administration Hospital Area
Lake Bluff	See	H-14A	Ely House, 111 Moffett Rd. & Ely Estate Gate Houses, 115 and 109 Moffett Rd.
Fort Sheridan	See	F-43A-46A	Complex of Buildings
Lake Forest	See	H-15A	Ferry Hall School & Chapel, 541 Mayflower
		A-2	Residences, etc., 333 and 429 Mayflower
		A-3	Residence, 155 Mayflower
		A-4	Residence, 111 Mayflower
		A-5	Residences, 121, 61 & 1 Stone Gate Rd.
		A-6	Residence, 1460 Lake
		A-7	Residence, 1300 Lake
		A-8	Residences, 965 & 1010 East Deerpath

Highland Park	A-9	Residence, 2730 Sheridan Rd.
	A-10	Residences, 54 & 80 Laurel
	A-11	Residence, 1833 Crescent
	A-12	Geo. M. Millard, House 1923 Lake
	A-13	S.M. Millard House, 1623 Sylvester
	A-14	Arthur Baldauf House, 1419 Waverly
	A-15	Residence, 1080 Sheridan Rd.
	A-16	Geo. Pick House, 970 Sheridan Rd.
	A-17	Garage to A-16, 1080 Sheridan Rd
	A-18	Stone Bridge & Tower, Cary Ave. @ Lake Mich.
	A-19	Bridge, 67 Deere Park Drive
	A-20	Residence, 77 Deere Park Drive

3. Major Shore Facilities

F-1	Trident Harbor
F-2	Spring Bluff Forest Preserve
F-3	Illinois Beach State Park
F-4	Zion, a planned community
F-5	Commonwealth Edison's Zion Nuclear Reactor
F-6	Illinois Beach State Park Lodge
F-7	Sheridan Road Commercial Strip Development Serving Illinois Beach State Park
F-8	Illinois Beach State Park Nature Area
F-9	Johns-Manville Company
F-10	Waukegan Central Business District
F-11	Tailings & Tailings Pond
F-12	Sewage Disposal
F-13A	Commonwealth Edison's Waukegan Steam Generating Plant
F-14	NSSD Waukegan Wastewater Treatment Plant
F-15	Outboard Marine Corp. (Johnson Outboard Motors)
F-16	North Beach Area
F-17	National Gypsum Company
F-18	Waukegan Waterworks
F-19	Waukegan Harbor, Commercial Port & Recreation Facilities
F-20	Dexter-Midland Chemical Company
F-21	Elgin, Joliet & Eastern Railroad Yards
F-22A	Abbott Laboratories
F-23	U.S. Steel's Waukegan Works
F-24	Oakwood Cemetery
F-25	Sewage Disposal
F-26	Foss Park
F-27	Great Lakes Naval Training Station Firing Range
F-28	Great Lakes Naval Training Station Harbor
F-29A	Great Lakes Naval Training Station Wastewater Treatment Plant
F-30A	Downey Veteran's Hospital
F-31	Shore Acres Country Club & Crab Tree Farm
F-32	NSSD Lake Bluff Wastewater Treatment Plant
F-33	Sunrise Park

F-34 Sewage Disposal
F-35 Lake Forest Cemetery
F-36 Lake Forest Waterworks
F-37 Forest Park
F-38 Lake Forest College
F-39 Lake Forest Central Business District
F-40 NSSD Lake Forest Wastewater Treatment Plant
F-41 Barat College
F-42 Lake Forest Nature Preserve
F-43A Fort Sheridan Airfield
F-44A Fort Sheridan Water Intakes
F-45A Fort Sheridan Army Post with Tower
F-46A Fort Sheridan Wastewater Treatment Plant
F-47 Moraine Park
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F-49 NSSD Park Avenue Wastewater Treatment Plant
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F-51 Highland Park Aqueducts
F-52 Highland Park Waterworks
F-53 Central Park
F-54 NSSD Ravine Drive Wastewater Treatment Plant
F-55 Ravine Drive Beach
F-56 NSSD Cary Avenue Wastewater Treatment Plant
F-57 Cary Avenue Beach
F-58 Rosewood Beach
F-59 Ravinia Park

4. Shoreline Recreational Facilities

F-1 Trident Harbor
F-2 Spring Bluff Forest Preserve: harbor, launching area, trails, passive recreational area, picnic facilities, play fields
F-3 Illinois Beach State Park - 3200 acres; camping, picnic facilities, beach house, play fields, playground, passive recreational area, bathing beach, tennis courts, trails
F-5 City Park Lot; Commonwealth Edison Pier-0.98 acres
F-16 North Beach Area - 24.89 acres; bathing beach, beach houses, play fields, picnic facilities, fishing pier, passive recreational area, boat storage, drop-in-boating
F-19 Waukegan Harbor Complex - 6.96 acres; play fields, picnic facilities, fishing pier, passive recreational area, boat storage, launching area, harbor
F-26 Foss Park - 33 acres; bathing beach, tennis courts, play fields, picnic facilities, passive recreational area
F-34 Sunrise Park - 10 acres; bathing beach, beach house, picnic facilities, passive recreational area, boat storage, drop-in-boating

F-37 Forest Park - 29.72 acres; bathing beach, beach house, picnic facilities, passive recreational area, boat storage, launching area

F-47 Moraine Park - 13 acres; picnic facilities, passive recreational area

F-50 Park Avenue Beach - 1.96 acres; bathing beach, beach house, playground, boat storage, launching area

F-53 Central Park - 8.77 acres; passive recreational area

F-55 Ravine Drive Beach - 9.5 acres; bathing beach, passive recreational area

F-57 Cary Avenue Beach - 5.76 acres; bathing beach, beach house, picnic facilities

F-58 Rosewood Beach - 11.2 acres; bathing beach, play fields, playground, picnic facilities, trails

5. Natural Features

North Chicago/Waukegan Lake Plain (Great Lakes Naval Training Center to the Waukegan South Harbor Jetty) - A low bluff to Lake plain transition area where the natural shoreline has been modified via artificial fill and is protected by rip-rap seawalls. Seawalls in this area are subject to scouring and erosion, because the major Waukegan Harbor structures are immediately up-drift of this segment and are suspected of interrupting the littoral drift. The Bluff scarp in the south portion of this segment is actively eroding.

Waukegan Lake Plain (Waukegan Harbor to the Illinois Beach State Park) - A low plain area that has been filled and dredged for harbor and industrial purposes. A wide beach has developed between the Waukegan Harbor north jetty and the Commonwealth Edison fossil fuel generating facility jetty. Historically, industrial development has not ventured onto these beaches. The Waukegan Harbor structures and the Commonwealth Edison jetty are major hard points.

Zion Lake Plain (Illinois Beach State Park Area) - A low wetland plains area where a natural series of low dunes and beaches separate the lake from the wetlands west of these dunes. This area severely erodes, especially in the north half where damage has resulted to shoreline subdivisions. This area is now being acquired and cleared as part of the Illinois Beach State Park acquisition program. Hard points in the area are Trident Harbor at the north terminus and Commonwealth Edison's Zion Nuclear reactor in the central portion.

CHAPTER 8
SUBURBAN COOK COUNTY SHORELINE LANDMARKS & RESOURCES

1. Historic Landmarks

Glencoe		None
Winnetka	H-19A	**H.D. Lloyd House & Monument, 830 Sheridan Road
Kenilworth		None
Wilmette	H-20A	Baha'i House of Worship, 112 Linden Rd.
Evanston	H-21A	*Grossepoint Lighthouse
	H-22	Shakespeare's Garden (Northwestern Univ.)
	H-23A	**Dawes House, 225 Glenwood
	H-24	Long House, 929 Sheridan Rd.
	H-25	Calvary Cemetery, 301 Chicago Ave.

2. Structures of Architectural Importance

Glencoe	A-21	Residence, 91 Beach
	A-22	Residence (Kaskia Lodge), 69 Park
	A-23	Beach Pavilion, NE End Hazel & Lake Michigan
	A-24	Residence, 60 Hazel
	A-25	Residence, 610 Longwood
	A-26	Residence, 390 Lakeside Terrace
	A-27	Residence, 70 Harbor
Winnetka	A-28	Residence, 1085 Sheridan Rd.
	A-29	Residence, 973 Sheridan
See	H-19A	**Residence, H.D. Lloyd, 830 Sheridan Rd.
	A-30	Residence, 715 Lloyd Pl.
	A-31	Residence, 627 Sheridan Rd.
	A-32	Residence, 645 Sheridan Rd.
	A-33	Residence, (Magnus), 665 Sheridan Rd.
	A-34	Residence, 745 Sheridan Rd.
	A-35	Residence, 480 Oak
	A-36	Residence, 419 Sheridan Rd.
	A-37	Residence, 445 Sheridan Rd.
	A-38	Residence, 175 Sheridan Rd.
	A-39	Residence, 181 Sheridan Rd.
	A-40	Residence, 191 Sheridan Rd.
	A-41	Residence, 140 Sheridan Rd.
	A-42	Residence, 457 Ash
	A-43	Residence, 332 Elder
Kenilworth	A-44	Residence, 506 Sheridan Rd.
	A-44a	Residence, 37 Kenilworth
	A-45	Residence, 110 Kenilworth
	A-46	Residence, 219 Sheridan Rd.
	A-47	Residence, 175 Sheridan Rd.

Wilmette		A-48	Residence (A. Bersbach), 1120 Michigan
		A-49	Residence, 855 Michigan
		A-50	Residence, 789 Michigan
	See	H-20A	Baha'i Temple, 112 Linden
		A-51	Residence, 32 Linden
		A-52	Residence, 21 Linden
Evanston		A-53	Residence (Warren), 2829 Sheridan Pl.
	See	H-21A	Grossepoint Lighthouse, 2535 Sheridan Rd.
	See	F-85A	Northwestern University: Patten Gym, 2405 Sheridan Rd. Men's Residence Hall, 2253-2313 Sheridan Rd. Dearborn Observatory, 2131 Sheridan Rd. Garrett Theological Seminary, 2113 Sheridan Rd. Swift Hall, 2037 Sheridan Rd. Lunt Hall, 2033 Sheridan Rd.
		A-54	Residence, 1960 Sheridan Rd.
	See	F-85A	Northwestern University: Deering Library, 1945 Sheridan Rd. Swift Hall, 1905 Sheridan Rd. University Hall, 1897 Sheridan Rd. Harris Hall, 1875 Sheridan Rd. Old College, 1849 Sheridan Rd. Fisk Hall, 1845 Sheridan Rd.
		A-55	Residence (Dennis Hall), 1822 Sheridan Rd.
		A-56	Residence (Dawes), 411 Clark
		A-57	Monument/Flagpole (Bell Park), Patriots Park, 1605 Forest Place
		A-58	Residence, 207 Lake
		A-59	Residence, 204 Lake
		A-60	Residence (Orr), 202 Greenwood
		A-61	Residence, 144 Greenwood
		A-62	Residence (Chester Cook), 115 Dempster
	See	H-23A	Residence, 225 Greenwood
		A-63	Residence (MacGuire), 1140 Lake Shore Blvd.
		A-64	Residence (Condit), 1136 Lake Shore Blvd.
		A-65	Residence (W.H. Perrine), 1130 Lake Shore Blvd.
		A-66	Residence (Roloson), 1114 Lake Shore Blvd.
		A-67	Residence (Grepe), 1012 Lake Shore Blvd.
		A-68	Residence (Adcock), 1000 Lake
		A-69	Residence (H.N. Selling), 904 Edgemere
		A-70	Residence, 850 Sheridan Rd.
		A-71	Residence (C.H. Thompson), 824 Sheridan Rd.
		A-72	Residence (White), 741 Sheridan Rd.
		A-73	Residence (Mrs. L.E. Raymond), 715 Sheridan Rd.
		A-74	Residence, 714 Sheridan Rd.
		A-75	Residence (Fiedler), 530 Sheridan Sq.

3. Major Shore Facilities

F-60	Lake Shore Country Club
F-61	Perlman Park
F-62	Beach Park
F-63	Glencoe Aqueduct
F-64	Tower Road Park & Beach
F-65	Winnetka Aqueduct
F-66	Winnetka Waterworks
F-67	Lloyd Park Beach
F-68	Lake Front Park
F-69	Elder Lane Park & Beach
F-70	Centennial Park
F-71	Kenilworth Aqueduct
F-72	Kenilworth Waterworks
F-73	Kenilworth Beach
F-74	Maloney Farm Preserve
F-75	Langdon Park
F-76	Plaza del Lago High Rise Development
F-77	Wilmette Waterworks
F-78	Gillson Park
F-79	Wilmette Aqueduct
F-80	Wilmette Harbor & Coast Guard Station
F-81	Sheridan Shore Yacht Club
F-82	Northeast Park.
F-83	Evanston Arboretum
F-84	Evanston Aqueduct
F-85A	Northwestern University
F-86	Centennial Park
F-87	Dawes Park
F-88	Burnham Shores Park
F-89	Elliot Park
F-90	Clark Square Park
F-91	Garden Park
F-92	Sheridan Rd. running parallel to Lake Michigan
F-93	South Boulevard Beach

4. Shoreline Recreational Facilities

F-61	Perlman Park - 1.30 acres; passive recreational area
F-62	Beach Park - 6.60 acres; bathing beach, beach house, tennis courts, picnic facilities, passive recreational area, boat storage, drop-in-boating
F-64	Tower Road Beach - 4.30 acres; bathing beach, beach house, playground, picnic facilities, fishing pier, passive recreational area
F-67	Lloyd Park Beach - 9.77 acres; bathing beach, beach house, picnic facilities, passive recreational area, boat storage, drop-in-boating, launching area

F-68 Lake Front Park - 2.76 acres; bathing beach, beach house, picnic facilities, fishing pier, boat storage, drop-in-boating

F-69 Elder Lane Beach - 4.23 acres; bathing beach, beach house, playground, picnic facilities, fishing pier, passive recreational area

F-70 Centennial Park - 5.50 acres; bathing beach, passive recreational area

F-72 Kenilworth Beach - 1.70 acres; bathing beach, boat storage, drop-in-boating

F-74 Maloney Farm Preserve: passive recreational area

F-75 Langdon Park - 5 acres; passive recreational area, launching area

F-78 Gillson Park - 59 acres; bathing beach, beach house, tennis courts, passive recreational area, harbor

F-80 Wilmette Harbor: 124 permanent slips; 157 permanent moorings

F-82 Northeast Park - 1.1 acres; bathing beach, playground, passive recreational area

F-86 Centennial Park - 10.6 acres; bathing beach, picnic facilities, passive recreational area, launching area

F-87 Dawes Park - 12.4 acres; picnic facilities, passive recreational area, drop-in-boating

F-88 Burnham Shores Park - 5.6 acres; bathing beach, beach house, tennis courts, play fields, playground, picnic facilities, passive recreational area, boat storage, drop-in-boating

F-89 Elliot Park - 7.6 acres; bathing beach, beach house, picnic facilities, passive recreational area

F-90 Clark Square Park - 4.8 acres; picnic facilities, passive recreational area

F-91 Garden Park - 2 acres; playground, picnic facilities, passive recreational area

F-93 South Boulevard Beach - 2.6 acres; bathing beach

5. Natural Features

Chicago Lake Plain (north section, Hollywood Beach to Kenilworth) - A generally low lake plain area rising to low bluffs in its northern section, where the natural shoreline south of Wilmette Harbor has been extended lakeward in places via artificial fill. Portions of the shore are protected by seawalls and many small beaches and a few major ones are found at numerous locations. The Evanston Beach in this area is now augmented by stone rubble. Wilmette Harbor and the Northwestern University Landfill are significant hard points along this shore area.

High Bluff Area (Kenilworth to the Lake/Cook County Line) - An area of low to high unstable and erodible bluffs that are generally protected by groins. Some areas are not protected and are being eroded. Beach areas have formed on the up-drift side of many of these groins. From the terminus of Tower Road north, this shore segment is cut by ravines that drain the tributary water shed, and the scarps of the bluffs are heavily vegetated.

CHAPTER 9
CHICAGO SHORELINE LANDMARKS & RESOURCES

1. Historic Landmarks

	H-26A	Astor Street Historic District
	H-27	*Charnley House, 1365 N. Astor Street
	H-28	Fortnightly Club-Lathrop House, 120 E. Bellevue Pl.
	H-29	Chicago Water Tower District
	H-30	Fort Dearborn Site
	H-31	*Chicago Public Library, 73 E. Washington
	H-32	Gage Building, 18 S. Michigan Ave.
	H-33A	*Auditorium Theater, NW cor. Michigan Ave. & Congress
	H-34	*U.S.S. Silversides
	H-35A	Prairie Avenue Historic District (includes *Glessner House)
	H-36	New Michigan Hotel, 22nd St. & Michigan Ave.
	H-37	Fort Dearborn Massacre Site
	H-38	Douglas Tomb & Monument, 35th St.
see	F-155H	*Jackson Park & Midway Plaisance District
see	F-157HA	South Shore Country Club
	H-39	Peattie House, 7660 South Shore Drive
	H-40A	**South Pullman District, 111th St. & Cottage Grove Ave.

2. Structures of Architectural Importance

see	F-109A	Residence, 1002 W. Sheridan Road
see	F-109A	Administration Building, 6363 N. Sheridan Rd.
see	F-108A	Chapel, 6400 N. Sheridan Rd.
see	F-108A	Library (Cudahy), 6400 N. Sheridan Rd.
see	F-108A	Education (Dumbach Hall), 6400 N. Sheridan Rd.
	A-81	Apartment, 1200-24 W. Chase
	A-82	Residence, 1139 W. Lunt
	A-83	Theater (Granada), 6427 N. Sheridan Rd.
	A-84	Residence, 5940 N. Sheridan Road
	A-85	Residence, 6100 N. Sheridan Road
	A-86	Residence, NW cor. Granville & Sheridan Rd.
	A-87	Coach House, 6205 N. Sheridan Road
	A-88	Residence, 6219 N. Sheridan Road
	A-89	Residence, 6231 N. Sheridan Road
	A-90	School (Sacred Heart), 6250 N. Sheridan Rd.
	A-91	Residence, 6331 N. Sheridan Rd.
	A-92	Lakeview Pumping Station, 750 W. Montrose
	A-93	School (Immaculata), 600 W. Irving Park Road
	A-94	Residence, 717 W. Junior Terrace
	A-95	Residence, 738 West Junior Terrace
	A-96	Residence, 712 W. Hutchinson
	A-97	Residence, 716 W. Hutchinson

	A-98	Residence, 736 W. Hutchinson
	A-99	Residence, 737 W. Hutchinson
	A-100	Residence, 747 W. Hutchinson
	A-101	Residence, 750 W. Hutchinson
	A-102	Residence, 757 W. Hutchinson
	A-103	Residence, 733. W. Gordon
	A-104	Federal (U.S. Public Health), 4141 N. Clarendon
	A-105	Bridge, 4800 N. Lake Shore Drive
	A-106	Park Building, Addison @ 3700 North
	A-107	Park Building, Addison @ 3700 North
	A-108	Synagogue (Temple Shalom), 3480 N. Lake Shore Dr.
	A-109	Synagogue (Temple Shalom), Cornelia & Lake Shore Dr.
	A-110	Statue, 3200 N. BLock of Sheridan
	A-111	Park Building (Lincoln), 140 W. Diversey
	A-112	Park Building (Lincoln Park), 2450 N. Lake Shore
	A-113	Monument (Ottawa Nation), 2261 N. Cannon Dr. (Lincoln Park)
	A-114	Monument (General Grant), 2150 N. Cannon Dr.
see	F-122A	Lincoln Park Zoo: Rookery Bird House Field Monument Lion House Small Animal House
	A-115	Monument (Greene V. Black), North Blvd. & Astor St.
see	H-26A	Astor Street Historic District
	A-116	Residence, 1250 N. Lake Shore Drive
	A-117	Residence, 1254 N. Lake Shore Drive
	A-118	Residence, 1258 N. Lake Shore Drive
	A-119	Residence, 1260 N. Lake Shore Drive
	A-120	Apartment, 1400 N. Lake Shore Drive
	A-121	Professional (American College of Surgeons), 1522 N. Lake Shore Drive
	A-122	Professional (American College of Surgeons), 1524 N. Lake Shore Drive
	A-123	Commercial (Natl. Restaurant Assn.), 1530 N. Lake Shore
	A-124	Apartment, 1540 N. Lake Shore Drive
	A-125	Commercial (American Furniture Mart), 666 N. Lake Shore
see	F-128A	Navy Pier, Grand Avenue & Streeter Drive
	A-127	Warehouse, 509-365 East Illinois
	A-128	Commercial (Kraft Foods Ofc.), 500 N. Peshtigo
	A-129	Bridge House & Light Standards, Lake Shore Drive Bridge @ Chicago River
	A-130	Chicago River Locks, Lake Shore Drive @ Chicago River
see	F-133A	Armory (Naval), E. Randolph @ Lake Michigan
see	F-141A	Buckingham Fountain, E. Side Columbus Drive @ Congress Plaza
see	F-140A	Art Institute, Michigan Avenue & Adams Street
	A-131	Statue (Seated Lincoln), Grant Park, E. Side Columbus Drive, N. of Congress

see	H-33A	*Auditorium Theater (Michigan Ave. & Congress St.) *Studebaker Theater, 410-418 S. Michigan Ave.
see	F-144A	Adler Planetarium, 900 E. Achsah Bond Drive
see	F-147A	Shedd Aquarium, 1200 S. Lake Shore Drive
see	F-149A	*Field Museum of Natural History, McFetridge Drive @ S. Lake Shore Drive
see	H-35A	Prairie Avenue Historic District (includes *Glessner House)
	A-132	Residence, 4323 S. Oakenwald
	A-133	Residence, 4546 S. Oakenwald
	A-134	Residence, 4558 S. Oakenwald
	A-135	Residence, 4567 S. Oakenwald
	A-136	Residence, 4577 S. Oakenwald
	A-137	Residence, 4578 S. Oakenwald
	A-138	Residence, 4583 S. Oakenwald
	A-139	Residence, 4584 S. Oakenwald
	A-140	Residence, 4595 S. Oakenwald
	A-141	Residence, 4597 S. Oakenwald
	A-142	Blackstone Branch, Chicago Public Library, 4904 South Lake Park
	A-143	Residence, 4923 S. Blackstone
	A-144	Residence, 4925 S. Blackstone
	A-145	Residence, 4571 S. Lake Park
	A-146	Park Building, E. of Lake Shore Drive @ 55th St.
See	F-153A	Fine Arts Building (Museum of Science & Industry), E. 57th Street & Lake Shore Drive
	A-147	Residence, 5505 S. Cornell
	A-148	Residence, 5438 S. Hyde Park Boulevard
	A-149	Townhouses, 5484-82 S. Hyde Park Boulevard
See	F-157HA	Social - South Shore Country Club - 71st St. & Yates Entry Gate Main Building Drive South Side Drive
	A-150	Residence, 7651 South Shore Drive
	A-151F	Commonwealth Edison Generating Plant, 103rd St. @ Lake Michigan
See	H-40A	**Pullman - South Pullman Historic District
See	F-164cA	Grain Elevators, E. Side Calumet Expressway @ 126th St.

The Inventories of Architecture for Douglas, Oakland, Woodlawn and Hegewisch are unavailable.

3. Major Shore Facilities

F-94	Juneway Terrace Beach & Park
F-95	Rogers Avenue Beach & Park
F-96	Howard Street Beach & Park
F-97	Fargo Avenue Beach & Park
F-98	Jarvis Avenue Beach & Park
F-99	Sherwin Avenue Beach & Park
F-100	Chase Avenue Beach & Park
F-101	Leone Park & Beach
F-102	Loyola Park
F-103	Pratt Boulevard Beach & Park
F-104	Columbia Avenue Beach & Park
F-105	North Shore Avenue Beach
F-106	Hartigan Park & Beach
F-107	Loyola Avenue Beach
F-108A	Loyola University
F-109A	Mundelein College
F-110	Devon Avenue Beach
F-111	North Lake Shore Drive High Rise Development Area
F-112	Rosemont Avenue Beach
F-113	Granville Avenue Beach
F-114	Glenlake Avenue Beach
F-115	Thorndale Avenue Beach
F-116	Lincoln Park - includes many beaches, recreational areas
F-117	Montrose Harbor
F-118	Lincoln Park Bird Sanctuary
F-119	Belmont Harbor
F-120	Lincoln Park Gun Club
F-121	Diversey Harbor
F-122A	Lincoln Park Zoo
F-123	Central Chicago Area Harbor Structures
F-124	Northwestern University (Medical School)
F-125	Lake Shore Park
F-126	Chicago Central Water Filtration Plant Complex
F-127	Navy Pier Park
F-128A	Navy Pier
F-129	Lake Point Tower Apartments
F-130	Ogden Slip

	F-131	Main Branch Chicago River
	F-132	Chicago Coast Guard Station
	F-133A	Armory
	F-134	Chicago Harbor
	F-135	Yacht Club
	F-136	Illinois Central Air Rights Development Area (North)
	F-137	Standard Oil Building
	F-138	Outer Drive East & Harbor Point Condominiums
	F-139	Grant Park
	F-140A	Art Institute
	F-141A	Buckingham Fountain
	F-142	Monroe Harbor
	F-143	Northerly Island Park
	F-144A	Adler Planetarium
	F-145	Meigs Field
	F-146	Burnham Park Harbor
	F-147A	Shedd Aquarium
	F-148	Burnham Park
	F-149A	Field Museum of Natural History
	F-150	Soldier Field
	F-151	McCormick Place Complex
	F-152	Illinois Central Air Rights Development Area (South)
	F-153A	Museum of Science and Industry
	F-154	University of Chicago
	F-155	Jackson Park & Yacht Harbor
	F-156	Sanitarium - La Rabida
	F-157HA	South Shore Country Club & Yacht Harbor
	F-158	Rainbow Park & Beach
	F-159	Filtration Plant
	F-160	U.S. Steel's South Works
	F-161	South Chicago Harbor Structures
	F-162	Vacant Industrial
	F-163	Calumet River
	F-164	Calumet River Industrial Area
		a. Railroad Yards
		b. Calumet Expressway
		cA. Grain Elevators
		d. Oil Refinery
		e. Water Tanks
		f. Thomas J. O'Brien Lock & Dam
	F-165	Calumet Park & Coast Guard Station
	F-166	Lake Calumet Harbor
	F-167	South Chicago Lakeside Residential Area
See	A-151F	Commonwealth Edison Generating Plant, 103rd St. @ Lake Michigan

4. Shoreline Recreational Facilities

F-94	Juneway Terrace Beach & Park - 1.05 acres; bathing beach
F-95	Rogers Avenue Beach & Park - 1.25 acres; bathing beach
F-96	Howard Street Beach & Park - 1.10 acres; bathing beach, playground
F-97	Fargo Avenue Beach; bathing beach
F-98	Jarvis Avenue Beach & Park - 0.55 acres; bathing beach
F-99	Sherwin Avenue Beach; bathing beach
F-100	Chase Avenue Beach; bathing beach, passive recreational area
F-101	Leone Park & Beach - 3.50 acres; bathing beach, playground, field house
F-102	Loyola Park - 21.62 acres; bathing beach, tennis courts, play fields, playground, field house
F-103	Pratt Boulevard Beach & Park - 1.90 acres; bathing beach, passive recreational area
F-104	Columbia Avenue Beach & Park - 0.32 acres; bathing beach, passive recreational area
F-105	North Shore Avenue Beach; bathing beach
F-106	Hartigan Park & Beach; bathing beach, playground
F-107	Loyola Avenue Beach; bathing beach
F-110	Devon Avenue Beach; bathing beach
F-112	Rosemont Avenue Beach; bathing beach
F-113	Granville Avenue Beach; bathing beach, playground
F-114	Glenlake Avenue Beach; bathing beach
F-115	Thorndale Avenue Beach & Park - 0.79 acres; bathing beach, playground
F-116	Lincoln Park - 1,185 acres (facilities in several places along park indicated in parentheses): Bathing beach (4), beach house (3), playground (4), field house, play fields (4), launching area (2), fishing pier (2), passive recreational area (4), drop-in-boating (2), boat storage (2), harbor (3), golf, tennis courts (2), picnic facilities, gun club, zoo, trails
F-125	Lake Shore Park - 3.69 acres; tennis courts, play fields, playground, field house
F-127	Navy Pier Park - 2.35 acres; passive recreational area
F-139	Grant Park - 304.73 acres; tennis courts, play fields, harbor
F-143	Northerly Island Park - 91.20 acres; bathing beach, beach house, launching area
F-148	Burnham Park - 598 acres; launching area, harbor, bathing beach (3), beach house, playground, trails, tennis courts, play fields, field house
F-155	Jackson Park - 542.89 acres; bathing beach (3), harbor (2), 172 permanent slips, 274 permanent moorings, launching area, fishing pier (2), trails, playground, field house, play fields (2), tennis courts, beach house, drop-in-boating, boat storage, golf

F-157HA	South Shore Country Club
F-158	Rainbow Beach & Park - 61.70 acres; bathing beach, 4 beach houses, tennis courts, play fields, playground, 2 launching areas
F-166	Calumet Harbor
F-165	Calumet Park - 194 acres; bathing beach, beach house, tennis courts, play fields, playground, trails, launching area, field house

5. Natural Resources

Chicago Lake Plain (south section, Illinois/Indiana State Line to the Montrose Harbor Area) - A low lake plain area where the natural shoreline has been extended lakeward via artificial fill. Fill areas are being protected by seawalls and major harbor structures, i.e., breakwaters and jetties. Seawalls along many lengths of this short area are subject to scouring and erosion, yet significant recreational beach areas have developed on the up-drift side of harbor jetties, along the north sides of east-west lying seawalls, and where groins have been installed along concave seawalls. Major hard points in this segment are Montrose Harbor, Chicago Central Area Land Fill and Harbor Structures, Jackson Park Harbor and the South Chicago Water Filtration Plant.

CHAPTER 10
RECOMMENDATIONS

1. Illinois is fortunate in having completed an extensive inventory of landmarks and significant structures in the early 1970's. The cost of such a survey would be prohibitive unless undertaken as a public program for purposes in addition to those of a tour as reported in this project. Lacking such a previously-completed survey, it would have been necessary to rely on the research of local historical societies.

2. Regional and local planning commissions are invaluable sources of data, supporting both the historic preservation aspects and the coastal zone aspects of the area considered for a tour. Chances are that such a group has already collected considerable amounts of background material and have produced much of it in mapped form, ideal for tour purposes. Moreover, they are usually in intimate contact with local public and private agencies involved with both programs and can shorten the time required for research considerably.

3. Local professionals working in the preservation and coastal management field should be consulted early in the inventory process. The wealth of available material is likely to be extensive - perhaps overwhelming - and the professionals can quickly point out the more important items deserving of the tour sponsor's greatest attention.

4. Inventories ought to always be supplemented by personal interviews with persons familiar with one or more classes of information inventoried. While such inventories may be thought of as a way to verify the accuracy of the inventory, a more valuable result is the discovery of interesting facets of the inventoried material - facets that will readily identify those sites or phenomena of most value to the story to be told by the tour.

PART III

SHORE SECTOR REPORTS

The Inventory of Shoreline Landmarks and Resources, described in Part II of this report, presents a comprehensive listing of those natural and cultural sites along the Illinois shore that can contribute to a better understanding of man's relationship with the Lake and its shoreline. The listing provides countless opportunities to illustrate this relationship. The challenge is to select from amongst the numerous sites those that are publicly accessible and that provide the best illustrations, then to group those selected into a manageable tour package, and to present the package at a location both convenient and attractive to the potential market. Part III describes how this process of selection and grouping was carried out.

Since all the sites are geographically fixed in the landscape, it was necessary to divide the entire shoreline into sectors and to evaluate each sector for its potential response to the criteria of accessibility, manageability and marketability. Geo-politically, the shoreline may be divided into anywhere from 3 to 16 sectors depending upon the weight given various criteria. After discussion and analysis of the inventory materials, it was determined that three particular sectors had the greatest promise and market for a popular interpretative tour. Detailed investigations of each of these sectors were made and interviews were held with individuals having special knowledge of each of the sectors. The following materials detail these various findings for each of the three sectors.

CHAPTER 11
CALUMET RIVER AND LAKE CALUMET SECTOR

1. Why This Sector Was Chosen

This sector includes the major port servicing the Illinois Shore and is largely comprised of heavy industrial uses. Consequently it is a laboratory of Coastal Zone Management problems and potentials relating to industrial communities. The stories of the development of Calumet Harbor and of the Pullman community and its related industrial facilities are ones rich with technological and cultural history. In spite of past development, the Calumet area continues to offer some of the best located and serviced industrial acreage anywhere along the Great Lakes.

The area is somewhat accessible from both land and waterside. Existing tours - mostly for visiting businessmen - cover the industrial potential of the area. These tours are specially arranged and are not readily available to the general public. The Pullman community - a natural historic resource - is well organized to provide popular tours of its residential areas.

In sum, the Calumet sector was chosen for detailed analysis since it offered an intriguing combination of industrially related Coastal Zone Management potentials plus nationally recognized historic community resources.

2. Coastal Issues

The Calumet area has a wealth of open industrial acreage available for expansion of its industrial complex; coastal dependent industries ought to have priority for location in the area.

The Calumet area needs to construct and improve present support systems in transportation, storm and sanitary facilities.

The Calumet port needs to modernize facilities to remain competitive; new dredge disposal sites need to be located; the short navigation season for Great Lakes shipping needs to be lengthened.

In terms of the Coastal Zone Management Program, one of the biggest issues about this sector concerns the boundary lines for the Coastal Zone. Commercial and industrial interests anticipate that a Coastal Zone Management Program would require extended economic and environmental impact investigations, would slow the permit and certification process and would thus slow the industrial development and relocation process while shifting the center of control to the State level.

3. History of Sector

The area has been geared to industrial history, originally to the growth and expansion of the Pullman factories. George Pullman bought the land which is the community of Pullman and had the first planned community designed and built for the workers in his factories. With the growth of Pullman Enterprises came many other large plants, producing steel, paint, and chemicals as well as meat packers and shipping. However, Pullman Enterprises was a paternalistic organization and this factor may have aided in its downfall. The community continued to maintain itself with most of its residents working in the plants of other industries.

With the advent of the St. Lawrence Seaway (completed in 1959), the Chicago Regional Port District was created by the State legislature in June, 1951. In 1955, revenue bonds were issued to turn Lake Calumet into an overseas shipping port. This would allow larger ships to come into Chicago. Prior to development, Lake Calumet was very shallow; it was dredged to 26-27 feet with the dredged material being used as landfill in the swampy area. The Calumet River was also dredged to a depth of 26-27 feet. At the same time, Navy Pier was refurbished to accommodate the large vessels until the work in Calumet was finished.

Over the years, the need for a deeper turnaround at the port has developed. To accomplish this, the southern end of Lake Calumet is being dredged, creating a deeper turnaround, and the dredged material is being used as landfill at the northern end of the lake for a new development. The port is very important to the economy of the region as it is the largest port in the inland waterways and a free port to foreign trade, and is a high priority for funds from the Chicago Economic Development Commission.

The interest in the economic life of the area has led to the continuing interest in the residential community. The Beman Committee (named for the architect of Pullman) was formed in the late 1960's, primarily to get landmark designation for the community. In 1969, the State of Illinois designated it a landmark; federal designation (1970) and city designation (1972) followed. The Pullman Foundation was chartered in 1973 and one of its first moves was to acquire the old Masonic Lodge and turn it into a community center. It later acquired the Market House and the Florence Hotel which are being renovated. Residences have been renovated privately.

4. Landmarks

The Pullman Historic District, centered at 111th Street and Cottage Grove Avenue, is a city, state and federal landmark. Other structures of note are the Commonwealth Edison Generating Plant at 103rd Street and the Lake, and the Grain Elevators at 126th Street and the Calumet Expressway.

5. Natural Features

This sector is a low lake plain with a natural shoreline which has been extended lakeward via fill; the fill areas being protected with breakwaters and jetties. Seawalls along this sector are subject to erosion, yet significant recreational beach areas have developed on the up-drift side of jetties, along the north side of east-west seawalls, and at groins installed along concave seawalls. Major land points are the South Chicago Water Filtration Plant and at various industrial frontages. The sector is predominantly in public ownership.

6. Existing Reference Material

The Pullman Foundation has several brochures which could be handed out to a group. The Calumet Area Industrial Development Commission has an industrial location brochure and a photocopied map with key.

7. Existing Tours and Presentations

There are no regularly scheduled tours of the entire area covering all aspects. There are tours of the Pullman community and the renovation that has taken place there. The Calumet Area Industrial Development Commission and the Illinois Department of Business and Economic Development sponsor tours occasionally for industrial developers and foreign importers.

8. Transportation Access Points

For a boat, the only access points are at the 92nd Street pier or Navy Pier. To tie-up in Calumet requires the permission of the Chicago Regional Port District.

9. Land Facilities

The terminal would be an ideal place to view the overseas shipping process; however, because of the machinery, it would probably be too dangerous to allow children around the facility. The steel mills may have tours that could be incorporated and Pullman could be toured.

10. Potential Tour Route

One suggested tour route was to take a boat from the mouth of the Chicago River south along Lake Michigan to the Calumet River and into Lake Calumet and dock at the marina. Take a bus to Pullman, tour the area, take the bus back to the marina and return by boat to the Chicago River.

11. Potential Audience

There is a surprising number of students majoring in transportation - particularly maritime transportation - who would be interested in a tour of the Calumet sector and its numerous facilities.

12. Groups with Potential for Tour Promotion

The Calumet Area Industrial Development Commission, Historic Pullman Foundation, Chicago Association of Commerce and Industry and the Mayor's Commission on Economic Development are possible sponsors of the tour.

13. Other Contacts

The following people could be contacted for more information: Chicago Regional Port District and Chicago Fire Department.

CHAPTER 12
EVANSTON THROUGH WINNETKA SECTOR

1. Why This Sector Was Chosen

This sector is perhaps the most representative of the several highly valued residential areas found along the Illinois shoreline. Land uses range from medium density single family residential through high density multi-family residential interspersed amongst institutional and commercial uses. A compact and highly sophisticated, affluent market is available for any tour - a market that has long demonstrated an interest in the social, cultural and political problems and potentials of their mature communities. Along the length of this sector, the shore configuration changes from a lake plain on the south to a bluff area along the north. Erosion problems, and various methods of reacting to the erosion issue are found in numerous places along the sector. Further, extensive lakeward land fills are to be found, as are areas of unprotected virgin shoreline. Finally, extensive recreational, water supply, storm drainage and other public and semi-public facilities make the area quite accessible to the touring public.

2. Coastal Issues

Many and varied issues are found in this sector. An analysis of the Inventory coupled with the follow-up interviews revealed these issues to include: (1) erosion in the bluff areas; (2) water quality; (3) public access to the lakefront; (4) Wilmette Harbor's waiting list for slips and moorings; (5) construction of the South Boulevard Beach and shore protection measures in Evanston; (6) maintenance of lakefront public facilities and of historic structures and landscaping in all the communities; and finally, (7) protection of the shore from further development too close to the water/shore interface.

3. History of Sector

Grosse Point was once a campground for Indians and was the site of the landing by French explorers in the late 17th Century. It is also the first place along the shoreline where the natural bluff is visible. Parts of Evanston were covered by large forests; a few of these old trees remain in the Cornelia Lunt Gardens and on the Northwestern University campus in Evanston and Crooked Arm Tree in Wilmette which is one of the last remaining trees that the Indians used to mark their trails. The North Shore area grew as people settled along the Green Bay Trail and the lakeshore. Toward the end of the 19th Century, Evanston was an important port for the shipping of coal and lumber. However, by the end of the Century, the shipping business had died out, and the Davis and Dempster Street piers had either been dismantled or had fallen into a state of disrepair and gradually disappeared.

Sheridan Road to Glencoe was once owned by a private organization which later became the Chicago Park District.

The Plaza del Lago highrises were built on what was once called No Man's Land or Sanlow Beach. The area was an unincorporated corner between Wilmette and Kenilworth. It was eventually annexed to Wilmette so that the community would have some zoning control over the development of the highrises.

The beaches have been built up in the last couple of decades with fill.

4. Landmarks

Over 70 historical landmarks and other structures of significance are to be found in the sector. The more important of these include the Lloyd House in Winnetka, the Baha'i House of Worship in Wilmette, the Grosse Point Lighthouse and Dawes House in Evanston, Northwestern University and its campus facilities, and the Calvary Cemetery on Evanston's southern border.

5. Natural Features

A low lake plain area exists on the south and rises to low bluffs in the north where the shoreline at Northwestern University and Wilmette Harbor has been extended lakeward by artificial fill. Further to the north, the shore rises to low-to-high unstable and erodible bluffs that are generally protected by groins. Yet further north, this segment is cut by ravines, and the scarps of the bluffs are heavily vegetated.

6. Existing Reference Material

Wilmette: A History by George Bushnell is a good reference book on the history of that community.

The Comprehensive General Plan: A sourcebook and the Bicentennial Trees brochures are available from the Evanston Planning Department. There is a Grosse Point Lighthouse brochure and fact sheet, as well as a film which can be shown to groups.

7. Existing Tours and Presentations

The Evanston Historical Society, Northwestern University, Grosse Point Lighthouse and Wilmette Historical Commission offer tours and presentations. Grey Line Bus Company has tours from Chicago to Baha'i Temple.

8. Transportation Access Points

The area is highly accessible by car (Sheridan Road or the Edens Expressway - Lake Avenue, Wilmette). This sector is also available by elevated, bus, bike and canoe. There is limited public parking along the lake in all these communities. Provisions for parking are best arranged at a nearby school or church or at Northwestern University.

9. Land Facilities

There is a wealth of potential tour facilities. These include the Dawes House and Grosse Point Lighthouse in Evanston, Northwestern University and, in particular its landfill, Wilmette Harbor and its neighbors Baha'i Temple and Plaza del Lago Shopping Center and highrises, the water filtration plant and electric generating plant in Winnetka, and any or several lake front parks in the shore communities.

10. Potential Tour Route

Given the linear nature of this sector, and its string of potential tour stops, a tour beginning at either the north or south ends of the sector and proceeding to the other would be a natural route.

11. Potential Audience

Potential audiences in this sector would probably consist of younger people in the school systems serving the local communities. This audience is quite sophisticated and typically represents a good many decision-makers of the communities along the shore.

12. Groups with Potential for Tour Promotion

The Wilmette Park District, the Kenilworth Historical Society, the Evanston Environmental Association, the Evanston Recreation Department, the Evanston Bike Club, the Prairie Club and the League of Women Voters may be interested in promoting the tours.

13. Other Contacts

North Shore Senior Citizens Center in Winnetka, Northwestern University faculty and students, and scout groups throughout the area might be contacted for assistance or as potential audiences.

CHAPTER 13
WAUKEGAN TO THE WISCONSIN STATE LINE SECTOR

1. Why This Sector Was Chosen

This sector is an extremely interesting area and one rich in examples of its diversity; a nuclear power plant, a large state park, an established harbor surrounded by coastal dependent industry, high bluffs, wetlands and beaches, as well as varied examples of historic, commercial and residential uses. It is reasonably accessible and presently has no established tours. There are a number of special interest groups which can lend support to a tour program.

2. Coastal Issues

A unique combination of factors in the Illinois Beach State Park area make that portion of the shoreline extremely vulnerable to erosion - estimated at some 1,000 feet over the next 100 years without proper protection structures. Lack of boat slips in the area has produced a proposal for some 3,000 new slips within the State Park area. The compatibility of the Zion Nuclear Plant with the surrounding State Park is a concern. The continuing development of Waukegan Harbor, its redevelopment, transposition of industrial land use to public lake front use, and water quality and recreation issues attendant to any harbor area are also of current concern.

3. History of Sector

The site of a French trading post in the late 1600's, the Waukegan area remained one of the very first settlements on the southwestern shore of Lake Michigan. Little Fort, as Waukegan was first known, became a lucrative commercial shipping center, and in the 1840's the U.S. government recognized Little Fort as a port of delivery, and constructed a lighthouse. Several large piers to facilitate lake traffic were built and the harbor was conducting a substantial amount of trade. However, Little Fort did not remain a major commercial harbor. The construction of the railroad and political attitudes which favored the Chicago port contributed to the decline of commercial port trade.

The history of Zion begins in 1896, with a man named John Alexander Dowie, establishing a Christian Catholic Church. Dowie's dream was to build a "God-ruled" city based on Christian cooperation. He established the Zion Land and Investment Association, and bought options on 6,000-7,000 acres. By 1901, more than 10,000 people had arrived in the area and within a year, Zion City was organized and established. Strict ordinances were passed that forbad tobacco, liquor, theaters, or drugs in Zion City. Residents believed that God was the land owner and Zion City land was,

in effect, borrowed from God to be used by the residents in keeping with the city laws. The city enforced its creed for a number of years until 1906 when Zion had financial difficulties.

During the late 1830's the first settlers moved near present day Winthrop Harbor and established a community called Spring Bluff. The population of Spring Bluff increased very slowly until the late 1890's when a land developer became interested in Spring Bluff and made plans to construct a harbor for commercial traffic. In anticipation of the harbor, the name of the settlement was changed to Winthrop Harbor, and, soon after, a number of factories relocated anticipating Lake traffic. The factories brought an increase in population and by 1901, the community of Winthrop Harbor was incorporated. Despite the village's amibitions, however, the harbor was never built. Although several industries left the area, the majority remained, and Winthrop Harbor remained a viable community.

In more recent years, two large installations - the Illinois Beach State Park and the Zion Nuclear Plant - have dramatically impacted the area. Both are major attractions in this sector, bringing thousands of visitors annually to an area that would otherwise be seen as a moderately urbanized, midwestern agricultural and manufacturing community.

4. Landmarks

Waukegan, as the historic site of one of Lake Michigan's earliest forts and harbors, and Zion as the site of a North American experiment in creating and "ideal" religious based community, provide a number of interesting historic landmarks and places. The plan of Zion itself is unique in concept and layout.

5. Natural Features

A low lake plain on the south filled and dredged for (Waukegan) harbor purposes, extends north to the low wetlands plains (Zion) area where a series of dunes and beaches separate the lake from the wetlands west of these dunes. This area severely erodes, especially in the northern half where damage has resulted to shoreline subdivisions. This area is now being acquired and cleared as part of the Illinois Beach State Park acquisition program. Hard points in the area are Trident Harbor at the north terminus and Commonwealth Edison's Zion Nuclear Reactor Station in the central portion.

6. Existing Reference Material

The existing written materials which could be handed out on a tour are a salmon fishing brochure, a Zion Village brochure and a Zion Nuclear Power Plant brochure. In addition, the Westinghouse Training Facility and the Waukegan Charter Boat Association may have materials that could be distributed.

7. Existing Tours and Presentations

There are presently tours of Temple Farms, the Zion Nuclear Power Plant and Illinois Beach State Park. The Illinois Coastal Zone Management Program has assisted the Illinois Department of Conservation in improving tours at the Park to include four miles of self-guided interpretive trails through the Dead River Nature Preserve. The trails are divided into three sections, one of which has major stations at the dune reclamation site, the Climax Forest, the Old Grove and the river mouth platform. These new trails became operational during the summer of 1977.

8. Transportation Access Points

A tour in this sector would probably begin at Waukegan Harbor, Greenwood Avenue would provide access to the harbor with parking available. The boat would depart from Waukegan Harbor and dock at Trident Harbor.

9. Land Facilities

Of the many facilities which could possibly be included on a tour of this nature, the following were mentioned. Waukegan Harbor and Illinois Beach State Park have tremendous potential, especially with the proposed self-guided tours for the Park. Shiloh House in Zion, the Lake County Historical Society would be interesting stops for people who were interested in the history of the area. Johnson Motors and Abbott Laboratories have tours of their plants. The County Center, T.B. Sanitarium, Fort Sheridan and Great Lakes Naval Base are also possibilities.

10. Projected Tour Route

Any tour of this sector should probably begin and end at Illinois Beach State Park where parking is available. Tour stops would include the Dead River Nature Preserve Center, the Zion Nuclear Plant, the Zion community and the erodible shore area as well as the beach at the State Park and the harbor at Waukegan.

11. Potential Audience

The Illinois Beach State Park campers are a strong potential market.

12. Groups with Potential for Tour Promotion

The League of Women Voters, the Girl Scouts and/or Boy Scouts, various schools and the Community College may be interested in promoting a tour of this nature.

13. Other Contacts

Others to be contacted should include: Georgia Ralph at Big Fish; Carlos Hidalgo at Waukegan Charter Boat Association; John Camerio at Illinois Beach State Park; Dr. J. Taylor at Zion Historical Society; Public Relations offices at Johnson Motors Company and Abbott Laboratories; Westinghouse Training Facility (for Zion Nuclear Center) in Waukegan.

CHAPTER 14
RECOMMENDATIONS

1. Overview

Each of the three sectors - Waukegan, Evanston and Calumet - have their own unique combination of natural, historical and cultural features which promise attractive and rewarding tours. In large measure the choice between them is a subjective one conditioned by considerations of 1) the message to be given, 2) the audience to be targeted and its availability and accessibility and, 3) the cost and ease of arranging and executing a tour in each sector.

Certainly, the principal Coastal Zone Message in any sector tour is better public understanding of Illinois shoreline resources and problems. Each sector tour then ought to begin with an overview of the natural history of the entire coastal zone and its historical and cultural development in general. This would put all sectors in a common coastal zone context and would set out those resources and problems common to the entire coastal zone. Then, the sector tour of a particular sector would proceed to expose and illustrate that sector's unique natural and historical resources and problems. It is here that questions of subjective choice arise and need be answered before a final sector tour -- and, consequently a sector message -- can be chosen.

2. Message

The sector message inherent in the Waukegan sector is principally one of the need to preserve and extend the natural landscape left to this and future generations.

The sector message inherent in the Evanston sector is principally one of the need to preserve and rehabilitate the cultural landscape left to this and future generations.

The sector message inherent in the Calumet sector is principally one of the need to redevelop and market the commercial/industrial landscape left to this and future generations.

Each sector's message is of merit and ought be told. The questions is: which sector's message provides the best context for improving public understanding of Illinois shoreline resources and problems?

Further, a final answer to that question must consider the sector audience to be targeted and its availability.

3. Audience

There is general agreement that the prime sector audience ought to be "younger people" -- that agreement flowing from the belief that this population segment is conditioned to a learning mode, is readily available due to daily activity schedules and comes "packaged" (via school and club activities) ready for introduction into a tour program. Further, the "future decision makers" aspect applies here.

This sector audience in the Waukegan sector would consist principally of younger people in the eastern Lake County school systems and, importantly the children on family camping trips at Illinois Beach State Park. There is little doubt this audience would find the sector message attractive for a number of reasons. Moreover, the camping children would probably bring their parents along providing an ideal family learning audience.

This sector audience in the Evanston sector would consist principally of younger people in the school systems serving the North Shore communities. This audience can be seen as quite sophisticated and would have the advantage of "living with the issues" involved. The prospects of these particular children later moving to decision making positions are very good indeed and makes this sector audience particularly attractive.

This sector audience in the Calumet sector would consist principally of younger persons in the Chicago school system as it serves the Southeast portion of the City and, perhaps, children brought to the sector by their families in a dedicated effort to "see" this part of the City. The Calumet sector is bewilderingly complex; thus, it provides both the most challenging, as well as the most "prone-to-failure", opportunity to attract this sector audience.

Each sector's audience is unique in composition even though its main element can and should be "younger people". Further, the audiences can be adjusted -- in some cases significantly -- if it is determined to target on additional population segments, i.e., retired people, or business development groups, or preservationists and conservationists. The spectrum of sector audiences can be broadened almost without limit. However, assuming that in all sectors the prime audience targeted is "younger people" the questions is: which sector's audience provides the best group for improving public understanding of Illinois shoreline resources and problems?

Further, a final answer to that question must consider the cost and ease, or the cost/benefits, of arranging and executing a tour in each sector.

4. Cost/Benefits

The cost/benefits of each sector tour can only be spoken of here in a figurative sense. They cannot really be set out in other than a subjective sense.

The cost/benefits of the Waukegan sector ought to be fair to good. The sector is moderately accessible, the audience would be easily assembled, the facilities can be arranged with little or no difficulty, and the environment is excellent. Existing land tours -- primarily "natural in content -- could easily be adapted to the purposes of this interpretive tour.

The cost/benefits of the Evanston sector ought to be good to excellent. The sector is very accessible, the audience can be easily assembled -- even rigidly scheduled, the facilities can be arranged with only moderate difficulty, and the environment is moderate to good. Existing tours - primarily "cultural" in content -- could be easily adapted to the purposes of the interpretive tour.

The cost/benefits of the Calumet sector ought to be poor to fair. The site is not very accessible, the audience can be assembled with some difficulty -- probably by depending heavily upon the attraction of Pullman, the facilities can be arranged with some difficulty, and the environment is complex, different and would be seen by many as forbidding. Existing tours (outside of Pullman) -- primarily "commercial/industrial" in content -- are sporadic and aimed at industrial development prospect. Tours for the purposes of the interests concerned here would need to be tailer-made. A possible exception would be extensions to the Pullman tours. However, as noted above, the potentials for rewarding tours in this sector are immense; but the costs of overcoming existing circumstances in order to raise these potentials to a level comparable with those in the other two sectors are considerable.

5. Summation

Considering all of the above, it would appear that the Evanston sector offers the greatest promise for an initial tour effort.

PART IV

TOUR GUIDE NARRATIVE MANUAL

FOR THE EVANSTON-WINNETKA SHORELINE

Accomplished tour guides select their own material as seems best suited to the particular audience, present the material in a sequence as seems best suited to the subject, and pace its delivery as seems best suited to the time and place. Each tour will be unique, each guide will have his or her particular style. Thus, the narrative prepared for a guide's background in preparation for a tour is organized so the guide can pick and choose the material as experience and intuition suggests. No doubt the guide will transfer the chosen material to cards to facilitate ease of handling in the field.

At the same time the narrative may be improved if the author takes a "guide like stance" when preparing the material. And, by taking such a stance the author's work will no doubt present examples, analogies, linkages and other lecture devices that might not occur to the guide.

The following narrative material is written with these observations in mind.

CHAPTER 15
HISTORICAL OVERVIEW

1. Introduction

As you know, the focus of today's tour is the Illinois shoreline of Lake Michigan. I would like to draw a parallel for a moment between our shoreline and that of Alaska, Florida and Texas.

What is common to them all? Complexity--an awesome complexity of social and economic issues, not found in the interior portions of the United States. Why the complexity? Well, population flocks to universally attractive settings. In addition, the coastline holds great potential for a variety of competing interests. It offers potential for recreation, industry, power production, commercial and sport fishing, and commerce, while providing an aesthetically pleasing location for residential development. However, many complex problems result from competition by all these interests for a coastal location. Often times, the outcome results in irreversible damage to shoreline resources.

The Illinois shoreline is, however, somewhat unique. If we were to visualize the shorelines of other cities located on the Great Lakes such as Milwaukee, Detroit, Cleveland, and Buffalo, Chicago stands apart. Without question, the Chicago shoreline is the most attractive shoreline on the Great Lakes and is even competitive with seacoast city shorelines. The reason? Farsighted individuals, in cooperation with local communities and the State of Illinois have recognized the importance and value of Lake Michigan as a resource. Rather than neglecting the presence of the Lake, Chicagoans have historically taken advantage of its potential for enhancement of its economy, for recreation, for drinking water, etc.

Today, our 59 miles of shoreline is almost entirely incorporated and developed. The use of the shoreline is almost completely regulated by local zoning. But on our shoreline, we are beginning to see areas which are being considered for redevelopment, such as the Waukegan harbor industrial, recreational port and in other places. Redevelopment poses many of the same questions. How shall the area be used? Should development be restricted, should a use which is not dependent on the location for water be allowed? As time goes on, we will increasingly be faced with such questions. Thus the time for our shoreline's future is now.

Chicago's longstanding commitment to the preservation and beautification of the Lake Michigan shoreline is a heritage to be proud of. Landmarks Preservation Service and the State of Illinois through its Coastal Zone Management Program are two organizations

presently striving to pass on this heritage to future generations.

The Landmarks Preservation Council and Service is the statewide private not-for-profit organization in Illinois dedicated to keeping landmark buildings and districts in active use. It seeks to make historically and architecturally important real estate competitive on the open market place with other commercial or residential properties. LPC/S is supported by memberships and gifts as well as grants for specific projects.

The Landmarks Preservation Council and Service employs four major programs to accomplish its goals.

TECHNICAL ASSISTANCE - to organizations and individuals through
- courses
- seminars
- a resource library
- special studies
- exhibits

In the areas of...
- legal and economic benefits
- adaptive reuse
- restoration techniques
- land use
- surveys and inventories
- architectural history
- National and State register applications

ADVOCACY - for preservation interests, through:
- drafting of state preservation legislation
- testimony for state, national and local legislation
- advocacy for preservation on all levels

THE LLOYD FUND - The gift of the Lloyd Fund by the grandchildren of Henry Demarest Lloyd establishes a Revolving Preservation Fund enabling the Landmarks Preservations Service to become directly involved in the business of saving properties not easily financed by conventional means.

MEMBERSHIP SERVICES - LPC offers its membership
- a newsletter - containing news of preservation activities all over the state
- tours of architecturally interesting places
- educational, social and fund raising events
- cooperative programs with other related organizations
- an opportunity to participate in the preservation of our architectural landmarks

The Illinois Coastal Zone Management Program reflects a national emphasis on planning for the preservation and future wise development of shorelines across the nation. In 1974, Illinois decided to participate in this national coastal zone management program which provides participating states with federal funding to develop management strategies to solve shoreline problems and assure future protection of shoreline resources. Illinois in conjunction with shoreline communities have worked over the past three years to develop a program for the Illinois shoreline. The efforts and work undertaken have provided expert knowledge of lake processes, shoreline erosion, recreational demands on our shoreline, port and harbor problems. Furthermore, the ICZMP has come up with a Program which will assure a coordinated approach to solving these problems.

Thus today, we are presenting to you an in depth look at the history, landmarks, resources, problems of our shoreline. We hope you will gain a better understanding of and appreciation for the complexities unique to the shoreline of Lake Michigan.

2. Natural History

The five Great Lakes - Superior, Michigan, Huron, Erie and Ontario comprise the largest body of fresh water in the world. There are more than 67 trillion gallons of water collected under the 95,000 square mile surface of the Great Lakes, and if these waters were spread evenly over the mainland 48 states, the land would be flooded to a depth of ten feet.

Great Lakes waters move from west to east, making their way to the Atlantic Ocean through the St. Lawrence Seaway. Together with their connecting waterways, the Great Lakes form the largest inland water transportation route in the world, spanning some 2,300 miles from the westernmost point of Lake Superior to the Atlantic Ocean.

Lake Michigan is the second largest in volume of the five Great Lakes and the only one entirely within the United States. Jurisdiction over the Lake is divided among the states of Michigan, Indiana, Illinois and Wisconsin. Lake Michigan is 300 miles long, it is 120 miles across at its widest point and 40 miles across at its narrowest.

The Lake is bisected by an underwater ridge which extends approximately from Port Washington, Wisconsin on the western side of the Lake to Frankfort, Michigan on the east. The northern basin is much colder and deeper than the southern basin, with places more than 900 feet deep. It is characterized by rock outcrops, steep cliffs and deep cut bays. Eroding glacial till bluffs and expansive sandy beaches and dunes typify the shallower, southern portion of the Lake.

More than four hundred million years ago, the Chicago area lay beneath a tropical sea that occupied the heart of the North American continent. Material deposited on the sea bottom constitutes the bedrock of Chicago, the Niagara Limestone Foundation. Above the limestone, glaciers left layers of impermeable clay that prevented the draining off of surface waters and created a high water table.

After the tropical sea receded, a succession of great ice sheets moved down over the northern part of the continent, covering most of Illinois.

Those glaciers, advancing and retreating, melting and freezing, left behind a series of concentric rings of debris called moraines. Rough, poorly drained, boulder-strewn ridges and mounds, they interrupt the flat intensity of the prairies and their wild woods and today, little lakes make them popular resort spots. Lake Geneva and the Fox Lake chain are water-filled depressions among moraines. Many of the area's forest preserve areas have the same origins. This freezing and melting process continued until seven to ten thousand years ago when the Lakes were formed as we know them now.

As the last ice sheet receded, melt waters occupied a large basin that the advancing glaciers had scoured out. Blocked to the northeast by the glacier itself, the accumulating waters found their way southwestward through the drainage at two places. These valleys, or sags, carried the overflow melt-water westward into the Mississippi system.

The two exits played an important role in the development of the Chicago area and are still visible today. The Calumet Sag Channel runs through one old glacial streambed. The Chicago Sanitary and Ship Canal, sometimes called the Chicago Portage, follows the second fissure through the moraines.

As the ice sheet retreated irregularly, it occasionally paused long enough to permit the melt-water to create spits, bars and beaches. In later times, these sandy strips were the only well-drained ground in the spring, and the Indians used them for overland travel when the surrounding area was waterlogged. U.S. Route 30, 6 and 20 at the northern end of Lake Michigan are constructed on old beaches. In Chicago, some of the major streets that deviate from the general rectangular pattern, such as North Clark Street, Ridge Avenue and Vincennes Avenue, were old glacial formations and well-travelled Indian trails.

One important dimension of Lake Michigan, and of all the Great Lakes, is the variation in lake levels. In Lake Michigan, a six foot range has been recorded between the highest and the lowest levels. During high lake levels, recreational beaches are submerged and shoreline erosion increases dramatically. Low lake levels cause a drying of the marshlands and loss of wildlife habitats and fish spawning grounds. Commercial shipping interests suffer as the decrease in lake levels lessens channel depths. By no means static, the shape of the Lake continues to change by the natural process of shoreline erosion and accretion.

3. Cultural History

Of the 1600 miles of Lake Michigan shoreline, only sixty are in the State of Illinois. In this short segment, however, lies one of the most intensively developed urban areas in the entire United States, an area brimful of the history of man's settlement of the western world.

The American Indians arrived in the Great Lakes region around 6000 B.C. They were the first people to reap the benefits of this region's vast natural resources. Many tribes, such as the Winnebago, Illinois and Miami, who lived along the Lake Michigan shores, used the Lakes as both a source of food and travel.

Historians believe that the first contact with the Indians by the Europeans was in the early 1600's. The French explorer, Jacques Cartier,

initiated the first major exploration of the Great Lakes area by travelling up the St. Lawrence River. Undaunted by the Indians' efforts to stop him, he continued further inland and established a settlement at the present site of Montreal. In the late 1600's, Joliet and Marquette travelled from the Mississippi to Lake Michigan via the Des Plaines River, portaging to the Chicago River up to Lake Michigan, thus, establishing a route for explorers and traders. (Portaging is a term that means carrying of boats and supplies over land between two waterways.) Over the next two hundred years, other explorers such as Champlain, LaSalle and Cadillac contributed to the exploration and development of the Great Lakes region. Several French trading posts were established, one in particular near present day Waukegan.

In the beginning, the land on which Chicago sits was not a spot of striking beauty, dunes spotted the shoreline but to the west, a sparsely wooded prairie merged with a stretch of low swampy land covered with grass and muck. In the late 1700's, a trading post was established at the mouth of the Chicago River by Jean Baptiste Point du Sable, the population of settlers grew very slowly, due to the swampy land and the hostility of the Indians. Subsequent Indian treaties gave control of the mouth of the Chicago River to the U.S. government.

In 1803, Fort Dearborn was built near the old trading post to secure the site. In 1812, the Fort was attacked by Pottawatamie Indians and a massacre of settlers ensued. The Treaty of Prairie du Chien was signed, ceding the land area of Evanston, Wilmette and Kenilworth to the U.S. government. A portion of this land was given to the settlers, including Archange Ouilmette, her husband Antoine and their children, as compensation for damages in the 1812 massacre. Near the sites of the early trading post and of old Fort Dearborn, the City of Chicago began its growth towards a commercial-industrial center of worldwide importance.

By the mid 1830's the final treaty with the Pottowatamie Indians had been signed. The treaty ceded to the U.S. all that remained of Pottawatamie lands in Illinois and Wisconsin. Construction began to convert the Green Bay trail, an ancient Indian route between Chicago and Green Bay, to a coach route. Inns and taverns sprang up along the route, and the first settlers established farms along the North Shore near the present-day communities of Evanston, Highland Park, Lake Bluff and Winthrop Harbor. The beauty of the Lake and the adjacent lands lured the first residents of Kenilworth and Lake Bluff. The prospect of establishing lucrative commercial ports attracted settlers to shoreland areas now known as Evanston and Winthrop Harbor. Little Fort was established, near present-day Waukegan, as a trading post and convenient stop-over.

During the 1840's, the Village of Little Fort expanded its shipping facilities and constructed a lighthouse, becoming a competitor to the port of Chicago. Entrepeneurs with aspirations to develop lucrative commercial ports along the lake sought to attract settlers to shoreland sites,

St. Johns and Port Clinton were two such villages, once located north of today's Highland Park. Taylorsport, a port city was established near what is today's Glencoe and was successful enough to warrant construction of a lighthouse.

With the completion of the Illinois-Michigan Steamboat Canal and the construction of the railroad in 1855, Chicago became the railroad center of the country and commercial shipping to and from the area increased immensely. The population of the Chicago area grew at an incredible rate. In a single day in 1855, more than 2,000 new settlers reached the Chicago shore. The settlement along the North Shore grew also, particularly in the suburban villages of "Glens Coe" or Glencoe, Lake Forest and Rockland (Lake Bluff). Also during this period, Northwestern University and Lake Forest College were planned and construction initiated.

As the City of Chicago continued to expand,it attempted to provide more public services to the rapidly increasing city population. It was evident that rapid growth was endangering the city resident's health and welfare. The Chicago Hydraulic Company built a water intake pipe so that drinking water could be pumped from the Lake. However, human and animal waste which was being dumped into the Lake was returned in the City's water supply through the pipe. The end result was a cholera and typhoid epidemic which claimed the lives of more than 5% of the City's population.

The 1854 cholera epidemic together with the devastating Chicago fire of 1871, made suburban communities exceedingly attractive. The influx of settlers to Wilmette, Winnetka, Glencoe, Highland Park and Waukegan led to the incorporation of these villages during the late 1860's and early 1870's.

Increased urban densities and balloning growth also brought unrest. During The Haymarket Riot in Chicago in 1886,the U.S. Army was called to Chicago to quell the disturbance. In answer to the needs of the residents, the army remained in the area and the U.S. government established Fort Sheridan, adjacent to Highland Park. Soon after, the Naval Appropriations Act authorized the purchase of a site in the Great Lakes area. Interested Chicago citizens organized to buy land and subsequently offered it to the Federal government to establish the Great Lakes Naval Training Center near Lake Bluff.

By the turn of the century the pattern of land use that would shape the use and misuse of the Illinois shoreline was well established. And, man began to realize that despite his dependence on the lake, he was failing to protect it with as much diligence as he used its resources. However, some far-sighted groups and individuals began to take action to protect and preserve the lake and the lakefront for the benefit of future generations as well as to correct their current problems.

It had taken the cholera epidemic of 1854 to first call attention to the effect man could have on the lake and the lake's response to man. Refuge

and sewerage could not be dumped into the Lake without contaminated drinking water supplies. By 1900, Chicago had acted to rectify that problem by reversing the flow of the Chicago River system away from the Lake. By digging the river channel deeper and installing locks at the mouth of the system it insured that no river water would flow, uncontrolled, into the Lake to create a health hazard. Thus was born the Metropolitan Sanitary District which now serves nearly all of Cook County and is recognized as one of the engineering masterpieces of modern man.

In 1890, Chicago businessman Montgomery Ward began a personal, twenty-year struggle to clear and protect the Chicago lakefront from objectionable structures, to establish a lakefront park "for use by all the people all the time". Grant Park is the result.

With the planning for the Columbian Exposition in 1893 at what is now Jackson Park, Daniel Burnham, Architect and Frederick Olmstead, Landscape Architect, envisioned a new concept for Chicago's lakefront - a planned city emphasizing the artistic relationship between buildings, water and open space. The Exposition was an immense success and its planning concepts were to become the basis for the 1909 Burnham Plan for Chicago, one of the first comprehensive plans developed for an American city and one based upon the recognition that "first in importance (to the City) is the shore of Lake Michigan". The Plan included sweeping recommendations for the expansion of the lakefront park space over the entire length of the shoreline.

Lakefront projects over the last 70 years, almost all of which relate in someway to the 1909 Plan have served to increase man's awareness of the Lake. A list of these would be long indeed and would include the entire park and beach system from Hollywood in the north to Calumet Park on the south, the Lake Shore Drive, Navy Pier, the cultural complex at the Field Museum and Solders' Field, Northerly Island constructed for the "Century of Progress" exposition in 1933-34, Buckingham Fountain and the overall development of Grant Park and Burnham Harbor to name but a few.

Thus, for nearly 100 years local policies and programs have sought to increasingly ensure the protection and wise use of the Lake Michigan shoreline.

The role of federal and state government in the ownership and protection of the Lake itself parallels this local initiative regarding the shoreline. These roles have evolved over time beginning in the mid-1800's when the Northwest Ordinance gave ownership of the lakebed and the waters to the states bordering Lake Michigan. Since that time, Illinois has acted under statutory authority to protect the Lake. This authority has been reinforced by judicial decisions dating back to 1892, which have applied the public trust doctrine to the Lake. This doctrine establishes that the bed and waters of Lake Michigan are a state responsibility to be preserved and protected for all the citizens of the State of Illinois.

CHAPTER 16
WILMETTE HARBOR

1. History

When the troops came to Chicago in 1803, they found four huts or cabins here, belonging to some French Canadian traders. One was occupied by LeMai who bought out DuSable, one by Ouilmette and a third to Pettle. The fourth, apparently, belonged to John Kinzie and was vacant at this time.

Antoine Ouilmette claimed to have settled in 1790. This is partially corroborated by the statements of the soldiers who came to establish Fort Dearborn that he was living with his Indian wife in one of the four huts. Ouilmette's chief dependence for a livelihood was on the transportation of travellers and their baggage across the portage.

As payment for damages incurred during the massacre of Fort Dearborn in 1812, from which the Ouilmettes saved several people, by the Treaty of Prairie du Chien (1829), the U.S. Government gave Antoine Ouilmette $800.00 and his wife and children were granted 2 sections of land (1280 acres) a few miles north of Chicago. This land, which came to be known as Ouilmette's Trail, Grosse Point or Wilmet's, was part of a large tract of land given to the U.S. Government following the Treaty of Prairie du Chien with the Pottowatamies.

During the middle 1850's, while Evanston was growing as a shipping center, entrepreneurs were investigating such possibilities for Grosse Point. Evidence of an offshore sandbar, however, hindered the approach of lake craft and the idea was abandoned.

Despite this setback, a combination of access to the railroad, the Chicago fire of 1871 and overall population growth in Evanston and Chicago helped attract farmers and merchants to the area.

By 1872, the Village of Wilmette, named for its first settler, was incorporated.

The Bahai Temple is both an architectural and navigational landmark. A white dome with delicate traceries crowns a temple. Set on a landscaped mound on Sheridan Road across from Wilmette Harbor, it was dedicated in 1953 amid great acclaim. The dome rests on a base of nine equal sides, with no special architectural emphasis given to any one side and with a unique use of architectural concrete.

It was in the spirit of unity of all religions that the temple was designed by Louis J. Bourgeois, a Wilmette resident.

2. No Man's Land Hi-rises

In the early 60's while lake levels were low, hi-rise condominiums were constructed in what is now Wilmette, or Plaza Del Lago. At the time, each condominium had vast expanses of sandy beach extending some 100-200 feet into the Lake. However, when lake levels began to rise, the beaches began to disappear until the mid 1970's when the last traces of beach vanished. The result was severe flooding in the basements and first floors. With no beach to break the waves, erosion occurred. Until recently, through work completed by the Illinois Geologic Survey, we did not have an accurate understanding of the rise and fall of lake levels. Many believed lake levels occurred in a 7 or 10 year cycle. We now know that beyond our basic knowledge that when the lake goes down, it will eventually come back up, there are no predictable cycles. Lake levels are responsive solely to the amount of precipitation which falls on the region.

So then, what might a possible solution be for shoreline construction? The Illinois Coastal Zone Management Program is recommending that communities look closely at erosion and flood hazard areas and in turn stipulate that any construction in these areas be set back an appropriate distance from the shore, or that the shoreline be protected by bulkheads or jetties before construction begins. No shoreline community at present has any ordinance of this kind. However, Winnetka has recently taken action to consider amending their current ordinances so as to prevent such an occurrence on their shoreline.

3. Fishing Pier

Here we see what was recently a heavily used fishing pier. In fact, this pier was the only public fishing pier between Chicago and Waukegan. As you will note, it is presently in a state of disrepair and unsafe to walk on, and was recently closed.

Why then isn't anyone doing anything about it? The answer stems from a very complex jurisdictional problem common to the Illinois shoreline. Presently there are some 100 entities with jurisdiction over the 59 miles of shoreline ranging from Mosquito Abatement districts to municipalities to the U.S. Army Corps of Engineers. Wilmette Harbor and this fishing pier have suffered from this hodge-podge of shoreline authorities.

In the case of the fishing pier, the Metropolitan Sanitary District of Chicago owns Wilmette Harbor and the pier but leases them to the private Wilmette Harbor Association. It then would be the responsibility of the Harbor Association to repair the pier. However, the Association has no money to repair it, and would have to assess their members in order to raise the money. Needless to say, this alternative is not attractive to the members. In addition, as a private association, they are not eligible to receive federal or state dollars. The pier was then offered to the

Wilmette Park District. However, seen as a liability, the Park District showed no interest. Therefore, we have one dilapidated fishing pier with very little hope of being repaired.

Suburban access points are not the only problem Illinois is experiencing relating to sport fishing. The actual fish population is a problem.

Most everyone has certainly heard about, if not seen first hand, the alewife problem. Why do these alewifes blanket our beaches and negatively impact our olfactory organs?

The origin of the alewife dates back to the 1820's. Both the alewife and the lamphrey eel were native marine fish which ended up in Lake Ontario and were land locked by the physical barrier of Niagra Falls. In the 1820's the Welland Canal was constructed to bypass Niagra Falls. This canal provided a conduit for the lamphrey eel and the alewife's entry into southern Lake Michigan. It actually took 100 years for the fish to migrate to Lake Michigan. Once in Lake Michigan, the lamphrey eels preyed on the large species of fish such as the lake trout. In turn, with the disappearance of the larger species, the smaller fish like bloaters increased in number. Commercial fisheries turned to harvesting the smaller fish which in turn left another unfilled niche in the food chain. Another invader from the Atlantic passed through the Welland Canal - the alewife. As you know, the massive alewife population is subject to regular dieoffs - plaguing the beaches and clogging water intake valves.

Today, by usuage of a larvacide called TFM used on their rivermouth spawning grounds, the lamphrey eel population has dwindled. However, until a larger population of large fish such as the lake trout are re-established, the alewife problem will persist.

In July 1977, for the first time in Illinois, the Department of Conservation with assistance from the Illinois Coastal Zone Management Program, initiated a stocking program. This entailed introducing 120,000 fingerlings (baby trout) on two shallow reefs off of Waukegan and Glencoe. This was done as an experiment to re-establish shallow breeding species. If this is successful, the stocking will be repeated and the sport fishing opportunities in Lake Michigan will be greatly improved over the present "put and take" syndrome. By "put and take", we mean that when fish are stocked in deep water, they are fished out as fast as they are stocked, and they don't have the chance to spawn and reproduce.

4. North Shore Channel of the Chicago River

As you will note, just under the bridge at Wilmette Harbor, there are gates. Just as the Chicago and Calumet Rivers were reversed to flow away from Lake Michigan, so too was the North Shore Branch. The gates provide the barrier which clearly separates Lake Michigan water from the water in the channel. In other words, if the gates remain closed, and someone sitting on the bank of the channel across Sheridan Road throws a

plastic cup in the water, the cup would flow down the channel to the Chicago River, in turn into the Illinois River which flows into the Mississippi and then to the Gulf of Mexico.

The reversal of the North Shore Channel serves to protect the quality of Lake Michigan water. Only in cases of potentially severe flooding are the gates opened and does the water flow into the Lake. As you may recall, at the end of June 1977, a torrential rainfall necessitated the opening of the gates and had it not been for the strong winds carrying the pollution out into the middle of the Lake, the neighboring beaches might have been closed due to polluted conditions.

Although the successful reversal of the rivers in Illinois which once flowed into the Lake has protected the quality of Lake Michigan water, it has also been the basis of a water supply problem for northeastern Illinois.

When one looks at the great expanse of Lake Michigan water at our very doorstep, one wonders why all the recent publicity about water supply problems in northeastern Illinois. One would think that Lake Michigan holds enough water to meet all our needs. Unfortunately, this is not the case, at least on paper.

As previously mentioned, anything deposited in the north shore channel west of the controlling gates reaches the Mississippi and not Lake Michigan. In essense then, when Illinois diverts water out of Lake Michigan, it doesn't put it back. In fact, we take water from Lake Michigan and put it in an entirely different watershed - the Mississippi watershed.

This is not the case in the other Great Lake states. All the others take water out, use it, treat it, and return it to the Lake. As a result, Wisconsin, Michigan, the New York Power Authority and other Great Lake states band together and sued the State of Illinois. They alleged that diversion by Illinois affected the level of the Lakes and in turn when the Lakes were low, navigation was adversely affected and the lower lake levels impacted the amount of electricity which could be generated at the plant at Niagra Falls. Extended litigation resulted in a 1967 Supreme Court ruling stating that Illinois could divert not more than 3200 cubic feet per second, or approximately 2 billion gallons per day.

The Supreme Court Decree authorized the State of Illinois to apportion this diversion among municipalities, political subdivisions, agencies and instrumentalities for domestic use or for direct diversion into the Sanitary and Ship Canal to maintain it in a reasonably satisfactory sanitary condition.

In response to this decree, the Level of Lake Michigan Act was passed by the Illinois General Assembly, which designated the Department of Transportation as the agency responsible for Lake Michigan Water Allocation.

After almost two years of hearings and requests on behalf of almost 200 applicants, the Department issued an order on May 29, 1977. This allocation was based on current usage, projected need, and the availability of alternate water resources.

So although we live on the largest inland body of water in the world, we are not without water supply problems.

5. Harbor Dredging

Earlier when we worked with the model to demonstrate lake currents and processes, we saw that any structure constructed perpendicular to the shore will serve to trap sand generally creating a desirable beach. However, one negative impact from such a structure is the damage caused downdrift of it. Remember? While a perpendicular structure collects sand to the north of it, it generally cuts off the flow of sand which would normally fill the beaches to the south.

Here at the Harbor, we find two perpendicular barriers serving to protect the entrance to the harbor. From time to time, sand accumulates in the harbor mouth and must be dredged to clear a passage for boats.

The U.S. Army Corps of Engineers is responsible for dredging activities. Through a cooperative agreement with the Corps, the Illinois Coastal Zone Management Program has been able to assure that sand which is dredged from the harbor mouth is barged and deposited to the south of the harbor structure so that the natural current will continue to feed the beaches.

Based on the same principle, the Illinois Coastal Zone Management Program will conduct an experimental beach nourishment project to replenish shoreline beaches which have been depleted due to erosion or wave attack. The Program,through work completed by the Illinois Geologic Survey, has located large sand deposits in the Lake off of the major harbor structures such as Waukegan, Wilmette and Great Lakes Naval Training Station. The Program will have this State-owned sand dredged, barged and deposited in stockpiles along the beaches. With the natural southerly currents, this clean sand will be carried and deposited on beaches all along the shoreline. Beaches are not only desirable from a recreational standpoint but also as a barrier to break waves and prevent erosion.

CHAPTER 17
TOWER ROAD PARK, WINNETKA PRESENTATION

1. History

Winnetka was once the campgrounds of the Pattowotamie Indians. The Indians were required to move under a treaty following the Black Hawk War of 1832.

During the 1830's and 1840's, pioneers came by overland routes and by boat from Europe and from the eastern coast to settle in the area. The first settlers of Winnetka came to serve travellers on the Green Bay Trail. Erastus Patterson opened a tavern in the area in 1837. Johann Happ arrived from Germany in 1841 and started a blacksmith shop. From Fort Dearborn, some settlers moved north - some to find farmland; others to participate in the building of a new port city; or perhaps to find the perfect site for a country home. When the township was organized in 1850, Happ successfully sponsored New Trier as its name. (Some North Shore land was given to settlers as payment for construction work on the steamboat canal and the railroad.)

By 1854, a town site was laid out by two local entrepreneurs in the Winnetka area. With the completion of the railroads facilitating North Shore transportation, the Village of Winnetka grew steadily. By 1869, Winnetka had a large enough population to incorporate.

Erosion has been a serious problem in this area, especially farther north in Highland Park, Lake Forest and Lake Bluff. To illustrate the seriousness of the problem is the example of St. Johns.

St. Johns was founded prior to 1850 in what would be now the south-east corner of Fort Sheridan. It was an active fishing and shipping village with an extensive trade route around the Great Lakes. However, because of foolish financial ventures by its founders, the Gold Rush in California and being bypassed by the railroad, St. Johns gradually lost population. Those that remained were eventually incorporated into Highland Park.

However, the site of St. Johns no longer exists, as over the years, the bluffs have eroded away. Today the site of St. Johns is maybe 50 yards into the Lake.

On September 7, 1860, approximately 400 persons boarded the Lady Elgin, billed as the largest paddle wheeler on the Great Lakes, to return to Milwaukee after spending several days in Chicago.

They never made it. About 2 A.M., in a stormy, tempestuous Lake Michigan, the boat was rammed by the schooner Augusta, about 12 miles off

the coast of Winnetka. As the damaged craft headed towards shore, the engines fell out. There were 98 survivors. Those that survived either stumbled or were dragged ashore at what is now Elm Street. Others were swept by the undertow far into the Lake. The Lady Elgin, like so many of its ilk, was never found.

The hero of the tragedy was a student at what was then Garrett Biblical Institute in Evanston, Edward W. Spencer. He is credited with jumping into the Lake 16 times and saving 17 people.

The shock and outrage engendered by the wreck was felt all the way to Washington, D.C. It wasn't until thirteen years later, however, that Congress authorized the sending of a lifeboat and equipment to Evanston, on the condition that Northwestern University furnish an officer and student crew members.

Six years after that, a permanent station which was established on campus was moved to Wilmette Harbor. In 1932, it was placed under U.S. Coast Guard control.

Today, about all that is left of the Lady Elgin is contained in a cabinet in the Evanston Historical Society.

2. Erosion

Looking northward, we now are able to see a dramatic rise in the shoreline. Bluffs in Winnetka reach 80' in places. However, Winnetka is fortunate in that its bluffs are covered with lush green vegetation which serves to protect them from erosion. Unlike the Village of Lake Bluff where the entire 2½ mile shoreline is almost entirely void of vegetation and where 17 homes sit atop 90' sheer bluffs perilously close to the bluff's edge, Winnetka is on the whole fortunate with the exception of perhaps a dozen erosion hazard spots; the mile long shoreline is for the most part stable.

One reason for this condition which cannot go without mention is the various types of structure protection measures individuals have installed. However, the point I'd like to make here is that structural measures alone will not always abate the erosion process. Vegetation is important.

Let's say,for example, that we have an 80' bluff which is entirely bare - no form of vegetation. Okay, the owner puts in a revetment or seawall the length of his property. This seawall, if done properly, will break the wave action and prevent it from eating away at the bottom of the bluff.

However, let's picture what might happen at the top of the bluff. Since bluffs are generally composed of very fragile glacial till material, the slightest disturbance will disrupt them. Say we have a heavy rain.

The glacial till at the top of the bluff becomes saturated with water and turns into a substance similar to toothpaste. The result is large chunks of the bluff break away and literally ooze down the slope. So water coming over the top of the bluff and running down a bare bluff face causes erosion. Also there is generally a sand lense about 10' below the surface which acts as a conduit carrying ground water to the face of the bluff. Since there is no vegetation with root systems to absorb this excess water, the water flows down the face and again weakens the bluff. In Lake Bluff where this process generally occurs, more than 267' of shoreline have been lost since 1872, depositing more than 6 million cubic yards of sediment in the Lake.

Today the ICZMP is contracted with the Illinois Natural History Survey to determine what types of trees, plants and grasses are best suited for our climate and most effective in stabilizing a bluff. The general rule of thumb is that a tree plant or grass with a horizontal root system is most effective in water absorption and bluff stabilization. When the study is completed, a "Help Yourself Brochure" will be available to provide homeowners with types of vegetation, where to purchase it and how and when to plant it.

At our next stop, we'll look at what kinds of structural protection work best to combat erosion and what the price tag might be for an ambitious homeowner.

3. Recreational Boating

To the south, we see Lloyd Beach which generally serves as Winnetka's boating beach. Most shoreline communities have such facilities for small boats, which generally meet the demand.

However, for those who own larger sail and motor boats, access to the Lake is generally not as easily obtained. Presently, harbors which can accommodate large boats are limited to the Chicago harbors, the Wilmette Harbor and Waukegan Harbor. At present, these facilities don't come close to meeting the demand. For instance in Waukegan, the waiting list for harbor space is generally five years long. The result is that we find Illinois residents going all the way to Wisconsin or Michigan to moor their boats. The Northeastern Illinois Planning Commission has projected that by 1980, there will be a demand for 1900 additional slips and 800 additional moorings along the 59 miles of Illinois shore.

So how and where will this demand be met? Presently, there are plans to expand Waukegan Harbor to accommodate 500-1500 additional boats and to provide two additional boat launching ramps. However, harbor expansion is an expensive proposition. The projected coast at Waukegan would be 3 to 5 million dollars.

Construction of a brand new harbor at Zion is under investigation.

This harbor would be located to the north of the Zion Nuclear Reactor and within the bounds of Illinois Beach State Park. Earlier projections indicate that some one to three thousand boats could be accommodated by such a facility. However, because Illinois Beach State Park is the only remaining natural area on our shoreline, the environmental impact of such a marina is a serious question to be answered. In addition, as we've already pointed out, harbor structures can have a detrimental effect downstream if the sand trapped by the structure is not systematically bypassed around the harbor piers. Many questions with regard to the positive and negative effects of such a marina remain yet unanswered.

However, we are fortunate that in the past two years, biological, geological and hydrographic data needed to obtain the answers to these questions is now available. Perhaps in the coming years, Illinois' boating needs will be met by careful planning and continued research.

4. Public Utilities

Winnetka is unique amongst the shore communities in that it has its own electric utility -- both generating and distribution facilities -- as well as a lake front water works. These two facilities are what you are now visiting, with the waterworks in the northerly building and the electric generating plant to the south. The structures extending into the lake are holding basins for electric plant cooling water. The Park District leases the surface of these structures from the utility to provide parking for the adjacent beaches and for recreational fishing opportunities.

To the north and south of this complex are public beaches and boating facilities owned and operated by the Park District -- except for an 80' private frontage immediately south of the generating plant. Note the effect the structures extending into the lake have had upon beach buildup, with extensive beach to the north of the structures and less beach to the south.

Here, then, you can view a concentration of mixed uses -- private and public, recreational and utilitarian, developed and undeveloped. This mix is periodically and strenuously debated by the citizens of Winnetka. A majority has consistently favored retention of the plant for the independence and revenue it provides the Village. A minority argues for the phasing out of the electrical plant (in favor of joining the Commonwealth Edison system) and the removal of the plant and its impacts from the lakefront. Currently, plans are underway to replace some of the older generating units within the plant so it would appear that Winnetka will continue its own utility operation for the foreseeable future.

5. Historic Landmark

Henry Demarest Lloyd was a noted social reformer of the late nineteenth century. The former Chicago Tribune chief editorial writer left the paper due to illness and disagreement with the paper's growing conservative outlook. He continued to write, devoting his time to books relating to social reform; the best-known being Wealth Against Commonwealth published in 1894.

Henry Demarest Lloyd together with his wife, Jessie Bross Lloyd made their home a center of activity. It was a meeting place for all types of people, from a variety of backgrounds. As Frederick Greeley, a Lloyd friend, remarked, "no one cared what he had or how he looked, but each felt that he gave and received value in this clearinghouse of ideas, where both poor and rich got richer and no one lost".

The nucleus of Wayside and the origin of its name was a small, two-story brick structure built in the 1850's and known as Wayside Inn. Thus the central core of the present house has been in existence for 120 years. Additions to and remodeling of the core done by the Lloyd family extend from the early 1880's through the installation of electricity in 1910. As such, the house is both a record of 60 years of American craft and architecture and the reflection of 90 years of one family's life. It is this double heritage of structure and social history that dictated the designation of Wayside as a National Historic Landmark.

The Lloyd grandchildren gave LPS the money necessary to purchase Wayside from the testamentary trust in which it was held. By establishing the Lloyd Fund, this purchase fulfilled the purpose of the grandchildren in preserving the house and the purpose of LPS in keeping a landmark in valuable everyday use.

CHAPTER 18
GROSSE POINT LIGHTHOUSE

1. History

During the late 1600's, French explorers were trying to find a route which would connect the Mississippi River with Lake Michigan. In the course of their travels, they stopped at "une grosse pointe", hence the name of this area as Grosse Point. With these explorations, several French trading posts were established, one in particular near present day Waukegan.

The Grosse Point area was once an Indian campsite for many years. However, by a series of treaties, the Indians left the region.

Evanston's beginnings are tied with the stagecoach mail route that went from Chicago to Green Bay, Wisconsin on what became known as the Green Bay Trail, the little town of Ridgeville grew toward the Lake. The earliest permanent resident is usually identified as Mayor Edward Mulford. In 1837, he built a home west of the present Calvary Cemetary, ten miles north of the Chicago courthouse located on the Green Bay Trail. It became known as the Ten Mile Station on the stagecoach line. In 1850, he and a few new neighbors organized the Village of Ridgeville.

Northwestern University might be considered a parent of the modern city of Evanston. The community was named for Dr. John Evans, one of the men who founded the university in 1851. He signed the mortgage to purchase farm acreage for a campus for $25,000. There were four students when the college opened in 1855. The village of Evanston was platted around the fledgling college in 1853 and 1854 by Philo Judson, first business agent of Northwestern. It was incorporated in 1863.

At about the same time, the railroad came through Evanston. In 1854, a single track was laid which ran to the Wisconsin border. At the time of the Civil War, the Village of Evanston had a population of only 1200. The great spurt in Evanston's growth followed the big Chicago fire of 1871. Many families moved out of the city at this time. The founding of Northwestern University helped determine the kind of community it was to be, culturally, educationally and spiritually. Evanston now included the original Ridgeville plus areas to the west and to the north. In 1884, the population was 5,000. In 1892, south Evanston was annexed with the greatest argument in favor being an improved water supply.

Frances Willard (1839-98) became the first dean of Women at Northwestern and in 1874 was an organizer of the Women's Christian Temperance Union. Her home, a small Victorian Gothic house built by her father in 1865, is open to the public at 1730 Chicago Avenue. In 1966, it was designated a national landmark by the Department of the Interior.

Chicago's location on Lake Michigan has made it a terminal for various types of transportation. From its earliest days, shipping and the transporting of settlers by boat have been very important factors in the development of the city and its economic well being.

By the 1870's and 1880's, the Chicago canal and port traffic reached its peak with 26,000 vessels recorded annually for several seasons and it was a harbor of national importance. The type of cargo had changed since the early days, with the decline of passenger and canal barge traffic, while bulk industrial traffic carrying iron ore, coal and limestone for the steel mills increased.

Evanston was also an important port at this time, rivalling Chicago. In the 1870's, a new, longer and more efficient pier was constructed to handle the lucrative Evanston coal business.

However, there was some danger to ships in this area: there were shoals and sandbars off the shore in various places and farther north, several passenger ships, including the Lady Elgin, had sunk.

In 1871, $35,000 was appropriated by an Act of Congress for the construction of a lighthouse at Grosse Point to aid navigation in the Chicago North Shore area. The selection of Grosse Point as the location of the lighthouse was wise because of the natural projection of the shoreline into Lake Michigan, thus making a light more visible from all directions. Construction of the keeper's dwelling, the tower, the office and the passageway were completed in 1873. The light was first lit in February, 1874. A lighthouse keeper and assistant were appointed to operate the facility.

Erosion appears to have been a problem even then, for in 1878, two cribs authorized for the protection of the shoreline at this station were built and placed into position at a cost of $5,000. However, railroad expansion, combined with extremely low lake levels near the turn of the century, forced Evanston out of the competitive shipping industry.

Over the years, various changes were made in the operation of the light and fog signals. The fog signals were converted from steam sirens to ten inch steam whistles; the light was converted to electricity in 1935. The automatic operation of the light eliminated the need for the keeper, and the keeper's quarters were uninhabited off and on during the 1930's and 1940's.

In 1935, all of the land and buildings, except the tower, were deeded to the City of Evanston by an Act of Congress. The tower was turned over to the city in 1941. The light was shut off for reasons of economy and as part of the air raid protection program in 1941 to 1946, when it was relit. In 1973, the restoration of Grosse Point Lighthouse began. The Lighthouse was placed on the National Register of Historic Places in

September 1976. (National Register designation means that any federal, federally-assisted and federally-licensed projects affecting cultural properties are reviewed by the Advisory Council on Historic Preservation).

There is a very serious problem that has developed over the years. The lighthouse keeper's quarters is sinking in three places. The kitchen, located on the southern side of the building, has cracks in the foundation resulting from the sinking. The center foundation wall on the north side has cracked horizontally with a few vertical cracks, dropped several inches and the lower portion has shifted. The third place is the front stoop, a common problem with older structures. A structural engineer estimated the repairs to cost $50,000, including cosmetic repairs to ceilings which have been damaged by the sinking.

Many large, old houses on the tree-lined streets of Evanston are or have been homes of notables, some attracted to Evanston by its atmosphere of higher learning - authors, professors, editors, pastors and leaders in business and finance. For example, the late Sewell Avery, president of U.S. Gypsum and Montgomery Ward lived at 1123 Ridge Avenue. At 1401 Ridge lived Major Lenox Lohr, head of the Museum of Science and Industry, who was General Manager of the Century of Progress Exposition in Chicago in 1933-34.

As it was mentioned before, Grosse Point Lighthouse was built during Evanston's heyday as a commercial shipping port. It is the oldest functioning lighthouse in the Great Lakes region. In this park area, are the remains of the Jens Jenson landscaping. Jens Jenson was a Prairie School landscape architect. The landscaping done here had many different plants native to the region. Over the years, it has been overgrown but there are plans now to restore it.

Also notice the Clark Mansion. This building is an example of what is known as adaptive reuse. Formerly a private home, it was sold in 1948 to Sigma Kau as their National Fraternity Headquarters. Then in 1963, it was purchased by the City of Evanston, who wanted riparian rights. They offered it to various civic organizations and in 1966, The Evanston Art Center moved into the building.

Adaptive reuse such as this is not a new concept. It was used by early Christians who converted pagan Roman basilicas into churches 1900 years ago. Today, adaptive reuse is a means of preserving valuable structures and keeping them in active, everyday use.

Other instances of reuse in the North Shore area are the Dawes House, which is our next stop and here at the keeper's quarters of the Grosse Point Lighthouse. This building has been converted into a nature center. These are just a few of the many ways in which an architecturally or historically significant building can continue to function.

2. Erosion Protection Structures

Here at the Grosse Point Lighthouse, we can find two examples of how shoreline owners have acted to protect their properties from wave attack and erosion. As mentioned earlier, shoreline erosion was proven to be the most severe problem plaguing our shoreline.

History points out the consequences of leaving a shore unprotected from ravaging wave attack. One prime example is the village of St. Johns. As was pointed out earlier, St. Johns, once a thriving community located off the southeast corner of Ft. Sheridan, no longer exists. Left unprotected, the Lake took its toll and the site of St. Johns literally washed into the Lake.

Another and more recent example can be found in the communities of Zion and Winthrop Harbor. Here small homes were located along the shoreline but were not protected from the Lake's force. Consequently, the Lake began lapping at their foundations and before long, residents had to relocate. Before the homes could be torn down, many were actually consumed by the Lake. Fortunately, the State Department of Conservation was able to condemn these tracks of homes. The owners were compensated.

If the Lake was lapping at their doorsteps, why then didn't they do anything to protect their homes? Well, the primary reason was probably a monetary one.

Erosion protection, no matter what the method, is a costly proposition. Here on the Lighthouse beach, we find two protection alternatives both proven to be effective, but with a great variation in cost.

Let's first look to the south at a steel groin which has served to trap sand and create a beach. Creating a groin, however, is a two-step process: (1) construct the groin; (2) fill the groin with sand so that all the sediment flowing south will not be trapped and prevented from reaching beaches to the south. Generally, groins are constructed with steel sheet piling and run $400 per linear foot. An average and successful length should be less than 250 feet. So for a 200' groin, an average cost would be $80,000. In addition, sand from a land source would add to the expense along with yearly maintenance. A costly proposition to say the least.

To the north, we find large blocks of granite placed along the shoreline. This is another protective measure referred to as "rip-rap". Rip-rap serves to protect a shore by acting as a barrier which absorbs wave action. Rip-rap generally runs $600 per linear foot, but if emplaced properly requires little maintenance. The Evanston shoreline and Sheridan Road by Calvary Cemetary have been effectively protected by this measure. The one obvious drawback, however, is that rip-rap is not aesthetically pleasing and it does prevent access to the shoreline.

There are, of course, other methods available. However, all are expensive. There is no question that the force of Lake Michigan is not easily or inexpensively abated. However, the ICZMP recently completed a survey of the damages suffered on the Illinois shoreline due to property loss from erosion and flooding between 1972-1975 and found that our shoreline suffered $28 million in damages. Thus, protection becomes an unfortunately expensive necessity.

3. Jurisdictional Problems

The lighthouse recreational complex is not, however, without problems. Much the same as was described at Wilmette Harbor, there is a significant jurisdictional problem here.

Lighthouse landing's approximate 8 acres of open space and 2 acres of beach are intensely utilized by large numbers of people. This site has historical, environmental and recreational significance. Facilities at this site include the following: nature center, natural science museum, greenhouse, lighthouse, residence for lighthouse keepers, swimming beach, two parks/playgrounds, parking lot, two picnic pavilions, formal garden, Art Center, two residential rental units in the coach house of the Art Center and comfort station/storage building.

Currently, there is a problem of division of management authority and program activities being carried out at this site. The following agencies have some management authority in various phases of operation: the City of Evanston, including three separate operating departments, Evanston Art Center, Lighthouse Park District, Evanston Environmental Association and the Garden Club of Evanston.

There is no overall land use or management plan to direct or coordinate the combined activities of these groups at this site.

In recent years, the intense and uncoordinated use of this site has resulted in a cumulative degradation of the environment. This time is a critical moment at which decisions must be made concerning the optimum future use of this resource. Otherwise, the deterioration will eventually reach an irretrievable point.

The City of Evanston has requested funding from ICZMP to determine which uses and what level of intensity can be accommodated and still preserve the special environmental quality which exists today. In addition, with this funding, the City of Evanston will develop a management plan containing a procedure for participation of involved parties and a means of making the final determination of actions to be taken.

CHAPTER 19
DAWES HOUSE

This 83 year old house has just joined the ranks of Monticello, Robie House and Mount Rushmore. The 28 room mansion, which served as the home of Charles Gate Dawes, Vice President of the United States from 1925 to 1929 under Calvin Coolidge, was declared a National Historical Landmark on June 19, 1977. The ceremonies climaxed two years of efforts on the part of the Evanston Historical Society to obtain landmark status for the 3½ story French Chateauesque structure.

Landmark designation of the mansion by the National Park Service of the U.S. Department of the Interior places it on the National Register of Historic Places, maintained by the Secretary of the Interior. Designation ensures that no federal funds can be used to demolish or significantly alter the structure. It also is expected to make it easier for the historical society to obtain grants to help pay for maintenance of the building.

It is the only grand old lakefront mansion on the North Shore open to the public. Though not was well known as Monticello or Mt. Vernon, Dawes House nevertheless is something of a history buff's dream. President Theodore Roosevelt once slept there as did President Coolidge and President Herbert Hoover, the Duke of Windsor and many other famous people in politics as well as in the arts and the sciences.

Built in 1894 by New York architect H. Edwards Ficken for Robert Shepperd, Treasurer and Business Manager of Northwestern University, the mansion was purchased by Dawes in 1909. He occupied the home until his death in 1951 along with Mrs. Dawes until her death in 1957. In 1942, he had given the house and contents to Northwestern University for possible use as a museum and hopefully as headquarters for the Evanston Historical Society.

Since 1960, Dawes House has been maintained and used as a museum and headquarters for the Evanston Historical Society. It is filled with Dawes' artifacts, including a couch that graced the White House during Abraham Lincoln's administration and with items from Evanston's history.

The North Shore can boast of its lovely tree-lined streets, diverse architecture and the harmony. However, the residents must continue to actively work to maintain these features which are so much a part of the North Shore.

This is the success story of the preservation of one lakefront mansion, thanks to careful planning and dedicated efforts. However, all older buildings cannot be "saved" by turning them into museums and housing historical societies. Many succumb to development pressures. Zoning ordinances generally protect the mansions from being divided into apartment

or condominium units, as they tend to be located in single family (R-1) areas. However, if the developer wants to raze the older structure and build several homes on the large lot, zoning may not save the building, as long as the proposed structures meet all the requirements for setbacks, lot size, etc. Besides destroying the architectural integrity of the area, this would create several other problems, especially with relation to the coastal area.

First, subdivision of the lots could limit access to the lakefront. Second, by increasing the number of residents adjacent to the lakefront, there would be increased pressures on the coastal zone; this problem is very serious if you imagine this happening along the entire lakeshore with three or four times as many homes being located where only large lot mansions now stand.

To save an older building, it must be economically feasible - that is, that the building can earn its keep or there must be someone willing to pay whatever it costs to maintain it. Only under these conditions is preservation a reasonable alternative. Most communities now have local preservation commissions, as they do in Evanston, which are working to develop a preservation ordinance and to incorporate a preservation element into the planning process. However, to assure the success of a preservation commission, it must have the active support of its constituency. Find out what you can do to prevent the loss of feature of the North Shore's character - call your city or village hall.

CHAPTER 20
NORTHWESTERN UNIVERSITY LANDFILL

1. History

Northwestern University was founded on the dream of a young physician, a young lawyer and a young grain merchant. Dr. John Evans came to Chicago from Indiana in 1848 to lecture at Rush Medical College. During his teaching years, he began developing a plan for the founding of a great university which would serve the needs of the whole northwest. He confided his dream to Grant Goodrich, a rising young lawyer who was rapidly becoming a leader of various civic activities in Chicago and found that Goodrich had a similar dream. Together, they shared their ideas with Orrington Lunt, a wealthy young grain merchant who was very enthusiastic about the plan.

On May 31, 1850, nine men met in Goodrich's law office to discuss plans for founding a university in the area which would be under the patronage of the Methodist Episcopal Church. Their goals were to provide for the educational needs of the Northwest Territory, to found a university which would place emphasis on the students' spiritual needs and to provide a fine education more economically than sending the young men and women to eastern colleges.

An Act of the General Assembly was needed to establish the university, and on January 28, 1851, the Act was passed to incorporate Northwestern University. Twelve men were named in the charter as trustees.

The original plans called for the establishment of a preparatory school, for with the exception of one private school, there were no high schools in Chicago at that time. A 200 sq. ft. lot was purchased at what is now the corner of LaSalle Street and Jackson Boulevard where the Continental Illinois National Bank now stands. The school was never built, but the income from the site has been important to Northwestern through the years.

In 1853, four men were appointed by the University Executive Committee to find and purchase land suitable for the new university. Looking for a site outside of Chicago's city limits, they finally found a good location in the village of Jefferson (now Oak Park) and prepared to purchase the land.

Orrington Lunt, however, was set on building the university on the shores of Lake Michigan and was reluctant to give up his dream. One day before the trustees were to accept the options for the west suburban property, Orrington Lunt found the lakefront area for which he had been searching. Having driven north with a friend to the area east of the ridge around what is now Davis Street, Lunt went exploring. He picked his way through the swampy ground that led to the lake. Upon reaching

the water's edge, he saw nothing but swamp to the south but to the north was a large forest of oak trees and further on, a high sandy bluff. He knew that he had found the site for Northwestern. He rushed back to the city and pursuaded the others to delay action on the Jefferson option until they made the trip north with him the next day. After viewing the area, they knew their search was over. The owner of the land, Dr. J. H. Foster, was reluctant to sell. Finally, he named a price of $25,000 for 379 acres of land which he had acquired from the government for $1.25 an acre. The trustees could now build their university and along with it a town which would be planned as carefully as the university. Clark Titus Hinman, elected as the first president, urged the trustees to buy a farm, reserve a portion of it for college purposes and divide the remainder into town lots, sell a part of the lots to erect buildings, and lease or sell the rest for purposes of permanent endowment. And this was exactly what the trustees did.

Dr. Hinman was involved in fundraising, setting up the curriculum, and hiring staff. In the fall of 1854, he fell ill and four days later, was dead. This left the university without an executive and for the first academic year (1855-56), Professor Henry S. Noyes was both administrator and instructor.

The first college structure, "Old College", was located at the juncture of Davis and Hinman and was ready in the fall of 1855. It was a frame building with three stories, ten rooms and a chapel. The third floor served as a dormitory despite much public protest.

Northwestern University officially opened on November 5, 1855. Four young men registered the first day, two others joined the class a month later and during the year, four more arrived. Two professors made up the faculty.

2. Impact of Landfills

Today, 122 years after Northwestern first opened its doors to ten students, the enrollment has reached 9,000 young adults. It has grown in size from one academic building to 146 structures.

Over the years, increasing numbers of students called for physical expansion of the university. With no room for expansion to the west, Northwestern authorities looked to the Lake. The ground on which we stand is artificial - nearly 164 acres of land were actually created in the Lake itself.

For any landfill of the size which is proposed, an Act of the General Assembly is necessary. Remember, we discussed State ownership of the bed and water of Lake Michigan. The legislature must assure that if landfill is constructed, it will be for the benefit of the public good. The General Assembly did act in 1961 by approving the Northwestern Landfill.

Similar fills have been proposed by various shoreline communities. However, because of the tremendous expense involved in the design and construction, none have been initiated to date.

One community with the most magnanimous plan for landfill is the City of Chicago. There is, of course, historical precedent for such an undertaking since everything east of Michigan Avenue was once the Lake. Presently, the Chicago Department of Development and Planning, with financial assistance from the ICZMP, has initiated preliminary work on the extension of their lakefront park system from Hollywood Blvd. north to Loyola Beach. This will be a long, drawn-out process with the initial work being the development of planning techniques to evaluate proposed landfill designs and their potential impacts on water quality, aquatic life and the adjacent shoreline.

Once these tools are developed, work will begin on an actual design. Next will be actual construction which is perhaps three years away.

This is only one example of how our shoreline might change within the next 30 years. With little room left for development on shore, people are beginning to look to the Lake for needed space. Only careful planning now will result in optimum usage and protection of the Lake.

CHAPTER 21
RECOMMENDATIONS

1. The tour guide manual must be comprehensive in its cataloging and coverage of all items that best illustrate the story to be told and that will most likely spark the interest of the potential audience. The guide can then choose those items best suited to the particular audience and to his or her own style.

2. The tour guide should be encouraged to research and add original material - or to give the furnished material his own particular emphasis. This technique will almost certainly improve both the guides performance and the audience's reaction.

3. There is no substitute for tangible examples of what the guide is talking about. Whenever and wherever possible, the guide should direct the audience's attention to an object or phenomenon within view to illustrate a particular point on the tour.

4. Usually handouts should be referred to only after the guide has first made the point illustrated in the handout. A brief repetition of the point after reference to the handout will then reinforce the point originally made.

5. If illustrative materials in a handout must be referred to in some depth, it is better to do this on the bus between stops where attention is better focused, where all can clearly hear the subtle points being made by the guide and where the materials themselves are not being waved about by the breeze.

6. Guides should always speak to the person at the greatest distance from him. Eye contact with various persons on the edge of the crowd should be actively sought while he is speaking and the guide should consciously move through the audience changing his own orientation and view from time to time.

7. Time spent in dry-runs and rehearsals, both in the office and on-site, is never wasted. The tour will always be improved by adding illustrations and nuances that can only be discovered in the field. Such rehearsals ought to include observers that have had little or nothing to do with the development of the tour up to that point; they will always add new perspectives to both the material and the way it is delivered.

8. Consider "rotating" the guide. Even the best get tired or lapse momentarily in their fervor. Two guides are always better than one.

PART V

PROMOTION, OPERATION, BUDGET

CHAPTER 22
TOUR PROMOTION

1. Start Early

Promotion began with the first contact with the area resource people. Chances were that these people were themselves members of local groups that would want to take the tour once it was developed. They were contacted by letter asking for their advice in arranging details of the tour. For instance:

Dear Sir/Madam:

The purpose of this letter is to bring to your attention a series of summer 1977 bus tours along the Illinois shoreline between Evanston and Glencoe. The tours are presently under development by the Illinois Coastal Zone Management Program and Landmarks Preservation Service. I hope you will consider the enclosed information and complete the attached form so that we can tailor the tours to your interests.

Why a shoreline tour? Because Lake Michigan and its shoreline communities are a precious resource. We depend on the Lake for drinking water, for industry and trade, and for recreation. Citizens of Illinois have long recognized the importance of maintaining harmony between man's activities and the ecology of the Lake. However, until today, there has been a lack of understanding of lake and shoreline processes and the impact of man and his communities on these resources.

Through the Illinois Coastal Zone Management Program, a comprehensive shoreline management program has been developed to assure the wiser use of all these resources. Together with Landmarks Preservation Service, the Illinois Coastal Zone Management Program would like to share this knowledge with your organization, whether children or adults.

A few examples...What animal and plant species were found on our shoreline fifty years ago and what is present today?...Which species are endangered?...Why does erosion occur and how prevalent is it?...Why do lake levels rise and fall?...Why are our communities located where they are?...What is the history behind the Evanston Lighthouse?...What effects would an offshore island have on the Lake and its shoreline?...By being able to

discuss these kinds of questions with you and your group, we feel confident we all will gain a better understanding of the past, present and future of our shoreline and our Lake.

Specific tour details are attached. Should you have any further questions, please don't hesitate to contact Ms. Susan Friedman at Landmarks Preservation Service (312 - 922-1742).

Very truly yours,

Attachments to the letter included a sheet on tour details and a response form:

BUS TOUR DETAILS

Starting and Ending Point: Amphitheater at Gillson Park (adjacent to Wilmette Harbor)

Length of Entire Program: 2½ hours

Clothing: Casual and comfortable

Proposed Cost: Children $2.50 - $3.00
Adults $4.00 - $5.00
(Estimates to be confirmed as Program develops)

Proposed Tour Dates:

July 5	August 2	September 6
July 12	August 9	September 13
July 19	August 16	September 20
July 26	August 23	

Proposed Tour Times:

8:30 - 11:00 A.M.	12:30 - 3:00 P.M.
10:30 - 1:00 P.M.	2:30 - 5:00 P.M.

Carrier: Insured bus, carries 40 passengers and two crew members.

Should your group be substantially less than 40, arrangements can be made to double with another group.

Eating Facilities:

Beach Concession (Gillson Park)
Picnic Facilities (Gillson Park)
- Picnic permit obtained from Wilmette Park District in advance (256-6100)

Restaurants within 4-5 blocks (Fourth & Linden shopping area)

Nearby Facilities of Interest:

(Groups should call ahead to make arrangements)

- Bahai Temple 112 Linden, Wilmette (256-4400)
- Dawes House (Evanston Historical Society)
  225 Greenwood, Evanston (475-3410)
  Open every day (except Wednesday and Sunday) 1 - 5 P.M.
- Ladd Arboretum/Ecology Center
  2024 McCormick, Evanston (869-8030)
- Shakespeare Garden & Meditation Garden
  Northwestern University Campus
- Merrick Rose Garden
  Southwest corner of Lake & Oak, Evanston
- Northwestern University
  1) Campus Tour - Emily Frank (Admissions Office)
     492-7271
  2) Observatory Tour - 492-7651
- Plaza del Lago, Wilmette
  Shopping and restaurants
- Kenilworth Historical Society
  415 Kenilworth, Kenilworth 251-2565 (Mondays)
  H.G. Barden, President 251-4216 (Other times)

Tour Map: A schematic color shoreline map outlining areas of shoreline concern and historical significance will be provided to groups participating in the tour.

Parking: Available and arranged in advance.

Rain Dates: Will be arranged either through transfer of date or by refund.

PLEASE COMPLETE AND RETURN AS SOON AS POSSIBLE.

NAME OF ORGANIZATION _____

ADDRESS _____

_____ ZIP _____

PRINCIPAL CONTACT _____

PHONE _____

/__/ Our organization is definitely interested in taking the shoreline tour. Please send reservation information.

/__/ Adult Group /__/ Youth Group

Probable number in group _____

/__/ Undecided, but would like additional information.

/__/ Our organization has already scheduled its summer and fall activities, but would be interested in the tour for the summer or fall of '78.

/__/ Our organization is not interested in a tour of this nature.

/__/

	DATE	TIME
1st Choice	_____	_____
2nd Choice	_____	_____
3rd Choice	_____	_____

Comments on tour as proposed: _____

_____

_____

_____

2. Possible Audiences

The above material was sent to every group throughout the coastal zone area. In the case reported in this study, this included some 100 groups contacted by the Coastal Zone staff during the Coastal Zone Management Program year, another 50 preservation-related groups known to the Landmarks Preservation Service, and another 25 youth, young adult and senior citizen groups such as the Scouts, the Y's, summer camps and golden-age groups.

Upon return of the questionnaire, the groups were personally contacted to refine the details of their participation.

3. Publicity Release

As the tour planning progressed, a release similar to the following was mailed to all media in the area.

INNOVATIVE SHORELINE TOUR TO BEING SUMMER, 1977

Landmarks Preservation Service, with the assistance of the Illinois Coastal Zone Management Program, under the Illinois Department of Transportation, is developing and initiating a series of interpretive bus tours along the Illinois shoreline between Evanston and Glencoe. The tours will be offered at 8:30 a.m., 10:30 a.m., 12:30 p.m. and 2:30 p.m. on Tuesdays, from July 5 to September 20, 1977; they will depart from and return to the Amphitheater at Gillson Park, adjacent to Wilmette Harbor. The carrier is an insured bus which carries 40 persons. The proposed cost: children $2.50 - $3.00; adults $4.00 - $5.00 (estimates to be confirmed as program develops).

As a pilot program, the tour will provide an opportunity for the public to gain a better understanding of the present physical features, natural and manmade, of the Illinois Coastal Zone. The emphasis will be on those features worth enjoying and preserving, those which present problems worth solving, and approaches to sensitive resource management.

The tour is the culmination of a joint effort between a private not-for-profit preservation organization, a state agency, and a federally funded program. The Illinois Coastal Zone Management Program is aimed at preserving, protecting, developing and enhancing the resources of Lake Michigan and its Illinois shorelands.

The Landmarks Preservation Council and its affiliate Service are working to make preservation economically feasible and to develop support services for local preservation groups throughout

Illinois.

For further information or to make reservations for your organization, please contact Susan Friedman at 922-1742.

-30-

4. Flyer

As tour details finally firmed up, the attached flyer was prepared and sent to the combined Coastal Zone Management and Landmarks Preservation Service mailing lists.

SIGHTSEE. . .

PAUSE ALONG THE LAKE MICHIGAN SHORELINE AND SEE. . .

. . .GROSSEPOINT LIGHTHOUSE

. . .NORTHWESTERN UNIVERSITY

. . .BAHAI TEMPLE

. . .DAWES HOUSE

. . .SITES OF OLD INDIAN TRAILS, THE LADY ELGIN DISASTER, TOWN OF SAINT JOHN

. . .AND MORE

YOUR GUIDE WILL EXPLAIN THE HISTORY OF THESE INSTITUTIONS.

YOUR BUS TOURS LEAVE, BY PRIOR ARRANGEMENT, FROM THE SOUTH PARKING LOT OF NORTHWESTERN UNIVERSITY.

BOOKINGS ARE TAKEN FOR ANY TUESDAY, JULY 12 - SEPTEMBER 20, 1977

SPONSORS ARE THE LANDMARKS PRESERVATION SERVICE AND THE ILLINOIS COASTAL ZONE MANAGEMENT PROGRAM UNDER THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

THESE TOURS ARE A PART OF THE ILLINOIS COASTAL ZONE MANAGEMENT PROGRAM'S PUBLIC EDUCATION EFFORTS, AND WERE RESEARCHED AND DESIGNED BY LANDMARKS PRESERVATION SERVICE.

HERE ARE THE DETAILS. . .

TOURS MAY BE BOOKED FOR ANY TUESDAY JULY 12 THROUGH SEPTEMBER 20, 1977

TIMES: 12:00 NOON AND 2:30 P.M.

TOURS LEAVE FROM THE SOUTH PARKING LOT OF NORTHWESTERN UNIVERSITY.

COST: CHILDREN $2.50, ADULTS $4.00

PARKING AVAILABLE AT SOUTH PARKING LOT OF NORTHWESTERN UNIVERSITY.

BUS IS A FULLY-INSURED SCHOOL BUS WITH A PUBLIC ADDRESS SYSTEM. IT CARRIES 48 PASSENGERS.

YOUR GROUP TOUR MAY BE BOOKED BY CALLING THE LANDMARKS PRESERVATION SERVICE, 312/922-1742, AS SOON AS POSSIBLE.

MAKE A DAY OF IT. . .

EATING FACILITIES NEARBY,

BEACH CONCESSION AT GILLSON PARK

PICNIC FACILITIES AT GILLSON PARK

(PICNIC PERMIT OBTAINABLE IN ADVANCE. CALL WILMETTE PARK DISTRICT, 256-6100.)

OF INTEREST NEARBY. . .

GROUPS MUST CALL AHEAD TO MAKE ARRANGEMENTS:

BAHAI TEMPLE, WILMETTE 256-4400

DAWES HOUSE (EVANSTON HISTORICAL SOCIETY) 475-3410

LADD ARBORETUM & ECOLOGY CENTER, EVANSTON 869-8030

SHAKESPEARE GARDEN, MEDITATION GARDEN, NORTHWESTERN UNIVERSITY CAMPUS

MERRICK ROSE GARDEN, EVANSTON

NORTHWESTERN UNIVERSITY CAMPUS TOUR 492-7271, OBSERVATORY TOUR 492-7651

PLAZA DEL LAGO, WILMETTE

KENILWORTH HISTORICAL SOCIETY 251-4216

85

LEARN ABOUT SHORELINE PRESERVATION

WHY DOES EROSION OCCUR AND HOW PREVALENT IS IT? WHY DO LAKE LEVELS RISE AND FALL? WHAT PLANT AND ANIMAL SPECIES WERE FOUND ON THE SHORELINE FIFTY YEARS AGO AND WHAT IS STILL PRESENT TODAY?

. . .AND ABOUT SHORELINE HISTORY. . .

WHERE DID THE LASALLE EXPLORERS LAND? WHAT'S THE HISTORY OF THE GROSSEPOINT LIGHT HOUSE? WHERE DID THE LADY ELGIN GO DOWN? HOW DID WILMETTE GET ITS NAME?

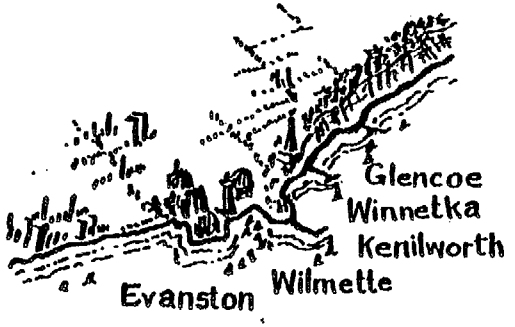
YOUR TOUR GUIDE WILL EXPLAIN THE MANMADE AND NATURAL FEATURES OF THE ILLINOIS COASTAL ZONE. YOU'LL LEARN ABOUT THE NATURAL AND GEOLOGICAL HISTORY OF THE NORTH SHORE, ITS CULTURAL HISTORY AND LANDMARKS ALONG THE SHORELINE. YOU WILL LEARN ABOUT COASTAL PRESERVATION AND HOW PROBLEMS ARE BEING SOLVED. YOUR GUIDE WILL ALSO EXPLAIN APPROACHES TO SENSITIVE RESOURCE MANAGEMENT.

A SCHEMATIC SHORELINE MAP OUTLINING AREAS OF SHORELINE CONCERN AND HISTORICAL SIGNIFICANCE WILL BE PROVIDED WHEN YOU BOOK YOUR TOUR

FOR INFORMATION AND RESERVATIONS, CALL LANDMARKS PRESERVATION SERVICE, 312/922-1742

LANDMARKS PRESERVATION COUNCIL, A NOT-FOR-PROFIT MEMBERSHIP ORGANIZATION, AND ITS AFFILIATE SERVICE ARE DEDICATED TO PROMOTING AN APPRECIATION OF OUR ARCHITECTURAL HERITAGE AND TO SAVING LANDMARK BUILDINGS AND DISTRICTS THROUGHOUT ILLINOIS

SIGHTSEEING AND CONSERVATION TOUR



YOU CAN ENJOY THE PLEASURES OF FIVE SCENIC STOPS ON THE NORTHERN SUBURBAN CHICAGO LAKE MICHIGAN SHORELINE AND AT THE SAME TIME LEARN ABOUT LAKE CONSERVATION AND SHORELINE HISTORY

5. Coverage

Media representatives were present on the initial tours. As a result articles, with photographs, appeared in the newspapers serving the coastal zone area.

CHAPTER 23
TOUR OPERATION

1. Schedule

As all the details of a proposed tour began to fall into place, the actual minute by minute sequence of events and the elapsed time required for each segment emerged as critical items. Thus, it was wise to give some early attention to these scheduling requirements. Obviously, sufficient time needed to be given for each story to be told. The minutes needed to assemble, board and unload buses, walk to points of interest at each site, etc., were equally critical to the success of the tour. Assuming that the total tour time ought to consume two to two and one half hours, an initial schedule, such as the following, was constructed:

Stop/Activity	Presentation Time	Elapsed Time	Hour
1. Gillson Park-Assemble	5 min.		1 pm
-Introductions	5 min.		
-Lake history lecture	5 min.		
-Move to model	5 min.		
-Model lecture	10 min.		
-Move to bus	5 min.	35	1:35
2. Bus to Harbor-Assemble	15 min.		
-Walk to beach	5 min.		
-Beach lecture	10 min.		
-Return to bus	5 min.	35	2:10
3. Bus to Lighthouse Park-			
-Assemble	15 min.		
-Navigation lecture	5 min.		
-Walk about historic site	15 min.		
-Preservation lecture	5 min.		
-Return to bus	5 min.	45	2:55
4. Bus to University-Assemble	15 min.		
-Landfill/Impacts lecture	15 min.		
-Closing statement	5 min.	35	3:30

It was seen that one-third to one-half of the total tour time was taken up by travelling, assembly, movement about the site, etc. Some of this time was used (particularly on the buses) to relate community history and the general landscape being seen during the tour. On-site, many items of interest to the naturalists among the tour group were pointed out. How well this was done depended primarily upon how observant the guide was. A skilled guide could sense the principal interests of the group and had a variety of facts and stories at hand to capture and reinforce these interests.

2. Amenities

Depending on the age of the tour group, weather, temperature, etc., a variety of tour amenities were required. Rest stops, drinking fountains, etc., were all located in the event they were needed. It was not necessary to actually schedule such stops but, in all events, they were readily available if an "emergency" arose. Likewise, the addresses, telephone numbers and procedural requirements of police, fire, paramedic and hospital units servicing the tour area were known for speedy contact if required.

Local police were always contacted - early in the planning - in order to understand and plan for unique travel routes and bus parking requirements several days before the tour to verify that they expected the tour bus to arrive at a particular place at a particular time.

The bus was, of course, air-conditioned (or heated) as required. A large thermos of lemonade, or a bucket of iced soft-drinks was also very desirable. Otherwise, the tour would have been almost certainly delayed by requests to stop for refreshment at a parkside water fountain.

Finally, the tour director was trained in the elements of first aid and had a simple first aid kit with him on the bus at all times.

3. Supporting Materials and Exhibits

Supporting materials and exhibits fell into three categories.

First were those items essential to telling the principle story of the tour. These included an itinerary, maps, captioned stories of the natural and cultural points of interest covered in the tour, models of such features and any display charts used during the lecture stops. All of these varied, of course, with each particular tour.

Second were those items telling the stories of the organizations sponsoring the tour. In the case of the tour reported in this study, these materials included various public information documents on the federal and state coastal zone management programs and selected information and membership materials about historic preservation in general and the Landmarks Preservation Council and Service in particular. All such materials were packaged in a handy portfolio for ease of handout and reference during the tour.

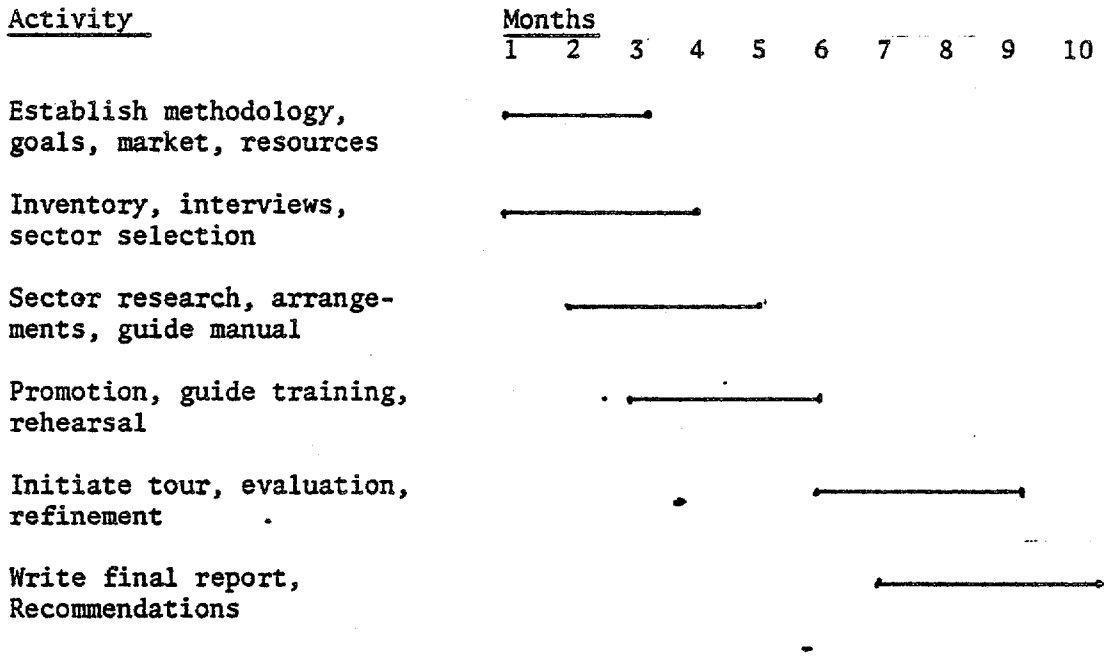
Thirdly, materials telling the story of particular points of interest within the communities visited but not part of the tour were included. These items were almost always available free of charge to the tour sponsor. They were of "extra-added" interest to people on the tour and might lead to a return visit to the community, its commercial or cultural facilities, and to the coastal zone, thereby recalling and further distributing the coastal zone and preservation stories.

Those materials required to support the lectures themselves, i.e., large charts, models, etc., were carried on the bus or stored on site by previous arrangement with the owner/agency. No particular problems were experienced in making such arrangements as long as the owner/agency was assured that they were not held responsible for any accidental damage to the exhibits and that the tour sponsor could be relied upon to clean up and store the materials after each use.

CHAPTER 24
TOUR BUDGET

1. Time Budget

The following chart illustrates time required to adequately develop, promote, initiate and evaluate the tour:



2. Dollar Budget

Dollar budget considerations involved with the development and execution of a tour of this nature fell into two general categories: 1) costs of researching and preparing for the tour and 2) costs of executing the tour.

In the first category, it was not possible to put a precise figure on the total effort due to the immense amounts of volunteer time given to the project by the various historical and environmental associations involved. However, technical staff time involved in collecting, analyzing and recording resource materials, interviewing selected resource people, writing the guide materials, etc., could be budgeted at $10,000 to $12,000. This is in addition to what may be contributed by both the private and public persons involved. Design, typesetting and printing costs for essential tour promotion and handout materials were budgeted at $1000 to $2500. All in all, $12,000 to $15,000 was budgeted for the preparation effort.

As for the tour itself, the following costs were budgeted:

Transportation (bus)	$ 75	to	$ 100
Guides (1 to 2)	50	to	75
Miscellaneous	10	to	25
	$130	to	$ 200

Using a 40 person bus, it took a cost of $3.25 to $5.00 per person for the tour to break even. This figure touched the limit that the average person is willing to pay for an incidental tour. If a non-profit organization expects to make something on the project, they must almost certainly depend upon volunteer guides since the transportation and miscellaneous expenses are givens.

Consideration of student rates, using a school bus and volunteer guides/tour director, produced the following costs:

Transportation	$ 60	to	$ 75
Miscellaneous	10	to	15
	$ 70	to	$ 90
30 students	$2.30	to	$3.00

A $2.50 student price was considered maximum by most authorities.

CHAPTER 25
RECOMMENDATIONS

1. Start the promotion early - by month three or four assuming the tour is to be initiated by month six.

2. Stage an initial tour for the media and provide copy and a representative to appear on local radio and T.V. shows and to be interviewed by local papers.

3. Tours should be open to the general public and should be offered on Saturdays or Sundays with reservations required by the previous Wednesday or Thursday.

4. Special arrangements - i.e., any day of the week - should be available for large groups, especially if the tour can be combined with a shopping or luncheon trip otherwise planned by the group.

5. Per person costs should be held to $4.00/adult and $2.50/student. This dictates volunteer guides and other staff as a tour director.