Evanston, Illinois

Central Street: Master Plan

JULY 2007

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The City of Evanston wishes to thank all those who contributed to the content and review of this Plan, especially the Central Street residents, property owners, and institutions.

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Central Street Master Plan prepared by:
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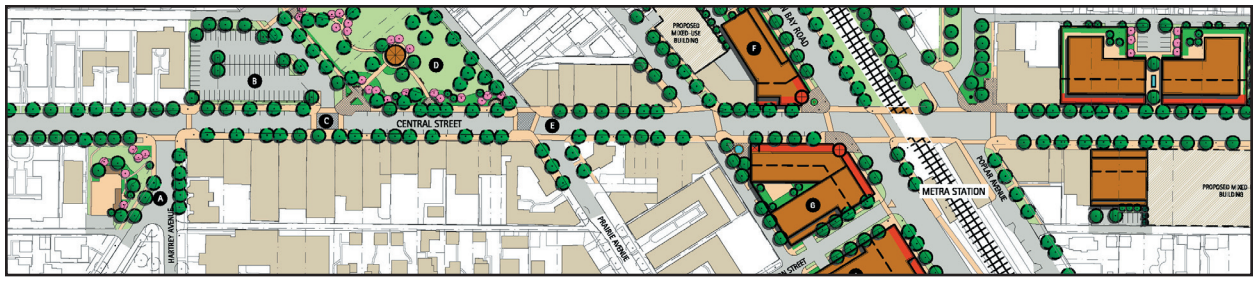


Report Summary

Overview

In 2006, the City of Evanston engaged The Lakota Group, Gewalt Hamilton Associates, and Infrastructure Engineering Inc. to create a Master Plan and Streetscape Design for Central Street. The City's planning mission was to evaluate Central Street's land use setting, physical conditions, and streetscape, and make recommendations for enhancing its mixed-use, pedestrian-oriented character. The planning process included the following phases:

State of the Corridor: An inventory of existing conditions was created through fieldwork, meetings with City staff, stakeholder interviews, and two community workshops.

Community Visioning: Strategies and concepts for improving and developing Central Street were presented at a community workshop.

Master Plan and Streetscape Design: Preparation of a final Master Plan, with preferred development strategies, as well as a refined streetscape approach for enhancing Central Street's character.

The Master Plan, which was completed in the Summer of 2007, will be used by City officials and staff as a guide for planning and development decisions along Central Street over the next 5 to 10 years.

Specialty shops and services on the retail blocks between Hartrey and Green Bay.

Background

Northwestern University's Ryan Field, located at Central and Ashland.

Central Street is 2.6 miles long and the primary east-west travel route in northern Evanston, providing access to Lake Michigan, Northwestern University's Ryan Field, Evanston Hospital (ENH), and several neighborhoods. Central Street has a small-scale, "Village feel" with a "funky," eclectic, "hodge podge," quirky character that encourages people to walk, shop and interact. Residents appreciate the "walkability" of the street, the human scale of the buildings, independent "Mom and Pop" retailers, and a varied retail and service base, including auto-service businesses.

Despite its many positive attributes, there are a number of issues and constraints present along Central Street, including:

- Recent developments have caused concerns regarding building height, scale, massing, lack of open glass storefronts, narrow sidewalks, architectural design, poor materials, and physical character.
- Narrow, deteriorated, or non-existent sidewalks and fair to poor streetscape conditions detract from a walkable, pedestrian-friendly environment.
- Some narrow alleys cause conflicts between commercial uses/deliveries and residents attempting to access their garages.
- Alley conditions are generally poor with deteriorated paving, potholes, standing water and drainage problems. Obstructions, including utility poles and loading/service areas, are present in many alleys.
- The Ryan Field parking lot does not drain effectively resulting in pooling water, lacks landscaping, and has fencing, driveways and asphalt in fair to poor condition.
- The commercial area east of Green Bay is less vibrant than other areas due to an inconsistent building "streetwall" and the physical barrier created by the Metra viaduct.
- Parking is perceived as difficult to find in some locations at peak times, including near the retail blocks between Hartrey and Green Bay.
- Most parking lots lack adequate screening and landscaping. Some lots have inefficient layouts or lack proper drainage.
- Congestion is causing some "spill-over" traffic on residential streets.

Master Plan

The Master Plan provides a vision for the enhancement of Central Street and is based on the community's desire for higher-quality development and streetscape improvements that maintain the area's "European Village," "small town" character. The following are key Master Plan goals:

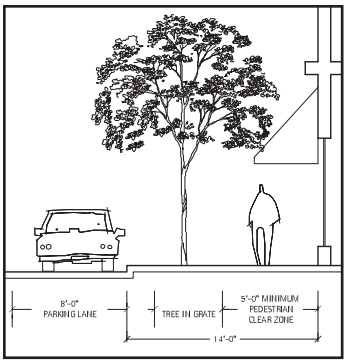
The Master Plan recommends facade improvements, such as the building on the left, and infill redevelopment, such as the building on the right.

- Sustain and enhance Central Street as an attractive, mixed-use, pedestrian- and neighborhood-oriented street with its own distinct character.
- Encourage commercial development, including office uses, in key locations to provide a diverse mix of goods and services to residents and visitors.
- Enhance existing housing and provide diverse residential opportunities.
- Improve the appearance and use of existing open space.
- Improve the appearance and safety of the area's streetscape.
- Improve pedestrian, bicycle, and vehicular access and circulation.
- Encourage the use of sustainable building and site design, both in new buildings and in adaptive reuse/renovations/façade improvements.

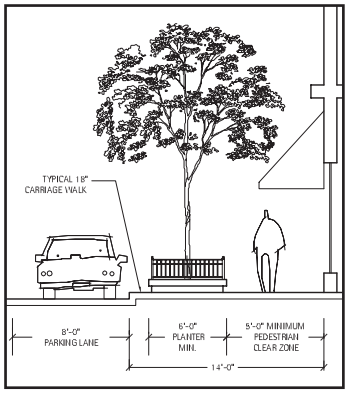
To achieve these goals, the Master Plan recommends the following strategies.

Building Envelope

- Consistent setbacks to create a shopping "streetwall" of buildings façades.
- 14-foot setbacks from curb to building in commercial areas. 20-foot setbacks from curb to building on side streets for corner lots.
- 30-foot setbacks from curb to building for properties abutting the Central/Gross Point/Crawford intersection.
- Upper-story stepbacks to articulate buildings and reduce perceived height and mass.



Optimal 14-foot sidewalk cross-section with tree in a tree grate.



Optimal 14-foot sidewalk cross-section with tree in a low planter.

Sidewalks

- 14-foot minimum sidewalks for new developments in commercial areas.
- Along the commercial blocks west of Lincolnwood Drive, Central Street should be narrowed to allow the addition of 5 feet to the sidewalks on both sides of the street, where feasible.

Zoning

- Rezone B2 district between Hartrey and Eastwood to B1a.
- Rezone C1 district on Green Bay to B2.
- See Table 1 for maximum height recommendations.
- Zoning changes to allow mixed-used development and structured parking near Ryan Field.
- Zoning changes to encourage optimal setbacks and shared parking/curb cuts/access drives.
- Consider form-based code approach for Central Street.

Transportation

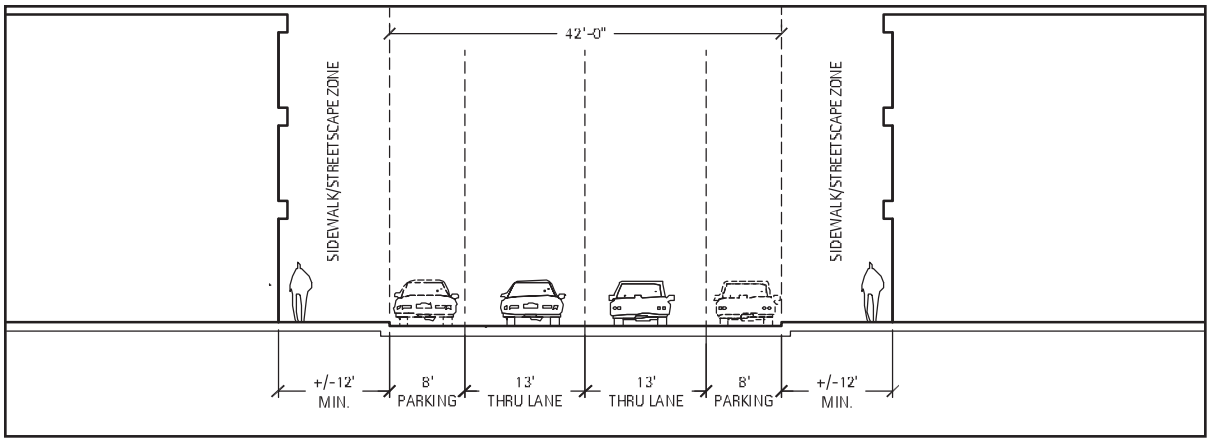
- Standard alley width of 18 feet, free of obstructions.
- Review parking ratios for office uses.
- Improve drop-off zones at Metra and CTA stations.

Table 1: Maximum Height Recommendations

Zoning District	Current Height	Maximum Height (Stories)	Maximum Height (Feet)
R4: General Residential	35 feet/2.5 stories	2.5 stories	**30 feet**
R5: General Residential	50 feet/5 stories	**4 stories**	**45 feet**
O1: Office*	52 feet	**5 stories**	52 feet
B1a: Business	40 feet/3 stories	3 stories	**35 feet**
B2: Business	45 feet	**4 stories**	45 feet
C1: Commercial	45 feet	**4 stories**	45 feet
C2: Commercial	45 feet	**4 stories**	45 feet
U2: University Athletic Facilities	45 feet	**4 stories**	45 feet
T1: Transitional University	35 feet/2.5 stories	2.5 stories	35 feet
OS: Open Space	35 feet/2.5 stories	2.5 stories	35 feet

Recommended heights (in bold) are shown in both feet and stories. Maximum height would be the lesser of the two.

*Height limit "steps down" near adjacent residential uses.



Proposed cross-section west of Lincolnwood, with narrower travel lanes and wider sidewalks.

- Consider feasibility of expanding frequency of local bus routes.
- Upgrade bus stops with new benches and shelters.
- Reduce roadway width west of Lincolnwood to 40 or 42 feet to calm traffic and reduce traffic merging confusion.
- Encourage bike routes where street width allows.
- Improve and standardize crosswalks.
- Install bump-outs where appropriate.

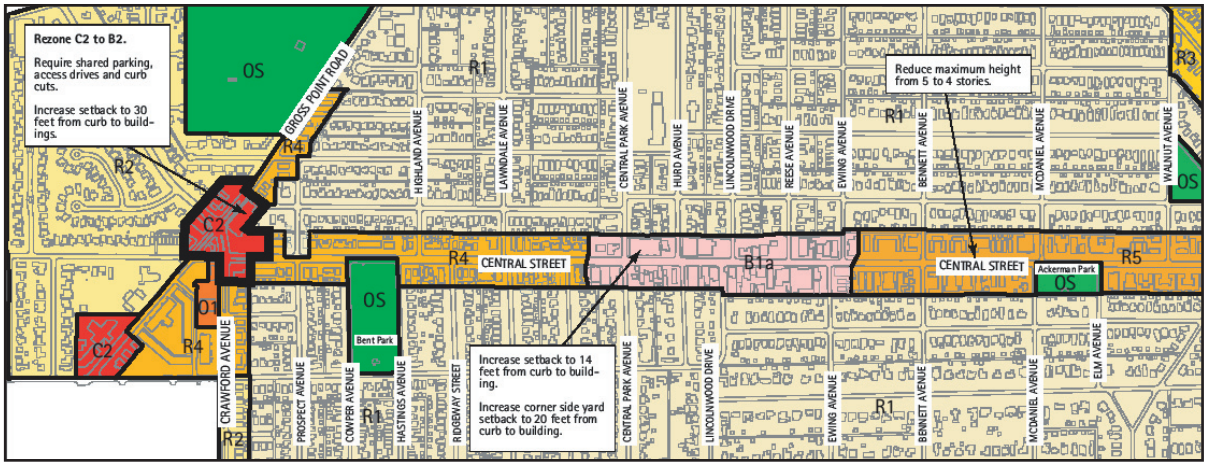
Design Guidelines

To complement the City's "Design Guidelines for Planned Development," additional design guidelines should be developed to encourage high-quality development in neighborhood-oriented commercial areas. These guidelines should encourage building articulation and fenestration, minimum retail depths, high-quality signage, and landscaping.

Streetscape

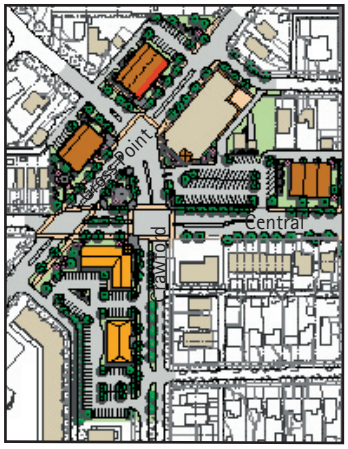
- Improve paved surfaces for pedestrians, cyclists, and vehicles.
- Upgrade quality and increase amount of street furniture, landscaping, street trees, lighting, and crosswalks.
- Additional recommendations are provided in a separate document, "Central Street: Streetscape Design Study."

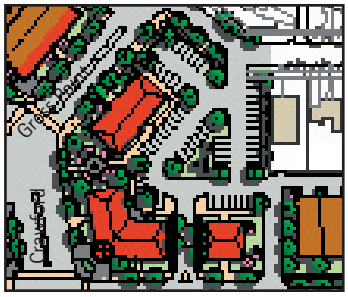
Zoning Recommendations



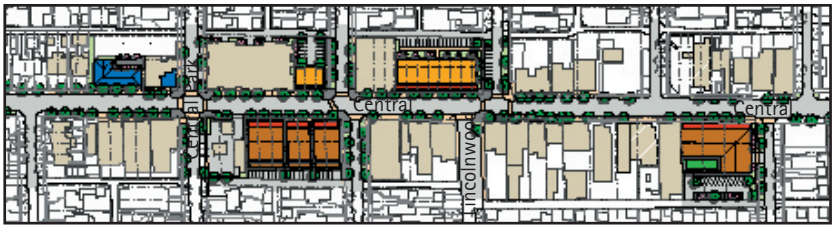
Zoning recommendations for the western half of Central Street include rezoning the C2 district at the intersection of Central/Gross Point/Crawford to B2, and reducing the height of the R5 districts to 4 stories/45 feet.

Development Concepts

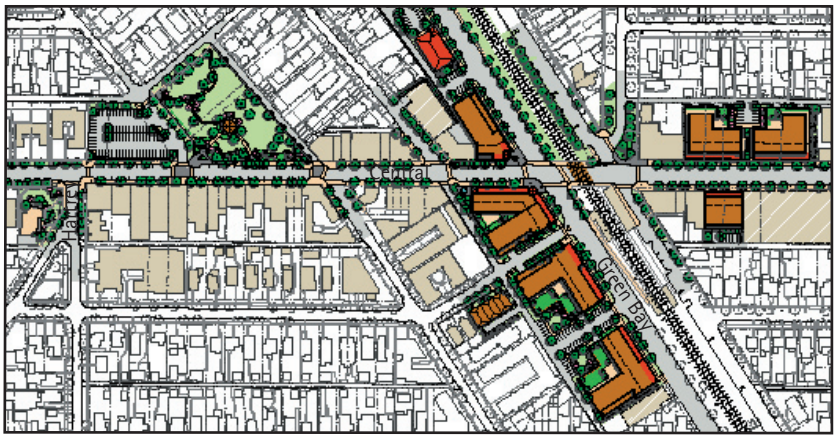




At Crawford, Gross Point, and Central, the Plan recommends a green gateway space with signage and/or public art, as well as new development set back 30 feet around the intersections. The Plan also shows an alternate for redevelopment of the CVS site.

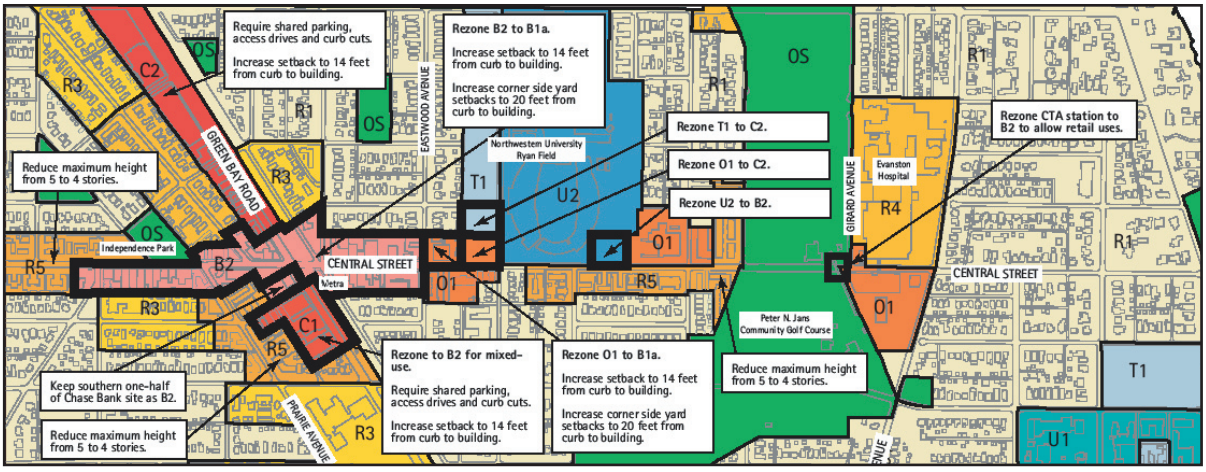


The Plan envisions narrowing the traffic lanes west of Lincolnwood to allow for wider sidewalks and streetscape improvements. High-quality, mixed-use development with appropriate sidewalk widths is also recommended for the commercial blocks.



Central Street's main commercial blocks between Hartrey and Green Bay have a successful mix of shops, restaurants and services. The Plan improves the public parking lot, Independence Park, and the streetscape to enhance the existing uses. Mixed-use developments are also envisioned for Green Bay with ground floor retail and upper story office or residential uses.

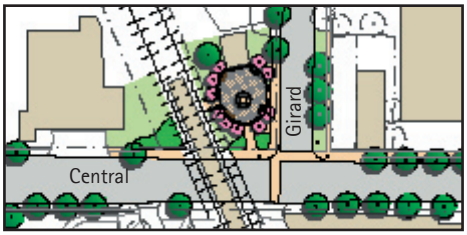
Zoning Recommendations



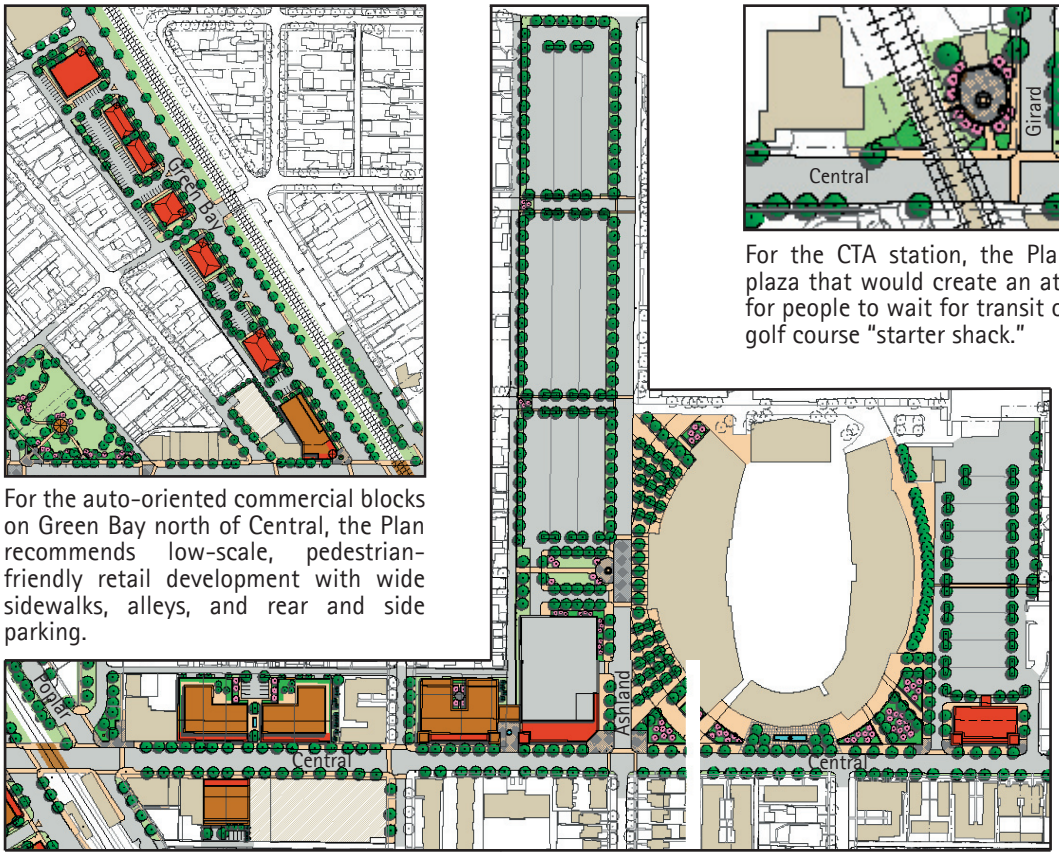
Zoning recommendations for the eastern half of Central Street include rezoning much of the B2 district east of Hartrey to B1a, and rezoning the C1 district on Green Bay south of Central to B2.

Development Concepts

For the auto-oriented commercial blocks on Green Bay north of Central, the Plan recommends low-scale, pedestrian-friendly retail development with wide sidewalks, alleys, and rear and side parking.



For the CTA station, the Plan envisions a plaza that would create an attractive place for people to wait for transit or to enter the golf course "starter shack."



East of the Metra Station, the Plan envisions changes that would foster more vibrant retail activity. Mixed-use development would create a more continuous and active "streetwall." The Ryan Field parking lots would be upgraded with new paving, landscaping, and plazas. Structured parking with a retail frontage would provide additional parking for stadium functions, hospital and university employees, commuters, and shoppers.

Implementation

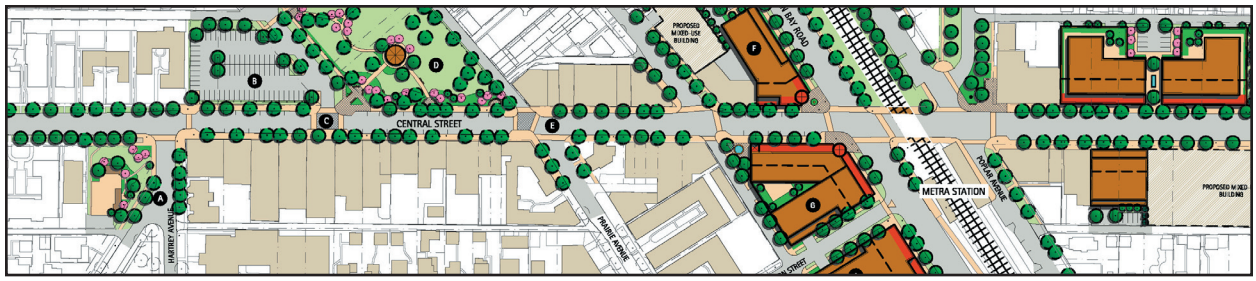
The Master Plan recommends the following priority projects and initiatives:

Priority Projects

- Enhance the landscaping and features of the parks along Central Street, especially independence Park.
- Reorganize the City's Stewart Avenue parking lot and realign Stewart to add green space and improve traffic flow.
- Streetscape/gateway improvements, including a green gateway element at Central/Gross Point/Crawford.
- Improve the Ryan Field parking lot.
- Assess the feasibility of developing structured parking with new commercial space at Ryan Field.
- Add 3-hour parking spaces east of Hartrey for longer activities, such as dining out.
- Add 15-minute spaces east of Hartrey for quick trips.
- Improve or reconstruct to the Metra and CTA viaducts.
- Encourage high-quality development of private sites.

Priority Initiatives

- Adopt recommended changes to the existing zoning districts to facilitate development consistent with the Plan.
- Study whether zoning recommendations may be applied citywide or will require overlays.
- Create additional design guidelines that apply to small-scale commercial districts.
- Study the potential of form-based code.
- Encourage participation in the City's facade improvement program.
- Implement design and engineering for the streetscape.
- Identify funding for Master Plan projects in the City's Capital Improvement Program.
- Consider a variety of funding sources.
- Encourage communication/coordination between the City, local residents, regional authorities, and the State.



Section 1: Introduction

Planning Mission

In late 2006, the City of Evanston initiated a planning process to create a Master Plan and Streetscape Design for Central Street, a major east-west arterial roadway in the northern part of the community. The City's planning mission was to evaluate the corridor's land use and physical conditions and make recommendations for enhancing the street as a mixed-use pedestrian-oriented corridor serving adjacent neighborhoods and the overall city. City officials consider this planning assignment an important opportunity to:

- Meet the goals and objectives of the 2000 Evanston Comprehensive General Plan by evaluating "growth patterns and land use changes" along one of Evanston's major streets that has the potential for increased residential and mixed-use development.
- Attract development that is more compatible with City and community goals and the area's land-use setting and physical conditions, especially related to adjacent single-family neighborhoods.
- "Rethink" and reorient zoning requirements to better guide and shape future development along the street.
- Assess opportunities for new development and redevelopment.
- Strengthen the economic vitality of the corridor.
- Set a design direction for unified streetscape enhancements that addresses neighborhood links, street edges, street furniture, sidewalks, pedestrian crosswalks, parking areas for cars and bikes, and special features.
- Enhance physical conditions and the overall pedestrian environment of Central Street.
- Improve parking for employees, visitors, shoppers, and restaurant patrons.
- Improve pedestrian and vehicular access/circulation.
- Strengthen residential areas and identify opportunities for additional housing options.
- Evaluate and plan for the area's infrastructure needs.
- Bring innovative, creative, and feasible ideas to the corridor.
- Create a clear, documented vision for Central Street's future.

Upon completion, the Central Street Master Plan and Streetscape Design will be used to guide future public and private improvement and development initiatives.

Planning Process

To conduct the planning process, the City engaged The Lakota Group (planners and designers), Gewalt Hamilton Associates (transportation and civil engineers) and Infrastructure Engineering Inc. (civil engineers). The process included the following phases:

- **State of the Corridor:** The first phase of the planning process involved an inventory of existing conditions, a review of relevant studies and recent development proposals, and an analysis of land use, streetscape conditions, traffic, parking, and infrastructure. It included fieldwork, meetings with City staff, Northwestern representatives and Illinois Department of Transportation officials; stakeholder interviews; and two community workshops. Additional input came in the form of emails, letters and comments from residents.

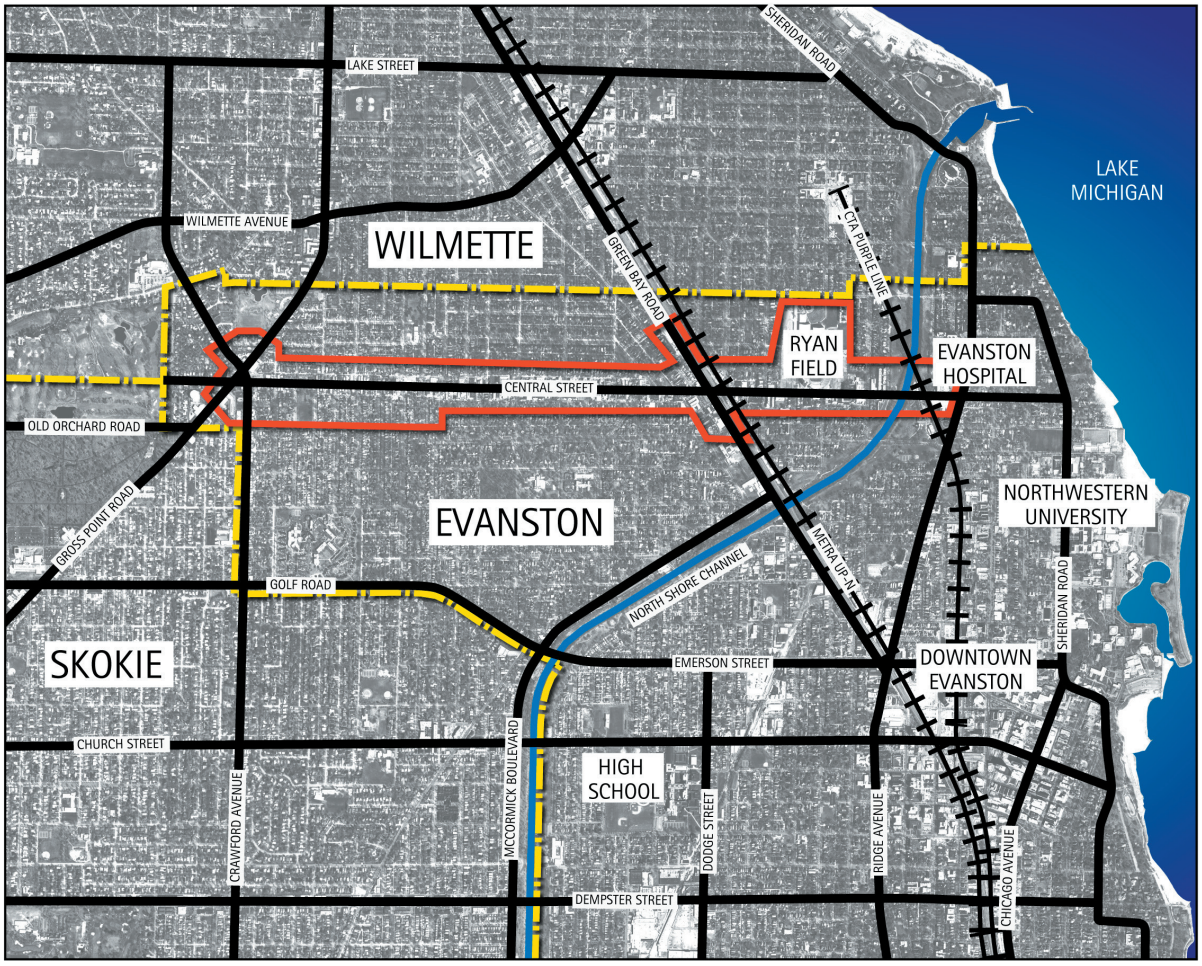
- **Community Visioning:** The second phase involved generating a range of strategies and concepts for improving Central Street and enhancing its land-use mix, physical conditions, traffic and pedestrian circulation, parking, and streetscape. This phase included site-planning studies of development/redevelopment opportunity sites and conceptual streetscape designs. A community workshop was held to review the State of the Corridor analysis, development strategies and concepts, and streetscape designs. Concepts and draft reports were posted in the North Branch Public Library and the City's website.

- **Master Plan and Streetscape Design:** The third phase involved crafting a Preliminary Master Plan and Preferred Streetscape Design, which was reviewed at another community workshop. The outcome is presented in this final Master Plan report and in a separate Streetscape Design booklet.

The planning process provided a comprehensive assessment of Central Street and generated a range of development ideas and design concepts. The Central Street Master Plan and the Streetscape Design Study will be used by elected and appointed officials, community leaders, property owners, and developers as a guide for planning and development decisions over the next 5 to 10 years. The Plan should be revisited and updated every 5 years to ensure that strategies and recommendations continue to meet area needs.

Study Area

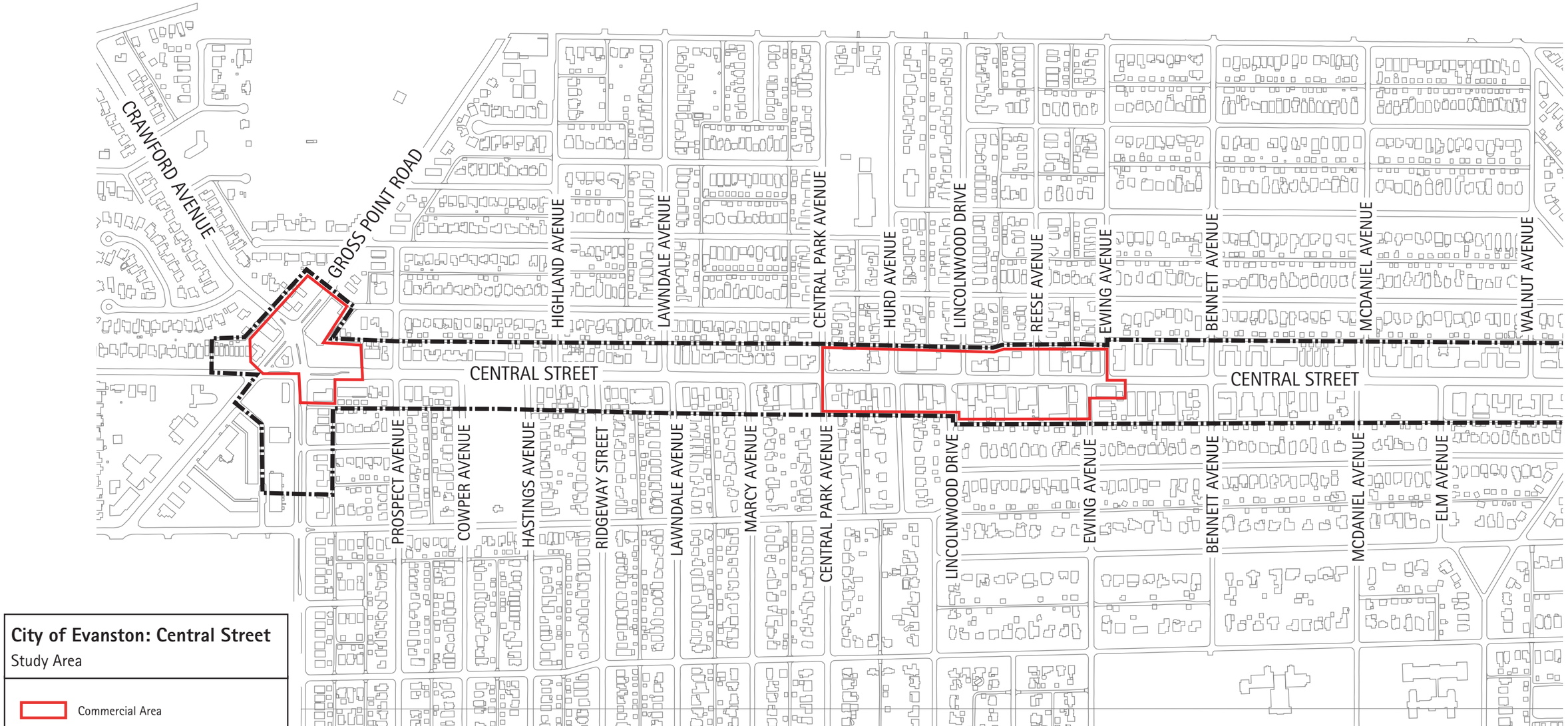
Central Street is the primary east-west travel route in northern Evanston. Extending the full width of the City from Lake Michigan to its boundary with the Village of Skokie, Central Street is a 2.6-mile long corridor.



The Study Area addresses a 2.2-mile stretch of the corridor approximately 2 blocks north and south of Central Street from Gross Point Road/Crawford Avenue on the west to Ridge Avenue on the east, as well as Green Bay Road between Jenks and Lincoln Streets (See Figure 1.1: Study Area - West and Figure 1.1: Study Area - East).

Central Street is dominated by multi-family residential and neighborhood-oriented commercial uses. Other major uses include auto-oriented commercial (at Gross Point Road and along Green Bay Road), large institutional uses (Evanston Hospital [ENH] and Northwestern University's athletic facilities, including Ryan Field), neighborhood-oriented parkland and open space along the North Shore Channel, and other institutional uses.

As the major east-west thoroughfare in north Evanston, Central Street serves a variety of users, including residents, commuters, emergency vehicles, institutions, public transit riders, commercial deliveries, and visitors.



City of Evanston: Central Street
Study Area

Commercial Area

Study Area Boundary

Central Street: Master Plan

City of Evanston, Illinois

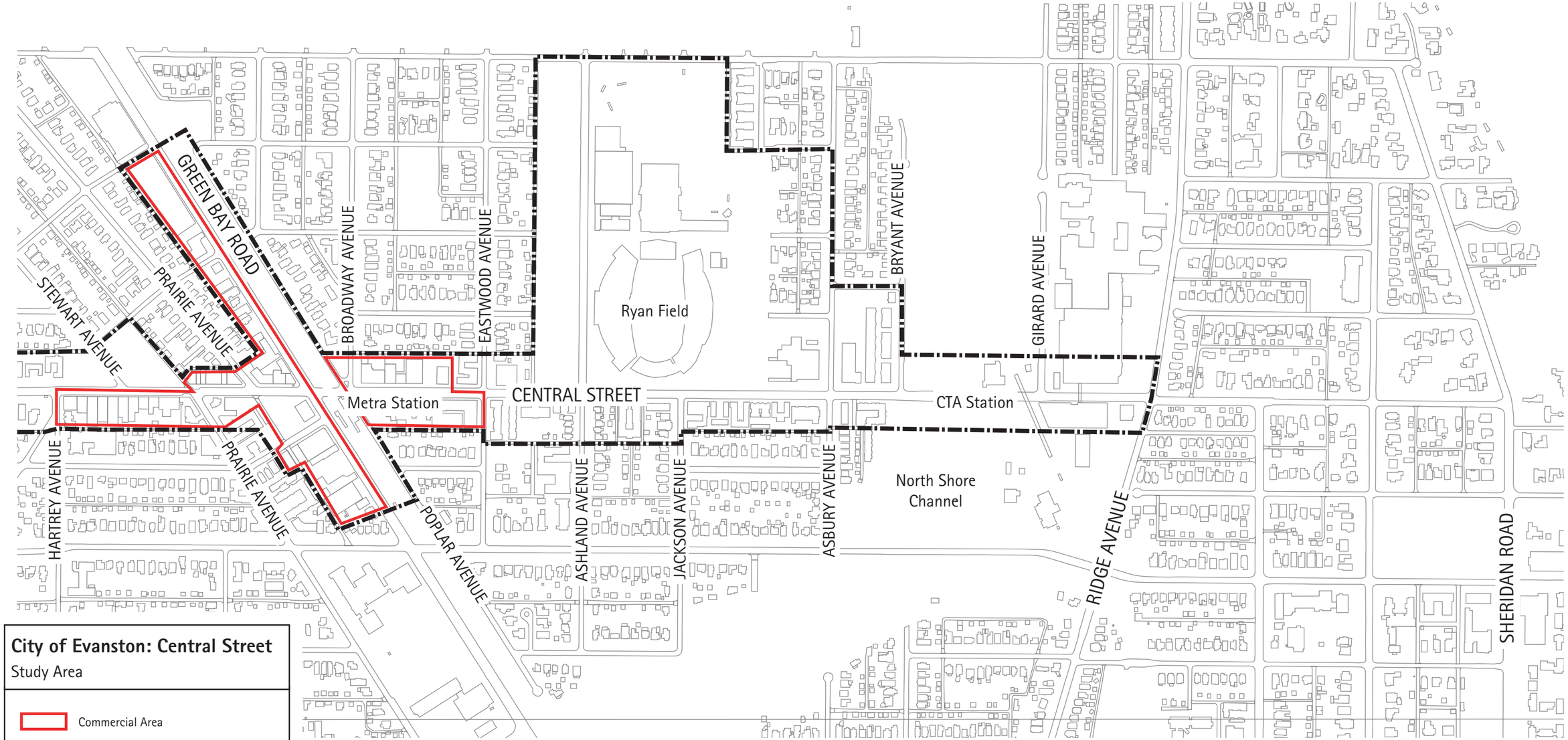
Figure 1.1: Study Area - West

LAKOTA
THE LAKOTA GROUP INC

GEWALT HAMILTON ASSOCIATES, INC.

0' 250' 500'

July 2007



City of Evanston: Central Street
Study Area

- Commercial Area
- Study Area Boundary

Central Street: Master Plan

City of Evanston, Illinois

Figure 1.2: Study Area - East

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0' 250' 500'

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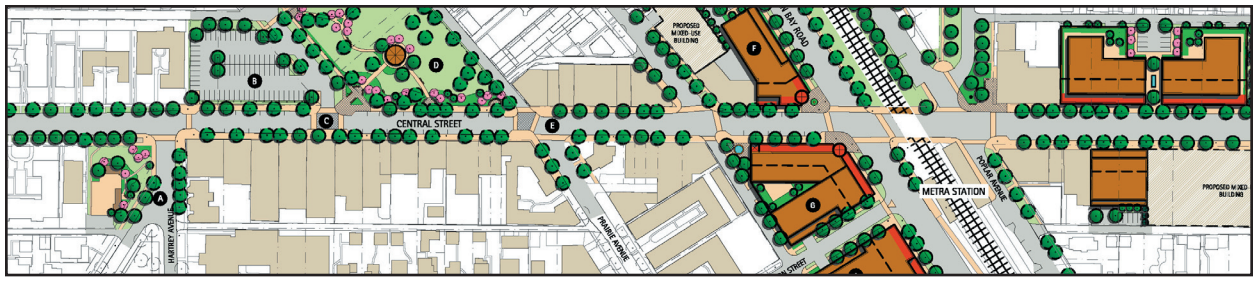


Section 2: Constraints & Opportunities

The following is a summary of issues and opportunities that exist along the Central Street corridor. The information is based on:

- The comprehensive analyses of land use, zoning, infrastructure, transportation, and streetscape conditions conducted by the consultant team.
- Meetings, interviews, and workshops conducted with City staff, plan commissioners, council members, business owners, and the community.

A more detailed discussion of existing conditions is presented in the Appendix of this report.

Constraints/Issues/Negatives

Overall Physical Conditions:

- Narrow, deteriorated or non-existent sidewalks detract from the walkable, pedestrian-friendly character of Central Street.
- Some recent developments have caused concerns regarding building height, scale, massing, lack of open glass storefronts, narrow sidewalks, architectural design, poor materials, and physical character.
- Some building facades need improvement. Some buildings have long solid walls without windows, which breaks up the pedestrian shopping "feel" of the street, and others appear unattractive or dated.
- Parking lots lack adequate screening and landscaping. Also some lots have inefficient layouts or lack proper drainage.

Some commercial blocks along Central Street have deteriorated sidewalks and tree grates.

Commercial:

- Some commercial and mixed-use buildings have been built too close to the curb, leaving sidewalk widths that are inadequate for a pedestrian-oriented shopping street.
- Some narrow alleys cause conflicts between commercial uses/deliveries and residents attempting to access their garage.
- Some residents perceive that certain commercial uses are over-represented, such as banks, ATMs, real estate offices, medical offices, and general office space. These uses often

do not provide retail foot traffic and require significant parking for workers. Some also preferred that Central Street have additional professional/medical offices for the convenience of area residents.

- Some sidewalks and crosswalks are in poor shape and some are not accessible to those with disabilities.
- Some residents expressed a concern that tall buildings on the south side of Central could cast longer shadows over the street.
- There is a concern that retail space depths in new mixed-use developments may not be adequate for active retail businesses and may encourage service-oriented uses.
- Pedestrian lighting in some commercial areas is perceived to be "too dark," which creates an unsafe perception at night.
- In commercial areas, the placement, maturity and protection of street trees vary greatly.
- Some business signage is dated, aging, or unattractive.
- Auto body shops and gas stations lack screening and landscaping.

"Gateway" to Evanston at the intersection at Central, Gross Point and Crawford has an abundance of asphalt and minimal landscaping.

Commercial Blocks (Gross Point/Crawford)

- This "gateway" intersection to the City is highly visible, has high volumes of traffic, and includes underutilized and inefficient parking lots, deteriorated sidewalks and crosswalks, a lack of screening and buffering, and older/dated/unattractive building facades.
- The CVS parking lot has an inefficient design and lacks proper screening and landscaping.
- The entire intersection lacks the City's pedestrian-scale lighting and marked crosswalks.
- Some residents do not feel the "strip mall" development on the southeast corner of Central and Crawford fits with the character of Central Street.

New building at Central Park built at property line resulting in narrow sidewalks.

Commercial Blocks (Central Park to Ewing)

- Lack of consistent sidewalks and narrow sidewalk width has negatively affected the area's walkability, detracting from the pedestrian-oriented character of the shopping district

The CVS pharmacy at Crawford Avenue has a dated facade and a parking lot that lacks screening and landscaping.

The use of some architectural elements, such as colonnades or arcades, should not be encouraged over sidewalks.

and reducing visibility for motorists turning to/from side streets.

- Residents report that parking is difficult in this area at certain times, including weekends.
- Some residents expressed concern that service/office uses are over-represented in this area, which reduces foot traffic and creates a higher demand for employee parking.

Commercial Blocks (Hartrey to Eastwood)

- Parking meters with 2-hour time limits may not allow enough time for evening activities, such as restaurant dining.
- Double-parking by delivery trucks and shoppers between Hartrey and Prairie impedes traffic flow at certain times in this popular part of Central.
- Some residents expressed concern that the growing number of regional and national franchises is weakening the area's unique, small independent retail character.
- The plaza on the southwest corner of Green Bay lacks attractive streetscape furniture and landscaping.

Some storefronts near Lincolnwood clutter windows with excessive signage.

Some residential buildings near Ashland have blank walls that front the street.

Residential:

- Although most are adequate, the physical transitions between residential and commercial uses could be improved in some locations with additional setbacks, screening, or fencing.
- Most residential buildings appear to be well maintained, but fair to poor conditions are found in some locations, including a building on the southwest corner of Central and McDaniel.
- Some residents expressed concern that the overall area may be unaffordable for a greater range of households, including young families and lower-income households.

Zoning:

- C1 and C2 districts are not appropriate for encouraging mixed-use, pedestrian-oriented land uses along Green Bay to the north and south of Central.
- Some districts may allow building heights or number of stories that are inconsistent with surrounding uses.
- Parking ratios may be too high for mixed-use developments near transit stations.
- Front setbacks and corner side yards in B1a and B2 Districts are too narrow to provide adequate streetscape/sidewalk zones in a shopping district.

The Metra viaduct acts as a barrier to pedestrian movements between retail areas.

Infrastructure:

- The Metra viaduct at Green Bay appears to lack sufficient drainage structures.
- The Metra viaduct acts as a physical, visual, and mental barrier between more viable retail to the west and "struggling" retail blocks to the east.
- Sidewalks under and near the viaduct are narrow and cause congestion for transit riders near the Metra station.
- The Ryan Field parking lot does not drain effectively, resulting in standing water on pavement.
- The Ryan Field parking lot lacks landscaping and its fencing, driveways and asphalt are in fair to poor condition.
- Pavement, sidewalk and crosswalk conditions are deteriorated and in need of replacement along several stretches of Central, particularly in commercial districts.
- Alley conditions are generally poor with deteriorated paving, potholes, standing water and drainage problems. Obstructions including utility poles and loading/service areas are present in many alleys.

Steps and deteriorated sidewalk conditions at Green Bay Road.

Some blocks have narrow, deteriorated and/or obstructed alleys.

Transportation:

- West of Lincolnwood, Central Street is striped as one lane in either direction but is considerably wider than a standard lane. The street is approximately 52 feet wide and includes

Deteriorated paving conditions and pooling water on the Ryan Field parking lot.

space for parking lanes. The spaces are not marked, which makes it difficult for drivers to determine if Central is two lanes or one lane. This causes confusion among drivers and contributes to potential speeding problems on the west end of Central.

- With higher volumes of vehicle and pedestrian traffic, pedestrian safety has become a concern, especially along active retail blocks.
- The five-point intersection at Central/Broadway/Poplar near the Metra station and viaduct is perceived as unsafe due to its confusing configurations and difficult sight lines.
- The intersection at Central and Green Bay adjacent to the Metra viaduct has difficult sight lines and turning movements due to the older column configuration supporting the viaduct.

The commercial area west of Lincolnwood has wide roadway conditions and narrow sidewalks.

The presence of a turning lane, bus stops, and cars dropping off commuters results in congestion at the CTA station near Girard Avenue.

- Several offset intersections, particularly the intersection at Lincolnwood, has caused confusion for some drivers.
- Some alleys are narrow, which causes conflicts with adjacent residential neighborhoods. Delivery trucks can block a narrow alley, affecting access for residents trying to access their garages.
- The lack of separate left-turn lanes at many intersections may result in confused or erratic driving movements.
- Congestion on Central Street is causing some "spill-over" effects onto residential streets, as drivers attempt to bypass traffic or search for parking spaces.
- Some crosswalks are poorly marked, have faded markings, or have confusing/inconsistent signage.
- The CTA and Metra stations lack drop-off/pick-up areas, and stopped vehicles contribute to congestion.
- A two-step grade change is a barrier for some pedestrians at the northwest corner of Central and Green Bay.
- Some residents have said they do not feel safe while riding bicycles on Central. Some suggested creating a bike lane, and others suggested bikes use parallel residential streets.

A confusing array of parking signs at Northwestern University's Ryan Field parking lots.

The large parking lot at Lincolnwood Drive is owned by a bank.

- Buildings too close to corners and narrow sidewalks may limit "sight lines" for vehicles making turns to/from side streets.
- Transit use may be discouraged by the lack of consistent, marked bus stop signage, benches, and shelters.
- The fence at north end of the Community Center/American Legion/Golf Course parking lot obstructs sight lines for motorists entering Central Street.

Parking:

- Parking is perceived as difficult to find in some locations at peak times, including near the retail district between Hartrey and Green Bay.
- Two-hour parking limits may not be sufficient for uses such as restaurants, the library, or the parks along Central Street.
- Some vehicles wait in the City lot at Stewart until a space becomes available, which adds to congestion in this lot.
- The parking lot at Stewart has an awkward configuration that makes it hard to navigate. Left turns into the lot from Central also causes stacking on eastbound Central.

Mature trees along one of Central Street's residential block.

- Double-parking and customer drop-offs are common near certain businesses, such as Starbuck's, which causes congestion and safety concerns.
- The Chase parking lot is frequently used by non-bank customers. Residents report that non-bank customers are allowed to park in the bank lot during hours when the bank is closed, but the signage is confusing and indicates that outside users will be towed.

Open Space:

- Independence Park provides recreational activities for children but lacks adequate seating areas, amenities, and programmed spaces for adults.
- Central east of Green Bay lacks a public park, although the North Shore Channel and the golf course do provide some open space.

Opportunities/Strengths/Positives

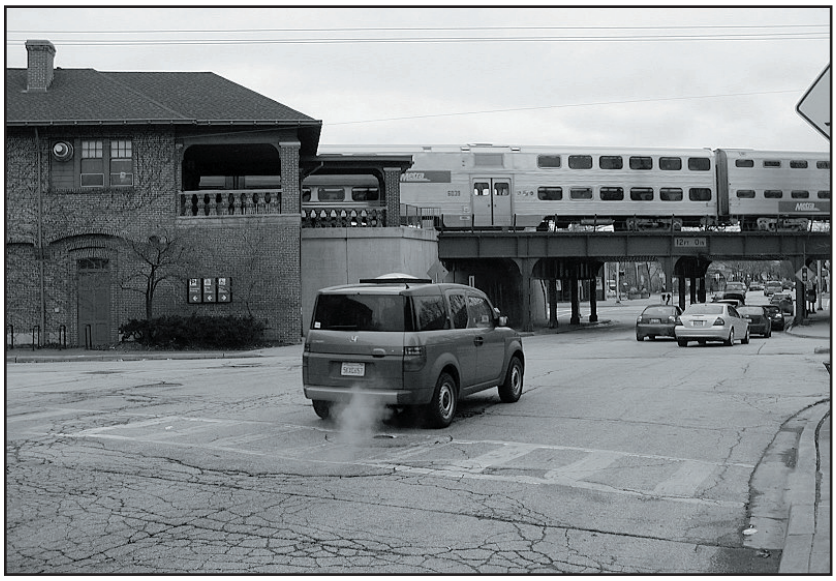
Overall Physical Condition:

- Many residents like the small-scale "Village feel" of Central Street and appreciate the "funky," eclectic, "hodge podge," "quirky" character that encourages people to walk, shop and interact.
- Residents expressed appreciation for the independent, "Mom and Pop" retailers along the corridor.
- Many residents support implementation of environmentally friendly, "green" building design and adaptive reuse.
- Central's "walkability" is generally considered good, and residents/leaders expressed support for an even better pedestrian environment.
- Most of northern Evanston and parts of Wilmette and Skokie are within a half-mile walk of Central.
- Several residents expressed a fondness for the area's traditional qualities, including the human-scale of buildings and the presence of auto-service businesses.
- The wide roadway width of Central west of Lincolnwood would allow traffic lanes to be narrowed to create wider streetscape/sidewalk zones.

- The triangular intersection of Central Street, Gross Point Road and Crawford Avenue could provide a more attractive western gateway to Central Street.
- Commercial blocks between Lincolnwood and Reese have good pedestrian character. Large mature trees that line this block and wide sidewalks help establish a pedestrian-oriented environment.
- In residential areas, street trees provide a healthy, mature canopy that creates an attractive, streetscape, sidewalks and parkways are generally in fair to good condition.

Infrastructure:

- The area's combined and relief sewer system has enough capacity to support some new development and improvements to the Ryan Field parking lot.
- Catch basins can be installed at the Metra viaduct and the Ryan Field parking lot and connected directly to nearby relief sewers to improve drainage.
- The water distribution system will have more than adequate capacity to support new development once planned water main improvements are completed.
- Several infrastructure improvement programs are under way or planned, including improvements to signals, water mains, and roadway pavement.



The Metra station provides connections to Downtown Evanston and Chicago.

Specialty shops and services on retail blocks between Hartrey and Green Bay that contribute to eclectic feel in this part of Central Street.

Transportation:

- Central Street is an important gateway to Evanston, Northwestern University and Evanston Hospital (ENH).
- The Metra and CTA stations provide excellent transit access.
- CTA and PACE buses, as well as hospital and university shuttles, provide transit connections and access to Downtown Evanston.
- Some residents expressed support for better east-west transit opportunities along Central Street, such as improved weekend service, a shared trolley or commuter shuttle.
- The wide roadway width west of Lincolnwood may be narrowed without affecting traffic flow or on-street parking capacity. Narrowed, better defined lanes may also help avoid confusion and conflict among motorists.
- "Bump-outs" along Central and Prairie provide pedestrians a safer crossing environment and gives vehicular traffic a visual cue to slow down.

Parking:

- The City has a metered parking lot available at Stewart across from the popular retail blocks east of Hartrey.
- Northwestern's parking lot at Ryan Field, which is within walking distance of the Metra and CTA stations, is used on non-game days by Evanston Hospital (ENH) and some commuters.
- Some large surface lots, such as those serving the banks or Ryan Field, are possible locations for additional shared parking for shoppers, commuters, visitors and residents.

Commercial:

- Central Street has many quality specialty shops and restaurants that contribute to the area's growing reputation as a unique regional retail destination.
- Local retailers and their commitment to quality are considered a community asset.
- Attracting a wider and more varied mix of businesses to Central Street will increase interest and allegiance among shoppers.

- There is strong support for the retention of convenient retail and services, including auto-oriented services.

Residential:

- Most residential buildings are well-maintained and offer a variety of high-quality housing types and styles.
- New residential opportunities could be attractive to young professionals, as well as older residents seeking to stay in the community.
- Some residents expressed support for slightly higher densities near transit stations, as long as the massing and character of the area is preserved.
- Residents expressed support for affordable housing opportunities.
- Central Street has numerous long-time residents.

Open Space:

- Bent, Ackerman and Independence Parks provide a range of both active and passive recreational activities, including tennis courts, playgrounds and seating areas.
- Independence Park has the potential to become a more multi-generational activity space and "Village Green."
- There is potential for landscaped areas and plazas in front of Northwestern University's Ryan Field.

Independence Park.

Activity Generators

The Central Street corridor has numerous activity generators that attract shoppers, restaurant patrons, employees and visitors on a regular basis.

Activity generators, both along and near Central Street, include:

Institutions:

- North Branch Public Library
- U.S. Post Office
- Schools
- Chandler-Newberger Community Center
- American Legion
- Evanston Hospital (ENH)
- Ryan Field
- Mitchell Museum of the American Indian

Transportation:

- Metra Union Pacific District North Line Station
- CTA Purple Line Station
- Edens Expressway

Businesses:

- CVS Pharmacy
- FoodStuffs (groceries)
- Restaurants
- Specialty shops, such as Paper Source

Open Space:

- Bent Park
- Ackerman Park
- Independence Park
- North Shore Channel
- Peter Jans Community Golf Course
- Howell Park

Redevelopment Opportunities

Several development or redevelopment opportunities were identified throughout the corridor. These sites or blocks were identified based on current land uses, vacant or deteriorating buildings, underutilized sites, key corner locations, and/or potential to consolidate small parcels of land to create larger sites (See Figures 2.1 to 2.3: Constraints and Opportunities).

- **2600-2628 Gross Point** – Medical office buildings, auto repair shop, Citgo gas station.
- **2500-2600 Crawford** – Professional office buildings, Hot Dog Island
- **3333 Central** – CVS Pharmacy
- **2600-3320 Central** – Single-family homes, rowhomes, townhomes
- **3101 Central** – Auto repair shop
- **2600 Central Park** – Mitchell Museum of the American Indian
- **2942-2966 Central** – Spa, Gas Station, Small retail shops and services
- **2925-29 Central** – First Bank & Trust of Evanston, Real Estate Office
- **2829 Central** – Bryan's Garage
- **2800-2822 Central** – White Hen, Blockbuster, The Frame-up
- **2500-2536 Central** – Apartment Building
- **2200 Central** – Dental Office
- **2100 Central** – Public parking lot
- **2004-2012 Central** – Single-story retail shops
- **1925-1933 Central** – Vacant Shop, Bank of America ATMs
- **1900-1915 Central** – Chase Bank and parking lot, Rug emporium
- **2500 block of Green Bay** – Epco Paint and adjacent properties
- **1713-1801 Central** – Medical Offices, Transmission Shop, Florist
- **1613-1633 Central** – Mustard's, Printing Press

- **2524-2537 Ashland** and **1600-1610 Central** – Single-family homes
- **1501 Central** – Ryan Field parking lot
- **1031 Central** – adjacent to CTA Purple Line station

GROSS POINT ROAD
CRAWFORD AVENUE
PROSPECT AVENUE
COWPER AVENUE
Bent Park
HASTINGS AVENUE
HIGHLAND AVENUE
RIDGEWAY STREET
LAWNDALE AVENUE
CENTRAL STREET
MARCY AVENUE
CENTRAL PARK AVENUE
HURD AVENUE
LINCOLNWOOD DRIVE
REESE AVENUE
EWING AVENUE

City of Evanston: Central Street
Constraints + Opportunities

- Commercial District
- Opportunity Site
- Recent/Planned/Proposed Development
- Potential Facade Improvements
- Potential Corridor Gateway/Entrance
- Activity Generator

Central Street: Master Plan City of Evanston, Illinois

Figure 2.1: Constraints & Opportunities - Crawford Avenue to Ewing Avenue

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THAYER STREET

PARK PLACE

HARTZELL STREET

EWING AVENUE

MCDANIEL AVENUE

WALNUT AVENUE

CENTRAL STREET

Ackerman Park

BENNETT AVENUE

ELM AVENUE

HARRISON STREET

PIONEER ROAD

HARTREY AVENUE

LINCOLN STREET

QUARTER MILE RADIUS

STEWART AVENUE

LIVINGSTON STREET

GREEN BAY ROAD

PRAIRIE AVENUE

Independence Park

LIVINGSTON STREET

BROADWAY AVENUE

CHANCELLOR STREET

EASTWOOD AVENUE

Metra Station

POPLAR AVENUE

City of Evanston: Central Street
Constraints + Opportunities

- Commercial District
- Opportunity Site
- Recent/Planned/Proposed Development
- Potential Facade Improvements
- Potential Corridor Gateway/Entrance
- Activity Generator

Central Street: Master Plan City of Evanston, Illinois

Figure 2.2: Constraints & Opportunities - Ewing Avenue to Eastwood Avenue

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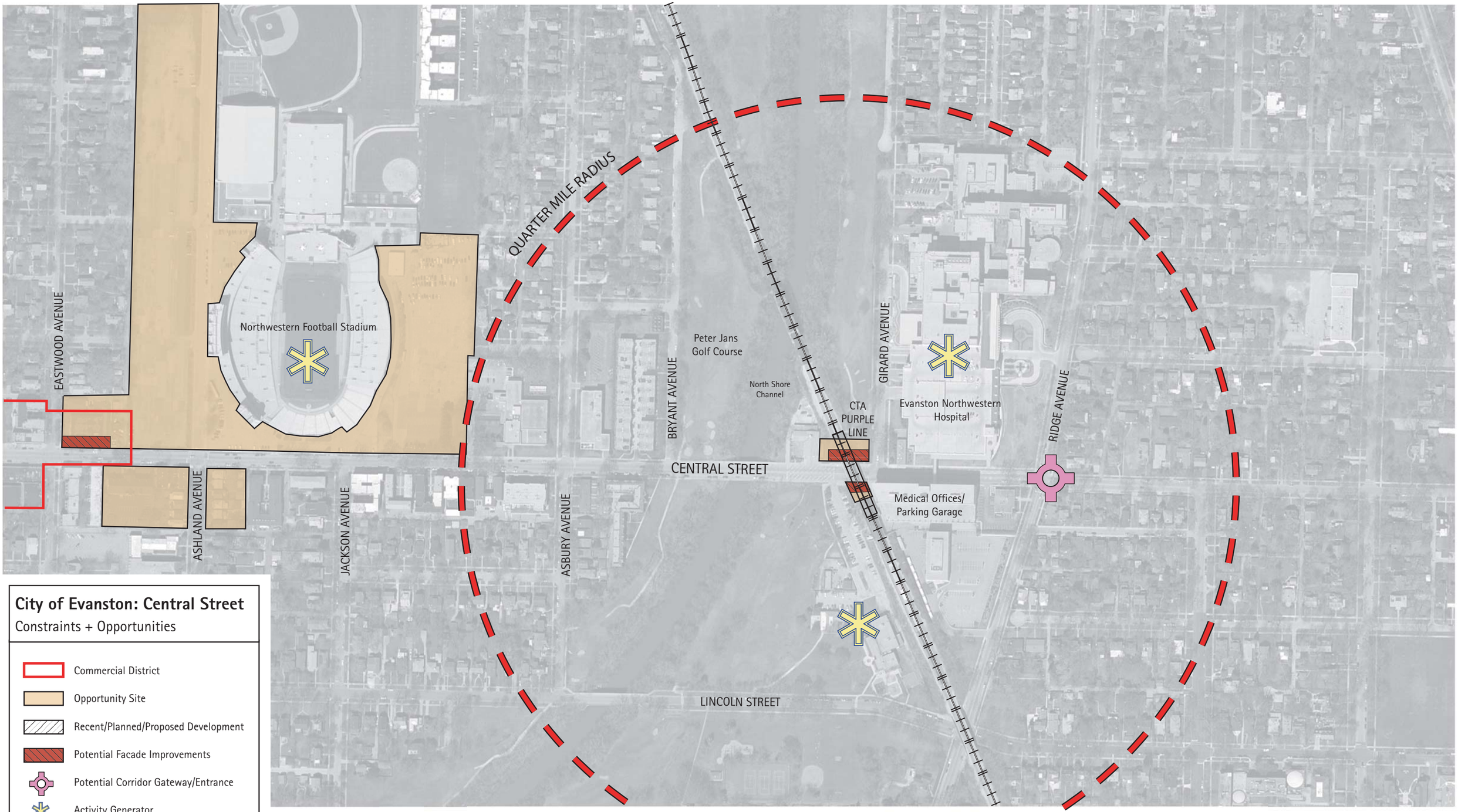

Central Street: Master Plan City of Evanston, Illinois

Figure 2.3: Constraints & Opportunities - Eastwood Avenue to Ridge Avenue

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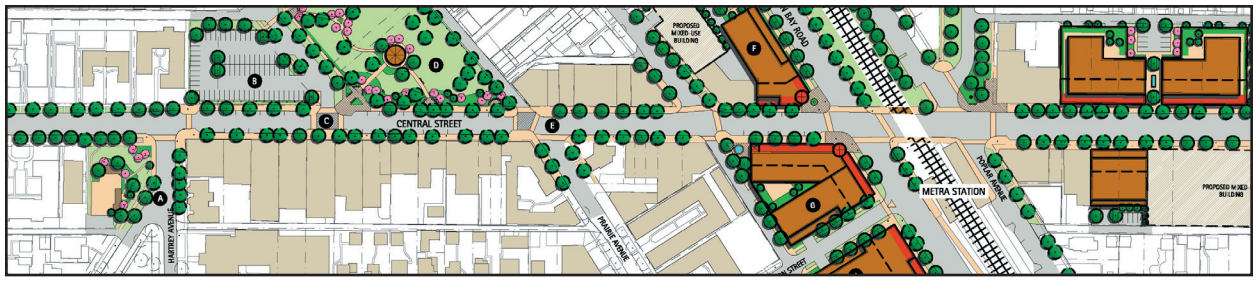


Section 3: Master Plan

The Future Central Street

The Master Plan provides a vision for how Central Street can be enhanced as a unique mixed-use, neighborhood-oriented district that includes residential, retail, office, service, civic, institutional, and transit uses. The Plan is based on the community's desire for higher-quality development and streetscape improvements that maintain the area's eclectic, "funky," "European village," "small town" character.

The following are key positive features and development "building blocks" that are incorporated in the Master Plan:

- Impassioned and committed community residents.
- A location close to Downtown Evanston and other North Shore communities.
- Strong transportation and transit connections.
- The presence of numerous local and regional activity generators.
- A tradition of small-scale, unique retailers.
- Strong developer interest.
- Presence of important civic institutions.
- Well-maintained, desirable residential districts.
- Well-situated and attractive parks and open spaces.
- Presence of underutilized properties.
- Committed leadership.

The following are key Master Plan objectives:

1. Sustain and enhance Central Street as an attractive, mixed-use, pedestrian-oriented street with its own unique character.
2. Sustain and enhance Central Street as a location for diverse, small-scale retail shops, service businesses, and restaurants.
3. Sustain and enhance Central Street as a transit-oriented community with two rail lines and bus service.
4. Sustain and enhance Central Street as an area of well-maintained, vibrant and green neighborhoods.
5. Sustain and enhance Central Street as a local and regional destination for civic, cultural, and athletic facilities.

6. Encourage commercial development, including office uses, in key locations to provide a diverse mix of goods and services to residents and visitors.
7. Enhance existing housing and provide diverse residential opportunities.
8. Improve the appearance and use of existing open space, and the appearance and safety of the area's streetscape.
9. Improve pedestrian, bicycle and vehicular access and circulation.
10. Encourage the use of sustainable building and site design, both in new buildings and in adaptive reuse/renovations/ façade improvements.

Strategies

A. Building Envelope

A "building envelope" defines the height, scale and massing of buildings along a street and within a development site. The Master Plan provides concepts for how new buildings can relate to streets and public spaces to help define a more pedestrian-oriented shopping environment.

A1. Setbacks: New building setbacks should be established to ensure consistent building placement and to create a "streetwall."

A2. Commercial Area Setbacks: In commercial areas along Central Street, buildings should be set back 14 feet from the curb and set back 20 feet from the curb on intersecting side streets. On commercial blocks along Green Bay Road, buildings should be set back 14 feet from the curb.

A3. Central/Gross Point/Crawford Setbacks: For properties fronting the intersection of Central, Gross Point and Crawford, buildings should be set back 30 feet from the curb.

A4. Residential Setbacks: In residential areas, buildings should continue to be set back 27 feet from the property line (as required by zoning).

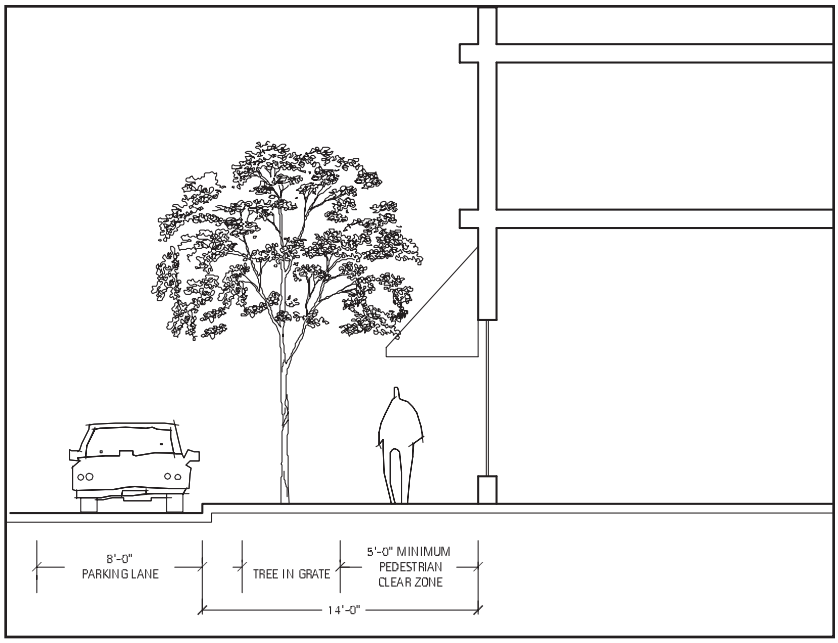
A5. Stepbacks: Building stepbacks at upper stories should be used to further articulate buildings and reduce the perceived height and mass of new developments along streets and sidewalks.

B. Sidewalks

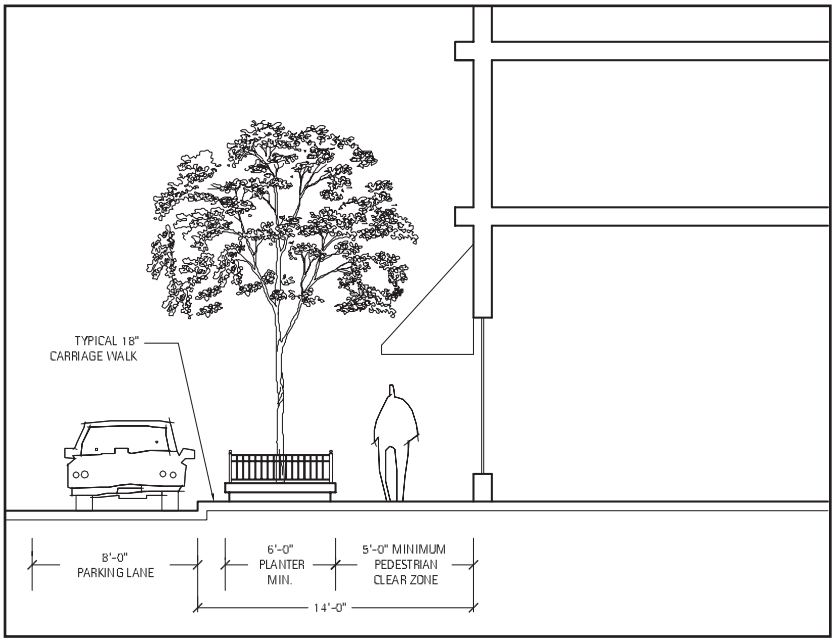
B1. Sidewalk Standards: New sidewalk standards should be established for improved sidewalk widths, sight lines, and streetscapes. New developments in commercial areas should provide a minimum 14-foot wide sidewalk with trees in grates or low raised planters. New developments in residential areas should provide a 5-foot wide sidewalk.

B2: Sidewalk Widening: Along the commercial blocks west of Lincolnwood Drive, Central Street should be narrowed to allow the addition of 5 feet to the sidewalks on both sides of the street, where feasible. This will provide a minimum 12-foot wide sidewalk.

B3: Sidewalk Improvements: Sidewalks should be replaced or constructed wherever they are deteriorated or missing.



Optimal 14-foot sidewalk cross-section with tree in a tree grate.



Optimal 14-foot sidewalk cross-section with tree in a low planter.

C. Design Guidelines

To complement the City's "Design Guidelines for Planned Developments," additional design guidelines should be developed to encourage high-quality development in neighborhood-oriented commercial areas. The guidelines should encourage:

C1. Building Articulation: Use projections, recesses, material changes, parapets, cornices, varying roof heights/lines, and/or new facades to avoid long, monolithic structures.

C2. Avoid Long Buildings: Large developments that are broken into smaller buildings or articulated to avoid the appearance of long, monolithic structures.

C3. Defined Facades: Buildings with clearly defined bases, middles, and tops.

C4. Special Features: Use cupolas, atriums, clock towers, and/or varying rooflines for highly visible and prominent corner buildings.

C5. Stepbacks: Incorporate stepbacks or upper floor terraces to further articulate buildings.

C6. Distinct First-Floor Bases: Use clear glass and kneewalls for retail and mixed-use buildings to easily identify storefronts.

C7. Retail Depths: At least 50 feet.

C8. Consistent Facades: Visible rears and sides of buildings that are designed in a manner consistent with front or sides of building.

C9. Screening and Landscaping: Parking lots and loading areas with screening and landscaping.

C10. Landscape Ordinance: Develop ordinance that includes maintenance requirements.

C11. Signage: Business signage should be simple and incorporated into a building's architecture. Such signs should serve to identify a business while contributing to Central's attractiveness and character. The quality, size, placement, and look of signs should be considered in the overall design of the building.

Example of distinct, recognized storefronts at base of mixed-use building.

Example of single buildings with articulated architecture that creates appearance of multiple storefronts.

Example of storefronts should have clear glass windows to indicate an active shopping street.

D. Zoning

The following zoning changes are recommended for the Central Street corridor (See Figure 3.1 and 3.2: Zoning Recommendations). When changing the ordinance to match the Master Plan, form-based code should also be considered. Such an approach would allow a more "block-by-block" approach to defining the physical form/building envelope on Central Street, taking into account the range of existing conditions.

Potential District Changes

The following are recommended zoning changes for particular locations along Central Street:

D1. Business District (B2): The B2 district between Hartrey and Eastwood, except for the southern half of the Chase Bank site, should be rezoned as B1a to preserve the existing retail character and scale of these blocks. This change would lower building heights from 4 to 3 stories.

D2. Commercial District (C1): To encourage mixed-use developments, the C1 district south of Central on Green Bay should be rezoned as B2.

D3. Commercial District (C2): The C2 district at the intersection of Gross Point, Crawford and Central should be rezoned as B2 to allow residential and mixed-use developments. Buildings in this area should be set back from the curb 30 feet.

D4: Office District (O1): The northwest quarter of the O1 district east of Eastwood Avenue should be rezoned as B1a to allow mixed-use developments. The northeast quarter of the O1 district east of Eastwood Avenue should be rezoned as C2 to allow a greater range of retail uses.

D5: Transitional Campus District (T1): The part of the T1 districts south of Chancellor Street should be rezoned as C2 to allow structured parking.

D6: University Athletic Facilities District (U2): The southeast corner of the U2 district encompassing Ryan Field should be rezoned as B2 to allow mixed-use buildings with upper-story office.

D7: Open Space District (OS): The CTA station should be rezoned as B2 to encourage retail uses.

Potential Regulation/Form Changes

In addition to changes in the zoning districts, the following changes to the districts' bulk requirements should be considered for Central Street:

D8. Height Recommendations: Table 3.1 shows height recommendations in both feet and stories. Maximum height would be the lesser of the two.

Table 3.1: Maximum Height Recommendations

Zoning District	Current Height	Recommended Height (Stories)	Recommended Height (Feet)
R4: General Residential	35 feet/2.5 stories	2.5 stories	**30 feet**
R5: General Residential	50 feet/5 stories	**4 stories**	**45 feet**
O1: Office*	52 feet	**5 stories**	52 feet
B1a: Business	40 feet/3 stories	3 stories	**35 feet**
B2: Business	45 feet	**4 stories**	45 feet
C1: Commercial	45 feet	**4 stories**	45 feet
C2: Commercial	45 feet	**4 stories**	45 feet
U2: University Athletic Facilities	45 feet	**4 stories**	45 feet
T1: Transitional University	35 feet/2.5 stories	2.5 stories	35 feet
OS: Open Space	35 feet/2.5 stories	2.5 stories	35 feet

Recommended heights are shown in bold.

*Height limit "steps down" near adjacent residential uses.

B9. Business District (B1a), Commercial District (C1), Commercial District (C2), and Office District (O1): Buildings should be set back 14 feet from the curb to allow a wide, consistent sidewalk width. Side yard

setbacks should be 20 feet from the curb to ensure wider, landscaped parkways as a transition between retail frontages and residential side streets.

In C1 and C2, shared parking/curb cuts/access drives should be required where feasible. Parking in front of buildings should be prohibited.

D10. Commercial District (C2) - Gross Point/Crawford/ Central intersections: Buildings should be set back 30 feet from the curb to provide room for wider sidewalks, additional landscaping, and improved sight lines for motorists.

Rezone C2 to B2.

Require shared parking, access drives and curb cuts.

Increase setback to 30 feet from curb to buildings.

Reduce maximum height from 5 to 4 stories.

Increase setback to 14 feet from curb to building.

Increase corner side yard setback to 20 feet from curb to building.

OS
R1
R2
R3
R4
R5
C2
O1
B1a
GROSS POINT ROAD
HIGHLAND AVENUE
LAWNDALE AVENUE
CENTRAL PARK AVENUE
HURD AVENUE
LINCOLNWOOD DRIVE
REESE AVENUE
EWING AVENUE
BENNETT AVENUE
MCDANIEL AVENUE
WALNUT AVENUE
ELM AVENUE
CENTRAL STREET
Ackerman Park
Bent Park
CRAWFORD AVENUE
PROSPECT AVENUE
COWPER AVENUE
HASTINGS AVENUE
RIDGEWAY STREET

City of Evanston: Central Street

Existing Zoning

Zoning Districts

- R1 Single-Family Residential
- R2 Single-Family Residential
- R3 Two-Family Residential
- R4 General Residential
- R5 General Residential
- B1a Business
- B2 Business
- C1 Commercial
- C2 Commercial
- O1 Office
- T1 Transitional Campus
- U1 University Housing
- U2 University Housing/Parking
- U3 University Lakefront Campus
- OS Open Space

Central Street: Master Plan City of Evanston, Illinois

Figure 3.1: Zoning Recommendations - Gross Point Road to Hartrey Avenue

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Require shared parking, access drives and curb cuts.

Increase setback to 14 feet from curb to building.

Rezone B2 to B1a.

Increase setback to 14 feet from curb to building.

Increase corner side yard setbacks to 20 feet from curb to building.

Rezone T1 to C2.

Rezone O1 to C2.

Rezone U2 to B2.

Rezone CTA station to B2 to allow retail uses.

Reduce maximum height from 5 to 4 stories.

Keep southern one-half of Chase Bank site as B2.

Reduce maximum height from 5 to 4 stories.

Rezone to B2 for mixed-use.

Require shared parking, access drives and curb cuts.

Increase setback to 14 feet from curb to building.

Rezone O1 to B1a.

Increase setback to 14 feet from curb to building.

Increase corner side yard setbacks to 20 feet from curb to building.

Reduce maximum height from 5 to 4 stories.

GREEN BAY ROAD
EASTWOOD AVENUE
GIRARD AVENUE
PRAIRIE AVENUE
RIDGE AVENUE
CENTRAL STREET
Independence Park
Metra
Northwestern University Ryan Field
Evanston Hospital
Peter N. Jans Community Golf Course

R1 R2 R3 R4 R5 OS B2 C1 C2 O1 T1 U1 U2 U3

City of Evanston: Central Street

Existing Zoning

Zoning Districts

- R1 Single-Family Residential
- R2 Single-Family Residential
- R3 Two-Family Residential
- R4 General Residential
- R5 General Residential
- B1a Business
- B2 Business
- C1 Commercial
- C2 Commercial
- O1 Office
- T1 Transitional Campus
- U1 University Housing
- U2 University Housing/Parking
- U3 University Lakefront Campus
- OS Open Space

Central Street: Master Plan City of Evanston, Illinois

Figure 3.2: Zoning Recommendations: Hartrey Avenue to Ridge Avenue

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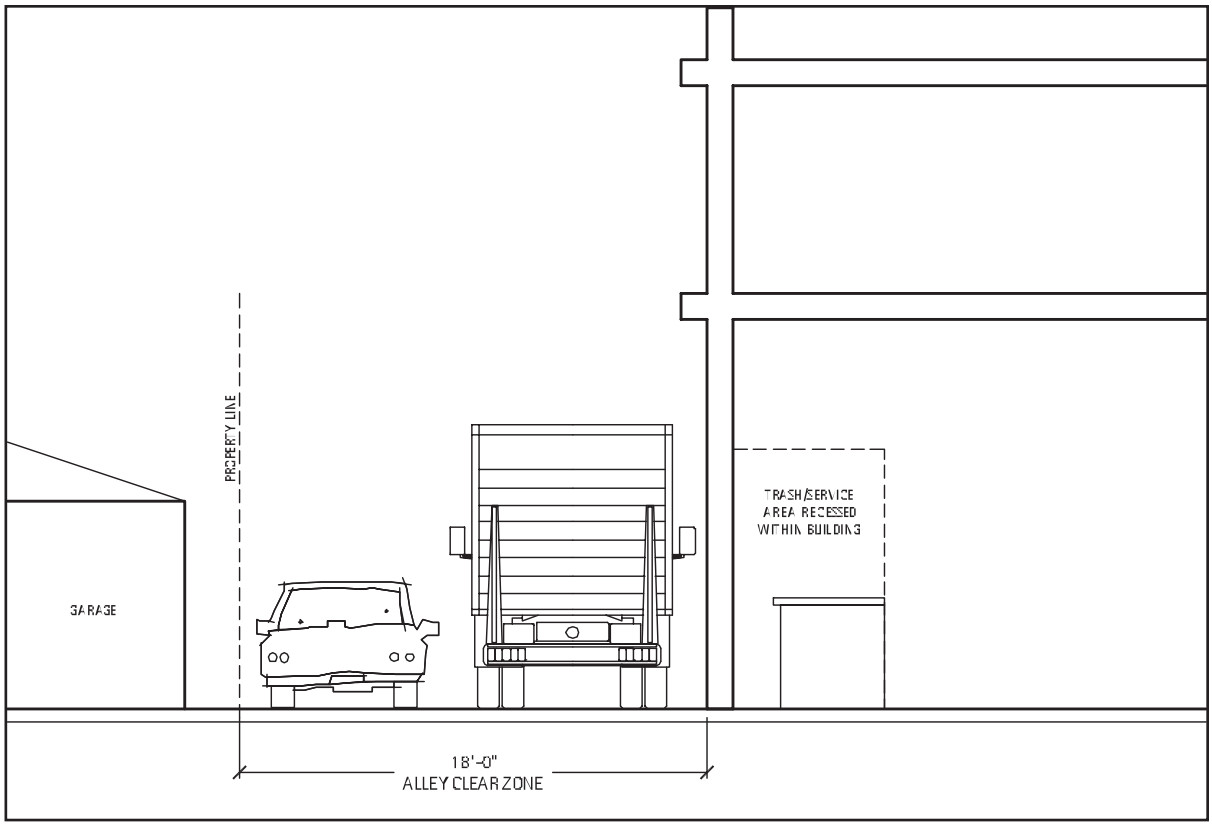


Wider, unobstructed alleys will facilitate movement behind and adjacent to buildings for residents and delivery vehicles.

E. Transportation

E1. Standard Alley Width: A standard alley width of 18 feet should be required with direct access to new development.

E2. Alley Obstructions: The alley right-of-way should be kept clear of all obstructions, including utility poles, dumpsters and trash cans, and loading/service areas. Access to trash/loading/service areas as well as parking facilities within a development would be allowed directly from alleys.

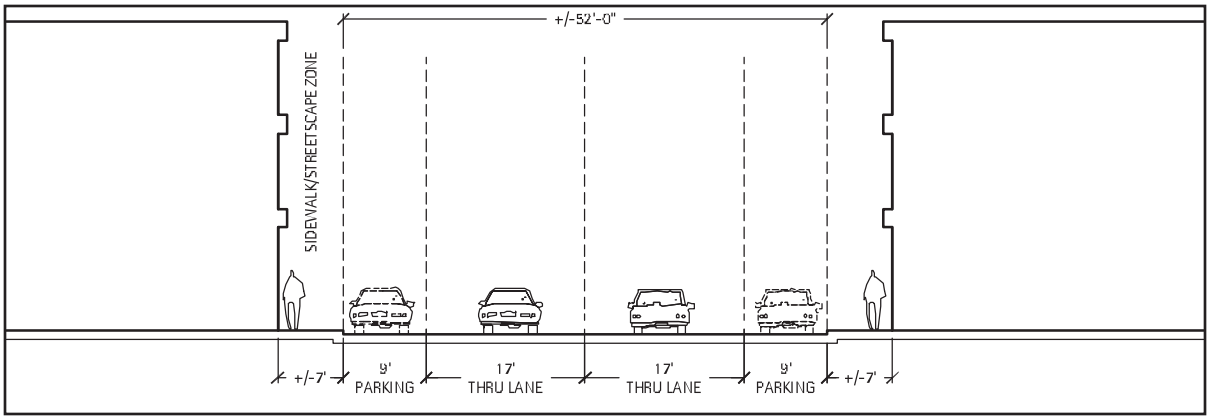
E3: Alley Right-of-Way Dedication: Future developments should dedicate property to alley right-of-way to create an 18-foot alley width. Developers should also be required to pave the alley serving proposed developments.

Wide, paved alley with circulation unobstructed by trash bins, poles, or other obstacles.

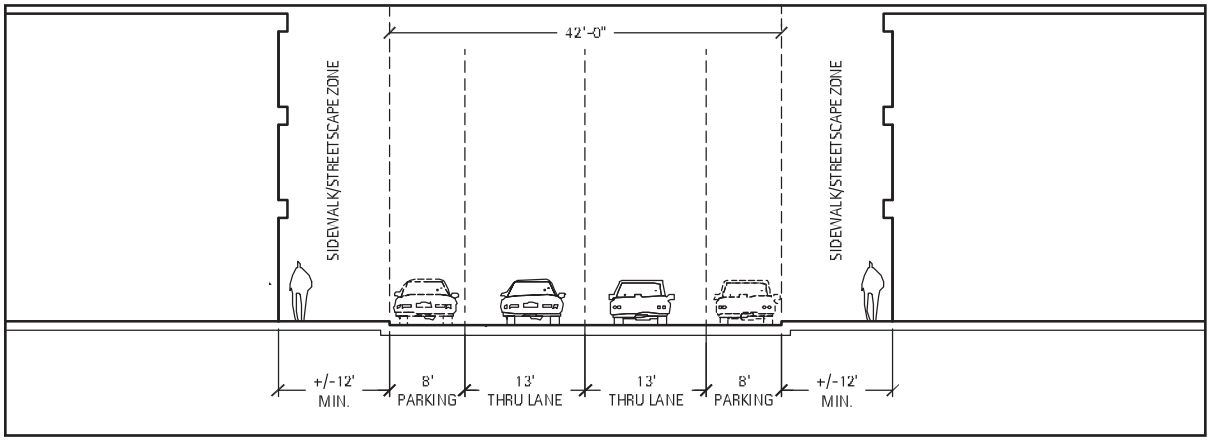
E4. Parking Ratios: Parking ratios should be reviewed to provide adequate spaces for new development. The current requirement for medical and dental offices of 5 spaces per 1,000 square feet may be too high for a pedestrian-oriented street with significant transit availability. The current requirement for general office of 2 spaces per 1,000 square feet may be too low and should be reviewed. Office ratios of 3 to 4 per 1,000 square feet should be considered.

E5. Transit Drop-off Zones: Improved drop-off zones should be provided at both the Metra and CTA stations to improve traffic flow and pedestrian safety. At the Metra station, six to seven on-street parking spaces on Poplar south of Central should be converted to a "Kiss 'n' Ride" area. At the CTA station, consideration should be given to removing the left-turn lane at Girard to allow vehicles to pull over in front of the station without congesting traffic flow.

E6. Transit Routes: Consideration should be given to expanding bus routes along Central Street operated by CTA and PACE to improve service frequency, particularly on Sundays when no service is currently



Existing Central Street cross-section west of Lincolnwood.



Proposed cross-section west of Lincolnwood, with narrower travel lanes and wider sidewalks.

provided. In addition, benches and shelters should be added to existing bus stops.

E6. Street Width: Central Street between Crawford Avenue and Lincolnwood Drive should be narrowed to either 40 or 42 feet, where feasible. A width of 42 feet would allow for bike route markings, which encourage automobiles and bicyclists to share a wider travel lane. The narrower street width also would allow for an additional 5 feet of sidewalk/streetscape zone on each side of the street.

E7. Bike Routes: Although cyclists should be encouraged to use nearby east-west residential streets, the addition of bike routes to Central Street should be considered where the street width allows.

E8. Crosswalks: Crosswalks along the corridor should be improved and standardized. Consistent signage, markings, and lighting should be used to effectively identify crosswalk locations to both vehicles and pedestrians, particularly at mid-block locations. Pedestrian signals should be enhanced, including countdown timers.

E9. Bump-outs: Sidewalk bump-outs should be installed where appropriate to ensure shorter, safer crossings for pedestrians while still allowing efficient traffic flow.

F. Streetscape

The following are recommendations for streetscape improvements. Also see Central Street: Streetscape Study for more information on streetscape conditions and design concepts.

F1. Pavement: Improve the paved surface for pedestrians, bicycles and vehicles.

F2. Street Furniture: Upgrade the quality and increase the amount of street furniture such as benches, trash receptacles, moveable planters, bike racks, and tree grates.

F3. Street Trees: Establish a consistent, well-maintained street tree program with street trees spaced 25 to 30 feet, and improve landscaping in adjacent open spaces.

F4. Lighting: Improve lighting conditions throughout all commercial districts and replace any light bases or poles that are in disrepair.

F5. Crosswalks: Enhance pedestrian crosswalks with new paving or markings, improved lighting and consistent signage.

F6. Landscaping: Screen and buffer surface parking lots bordering the street with landscaping and/or ornamental fences.

F7. Sidewalk Width: Establish a standard sidewalk width within commercial areas of 14 feet and within residential areas of 5 feet, where feasible.

F8. Street Width: Decrease the street width west of Lincolnwood to approximately 42 feet to provide additional sidewalks and pedestrian refuge.

Example of pedestrian-friendly streetscape improvements.

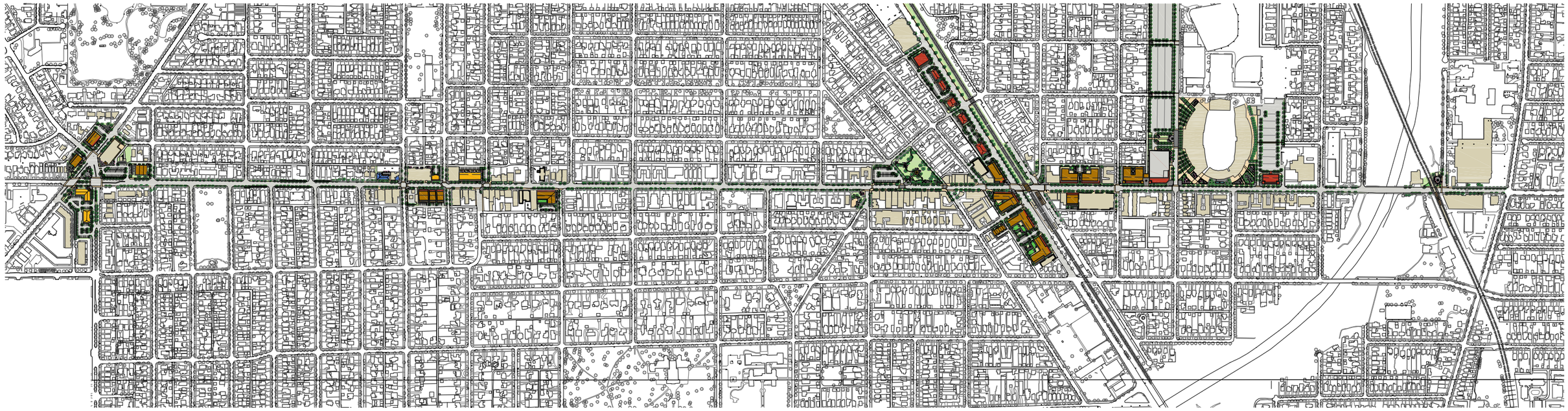
Corner plaza/gateway example.

Development Concepts

The Master Plan envisions coordinated and balanced preservation and redevelopment of Central Street that allows for significant retail, office, residential, and open space opportunities, while maintaining the unique character and quality-of-life that currently exists (see Figure 3.3).

The site designs illustrated in the Master Plan indicate conceptual development densities, site plans, landscape/streetscape, and parking layouts. Actual building locations, heights and densities, as well as site designs, will vary as property owners, businesses, and developers generate more specific site plans. Each development will need to address parking needs within the context of zoning requirements, parking availability, shared parking potential, and linked parking lots.

The new development shown in the Master Plan will be largely driven by the private sector. While the City can encourage and facilitate property improvements and new development by investments in infrastructure, the Plan envisions property owners improving or redeveloping their sites or cooperating to create larger, more viable redevelopment opportunities. Ideally, many of the businesses on sites suggested for redevelopment will find new locations in the corridor and continue to make Central Street a great place to live, work, and shop.



Central Street: Master Plan City of Evanston, Illinois

Figure 3.3: Illustrative Plan

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Western Gateway

The intersection of Crawford, Gross Point and Central is an important "gateway" to Central Street. The triangular island in the center of these streets has high visibility and could serve as a prominent gateway green space with signage and/or public art that would announce motorists' arrival to the City and to Central Street.

Framing the intersection with buildings as new development occurs and providing ample, 30-foot setbacks with a green, landscaped character also would improve the appearance of this gateway intersection. Improved sidewalks, wider parkways, pedestrian-scale lighting, consistent street furniture, and additional street trees would improve the attractiveness and pedestrian-friendliness of the intersection.

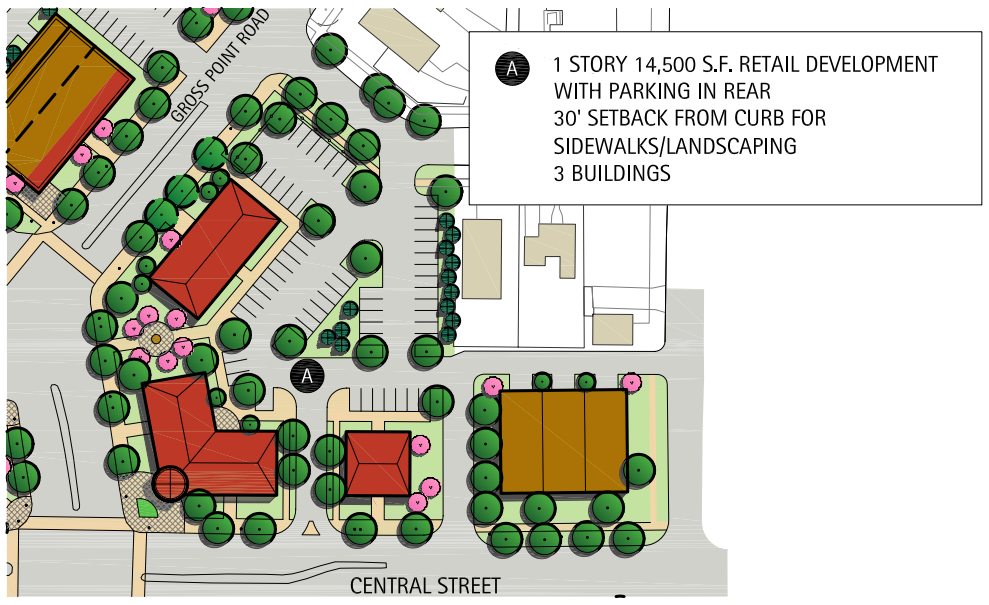
For the blocks abutting the intersection of Gross Point, Crawford and Central, the Master Plan shows (see Figure 3.4):

- **Gateway Green Space:** The Plan envisions this location as an opportunity for improved landscaping, public art, and directional signage. Because of its location between three streets, the space is intended as a visual gateway element only and not for use by residents as a park or seating area.
- **CVS Pharmacy Site:** This large, prominent site is shown with enhanced landscaping and streetscape. Its inefficient parking lot is reconfigured to create room for a landscape buffer and street trees along the perimeter. If the existing CVS pharmacy is redeveloped, the Plan shows how new retail buildings could frame the corner and have larger setbacks to improve its appearance and provide better sight lines for motorists and pedestrians. Parking would be accommodated to the rear of the buildings with screening

Landscaped/screened parking lot edges.

and buffering along the residential uses to the east. New rowhomes are shown east of the site.

- **Southwest Corner Central/Crawford:** Existing office buildings are shown as being redeveloped into modern office buildings. Parking would also be accommodated in the rear and access would be provided through shared curb cuts.
- **Northeast Corner Crawford/Gross Point:** A mixed-use development is envisioned on the Citgo/Sarkis site. The Plan shows retail space on the first floor with condominiums or office space above, as well as an adjacent side parking lot.
- **Northwest Corner Crawford/Gross Point** The Plan shows a condominium building on the northwest corner of Crawford and Gross Point and west of the CVS site.



Alternate – CVS Site

Central Street: Master Plan City of Evanston, Illinois

Figure 3.4: Western Gateway

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Central Park to Ewing Commercial Area

Although this area has a large number of professional, financial and personal services businesses, it also has active pedestrian-oriented retail serving nearby neighborhoods. A healthy balance of retail and service uses should continue to flourish in this area and will be aided by an improved pedestrian environment. Narrowing extra-wide travel lanes west of Lincolnwood will allow for wider sidewalks and additional streetscape elements, such as street trees, benches, and trash cans.

For the blocks along Central between Central Park and Ewing, the Master Plan shows (see Figure 3.5):

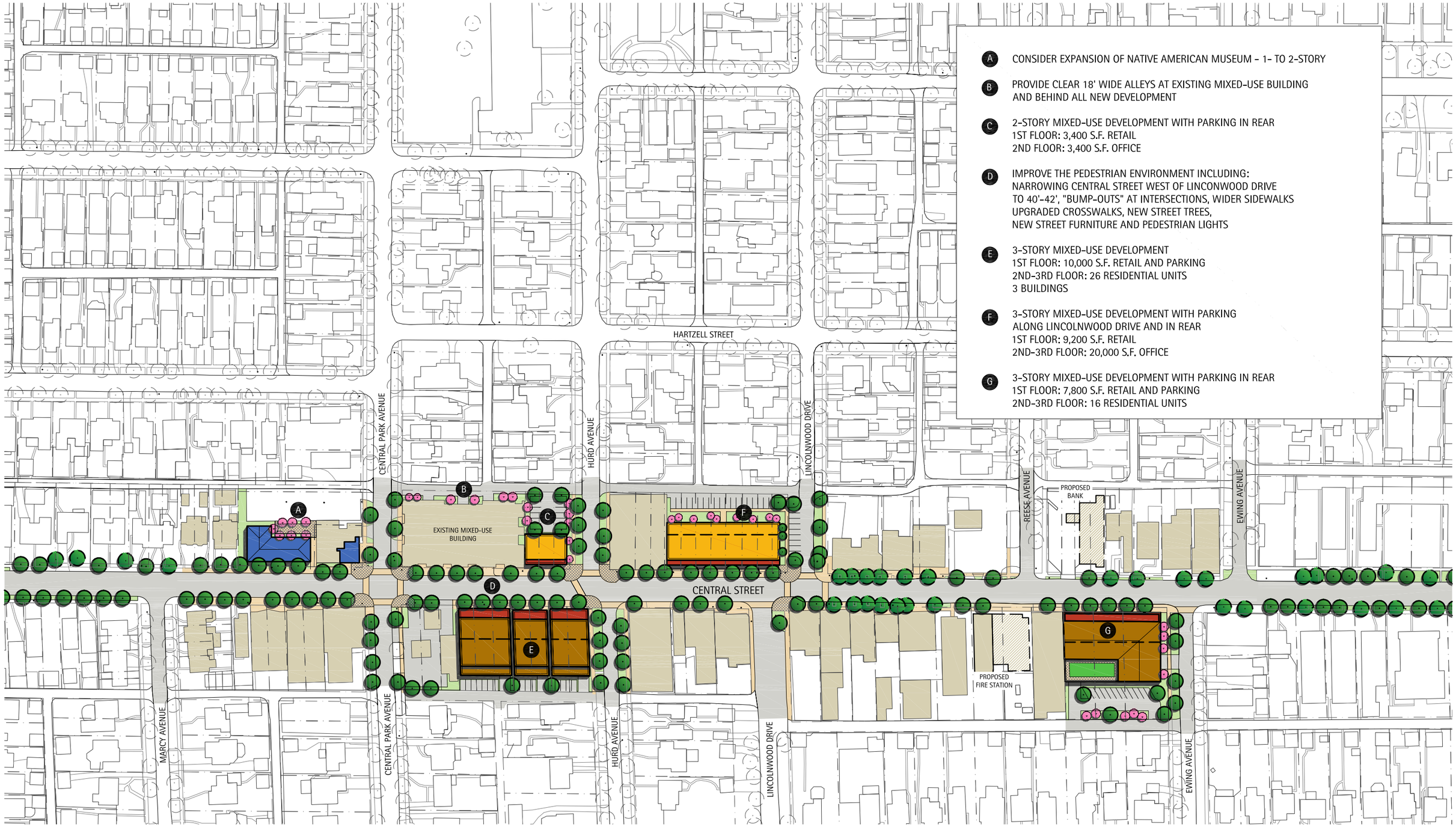
- **Mixed-Use Development:** The Plan shows several locations for mixed-use buildings with retail uses on the ground floor and either upper-story office or residential uses. Infill development is proposed to create more of a building "streetwall" that minimizes curb cuts and enhances the pedestrian shopping environment.
- **Pedestrian Improvements:** The Plan shows Central Street narrowed west of Lincolnwood to provide space for expanded sidewalks/streetscapes.
- **Mitchell Museum:** The Mitchell Museum of the American Indian is considering site improvements and possibly an expansion of its facility to increase activity and recognition. The Plan shows expansion to the west side of the structure and a concept for a gateway/entrance that could possibly include a gift shop component at the corner of Central and Central Park.

Central Park to Ewing Commercial Area facade improvement (building on left) and redevelopment concept (on right).

Rowhomes with landscaped front yards and attractive, articulated facades.

Mixed-use building with retail on first floor and residential above.

Condominium building with quality materials and green setback.



Central Street: Master Plan City of Evanston, Illinois

Figure 3.5: Central Park to Ewing Commercial Area

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Hartrey to Poplar Commercial Area

The area's main commercial core between Hartrey and Green Bay has a successful mix of specialty shops, restaurants, and services, as well as important open space, Independence Park. Residents appreciate the character and scale of these retail blocks, with their mix of 1-, 2-, and 3-story buildings. The Plan recommends that this scale be maintained.

Recommendations shown for Independence Park will allow for more activity by a wider age range while improving the physical attractiveness of the entire area. The park's function as a "Village Green," central amenity and festival/event location will grow even stronger.

Streetscape improvements will add to the street's charm, improve pedestrian flow, provide additional seating pockets and direct pedestrians to more prominently and consistently marked crosswalks.

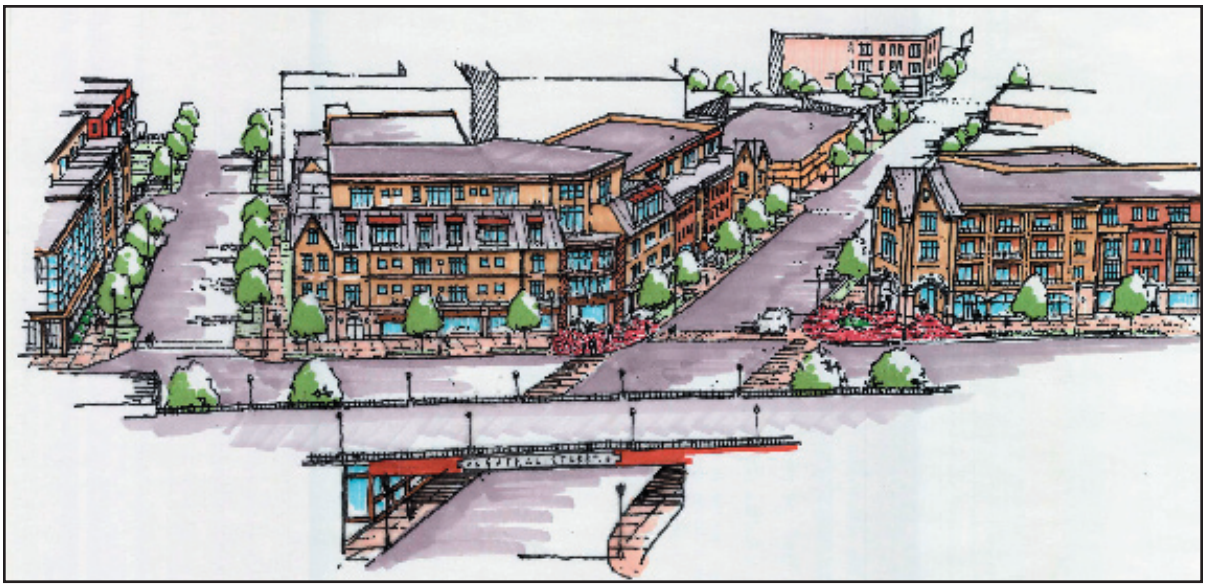
The Master Plan recommends the reconfiguration of the public parking lot and Stewart Avenue intersection, as well as the addition of short-term parking space for "quick" trips and some long-term spaces near restaurants. It is also recommended that the Chase Branch parking lot be formally used for shared parking for area shoppers and dining patrons as well as bank customers.

Existing character along Central between Hartrey and Prairie.

The Plan shows (see Figure 3.6):

- **Enhanced Open Space:** The Plan shows enhanced landscaping, fencing allong the alley, and lighting in Independence Park, along with seating pockets, gardens, and possible water features.
- **Green Bay development:** The Plan envisions mixed-used development along Green Bay south of Central with ground floor retail and upper story office and residential uses.
- **Parking Lot:** Reconfiguring the public parking lot at the northwest corner of Central and Stewart would provide for a more efficient parking layout, add a few additional spaces, and eliminate the need for a driveway entrance on Central.
- **Stewart Avenue Realignment:** The Plan shows how Stewart Avenue could be realigned to a 90-degree intersection with Central to improve sight lines and traffic flow. Such a change would also increase the size of Independence Park.
- **Southwest Corner Hartrey/Central:** The Plan shows a future adaptive reuse of the building at the southwest corner of Hartrey and Central as a restaurant with outdoor dining, retail, office or a civic use.

Mixed-use building with attractive, articulated architecture.



Redevelopment concepts for the Hartrey to Poplar Commercial Area.

Mixed-use building with varied heights and rooflines.

A ADAPTIVE REUSE OF EXISTING LANDMARK BUILDING
WITH NEW SEATING AREAS/LANDSCAPE BEDS
RETAIL OR CIVIC USE

B RECONFIGURED CITY PARKING LOT WITH
ORNAMENTAL METAL FENCE AND LANDSCAPE EDGE FOR SCREENING
70 PARKING SPACES (EXISTING: 67 SPACES)

C NEW STEWART AVENUE ALIGNMENT

D INDEPENDENCE PARK IMPROVEMENTS INCLUDING:
NEW GATEWAY ENTRANCE, SEATING POCKETS ALONG PARK EDGE,
ENHANCED LANDSCAPE BORDER, CEDAR FENCING TO SCREEN ALLEY,
PARK PAVILION/FOCAL POINT AND REORGANIZED PATHWAY SYSTEM
INCORPORATE EXISTING PLAYGROUND

E IMPROVE THE PEDESTRIAN ENVIRONMENT INCLUDING:
"BUMP-OUTS" AT APPROPRIATE INTERSECTIONS,
UPGRADED CROSSWALKS, AND NEW STREET TREES,
NEW STREET FURNITURE AND PEDESTRIAN LIGHTS

F 3-STORY MIXED-USE BUILDING
1ST FLOOR: 3,500 S.F. RETAIL AND PARKING
2ND-3RD FLOOR: 14 RESIDENTIAL UNITS

G 4-STORY MIXED-USE BUILDING
3-STORY ON CENTRAL STREET
1ST FLOOR: 10,000 S.F. RETAIL AND PARKING
2ND-4TH FLOOR: 37 RESIDENTIAL UNITS
(COULD INCLUDE OFFICE ABOVE RETAIL)

120 PARKING SPACES, 34 PUBLIC
1ST FLOOR: 45 SPACES
UNDERGROUND: 75 SPACES

H 2-STORY TOWNHOME DEVELOPMENT
3 RESIDENTIAL UNITS

I 4-STORY MIXED-USE BUILDING
1ST FLOOR: 8,700 S.F. RETAIL AND PARKING
2ND-4TH FLOOR: 32 RESIDENTIAL UNITS
(COULD INCLUDE OFFICE ABOVE RETAIL)

Central Street: Master Plan City of Evanston, Illinois

Figure 3.6: Hartrey to Poplar Commercial Area

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Green Bay Road (North)

For the auto-oriented commercial blocks located along Green Bay Road between Central and Jenks, the Plan shows (see Figure 3.7):

- **Pedestrian-friendly:** Retail development in this area would remain auto-oriented and low-scale, but the placement of buildings and position of entrances and fenestration would result in more pedestrian-friendly structures. Wide sidewalk/streetscape zones would also provide space for street trees and enhance the attractiveness of the corridor.
- **Parking:** The Plan envisions that the parking for new retail uses will be placed to the rear and the sides of the buildings. Where feasible, parking lots, curb cuts and access drives should be shared.

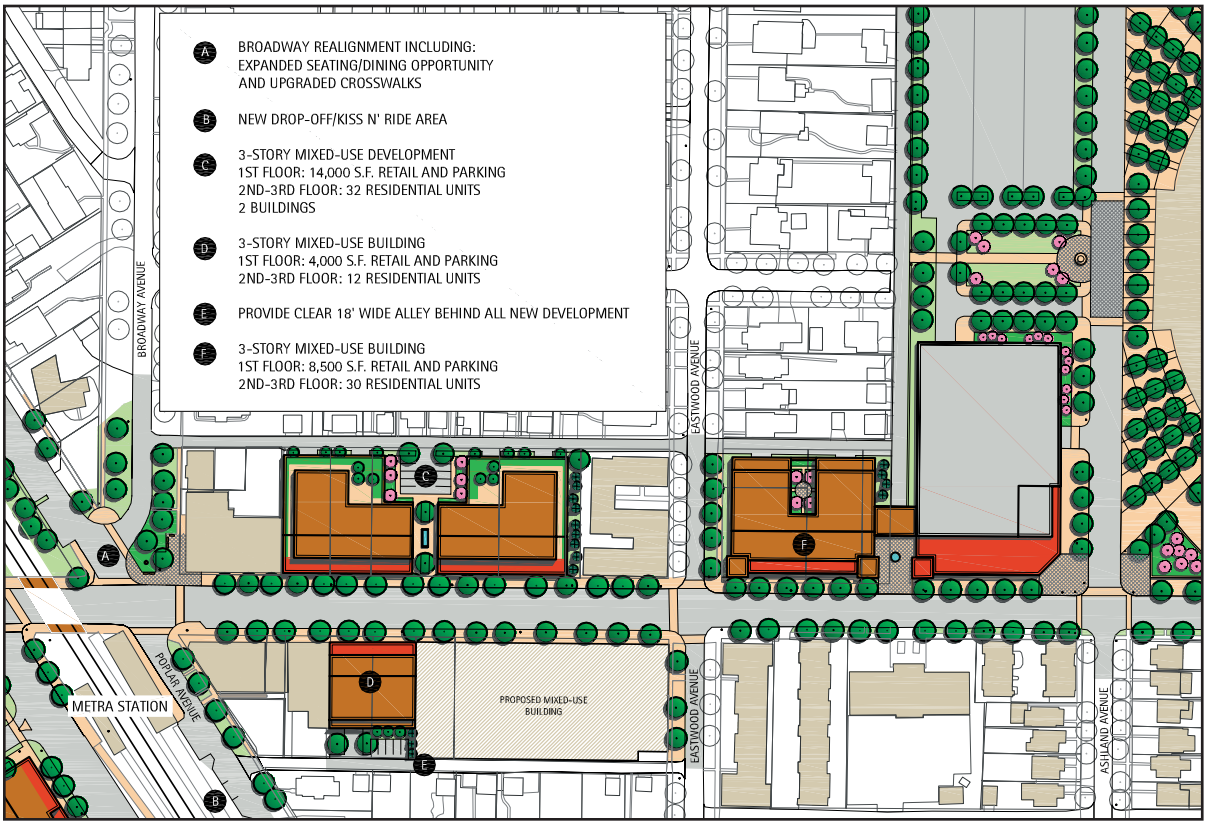
Figure 3.7: Preliminary Plan - Green Bay Road (North) - DRAFT

East of Metra

This area is targeted for infill retail/service development, including renovation of existing buildings to bring additional retail vitality to the area. For the blocks along Central between Poplar and Eastwood, the Master Plan shows (see Figure 3.8):

- **Mixed-use Development:** As smaller, underutilized properties are developed, the Master Plan envisions buildings with ground floor retail and restaurant space, as well as upper-story residential units or office space. This will create a more continuous and active "streetwall." Shared structured parking at the Ryan Field site would increase parking opportunities for shoppers, employees, and commuters within these blocks, further increasing retail viability.
- **Poplar/Broadway Intersection:** A reconfiguration of the complicated and busy intersection is recommended. It would eliminate one lane, channel traffic to a better alignment with Poplar, and increase sidewalk width for the many commuters who walk through this intersection.

Figure 3.8: Preliminary Plan - East of Metra



Ryan Field


Ryan Field and part of its extensive parking lot.

The Northwestern University athletic facilities, which include both its football stadium and basketball facility, are a key landmark along east Central Street and an important regional and national attraction on game days. Its large but sparsely landscaped and deteriorated parking lots are utilized daily by university staff and students, hospital employees, and commuters. In the short term, improvements to paving, drainage and landscaping would improve the attractiveness of the large lots. The Plan also envisions changes that would provide a more attractive and active environment around this world-class institution that is more integrated into the daily life of Central Street.

Landscaped areas and plazas in front of the stadium along the Central Street frontage would present a photogenic "front door" for the stadium. A parking garage with retail frontage along Central would provide an opportunity for the University, Evanston Hospital (ENH), Metra and CTA commuters, shoppers and City residents to share parking in this strategic location. On game days, the retail spaces would be active as fans pick up souvenirs, dine, or, if they don't have a ticket, watch the big game at a nearby sports bar, possibly with cafe seating outside or on a rooftop deck. On other days, the retail/restaurant locations would fit in with rest of the Central Street businesses and would serve the many people using the structured parking and adjacent lots.

Behind the parking garage and in front of the stadium's grand entry point, the Plan envisions a green plaza that would provide tailgating/picnicking opportunities, a location for photographs or television shots of the stadium's main facade, and a spot for festival or special events activities. Landscaped pedestrian pathways also would provide routes for neighborhood residents to walk through the lot directly to the stadium. An ample landscape buffer and fencing would provide separation between the parking lot and adjacent residences.

For the area surrounding and encompassing Ryan Field, the Master Plan shows (see Figure 3.9):

- **Physical Changes:** To change the appearance of the lots, the Plan shows significant new landscaping and streetscape improvements. The parking lot would have

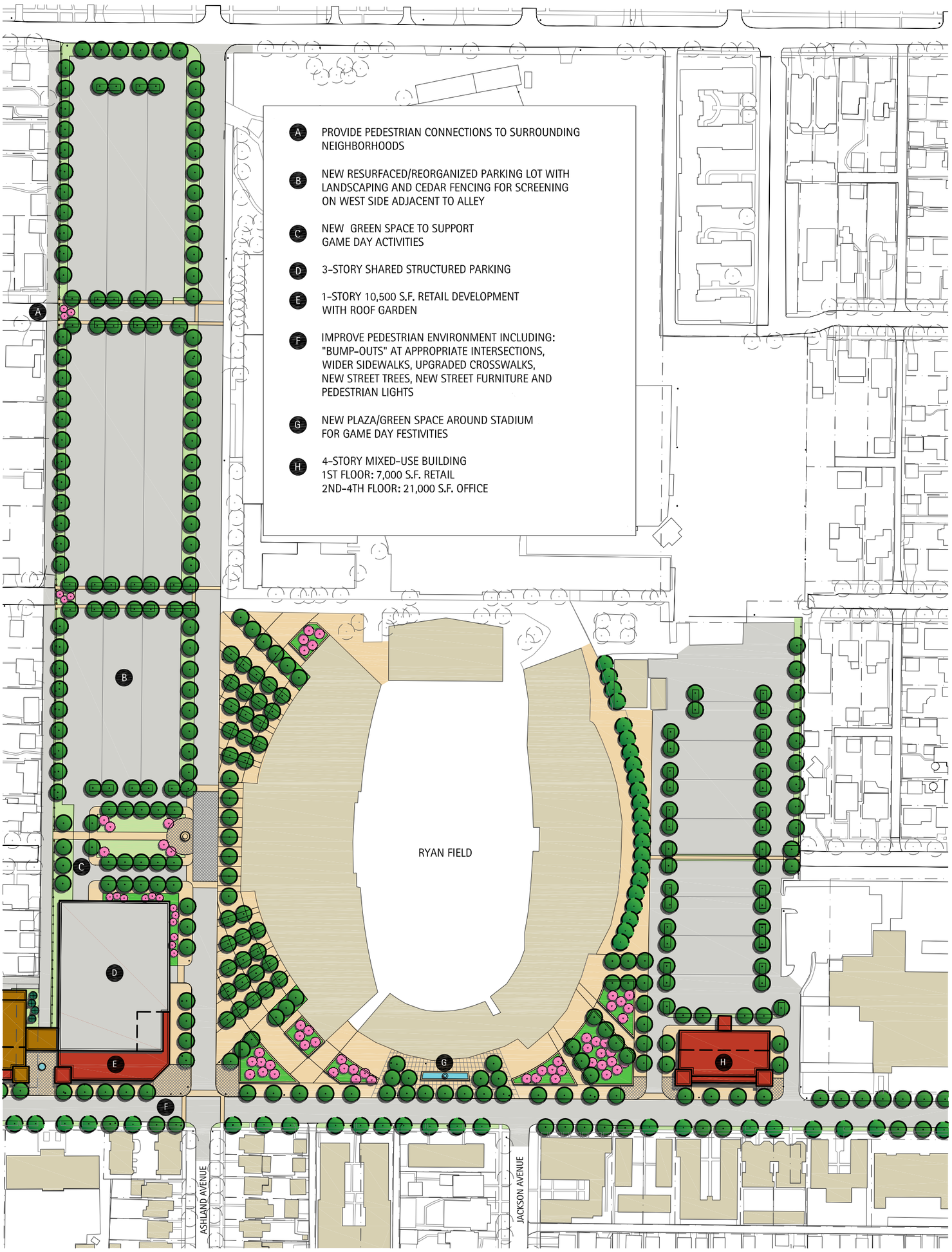
Example of structured parking with attractive facade located behind a restaurant.

landscape "islands" with trees and shrubs to break-up the visual monotony of the paving. Improved stormwater management would prevent water from pooling on the site.

- **Structured Parking/Retail Space:** Structured parking is incorporated into the west parking lot at the northwest corner of Central and Ashland. Such a facility would increase the number of parking spaces near Central Street and transit stations, which are approximately a quarter mile away. Structured parking in this location could provide additional parking for stadium functions, hospital and university employees, commuters and shoppers.

  Retail space is envisioned in front of the parking facility to screen the structure and create additional shopping/dining activity in the area.

A structured parking development and redevelopment concepts for the Ryan Field area.



Central Street: Master Plan City of Evanston, Illinois

Figure 3.9: Ryan Field

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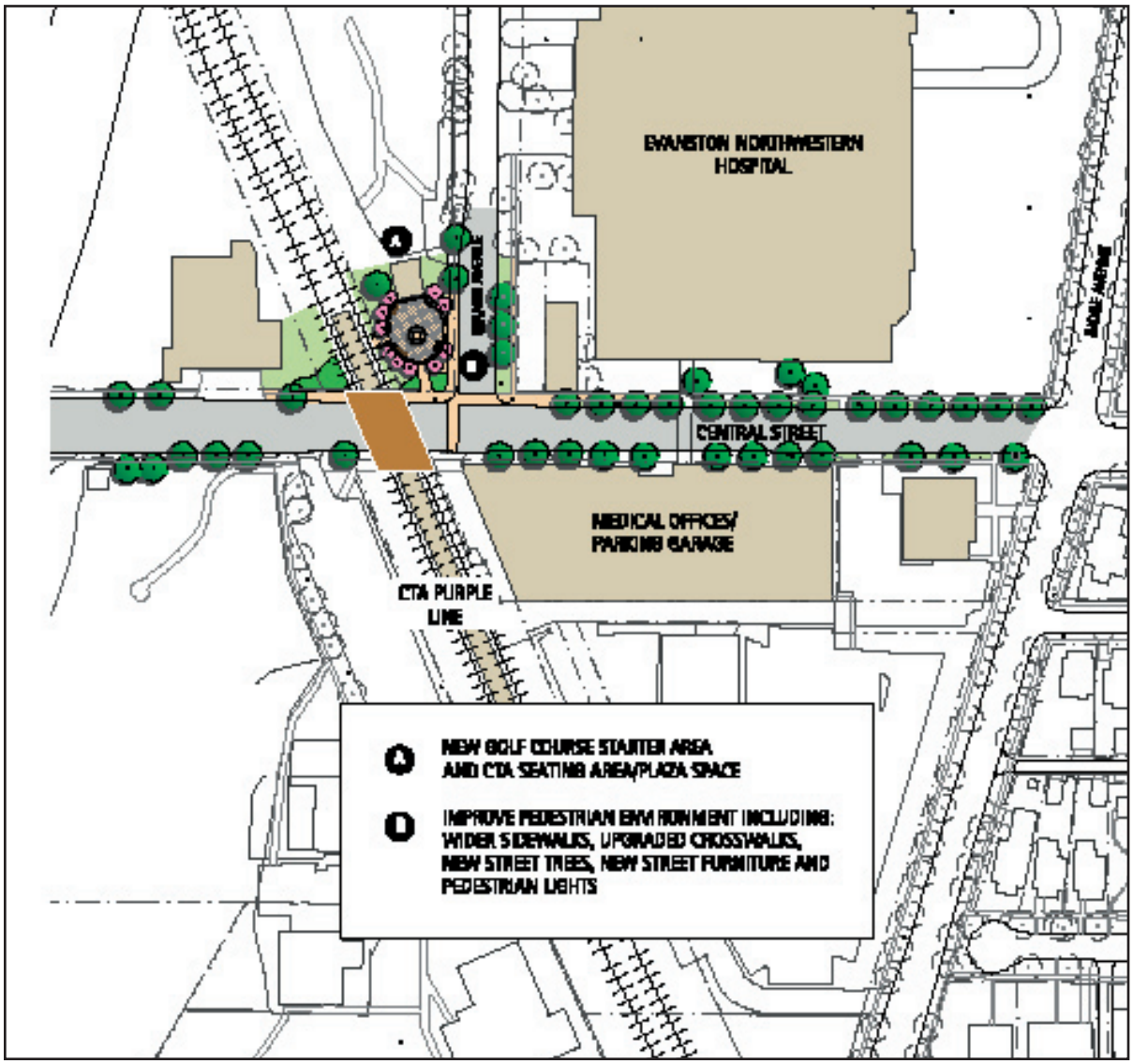
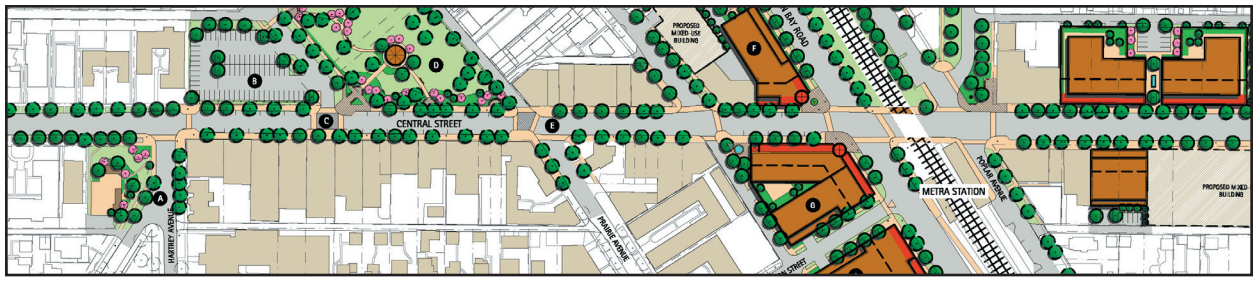
Eastern Gateway

Although separated from commercial and residential areas to the west by the North Shore Channel, this area also serves as an important gateway to Central Street either by road or public transit. The Plan shows a renovated transit plaza at the northwest corner of Girard and Central that would create an attractive place for people to wait for buses and trains, or to enter the golf course "starter shack" (see Figure 3.10). Streetscape improvements and reinvigorated retail at the CTA station would also improve the attractiveness and vitality of the area.

Figure 3.10: Preliminary Plan - Eastern Gateway - DRAFT





Section 4: Implementation

Overview

A major commitment will be needed by City staff, the local Aldermen, civic groups, and business/property owners to implement the Central Street Master Plan. An implementation strategy should include the following components:

- Zoning/Guidelines Code Changes
- Priority Projects Identification
- Streetscape Design/Engineering
- Capital Improvement Programming
- Façade Improvement Program Expansion
- Communication/Coordination (local, regional & state levels)

Along with the above initiatives and actions, there are a variety of funding sources that should be explored to address building, streetscape, and infrastructure improvements, as well as development along Central Street. These potential sources include:

- State and Federal funding programs.
- City of Evanston Capital Budget
- Special Service Area Financing
- Other Tools.

The Central Street Master Plan will be used by elected and appointed officials, community leaders, property owners, and developers as a guide for planning and development decisions over the next 5 to 10 years. The Plan should be revisited and updated every 5 years to ensure that strategies and recommendations continue to meet area needs.

Priority Projects

The first step toward Master Plan implementation should be identification of projects that can be considered priority or "catalytic" projects that would begin to address optimal land use mix and development opportunities, as well as deteriorating physical conditions along Central Street. The following should be considered as priority projects:

Public

Independence Park/Stewart Parking Lot:
The park, which functions as a town square or village green for the north side of Evanston, is in need of physical improvements to facilitate its use by residents and shoppers. The parking lot needs to be more efficient regarding access and circulation, and its entrance on Central needs to be eliminated to reduce traffic conflicts.

Improving these two public facilities, along with realignment of the Central/Stewart intersection, should be considered as one project for design and engineering. Incorporating sidewalk bump-outs and crosswalks where appropriate, additional on-street parking spaces (when the lot driveway is eliminated and Stewart is moved), and new sidewalks following a design theme for the overall Central Street corridor should also be part of the re-design.

When the design for the redevelopment of Independence Park/ Stewart Parking Lot proceeds, possible improvements to other parks located along Central Street should be addressed.

Streetscape/Gateways:
As important as changing Independence Park and the adjacent City parking lot, enhancing the physical character of the Central Street streetscape and its gateways will make the area a more attractive and safer place to shop, dine, and work. Based on the Streetscape Study prepared during the Master Plan process, this project should address the streetscape issues identified by the consultant team, City staff and community.

Although this project may need to be organized in phases depending on future funding sources, the next step in the streetscape design and engineering process should include:

- Improving sidewalk, crosswalk, lighting, and "greening" along Central Street, including where needed on residential blocks.

- Reducing the width of Central Street between Prospect and Lincolnwood to 42 feet will alllow the addition of at least 5 feet to the streetscape/sidewalk zones on both sides of the street.

- Reorganizing the Central/Crawford/Gross Point intersection, including Hot Dog Island and the parkways of each property around it. The design of this section of Central Street should focus on how it can be "retrofitted" with better sidewalks and more landscaping in the short-term, while changes to the City's zoning code would address how new development would provide wider, planted parkways.

- Improving the northwest corner of Central and Girard as an attractive "Transit/Golf Plaza" and gateway to Central Street.

Ryan Field:
During the planning process, the consultant team, City staff, and community identified significant issues with the physical conditions and "look" or appearance of the large parking lots that surround and dominate Northwestern University's Ryan Field Stadium. Significantly changing the conditions of these lots would:

- Resolve reoccurring flooding issues.

- Provide a more attractive environment for residents who live nearby and shoppers who visit the street on a daily basis.

- Provide a more attractive environment for people who visit the area and stadium during games days and special events, like high school graduations.

- Contribute to a more viable shopping and dining experience for the blocks located between Ryan Field and the Metra station.

As noted in the Master Plan, the Northwestern University parking lots also have potential for new development along their Central Street frontages that could also positively contribute to the viability of area retail and use of transit. The potential for new development on Central, along with the overall physical changes to the lots, should initially be considered as one priority project.

The City and University should conduct a joint "feasibility study" that addresses the next level of design for upgrading the lots, including links to the Evanston stormwater system and sustainable design concepts. The study would also address the potential for structured parking with retail on the northwest corner of Central and Ashland, and a building for office, retail, and/or restaurant use on the east side frontage of the stadium. Costs, revenues, phasing, organizational responsibilities, and alternative funding sources would be addressed for each component.

If the study determined that development along the frontages was not feasible, or that it needed a much longer time frame to implement, then the parking lot improvements should be considered as a shorter term project.

Parking Changes:
Recognizing that there are not a lot of opportunities to significantly increase the amount of parking along Central Street (except for a potential deck at Ryan Field), another more short-term project would involve the following steps:

- Convert 2 to 3 on-street spaces just east of Hartrey to 15-minute times to provide more "quick in/out" spaces near smaller restaurants.

- Consider changing some spaces between Hartrey and Green Bay to 3-hour times near larger restaurants and the library.

- Work with Chase Bank to clarify the use of the large bank lot for shared parking for shoppers and dining patrons, and establish appropriate signage within the lot.

Rail Viaducts:
Upgrading or reconstructing the rail viaducts over Central Street will significantly improve vehicular and pedestrian traffic flow and safety along the eastern stretch of this important roadway. The City should work closely with Metra and CTA to successfully redesign and program improvements as it has done with other viaducts in Evanston.

Private

A major focus of the Master Plan is establishing a new, more sensible "building envelope" or "building form" for future development. As new buildings are proposed, developers will need to follow the Plan and updated zoning approach to accomplish a higher quality of site and architectural design.

While new development will occur over time when property and business owners decide to change use, ownership or building size or function, there are some properties that should be considered priorities for change. To accomplish change at the sites listed below, the City and owners should begin working together to facilitate the concepts delineated in the Master Plan.

Central/Crawford/Gross Point Intersection:
There are several redevelopment opportunities around this highly traveled and visible gateway intersection, along with the "clean-up" and "green-up" needs discussed earlier. The City should meet with property owners to discuss the potential for change and new land uses, including the possibility of introducing more office space to serve the northwest corner of Evanston.

CVS Site:
Within the intersection, the CVS Drug Store is the most prominent and active business. Discussions with the owner should review the longer-term concept of full redevelopment of the site with new retail buildings, as well as the immediate need for a significant physical improvement to the site and building.

Blockbuster/White Hen:
More centrally located on a commercial block at the southwest corner of Central and Ewing, the combined Blockbuster Video and White Hen grocery store site is an inefficient, auto-oriented development that creates significant traffic, parking, and visual impacts on Central Street and the adjacent residential neighborhood. The City should work closely with the business and property owners to explore alternative locations along Central Street for these businesses so that their combined sites can be redeveloped with a building that better fits the pedestrian character of the area.

Chase Bank Site:
While considering the short-term need for additional parking in the Chase Bank lot near the active commercial blocks east of Hartrey, the City and Chase should also explore the potential for a high-quality, mixed-use development at the site as a gateway into Central Street from Green Bay Road and the Metra Station. This large, highly visible site could provide a more active retail presence for Central Street as shown in the Master Plan.

Because properties near this site are beginning to "change hands" and be developed, discussions should also include the paint store owners to the south to further explore the development potential of both sides of Harrison.

Priority Initiatives

Zoning/Guidelines Changes

A priority next step for implementation of the Master Plan is to update Evanston's development codes to accommodate the new development direction for Central Street. The City should further review all related codes to determine revisions needed to accommodate the physical changes and development scenarios recommended in the Master Plan section of this report.

Changes to the codes can be implemented using one or more of the following methods:

Change Existing Code:
This step would use the City's existing zoning format to address the recommended changes to the districts along the street, as well as the bulk requirements of each district. Districts would be changed through map amendments. Changes to bulk requirements (building height, setbacks, alleys) would require rewriting the text of each affected district.

During the revision process, further study would be required to determine if the changes recommended for Central Street are appropriate for those districts that apply Citywide. If not, an "overlay" zoning district may be feasible to make the desired changes only apply to certain areas on Central Street.

Design Guidelines

In 2006, the City adopted "Design Guidelines for Planned Developments," which are "advisory" or complementary to existing zoning regulations. They are designed to aid in the evaluation of both planned developments and conventional developments.

The guidelines present appropriate standards and applications of building design, building setbacks and massing, mix of uses, adaptive reuse, parking, circulation, landscaping, and sustainability. The scope and intent of the guidelines appear to be appropriate for encouraging high-quality development that complements both adjacent buildings and public space.

As an advisory document, it may be necessary to create a checklist or more formal process to effectively evaluate new projects' site and building design based upon the guidelines. Consideration should also be given to requiring that all developments follow the guidelines so they are not used as a negotiated "bonus" that allows for increases in the scale or mass of proposed projects beyond the limits of respective zoning designations.

In addition, the City should consider expanding the guidelines to apply to small-scale commercial districts such as Central Street using the Master Plan as a base. Many of the examples included in the current document appear to be higher-density downtown or near-downtown mixed-use or condominium buildings or auto-oriented, suburban scale developments. More examples should be included that illustrate how new infill or renovated structures can be developed within an existing low-density, pedestrian-oriented neighborhood.

To encourage higher -quality projects and facilitate the development review process, the City should consider:

- Creating a "checklist" or more formal process for evaluating projects following the design guidelines.
- Requiring that the guidelines apply to all development within the City.
- Expanding the guidelines to apply to smaller-scale commercial districts or create separate design guidelines for such areas.

Form-Based Code

A new approach to zoning that is being considered by some communities is a "form-based" code. Such a code serves the same function as standard zoning and design guidelines but takes an approach that more specifically defines the desired form of buildings, while de-emphasizing more widely employed use and bulk/density regulations such as floor-area ratio (FAR) and maximum dwelling units per acre. Other key features of form-based codes include build-to lines, height minimums and maximums, architectural requirements, parking setbacks, defining districts by street segments, streetscape and signage standards, performance standards and use regulations, and simplicity and streamlining of text. When zoning is addressed for Central Street, the use of a form-based approach should be considered.

Façade Improvement Program

The Evanston Storefront Program provides grants equal to 50% of the cost of approved renovations, up to a maximum grant of $10,000 per storefront or 50 linear feet fronting a public right-of-way. A maximum grant per building has been established at $40,000.

The City, new civic group, and business/property owners should continue to encourage participation in the program for properties located on Central Street to enhance the area's appearance and generate interest in further area improvements. This effort could include:

- More active marketing of the program to local business and property owners.
- Recruiting a few committed property owners to "get the ball rolling."
- Conducting a more detailed assessment of Central Street buildings to determine "high priority" properties.
- Facilitating the design process for property owners by hiring one architect to address several properties.
- Packaging several buildings into one bid package for contractors to reduce costs and create a more dramatic physical change along the street.

Streetscape Design

As discussed under priority projects, a critical initiative will be the enhancement of the Central Street streetscape. This next step should include taking the Streetscape Study to a Design Development level to more specifically determine the scope and cost of the project. Construction documents and capital improvement programming could then be organized by need and phase or if budgets permit, for the overall length of the street.

Capital Improvement Programming

The following funding sources should be considered:

State + Federal Sources

There are several state and federal programs and sources of funds that may be appropriate to address capital improvement needs along Central Street, including the potential structured parking at Ryan Field. The next step in the process will involve researching such sources to determine availability, eligibility, and timing.

City of Evanston Capital Budget

Funding for Master Plan projects and initiatives will need to be identified in the City's Capital Improvement Program. Capital improvements will need to be phased, based on funding availability and physical need.

Special Service Area

A Special Service Area (SSA) is a state-authorized financing program that can be administered by the City that provides financing resources for a specific area. Special tax assessments are paid by the property owners in a designated area. An SSA is initiated by property and business owners wanting certain services above those already provided by the City, or other services not provided such as advertising, marketing, parking, loan programs, capital improvements, and maintenance, including snow removal along sidewalks.

A group of contiguous property owners vote to form an SSA, which consists of all properties that would benefit from the services, and elect to levy an additional property tax to pay for the services. If approved by the City Council, the tax would be levied and distributed to the SSA on an annual basis.

An SSA Commission is formed with representatives of business and property owners to administer the services. The Commission, along with the City, would hold public meetings to discuss the benefits of the SSA with the community. The entire process to establish an SSA can take between 6 and 12 months.

An SSA may be a useful implementation tool for improving, managing, and maintaining the commercial blocks along Central Street.

Other Tools

Tools used by other cities and villages include Business Improvement Districts and Tax Increment Financing Districts.

Communication/Coordination

Local

Local residents recently created a new civic association, Central Street Neighbors Association, to work more closely with the City on improvement and development of the area. The group has begun conducting meetings, assisted in the review of drafts of the Master Plan, and reached out to local merchants.

It is important that the group continue to develop as an open communication vehicle for all residents that live in the area, including those that live directly on Central Street in apartments, condominiums, and town homes.

It is also critical that the business and property owners get more involved with what is happening along the corridor. Whether through the merchants association or as a committee of the new civic group, the owners need to be active partners that help the City and residents keep Central Street the eclectic, special place that it is. This effort should include getting more owners to fix up their properties, assisting City departments in facilitating the streetscape, signage, and parking improvements recommended in the Master Plan, and working with the City to facilitate quality sensible redevelopment of key properties.

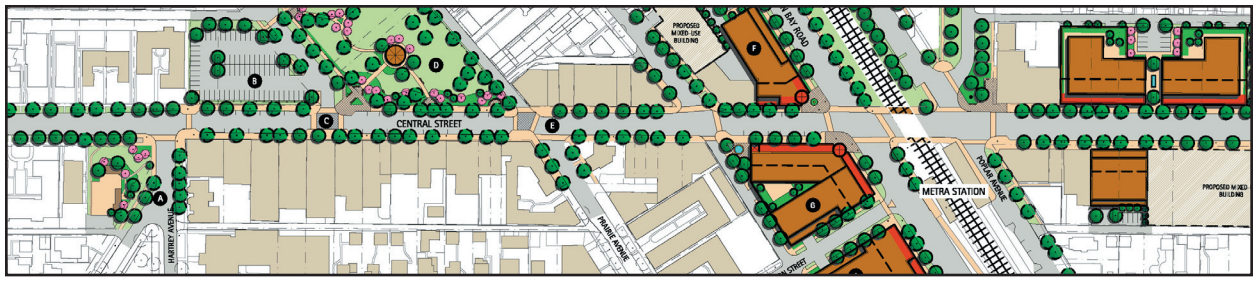
Regional

Metra, the Chicago Transit Authority (CTA), Regional Transit Authority (RTA), and PACE will be involved in the improvement

or replacement of the viaducts at Poplar and Girard as well as implementation of new drop-off zones or station area improvements such as the proposed Transit/Golf Plaza at the CTA station. The City will need to work with CTA, PACE, Northwestern University and Evanston Hospital (ENH) to improve transit service along the corridor. This may involve expanding existing bus service or developing a new shuttle service to ferry commuters to the hospital or university.

State

City staff and elected/appointed officials will need to continue to work with regional and State agencies that are involved in the area to achieve the objectives of the Master Plan. The Illinois Department of Transportation (IDOT) has jurisdiction over much of the corridor, and priority projects including roadway narrowing, streetscape enhancements, lighting changes and turning lane improvements will require cooperation between the City and IDOT.



Appendix A: Land Use

Overview

Central Street has a mostly residential and commercial land-use mix with two large institutional uses, Evanston Hospital (ENH) and Northwestern University's athletic facilities, including Ryan Field football stadium. Auto-oriented commercial blocks are located at the Gross Point/Crawford intersection and along Green Bay Road.

Neighborhood-oriented retail/service uses are located in two commercial districts. Located between and beyond these retail districts are multi-family blocks of varying density. The corridor also includes several parks and a public golf course. Evanston Hospital (ENH), Northwestern University, the Mitchell Museum of the American Indian, the North Branch Public Library, a post office, the Chandler-Newberger Community Center, and an American Legion hall are local activity generators, and some restaurants and retail are regional draws. CTA and Metra transit stops provide rapid transit links to/from Central.

Central Street is an arterial road that provides local and regional access. Most of the blocks fronting Central Street are bordered on the north or south by single-family residential areas. (See Figures at the end of this section for block-by-block existing land uses). Land use will be discussed in more detail within four sub-areas:

- **Far West:** Gross Point Road to Marcy Avenue, which is the western commercial gateway to the City.

- **West:** Marcy Avenue to Hartrey Avenue, which includes a neighborhood commercial district.

- **Commercial Core:** Hartrey to Eastwood Avenue, which includes a neighborhood commercial district both east and west of Green Bay Road.

- **East:** Eastwood Avenue to Ridge Avenue, which includes the area around Northwestern University's athletic facilities and Evanston Hospital (ENH) and its associated clinics.

Far West: Gross Point to Marcy

"Hot Dog Island" - A restaurant located at the center of the intersection of Crawford/Gross Point/Central.

Commercial

Auto-oriented land use at Gross Point and Crawford.

Modern strip retail with a rear drive-through at Central and Crawford.

Commercial uses in the Far West section are primarily at the intersection of Gross Point Road, Crawford Avenue and Central Street and are generally auto-oriented. Retail and service businesses in this area include a CVS Pharmacy, a Starbucks with a drive-through, a Citgo service station, and a Bank of America branch. In addition, there are two restaurants, Sarkis and Hot Dog Island, as well as medical and professional office buildings.

Except for the new strip shopping center where Starbucks is located, the commercial sites have aging or unattractive buildings and an abundance of "hardscape" without sufficient landscaping. In particular, the CVS pharmacy's façade is dated, and its parking lot is inefficient and lacks landscaping. Hot Dog Island, located in the center of the triangle formed by Gross Point, Central, and Crawford, is in poor condition and has inadequate access for cars and pedestrians, service areas, and parking. Some other nearby commercial and office buildings have dated or unattractive facades and may be on underutilized sites.

Although the retail area is immediately adjacent to several residential neighborhoods, pedestrian access to these establishments is limited

Recently constructed townhomes east of Bent Park on Central.

by poor sidewalk and crosswalk conditions, as well as some missing sidewalks and crosswalks along Central.

This unattractive and deteriorated commercial "corner" is located at a main entry point to Evanston. Regional traffic uses the three main roads to travel through the area and to/from the Edens Expressway (I-94).

Residential

Residential uses within the Far West stretch of Central Street are predominantly rowhomes, townhomes and multi-family buildings. Most are one- and two-story structures with large setbacks.

Although most dwellings appear to be adequately maintained and occupied, some of the structures are small and aging and may face pressures for redevelopment. For example, new townhomes have already been developed just west of Lawndale.

Institutional

Unity Church is located on the southwest corner of Central Street and Gross Point Road.

Open Space

Bent Park is a large neighborhood park located between Cowper and Hastings Avenues. The space provides a children's playground,

A new mixed-use building with upper story residential uses at Central and Hurd.

a basketball court, soccer and football field, two tennis courts, and public restroom. Additional open space is provided by nearby Lovelace Park.

West: Marcy to Hartrey

Commercial

The commercial district that extends from approximately Central Park Avenue on the west to Ewing Avenue on the east has a mix of neighborhood retail and service uses, such as a hardware store, ice cream shop, coffee shop, video store, a convenience store, and office uses, such as medical offices, real estate offices, and banks. Recent developments in the area have been three-story mixed-use buildings with service or office uses on the first floor and condominium units above, although a single-story bank building with a drive-through is under construction at Reese Street.

Although the commercial buildings are generally in good condition, some have dated or unattractive facades. Some buildings have small setbacks that create narrow sidewalks, and others have large setbacks without landscaping. Both conditions make the area less comfortable and detract from the overall small-scale character and cohesiveness of the shopping district. The service and professional office uses along this stretch of Central do not attract large amounts of foot traffic or contribute much to the retail shopping environment.

Auto-oriented uses, such as an auto repair shop, bank drive-thrus, and a dry cleaner with a drive-thru are also present in the district. The curb cuts required by these businesses generally provide additional vehicular/pedestrian conflicts and break up the "shopping street wall." This includes an ATM drive-thru in a mixed-use building at Central Park, although the building does not have a bank in it. Residents did express a preference for maintaining some auto repair shops and gas stations along the corridor for convenience.

Alleys behind commercial districts vary in condition and efficiency. Alleys are often too narrow to be shared by commercial trucks and other vehicles. Obstructions such as utility poles or dumpsters are common and further narrow alley widths. Along more efficient alleys, buildings are set back to allow on-site parking, trash storage,

and loading. Behind the mixed-use building at Central Park, a redundant private access drive was constructed parallel to the existing narrow alley. Residents are concerned about conflicts in alleys between commercial service/loading and residents trying to access their garages.

One of the historic two-flats in the area.

Residential

Residential uses in the west section of Central Street are predominantly multi-family buildings of 2 to 5 stories between Ewing and Hartrey. Most structures are 4 to 5 stories, and many are brick courtyard buildings. Some two-flats also exist. Residential units also are found on upper floors of mixed-use buildings.

Most residential buildings appear to be well maintained, but limited locations have fair to poor conditions, including one building on the southwest corner of Central and McDaniel. Many of the older multi-family buildings do not have off-street parking, although residents did not express that parking was a significant problem in the residential portions of the corridor.

A renovation of an existing one-story building into a new architecture studio at Central and Reese.

Mitchell Museum of the American Indian at Central and Central Park.

Institutional

The Mitchell Museum of the American Indian at the northwest corner of Central Park and Central is an important regional activity generator and is planning for expansion. Willard and Lincolnwood Elementary Schools are located nearby, and a fire station is located at Reese.

Open Space

Ackerman Park provides open space amenities, including a children's playground, two tennis courts and a public restroom. Nearby open space is also provided by Quinlan Park and a playground at Pioneer and Hartrey Avenues.

Commercial Core: Hartrey to Eastwood

Commercial

The area between Hartrey and Eastwood is the commercial center of Central Street and offers a continuous mixed-use, pedestrian-oriented shopping zone. Within the Commercial Core, west of Green Bay Road, retail uses tend to be small-scale, specialty establishments. These include a food store, boutiques, a stationery shop, antique shops, a bakery, art galleries, coffee shops, restaurants, and a video store. Service uses in this area are generally personal care, such as salons.

Retail and mixed-use buildings across from Independence Park at Central and Stewart.

Most buildings in this area are in good condition, although there are several with unattractive or dated facades. For example, the building at the northwest corner of Central and Prairie has a vacant storefront and an ATM located in a storefront with unattractive signage.

To the east of Green Bay retail uses are mixed with a large proportion of service uses, including financial and medical offices and auto repair shops. Some buildings also have dated or unattractive facades, and garage doors and curb cuts that break up the "shopping street wall." Some large properties with small buildings are located there that will be targets for redevelopment. Residents feel that this commercial area struggles more than the area west of Green Bay and would like to see a more viable retail environment.

One- and two-story restaurants, boutique retail and personal services establishments in Central's commercial core.

Auto-oriented uses are found along Green Bay Road, including a large paint store, convenience stores, a doughnut shop, and auto service shops. This area would benefit from a sharing of curb cuts, access drives, and parking.

Residential

Residential uses within the Commercial Core are predominantly multi-family units above shops, although some townhomes, condominiums, and apartments are found along side streets.

Institutional

The Commercial Core contains the North Branch Library and a post office. These institutions are local activity generators for Central Street. Haven Middle and Kingsley Elementary Schools are located nearby.

One of the vintage mixed-use buildings on Central east of Green Bay Road.

Open Space

Between Stewart and Prairie Avenues, Independence Park provides the district with open space, including a children's playground and some benches. Although the park is an important asset, it would benefit from additional landscaping and a wider range of activities/ amenities for all age groups. Two other nearby neighborhood parks, McCulloch and Howell parks, also provide open space amenities.

East: Eastwood to Ridge

Office building at Central and Asbury.

Commercial

Several office buildings are located east of Ashland Avenue. Although these buildings are older, they are in good condition and well landscaped.

There is little commercial activity in this section of Central Street, except for a printer, hot dog stand and a few small retail shops. The CTA Purple Line station has vacant retail space at the ground level, and residents expressed an interest in seeing more retail space near the station.

Residential

Most buildings are 4- and 5-story condominium or apartment buildings, but the area also includes single-family homes and townhomes. The majority of the buildings are well maintained. Many of the older buildings appear to have limited parking, but residents have not reported a parking problem.

Although most buildings in the corridor are attractive and well maintained, some developments have blank walls facing Central Street that break up the "street wall" and detract from the pedestrian environment.

According to residents, there have been conflicts in alleys between commercial and residential uses as commercial trucks sometimes block residential garages in the narrow alleys.

Residents pointed to a recent condominium development at the southwest corner of Central and Asbury as a good alley condition. The development has parallel parking off the alley and a landscaped setback between the parking and the building.

Ryan Field and part of its extensive parking lot.

Evanston Hospital (ENH) at Central and Ridge.

Fire station #3 at Central and Girard.

Institutional

Several significant institutional uses are present, including Evanston Hospital (ENH), a fire station, Chandler-Newberger Community Center, and an American Legion hall.

The hospital is a nationally recognized and important community asset, drawing visitors both locally and regionally. In recent years, it has been improved and expanded, including new structured parking, medical offices, and improved landscaping.

The CTA viaduct at Central and Girard.

Northwestern's presence on Central includes Ryan Field, a football stadium; Welsh-Ryan Arena, which hosts indoor sports such as basketball; Coon Sports Center, a training facility; Nicolet Football Center; Trienens Hall, which has an indoor football facility; Anderson Hall, which has offices and wrestling facilities; several outdoor practice fields, and large parking lots. The athletic facilities generate activity for the area. The parking lots, while providing parking for Evanston Hospital (ENH) employees and commuters (on a permit basis), are in poor condition, have drainage issues, and do not provide an attractive "front door" to the football stadium or Central Street. The lots also lack landscaping and screening from adjacent single-family homes.

Open Space

The North Shore Channel is located between Bryant and the CTA Purple line. The Peter N. Jans Community Golf Course occupies most of the open space surrounding the channel.

Citgo Gas Station

GROSS POINT ROAD

CVS Pharmacy

B

CENTRAL STREET

CRAWFORD AVENUE

A

New Retail

PROSPECT AVENUE

COMPER AVENUE

City of Evanston: Central Street
Existing Land Use

Existing Land Use
- Single-Family
- Multi-Family
- Retail/Service
- Office
- Institutional
- Mixed Use
- Industrial
- Parks + Open Space
- Vacant

A Modern auto-oriented strip retail a rear drive-through.

B Auto-oriented retail.

Central Street: Master Plan City of Evanston, Illinois

Figure A.1: Existing Land Use - Intersection of Gross Point Road + Crawford Avenue

LAKOTA
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GEWALT HAMILTON ASSOCIATES, INC.

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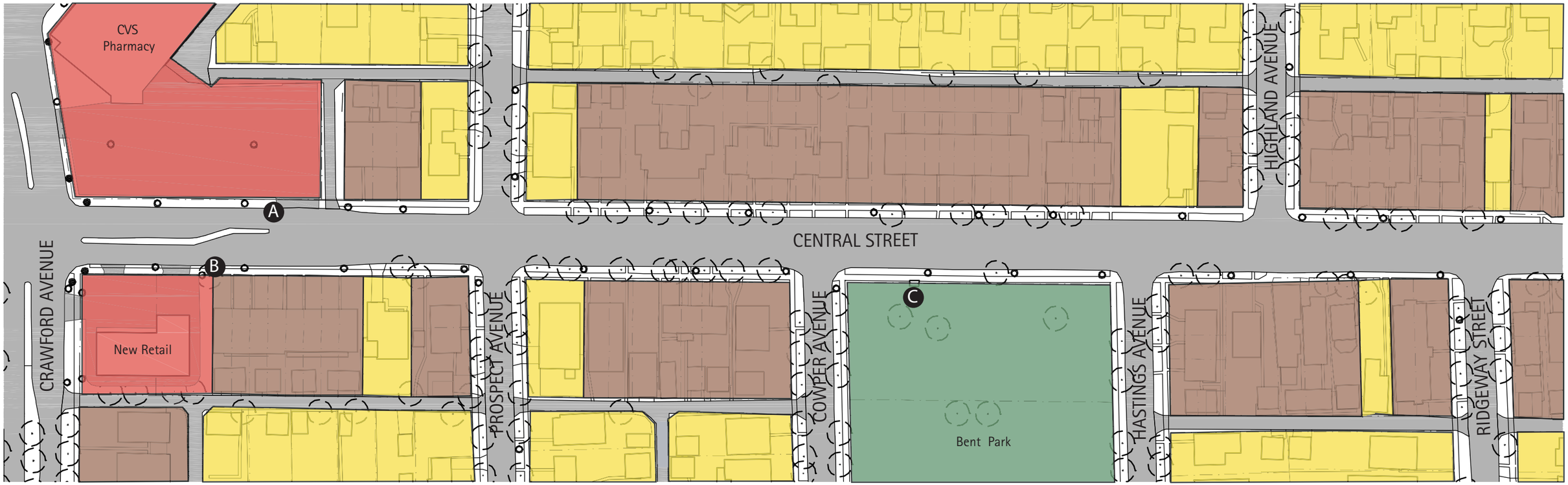

City of Evanston: Central Street
Existing Land Use

Existing Land Use
- Single-Family
- Multi-Family
- Retail/Service
- Office
- Institutional
- Mixed Use
- Industrial
- Parks + Open Space
- Vacant

A Retail parking lot and adjacent single-family homes.

B Parkway along residential block.

C Bent Park.

Central Street: Master Plan City of Evanston, Illinois

Figure A.2: Existing Land Use - Crawford Avenue to Ridgeway Street

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0' 50' 100'

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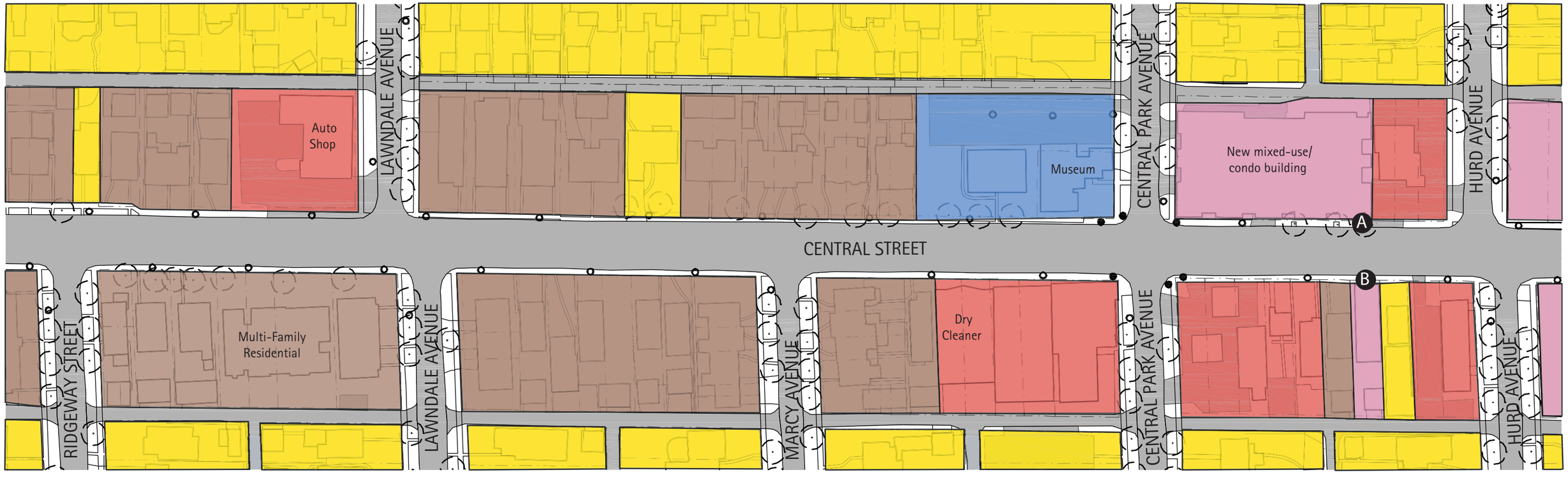

City of Evanston: Central Street
Existing Land Use

Existing Land Use
- Single-Family
- Multi-Family
- Retail/Service
- Office
- Institutional
- Mixed Use
- Industrial
- Parks + Open Space
- Vacant

A New mixed-use building.

B Professional, personal and auto-oriented services.

Central Street: Master Plan City of Evanston, Illinois

Figure A.3: Existing Land Use - Ridgeway Street to Hurd Avenue

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HURD AVENUE

New mixed-use/condo building

Bank

LINCOLNWOOD DRIVE

Auto Garage

C

REESE AVENUE

New Bank

EWING AVENUE

CENTRAL STREET

A

Coffee

Cleaners

HURD AVENUE

LINCOLNWOOD DRIVE

B

Cafe

Rest.

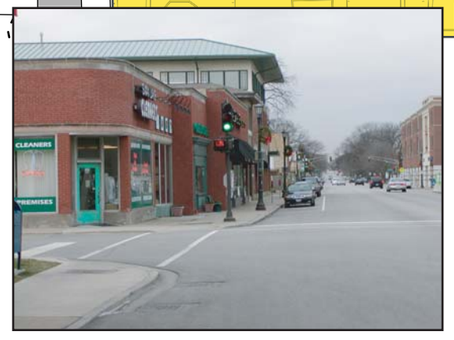
EWING AVENUE

Retail

City of Evanston: Central Street
Existing Land Use

Existing Land Use

- Single-Family
- Multi-Family
- Retail/Service
- Office
- Institutional
- Mixed Use
- Industrial
- Parks + Open Space
- Vacant



A Pedestrian-oriented retail and service establishments.

B More pedestrian-oriented retail and service establishments.

C Auto-oriented service.

Central Street: Master Plan City of Evanston, Illinois

Figure A.4: Existing Land Use - Hurd Avenue to Ewing Avenue

LAKOTA
THE LAKOTA GROUP INC

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0' 50' 100'

July 2007

EWING AVENUE

BENNETT AVENUE

MCDANIEL AVENUE

CENTRAL STREET

Ackerman Park

City of Evanston: Central Street
Existing Land Use

Existing Land Use
- Single-Family
- Multi-Family
- Retail/Service
- Office
- Institutional
- Mixed Use
- Industrial
- Parks + Open Space
- Vacant

A Multi-family residentila block.

A Historic Two-flat.

Central Street: Master Plan City of Evanston, Illinois

Figure A.5: Existing Land Use - Ewing Avenue to McDaniel Avenue

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THE LAKOTA GROUP INC

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0' 50' 100'

July 2007

MCDANIEL AVENUE

WALNUT AVENUE

STEWART AVENUE

CENTRAL STREET

A

B

C

MCDANIEL AVENUE

Ackerman Park

ELM AVENUE

HARTREY AVENUE

Rest.

Rest.

Coffee

City of Evanston: Central Street
Existing Land Use

Existing Land Use

- Single-Family
- Multi-Family
- Retail/Service
- Office
- Institutional
- Mixed Use
- Industrial
- Parks + Open Space
- Vacant

A Residential block.

B Residential block.

C Public parking lot adjacent to multi-family housing.

Central Street: Master Plan City of Evanston, Illinois

Figure A.6: Existing Land Use - McDaniel Avenue to Hartrey Avenue

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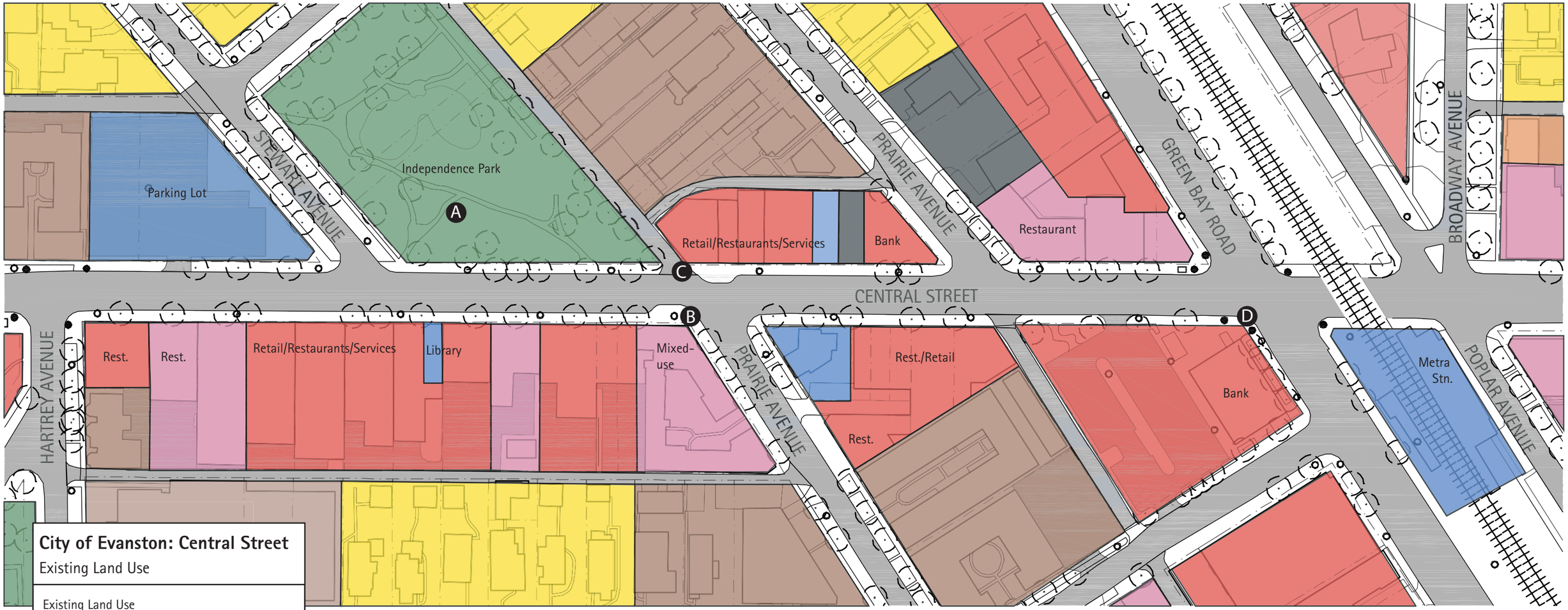

City of Evanston: Central Street
Existing Land Use

Existing Land Use
- Single-Family
- Multi-Family
- Retail/Service
- Office
- Institutional
- Mixed Use
- Industrial
- Parks + Open Space
- Vacant

A Neighborhood park with playground and seating areas

B Mixed-use building with ground floor professional services and upper story residential

C One-story retail shops and restaurants

D Bank on prominent corner with adjacent parking lot

Central Street: Master Plan
City of Evanston, Illinois

Figure A.7: Existing Land Use - Hartrey Avenue to Green Bay Road

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0' 50' 100'

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BROADWAY AVENUE

GREEN BAY ROAD

CENTRAL STREET

POPLAR AVENUE

EASTWOOD AVENUE

ASHLAND AVENUE

Bank

Metra Stn.

Evanston Theatre Site

Northwestern Stadium Parking

A

B

C

D

City of Evanston: Central Street
Existing Land Use

Existing Land Use

- Single-Family
- Multi-Family
- Retail/Service
- Office
- Institutional
- Mixed Use
- Industrial
- Parks + Open Space
- Vacant

A A three-story vintage mixed-use building with retail/services/residential uses

B Medical office building

C Alley with multi-family/commercial access to the left and single-family home access to the right

D Restaurant with outdoor dining

Central Street: Master Plan City of Evanston, Illinois

Figure A.8: Existing Land Use - Green Bay Road to Ashland Avenue

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0' 50' 100'

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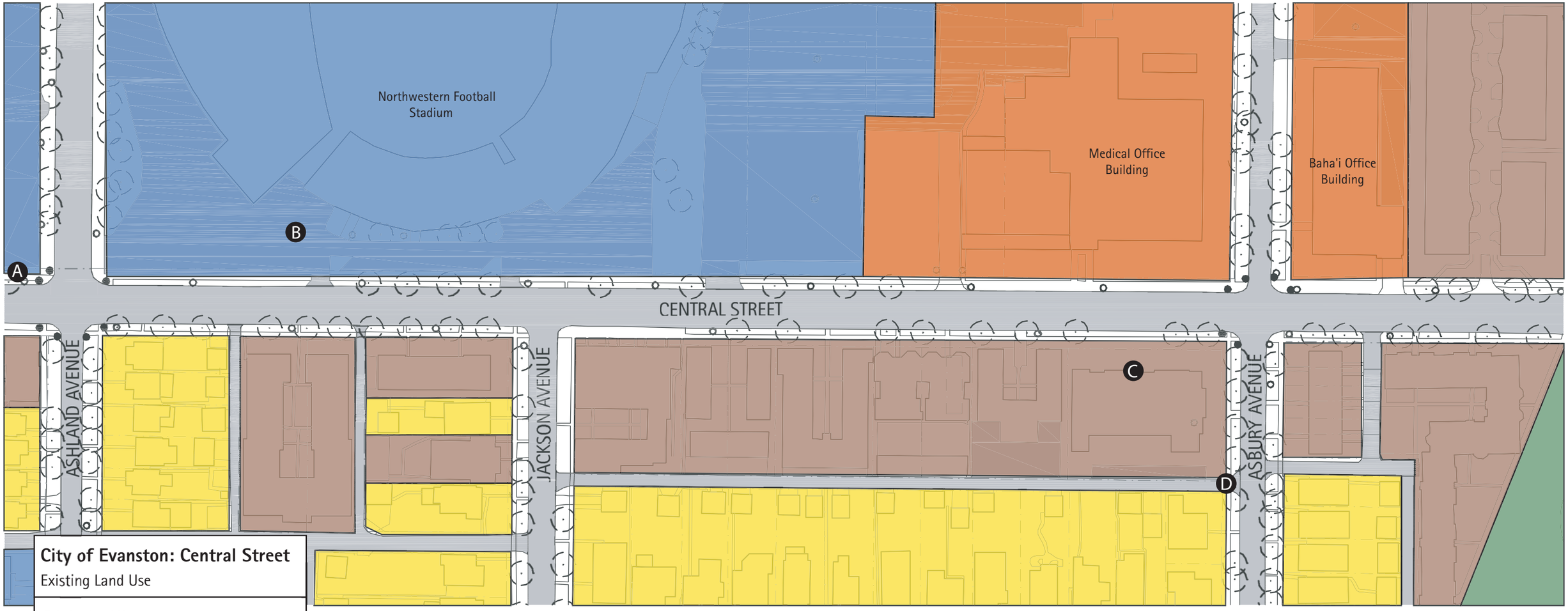

City of Evanston: Central Street
Existing Land Use

Existing Land Use
- Single-Family
- Multi-Family
- Retail/Service
- Office
- Institutional
- Mixed Use
- Industrial
- Parks + Open Space
- Vacant

A Large parking lot adjacent to stadium

B Stadium

C Contemporary multi-family housing with wide landscaped setbacks

D Alley with small setbacks on the right and a wider, landscaped setback on the left

Central Street: Master Plan City of Evanston, Illinois

Figure A.9: Existing Land Use - Ashland Avenue to Bryant Avenue

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0' 50' 100'

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BRYANT AVENUE

Peter Jans Golf Course

North Shore Channel

Fire Department

B

GIRARD AVENUE

Evanston Northwestern Hospital

D

RIDGE AVENUE

CENTRAL STREET

C

A

CTA PURPLE LINE

Medical Offices/Parking Garage

Peter Jans Golf Course

City of Evanston: Central Street
Existing Land Use

Existing Land Use

- Single-Family
- Multi-Family
- Retail/Service
- Office
- Institutional
- Mixed Use
- Industrial
- Parks + Open Space
- Vacant

A Vintage multi-family building

B New Fire Station

C CTA Purple Line station

D Evanston Northwestern Hospital parking facility

Central Street: Master Plan City of Evanston, Illinois

Figure A.10: Existing Land Use - Bryant Avenue to Ridge Avenue

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THE LAKOTA GROUP INC

GEWALT HAMILTON ASSOCIATES, INC.

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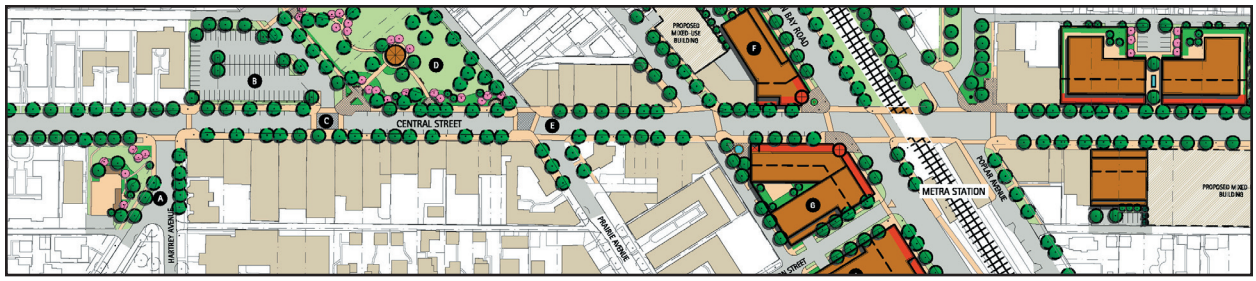


Appendix B: Zoning

Overview

The City of Evanston has 36 zoning districts, of which 11 are found in the Central Street Corridor Study Area (See Figures B.1 and B.2). They include:

- **R1:** Single-Family Residential District
- **R4:** General Residential District
- **R5:** General Residential District
- **O1:** Office District
- **B1a:** Business District
- **B2:** Business District
- **C1:** Commercial District
- **C2:** Commercial District
- **U2:** University Athletic Facilities District
- **T1:** Transitional Campus District
- **OS:** Open Space District

R1: Single-Family Residential District

The purpose of the R1 District is to maintain existing low-density residential neighborhoods, while allowing for infill development. Most properties fronting Central Street have R1 districts adjacent to the back of their lots.

Permitted Uses: Single-Family Detached Dwellings, Two-Family Dwellings, Public Educational Institutions, Parks, Playgrounds, Home Occupations, and Residential Care Homes.

Special Uses: Civic, Cultural, and Religious Institutions; Bed & Breakfasts; Cemeteries; Day Care Centers; Transitional Treatment Facilities; and Planned Developments.

Minimum Lot Size: 7,200 square feet with a 35-foot minimum width.

Maximum Lot Coverage:

- **Building:** 30%, including 200 square feet for each required surface parking space.
- **Maximum impervious:** 45%.

Maximum Height: 35 feet or 2½ stories, whichever is less.

Setbacks:

- **Front:** 27 feet.
- **Corner Side Yard:** 15 feet.
- **Side Yard:** 5 feet for residential uses and accessory uses; 15 feet for non-residential uses.
- **Rear Yard:** 30 feet for residential and commercial uses; 5 feet for parking; 3 feet for accessory uses and structures.

Parking:

- 2 spaces for single-family homes.
- 1.5 per two-family dwelling units.

R4: General Residential District

The purpose of the R4 District is to allow a moderately dense mixture of residential building types. This zoning designation is located in the study area between Crawford and Central Park. The Evanston Hospital (ENH) site is also zoned R4.

Permitted Uses: Single-Family Detached Homes, Single-Family Attached Homes, Two-Family Dwellings, Multi-Family Dwellings, Educational Institutions, Parks and Playgrounds, Residential Care Homes, Adult Daycare Homes, Child Daycare Homes, Home Occupations and Abused Persons Shelters.

Special Uses: Civic, Cultural, and Religious Institutions; Specialized Care Homes; Congregate Housing; Bed & Breakfasts; Cemeteries; Rooming Houses; Offices; Utilities and Planned Developments.

Minimum Lot Size:

- **Single-Family:** 5,000 square feet with a 35-foot minimum width.
- **Two-Family:** 2,500 square feet per dwelling unit with a 35-foot minimum width.
- **Single-Family Attached:** 2,500 square feet per dwelling unit with a 60-foot minimum width (all dwelling units must have frontage).
- **Multi-Family:** 2,500 square feet per dwelling unit with a 50-foot minimum width.
- **Nonresidential:** 10,000 square feet with a 50-foot minimum width.

Maximum Lot Coverage:

- Building: 40%.
- Maximum impervious: 55%.

Maximum Height: 35 feet or 2½ stories, whichever is less.

Setbacks:

- **Front:** 27 feet.
- **Corner Side Yard:** 15 feet.
- **Side Yard:** 5 feet for residential and accessory uses; 10 feet for commercial uses.
- **Rear Yard:** 25 feet for residential and commercial uses; 5 feet for parking; 3 feet for accessory uses and structures.

Parking:

- 2 spaces for single-family homes.
- 1.5 per single-family attached and two-family dwelling units.
- 1.25 to 2 spaces for each multi-family dwelling unit dependent upon number of bedrooms.

R5: General Residential District

The purpose of the R5 district is to retain the existing multi-family character of the area by encouraging multi-family infill development. R5 is found in the Study Area between Ewing Avenue and Stewart Avenue and between Ashland Avenue and Bryant Avenue.

Permitted Uses: Single-Family Detached Homes, Single-Family Attached Homes, Two-Family Dwellings, Multi-Family Dwellings, Educational Institutions, Parks and Playgrounds, Residential Care Homes, Adult Daycare Homes, Child Daycare Homes, Home Occupations and Abused Persons Shelters.

Special Uses: Civic, Cultural, and Religious Institutions, Specialized Care Homes, Congregate Housing, Bed & Breakfasts, Cemeteries, Rooming Houses, Offices, Assisted Living Facility, Transitional Treatment Facility, Utilities and Planned Developments.

Minimum Lot Size:

- **Single-Family:** 5,000 square feet with a 35-foot minimum width.
- **Single-Family Attached:** 2,000 square feet per first 3 dwelling units and 1,200 square feet per additional dwelling unit with a 60-foot minimum width (all dwelling units must have frontage).
- **Two-Family:** 2,500 square feet per dwelling unit with a 35-foot minimum width.
- **Multi-Family:** 1,500 square feet per first four dwelling units and 800 square feet for each additional unit with a 50-foot minimum width.
- **Nonresidential:** 10,000 square feet with a 50-foot minimum width.

Maximum Lot Coverage:

- **Building:** 45%, including 200 square feet for each required surface parking space.
- **Maximum impervious:** 60%.

Maximum Height: 50 feet or 5 stories, whichever is less.

Setbacks:

- **Front:** 27 feet.
- **Corner Side Yard:** 15 feet.
- **Side Yard:** 3 feet for residential uses and accessory uses; 10 feet for commercial uses.
- **Rear Yard:** 25 feet for residential and commercial uses; 5 feet for parking; 3 feet for accessory uses and structures.

Parking:

- 2 spaces for single-family homes.
- 1.5 per single-family attached and two-family dwelling units.
- 1.25 to 2 spaces for each multi-family dwelling unit dependent upon number of bedrooms.

Residential Districts Analysis

The R1 districts appears to be appropriate for the types of homes there today, but denser housing products may be more suitable for the lots immediately adjacent to Central Street.

The R4 district appears appropriate for its blocks, which currently have 1- to 2.5-story multi-family buildings. The R4 will encourage infill developments similar to the townhome development recently completed near Lawndale. The setbacks also fit in with the existing character, particularly the 27-foot front setback from the property line. In addition, the distance between the curb and property line in this section of Central is generally 6 feet on the south and 14 feet on the north side.

The R5 district appears appropriate for the section between Ewing and Hartrey, except for the community's concern about 5-story buildings. A 4-story maximum was preferred, within the 50-foot height limit. Although the 27-foot front setbacks are appropriate and will help retain the green, tree-lined character of Central Street's residential districts (a 20-foot setback is more common in the block immediate west of Hartrey). The 25-foot rear-yard building setback also provides space between new developments and adjacent single-family neighborhoods.

The R5 district between Eastwood and Bryant has a variety of setbacks. Many of the buildings are placed between 2 and 18 feet from the property line, closer than the required 27-foot setback. Distances between the curb and the property line range from 10 to 18 feet, allowing for parkways along the residential blocks.

O1: Office District

The purpose of the O1 District is to encourage office complexes, including medical and financial offices. There are four designated O1 Districts within the Study Area: the southwest corner of Gross Point and Crawford, the block of Central between Eastwood and Ashland Avenues, the north side of the block between Ryan Field and Bryant Avenue, and the block south of Evanston Hospital (ENH) between the CTA station and Ridge Avenue.

Permitted Uses: Office, Financial Institutions, Government Institutions, Hotels, Restaurants and Public Utilities.

Special Uses: Retail Goods, Multi-Family Dwelling, Commercial Parking Lot/Garage, Commercial Indoor Recreation, Daycare Centers, and Planned Developments.

Minimum Lot Size:

- **Multi-Family:** 5,000 square feet, plus an additional 400 square feet per dwelling unit and no minimum width.
- **All Other Uses:** No minimum lot size and no minimum width.

Maximum Lot Coverage: No maximum coverage.

Floor-Area Ratio: 2.0.

Maximum Height: 52 feet.

Setbacks:

- **Front:** 27 feet.
- **Corner Side Yard:** 27 feet.
- **Side Yard:** 10 feet for building; 5 feet for parking.
- **Rear Yard:** 10 feet for building; 5 feet for parking.
- A landscape buffer of 27 feet is required wherever an O1 district abuts an R1, R2 or R3 district.

Parking:

- 2 to 5 spaces for 1,000 square feet of gross office floor area.

Office District Analysis

The O1 Office District is appropriate for the existing density and character of the blocks designated O1. The height, setback and FAR are appropriate and consistent with nearby R4 and R5 residential districts.

B1a: Business District

The purpose of the B1a district is to encourage pedestrian-oriented neighborhood retail, maintain traffic flow along important arterials, and mitigate impacts on nearby single-family neighborhoods. A single B1a district has been designated between Marcy Avenue and Bennett Avenue.

Permitted Uses: Retail Goods, Educational, Cultural and Religious Institutions, Type 1 Restaurants, Offices, Food Store Establishments, Government Institutions, and Residential Care Homes.

Special Uses: Permitted Uses exceeding 20,000 square feet space, Type 2 Restaurant, Drive-through Facility, Convenience Store, Multi-family Dwelling, Funeral Services, Trade Contractor, Daycare Center, Membership Organization, Public Utility and Planned Development.

Minimum Lot Size:

- **Residential:** 900 square feet per dwelling unit and no minimum width.
- **All Other Uses:** No minimum lot size and no minimum width.

Maximum Lot Coverage: No maximum coverage.

Floor-Area Ratio: 2.0.

Maximum Height: 40 feet or 3 stories, whichever is less.

Setbacks:

- **Front:** 3 feet or depth of existing street-facing facades (dependent upon building width).
- **Corner Side Yard:** 3 feet when abutting designated major street, 0 feet when abutting collector or distributor street.
- **Side Yard:** 0 feet; 5 feet for parking.
- **Side Yard Abutting Residential:** 10 feet for building; 5 feet for parking.
- **Rear Yard:** 15 feet; 5 feet for parking.
- **Rear Yard Abutting Residential:** 25 feet for building; 15 feet for parking.

Parking:

- 1 space per 350 square feet of retail space.
- 4 spaces per 1,000 square feet of gross restaurant space.

B1a Business District Analysis

Although the B1a requirements appear appropriate for this district, such as the 3-story height restriction, the front setbacks and corner side yards are too narrow to provide an adequate streetscape/ sidewalk zone in a shopping district. Drive-throughs are allowed as a special use and should be used sparingly to avoid multiple curb cuts and pedestrian-vehicular conflicts in a pedestrian-oriented shopping area.

B2: Business District

The purpose of the B2 District is to encourage the vitality of older, pedestrian-oriented retail areas along arterial roads and near public transit. In the Study Area, the B2 district is predominantly between Hartrey and Eastwood Avenues.

Permitted Uses: Retail Goods Establishments, Educational, Cultural and Religious Institutions, Type 1 Restaurants, Offices, Food Store Establishments, Government Institutions, and Residential Care Homes.

Special Uses: Permitted Uses exceeding 20,000 square feet space, Type 2 Restaurants, Multi-Family Housing, Drive-through Facility, Food Store Establishment, Boarding House, Assisted Living Facility, Convenience Store, Trade Contractor, Retirement Homes, Treatment Care Facilities, and Planned Development.

Minimum Lot Size:

- **Residential:** 400 square feet per dwelling unit and no minimum width.
- **All Other Uses:** No minimum lot size and no minimum width.

Maximum Lot Coverage: No maximum coverage.

Floor-Area Ratio: 2.0.

Maximum Height: 45 feet.

Setbacks:

- **Front:** 3 feet or depth of existing street-facing facades (dependent upon building width).
- **Corner Side Yard:** 3 feet when abutting designated major street, 0 feet when abutting designated collector or distributor street.
- **Side Yard:** 0 feet.
- **Side Yard Abutting Residential:** 10 feet for building; 5 feet for parking.
- **Rear Yard:** 10 feet for building; 5 feet for parking.
- **Rear Yard Abutting Residential:** 15 feet for building; 15 feet for parking.

Parking:

- 1 space per 350 square feet of retail space.
- 4 spaces per 1,000 square feet of gross restaurant space.

B2 Business District Analysis

During the public input phase, residents expressed a desire to limit height to a maximum of three stories in most of this district to retain its existing 2- to 3-story character. Some expressed a willingness to retain the existing height limit of 45 feet (to allow 4-story buildings) near the Metra train station and along Green Bay Road. As noted earlier, the front setbacks and corner side yards are too narrow to provide an adequate streetscape/sidewalk zone in a shopping district.

C1: Commercial District

The purpose of the C1 District is to allow modern shopping developments with appropriately landscaped front parking. There is one C1 District in the Study Area, located at the southwest corner of Harrison Street and Green Bay Road.

Permitted Uses: Commercial Shopping Center, Retail Goods, Retail Services Establishments, Type 1 Restaurants, Financial Institutions, Office, Public Utilities, and Educational, Cultural and Religious Institutions.

Special Uses: Animal Hospital, Automobile Repair Service Establishment, Automobile Service Station, Car Wash, Commercial Outdoor Recreation, Convenience Store, Drive-through Facility, Funeral Services, Hotel, Media Broadcast Company, Membership Organization, Open Sales Lot, Pawnbroker, Trade Contractor, Wholesale Goods, and Planned Development.

Minimum Lot Size:

- **Commercial Shopping Centers:** No minimum lot size and 100-foot minimum width.
- **All Other Uses:** No minimum lot size and no minimum width.

Maximum Lot Coverage: No maximum coverage.

Floor-Area Ratio: 1.0.

Maximum Height: 45 feet.

Setbacks:

- **Front:** None. Landscaped setback required.
- **Corner Side Yard:** 5 feet for building and 5 feet for parking.
- **Side Yard:** 5 feet for building and 5 feet for parking when abutting non-residential uses.
- **Side Yard Abutting Residential:** 15 feet for building; 10 feet for parking.
- **Rear Yard:** 0 feet.

- **Rear Yard Abutting Residential:** 15 feet for building; 10 feet for parking.

Parking:

- 1 space per 350 square feet of retail space.
- 4 spaces per 1,000 square feet of gross restaurant space.

C1 Commercial District Analysis

The C1 District, which is at the southwest corner of Harrison and Green Bay Road, allows shopping centers with parking lots in the front rather than the mixed-use, multi-story building character of the adjacent area. As noted in the B1a and B2 Districts, the front yard setback of 0 is not appropriate due to the narrow sidewalk/ streetscape zone that results. If the C1 district remains in this location, the City should consider requiring developments to have shared parking, access drives, and curb cuts and setbacks should be increased to provide a wider sidewalk/streetscape zone in this pedestrian-oriented area. Parking also should be in the rear where feasible.

C2: Commercial District

The purpose of the C2 district is to provide appropriate locations for business and commercial activities that may pose negative impacts when near residential districts. C2 Districts are located at the intersection of Central Street with Gross Point Road and Crawford Avenue and along Green Bay Road north of Central.

Permitted Uses: Automobile and Recreational Vehicle Sales, Automobile Repair Service Establishment, Automobile Service Station, Commercial Shopping Center, Financial Institutions, Funeral Services, Food Store Establishment, Offices, Public Utilities, Type 1 Retail, Retail Goods and Services, Trade Contractor, and Education, Cultural, Government and Religious Institutions.

Special Uses: Animal Hospital, Automobile Body Repair Establishment, Car Wash, Commercial Parking Garage, Commercial Parking Lot, Convenience Store, Drive-through Facility, Hotel, Media Broadcast Corporation, Open Sales Lot, Type 2 Restaurant and Planned Development.

Minimum Lot Size: No minimum lot size and no minimum width.

Maximum Lot Coverage: No maximum coverage.

Floor-Area Ratio: 1.0.

Maximum Height: 45 feet.

Setbacks:

- **Front:** 5 feet.
- **Corner Side Yard:** 5 feet.
- **Side Yard:** 15 feet for building and 10 feet for parking when abutting residential district; 5 feet for building and 5 feet for parking when abutting non-residential uses.
- **Rear Yard:** 15 feet for building and 10 feet for parking when abutting residential district; none when abutting non-residential uses.

Parking:

- 1 space per 350 square feet of retail space.
- 4 spaces per 1,000 square feet of gross restaurant space.

C2 Commercial District Analysis

Although generally appropriate for auto-oriented areas, the setbacks should be reviewed to allow for adequate sidewalk/streetscape zones in front of businesses along very busy arterial roads. Increased setbacks at Crawford, Gross Point, and Green Bay would provide better sight lines for motorists using the complicated intersections, while making it a more attractive shopping environment.

Requiring that businesses share curb cuts and driveways would help reduce automobile and pedestrian conflicts in these areas. Also, there was some interest expressed about redeveloping the C2 District along Green Bay Road north of Central with mixed-use buildings that reduce curb cuts, create a more pedestrian-friendly shopping "street wall" and establish more housing opportunities near the Metra station. Office components are allowed as permitted uses in mixed-use developments, but residential uses are not.

U2: University Athletic Facilities

The purpose of the U2 district is to allow for university facilities in a manner compatible with adjacent residential districts. The Ryan Field site is the only U2 district in the Study Area.

Permitted Uses: Fieldhouse, Indoor Recreational Facility, Outdoor Recreational Facility, Parking Lot, Playground, Stadium, and Associated Uses, including off-street parking for hospital/university employees, graduation exercises, and temporary community and cultural events.

Special Uses: Administrative Office, Classroom Facility, Departmental Staff Office, Government Institution, Parking Lot, Parking Structure, Public Utility, Scoreboard, and Planned Development.

Minimum Lot Size:

- **Residential:** 600 square feet per dwelling unit.
- **All Other Uses:** No minimum lot size and no minimum width.

Maximum Lot Coverage: No maximum coverage.

Floor-Area Ratio: 1.5.

Maximum Height: 45 feet.

Setbacks:

- **Front:** 27 feet.
- **Corner Side Yard:** 5-20 (to maintain buildable width of 27 feet) or 27 feet.
- **Side Yard:** 15 feet.
- **Interior Side Yard:** 20 feet.
- **Rear Yard:** 30 feet.

Parking:

- 1 space per 10 stadium seats.
- 2.3 spaces for every 1000 square feet of recreational facility floor space.

University Athletic Facilities District Analysis

The U2 District is appropriate and consistent with existing university uses. Hotel and retail uses are not listed as permitted or special uses.

T1: Transitional Campus District

The purpose of the T1 district is to serve as a buffer between intensive university activities and low-density residential uses. There is one T1 district in the Study Area located west of Ryan Field.

Permitted Uses: Adult or Child Day Care, Single-Family Dwelling, Two-family Dwelling, Educational Institution, Home Occupation, Park, Playground, and Residential Care Home.

Special Uses: Administrative and Departmental Staff Offices, Bed & Breakfasts, Educational Institutions, Faculty Offices, Parking Areas with more than 5 spaces, Parking Lot, Category II Residential Care Home, Student Religious Organizational Meeting House, Category I & II Transitional Treatment Facilities, and Planned Developments.

Minimum Lot Size:

- **Single-Family:** 5,000 square feet with a 35-foot minimum width.
- **Two-Family:** 2,500 square feet per dwelling unit with a 35-foot minimum width.
- **Nonresidential:** 7,200 square feet with a 35-foot minimum width.

Maximum Lot Coverage: 40%.

Maximum Height: 35 feet or 2½ stories, whichever is less.

Setbacks:

- **Front:** 27 feet.
- **Corner Side Yard:** 15 feet.
- **Side Yard:** 10 feet for single-family homes; 15 feet for two-family dwellings; 5 feet for non-residential buildings.
- **Rear Yard:** 30 feet for single-family and two-family homes; 3 feet for non-residential buildings.

Parking:

- 2 spaces for single-family homes.
- 1.5 per single-family attached and two-family dwelling units.
- 1.25 to 2 spaces for each multi-family dwelling unit dependent upon number of bedrooms.

Transitional Campus District Analysis

The T1 District accommodates the large parking lots serving Northwestern University and Evanston Hospital (ENH) and nearby shops and residents. Parking structures with retail space components do not appear to be allowed as permitted or special uses.

OS: Open Space District

The purpose of the OS district is to maintain large open space and recreational areas. There are five OS districts within the Study Area, including four parks and the Peter Jans Golf Course.

Permitted Uses: Arboreta, Botanical Gardens, Community Centers, Conservatories, Cultural Facilities, Educational Facilities, Forest Preserves, Golf Course, Park, Playground and Recreation Center.

Special Uses: Cemetery and Zoological Garden.

Minimum Lot Size: 20,000 square feet and 25-foot minimum width.

Floor-Area Ratio: 0.15

Maximum Height: 35 feet or 2½ stories, whichever is less.

Open Space District Analysis

The OS District is appropriate and should be maintained.

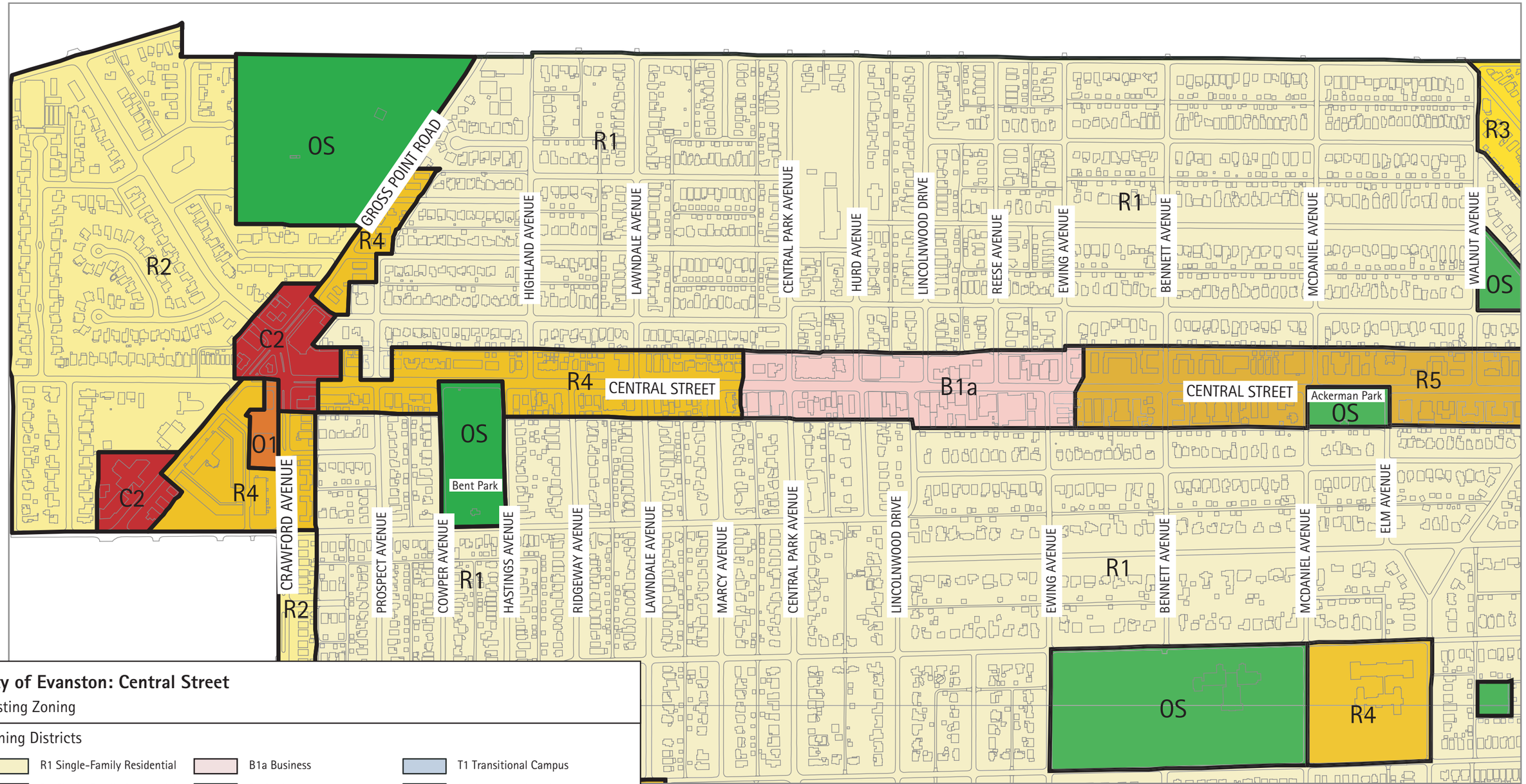
Parking

The ordinance has established the following parking requirements for new developments:

- 2 spaces for single-family homes.
- 1.5 per two-family dwelling units.
- 1.25 to 2 spaces per multi-family dwelling unit dependent upon number of bedrooms.
- 5 spaces per 1,000 square feet of gross medical and dental office floor area.
- 2 spaces per 1,000 square feet of other gross office floor area.
- 1 space per 350 square feet of retail space.
- 4 spaces per 1,000 square feet of gross restaurant space.
- 1 space per 10 stadium seats
- 2.3 spaces per 1,000 square feet of recreational facility floor space.

Parking ratios appear to be generally appropriate for the Study Area and typical of parking ratios elsewhere. Reductions in required parking spaces for multi-family developments near transit stations may be considered to encourage transit use and walking. Office ratios also could be refined to 3 or 4 spaces per 1,000 square feet of gross office floor area to allow sufficient parking for employees and customers for both types of office uses.

The ordinance makes provisions for both on-site shared parking and off-site collective parking arrangements. Schedules are provided for the calculation of required parking spaces per time period. Shared parking should continue to be encouraged where feasible to promote efficient use of land and parking.



Central Street: Master Plan City of Evanston, Illinois

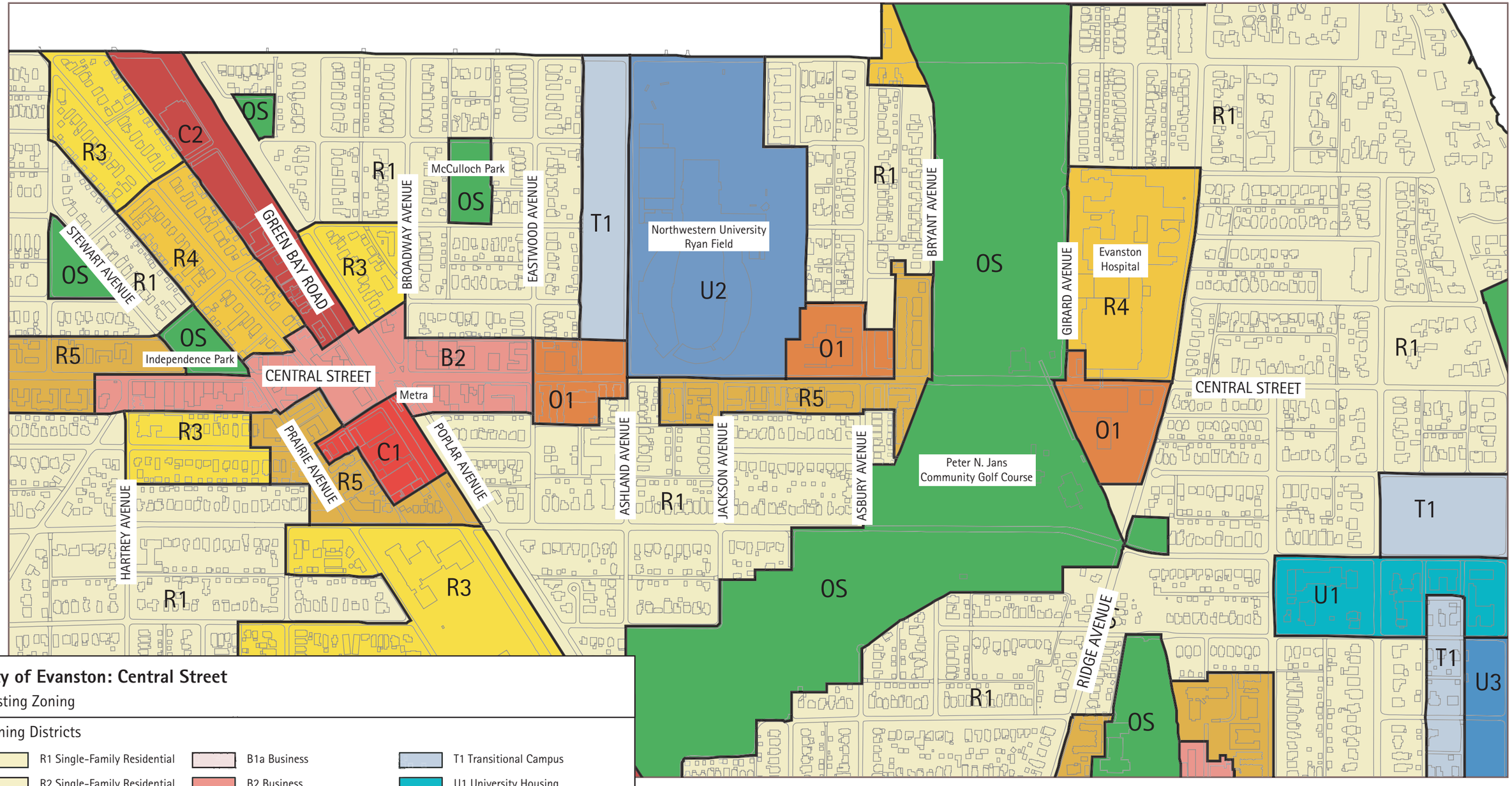
Figure B.1: Existing Zoning - Gross Point Road to Hartrey Avenue

LAKOTA
THE LAKOTA GROUP INC

GEWALT HAMILTON ASSOCIATES, INC.

0' 250' 500'

July 2007



Central Street: Master Plan City of Evanston, Illinois

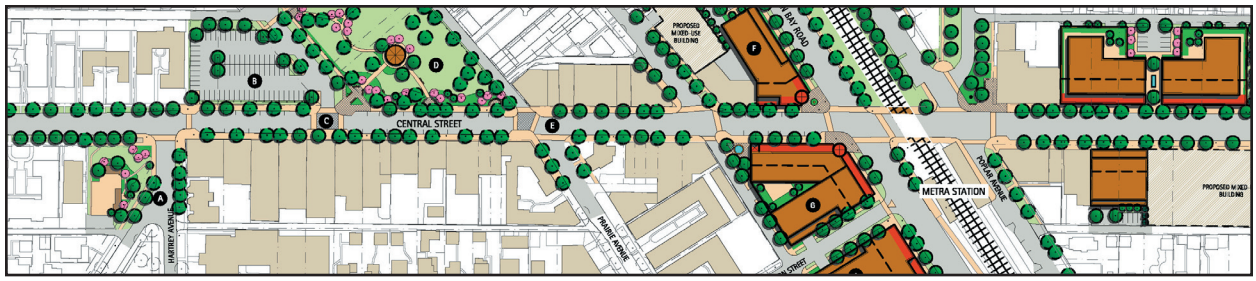
Figure B.2: Existing Zoning - Hartrey Avenue to Ridge Avenue

LAKOTA THE LAKOTA GROUP INC

GEWALT HAMILTON ASSOCIATES, INC.

0' 250' 500'

July 2007



Appendix C: Infrastructure

Flood Plain

The Central Street Study Area is not within a flood plain, except at the vicinity of the North Shore Channel.

Sewer System

The Evanston Sewer System serving the Study Area consists of an original sewer and more recent relief sewer. Treatment occurs at a Metropolitan Water Reclamation District (MWRD) facility in Chicago. During periods of heavy rain, combined sewage and storm water may be discharged into the North Shore Channel at the 13 locations of the combined sewer outlets, although this is significantly less frequent due to the partial completion of the MWRD Tunnel and Reservoir Plan (TARP).

Combined Sewer

Evanston's combined sewer is approximately 100 years old and was designed to convey both sewage and storm water. During dry weather, the combined sewage flow is conveyed to the MWRD treatment plant at Howard Street and McCormick Place.

The combined sewer has significant capacity limitations. Prior to the implementation of the City's Long-Range Sewer Improvement Plan, rain events and intense storms would result in the backup of sewage into basements and street flooding. As part of the Plan, flow restrictions have been placed along the combined sewer system.

The Combined Sewer system includes:

- **Gross Point to Central Park**: a 10- to 21-inch east-flowing sewer with an outlet into the south-flowing 42-inch combined sewer at Central Park. There are lateral connections at Prospect, Hastings, and Highland.
- **Central Park to Lincolnwood**: a 15- to 18-inch west-flowing sewer with an outlet into the south-flowing 42-inch combined sewer at Central Park. There are lateral connections at Lincolnwood.
- **Lincolnwood to Prairie (south of Central)**: a 12- to 36-inch east-flowing sewer with an outlet into the south-flowing 48-inch combined sewer at Prairie (south of Central). There are lateral connections at Ewing, Bennett, Elm, and Stewart.

- **Prairie (south of Central) to Green Bay**: an 18-inch west-flowing sewer with an outlet into the south-flowing 48-inch combined sewer at Prairie. There is a lateral connection at Prairie (north of Central).
- **Poplar to Asbury**: an 18- to 24-inch east-flowing sewer with an outlet into the south-flowing 36-inch combined sewer at Asbury. There are lateral connections at Ashland and Jackson.
- **Asbury to Bryant**: a 20-inch west-flowing sewer with an outlet into the south-flowing 36-inch combined sewer at Asbury.
- **Bryant to Ridge**: a 12- to 15-inch west-flowing sewer with an outlet into the south-flowing 54-inch MWRD interceptor west of the North Shore Channel. There are lateral connections at Girard.

Relief Sewer

As part of the Long-Range Sewer Improvement Plan, construction of a relief sewer system began in 1991. The relief sewer functions as both a storm sewer system and as an overflow outlet for the combined sewer system.

Overflow structures are located at surcharge points in the existing combined system to divert flow to the relief system. Street inlet flow restrictors are placed in the pipe that connects the catch basin to the existing sewer main, restricting the amount of storm water that can enter the combined sewer system. Overland street flow is created as a result of the restrictors and allows water to run for as much as two blocks in the street before it flows into new high capacity inlets. This design reduces the lengths needed for the relief sewers. High capacity inlets are installed at the ends of the relief system to deliver overland street flows.

As a result of implementation of the partial relief sewer system, the incidence of street flooding should be reduced to once in 10 years, and basement backups should be reduced to once in 100 years.

The relief sewer system serving Central includes:

- **Gross Point to Marcy**: a 36- to 60-inch east-flowing relief sewer that turns southbound at Marcy. There is a lateral connection at Highland.

- **Hurd**: a 42-inch south-flowing relief sewer.
- **Ewing**: a 24-inch south-flowing relief sewer with catch basins at the intersection.
- **McDaniel**: an 18- and 72-inch south-flowing relief sewer with catch basins at the intersection.
- **Walnut**: a 24-inch north-flowing relief sewer with catch basins at the intersection.
- **Stewart**: a 24-inch north-flowing relief sewer with catch basins at the intersection.
- **Poplar:** a 48-inch south-flowing storm sewer with catch basins at the intersection.
- **Eastwood:** an 18-inch north-flowing storm sewer with catch basins at the intersection.
- **Ashland:** an 18-inch north-flowing storm sewer with catch basins at the intersection.
- **Jackson:** a 24-inch south-flowing storm sewer with catch basins at the intersection.
- **Asbury:** a 33- to 36-inch south-flowing storm sewer with catch basins at the intersection.
- **Bryant to North Shore Channel:** a 24-inch east-flowing storm sewer that outlets to the North Shore Channel.

Outlets

The Combine Sewers Overflows (CSO) discharges initially into the relief sewer system. The relief sewers outlet into the MWRD interceptors. When the MWRD interceptors reach capacity, the overflow enters the North Shore Channel. MWRD's ongoing TARP Project is aimed at alleviating the polluting effects of CSOs and to provide relief from local flooding by providing holding capacity for combined sewage in its tunnels and reservoirs until it can be pumped to a water reclamation plant for full treatment. Although TARP is scheduled for completion in 2015, significant benefits have already been realized by its partial completion. The outfalls for Evanston's combined sewer and relief sewer systems tie into the MWRD TARP Interceptors running along the west side of the North Shore Channel. The following interceptors flow south to the MWRD Treatment Plant at Howard Street and McCormick Place.

- **West Bank of North Shore Channel:** 54 and 78-inch south-flowing MWRD interceptors.
- **Green Bay:** a 54-inch south-flowing MWRD interceptor.
- **North Shore Channel:** 13 CSOs discharge points between Lincoln Street and Mulford Street.

Issues affecting the Evanston sewer system serving Central include:

- Metra viaduct at Green Bay appears to lack sufficient drainage structures. Additional catch basins can be installed and connected directly to the 48-inch south-flowing storm sewer at Poplar.
- The Ryan Field parking lot west of Ashland does not drain effectively, resulting in standing water on pavement. The parking lot currently "sheet drains" east onto Ashland. There are no catch basins within the parking lot. There is an 18-inch north-flowing storm sewer with catch basins on Ashland to intercept the storm water runoff and a 30-inch west-flowing storm sewer running approximately 200 feet north of Central, which is also connected the 18-inch sewer at Ashland. The parking lot can be re-graded and new drainage structures can be added to alleviate the water ponding problems.

Summary

The relief, storm, and combined sewers within the Study Area have the capacity to support new development on Central. If sewers near capacity as a result of development, several techniques may be introduced to increase the permeability of "hardscape" surfaces and reduce surface runoff entering the sewer system. Examples of storm water "Best Management Practices" include:

- Green roofs are layers of living vegetation that can be installed on top of new and existing buildings. They will retain and slow down storm water runoff.
- Natural landscaping utilizing native vegetation can enhance absorption of storm water. Downspouts may also be directed to drain onto these vegetated areas.
- Permeable pavers can promote the absorption of storm water.
- Filter strips are vegetated areas that are designed to receive

runoff from adjacent impervious surfaces. They can slow down runoff and increase storm water absorption.

- Bio-infiltration-rain gardens are shallow landscaped depressions used to increase storm water absorption.
- Drainage swales are broad, vegetated channels that can be used for the movement and temporary storage of runoff.
- Natural detention basins that emulate natural lake or wetland systems can be used to absorb and detain storm water.
- A storm water detention policy may be implemented that requires major redevelopment sites to temporarily detain the storm water onsite. The City already has such a policy for commercial, industrial and multi-family developments and is currently working on a broader detention policy that includes sustainability components.

Water System

Water is supplied to the Central Street Study Area from the Evanston Water Treatment Plant, located at Lake Michigan between Milburn and Lincoln Streets. The municipal-owned facility draws water from the Lake using low lift pumps and high lift pumps to distribute treated water.

The water distribution system consists primarily of water mains, fire hydrants, valves and service connections. There are approximately 12,000 feet of water mains with the Study Area. Along Central, 6-inch water mains extend from Gross Point to McDaniel, and 8-inch water mains extend from McDaniel to Ridge.

Water main tie-ins include:

- **18-inch:** Ashland.
- **12-inch:** Central Park, Bennett, Hartrey, Ridge.
- **10-inch:** Green Bay, Ridge.
- **8-inch:** McDaniel, Stewart, Broadway, Asbury.
- **6-inch:** most other streets.

Fire hydrants are located on most blocks along Central with an average fire hydrant spacing of 406 feet. Several blocks have separate service lines to buildings that are used for fire suppression systems.

Evanston's Fire Station #3 and Fire Station #5 are located at 1105 Central and 2830 Central, respectively. Station #5 is scheduled for replacement in 2007.

The City of Evanston is currently undergoing a water main improvement program. The improvements planned on Central include a water main and resurfacing project along Ashland from Colfax to Isabella.

A Water Distribution System Analysis Report was completed in 2004. It identified two sections of water main on Central Street that should be replaced to provide adequate fire flow demands. These sections are located on Central between Highland and Central Park, and between Girard and Ridge, where 12-inch diameter water mains will be installed.

The major issue affecting water supply is that the existing average hydrant spacing of 406 feet is greater than the typical recommended spacing of 300 feet. Additional fire hydrants could be installed at locations where the existing spacing exceeds the typical recommended 300 feet maximum. The water distribution system within the Study Area will have the capacity to support new development on Central Street, after the completion of the proposed water main improvements.

Roadway Conditions

Pavement and curbing conditions vary considerably between the western and eastern sections of Central Street. Pavement conditions west of Hartrey are generally fair to good, although pavement and curb conditions are generally poor at the Gross Point/Crawford/Central intersection. Pavement conditions are generally in fair to poor condition. Deteriorated, broken and non-existent pavement and curbing is present, particularly between Green Bay and Jackson. Between Prairie (north of Central) and Green Bay, there is a high, double-curb, as well as crumbling concrete stairs at the Green Bay crosswalk.

EDOT has scheduled repaving for Central Street between Asbury and Ridge for 2008. IDOT has scheduled repaving between Lincolnwood and Ashland for 2011. Although the section between Ashland and Asbury is generally in good condition, some patching is required.

A stepped and broken curb at the intersection of Central and Green Bay.

Sidewalk

There is a wide variation in sidewalk conditions throughout the Study Area. In residential areas, sidewalks are generally in good condition and an adequate 5 feet in width. In a few locations, sidewalks are cracked, uneven or crumbling. Between Marcy and Central Park, the sidewalk width is reduced to a 1-foot carriage walk along the curb on the north side of the street.

In commercial areas, sidewalk conditions are generally poor to fair. Due to age and usage, large sections of concrete are uneven, cracked or worn. Although width is generally an adequate 12 feet,

Deteriorated roadway conditions along west Central Street.

sidewalk widths are narrower along certain stretches, including 7 feet on the northeast corner at Central Park. Sidewalk widths make walking difficult for pedestrians, are inadequate for outdoor dining or streetscape upgrades, and increase the perception that "buildings" are too big for a property.

Sidewalk safety is a particular concern between Hartrey and Poplar, where there are significant pedestrian movement between the retail shops, Independence Park, public parking lot and the Metra station. Another location of concern is between Central Park and Ewing, where the sidewalk is too narrow in some locations.

Issues affecting sidewalks include:

- Uneven or broken sidewalks may make certain stretches impassable for pedestrians, especially the physically handicapped. ADA ramps need to be installed at all locations where they are missing. Broken sidewalk and curb and gutter need to be repaired.
- Deteriorated or non-existent crosswalks may make streets crossings difficult for pedestrians. Improvements could include: zebra (wide white) stripes, countdown timers, bump-outs, crosswalk warning lights, and LED lights.
- Inconsistent sidewalk widths negatively affect the shopping "street wall" and reduce sight lines for vehicles making turns at corners. Improvements can be made to sidewalk widths and driver visibility by increasing building setbacks and widening sidewalks. "Bump-outs" can be added at intersections to reduce crossing distance and increase driver visibility of pedestrians. Locations of concern

include, Evanston Hospital (ENH), Girard, Central Park, Hurd, Stewart, Prairie (north of Central), Prairie (south of Central), and Poplar. Drop-off lanes may be added at the Metra station to help reduce traffic congestion.

Alleys

Alleys are present throughout the Study Area. Typical alley pavement widths range from 12 to 20 feet. Typical alley right-of-ways range from 15 to 20 feet. Alleys are often obstructed by utility poles, and loading and service areas, especially behind commercial blocks. Pavement conditions in most alleys are generally poor with broken and uneven pavement and potholes.

Several alleys have significantly deteriorated paving and potholes, resulting in standing water and draining problems. The navigability of alleyways is often hindered by the presence of utility poles, building projections, loading areas, and refuse storage. The placement of walls or fencing at the rear of new developments may also hinder the effectiveness of alleys. One location of particular concern is between Central Park and Lincolnwood, on the north side, where there are new residential buildings. The alleys at many locations need to be paved. Some are used for access into parking garages.

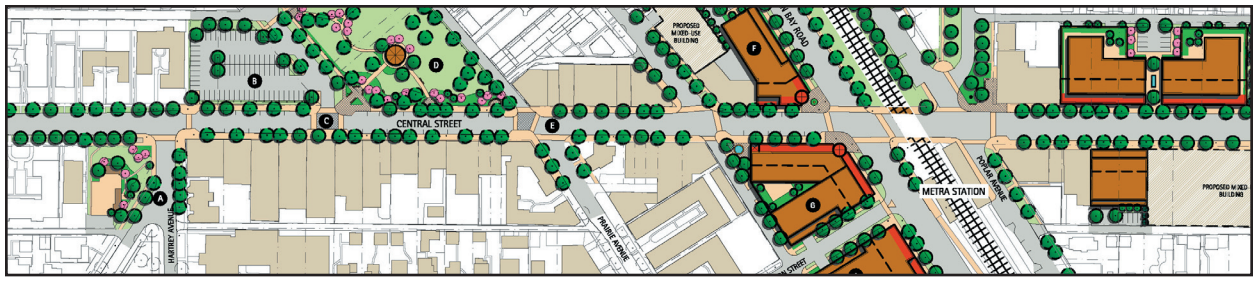
Improvements should include establishing a standard width and turning radius from side streets. Where necessary, alleys should be re-graded for improved drainage into catch basins and utility poles should be moved to improve navigation.

Capital Improvement Projects

The following capital improvement projects are scheduled for the near future.

- **Central/Crawford/Gross Point:** signal improvements - under construction.
- **Ridge and Girard:** signal improvements - design pending IDOT approval (late 2007 construction anticipated).
- **Ridge to Asbury:** paving - in design for 2008 construction.
- **Ashland to Lincolnwood:** paving - IDOT project scheduled for 2011 resurfacing.

- **Evanston Bike Plan:** in design - scheduled for Fall 2007 implementation.
- **Ashland:** water main and resurfacing between Central and Isabella - scheduled for 2008.
- **Jenks:** water main and resurfacing between Stewart and Green Bay, including a truck pull-out at Dominick's and tree replanting - scheduled for 2007.
- **Northeast Evanston Transit Coordination Study:** Central/Sheridan/Sherman Corridors - Summer 2007 start.
- **Highland to Central Park and Girard to Ridge**: 12-inch water main installation
- **Chandler/Peter Jans Parking Lot**: paving – EDOT project scheduled for 2007.
- **Citywide Bike Rack Study**: recommendations for bike rack location – Chicagoland Bicycle Federation study scheduled for completion in 2007.



Section D: Transportation

Overview

As a major east-west collector route traversing northern Evanston, Central Street connects to several arterial roads, including Gross Point Road, Crawford Avenue, Green Bay Road, Ridge Avenue and Sheridan Road, as well as a number of local collector and feeder streets. Because of the importance of regional activity generators, retail nodes and transit hubs along its length, Central Street experiences high volumes of both vehicular and pedestrian traffic.

Roadway Widths

In general, the right-of-way configuration for Central allows for one travel lane in each direction, two lanes of on-street parallel parking, sidewalks and residential parkways. Segregated left- or right-turn lanes are only present at Ridge, Girard, Green Bay, Crawford and Gross Point. Within the corridor, the roadway configuration varies from 60 feet at its widest point to 40 feet at its narrowest point.

- **Gross Point to Prospect:** a 60-foot width with parkway and sidewalk on both sides.
- **Prospect to Ridgeway:** a 48-foot width with sidewalks and parkway on both sides.
- **Ridgeway to Lincolnwood:** 51-foot width with sidewalks on both sides and no parkways for most of the blocks; a narrow carriage walk exists on the north side between Marcy and Central Park.
- **Lincolnwood to McDaniel:** a 40-foot width with sidewalks on both sides and parkway east of Reese.
- **McDaniel to Hartrey:** a 40- to 42-foot width with sidewalks and parkway on both sides.
- **Hartrey to Poplar:** a 40- to 42-foot width with sidewalks on both sides.
- **Poplar to Eastwood:** a 51-foot width with sidewalks on both sides.
- **Eastwood to Ridge:** a 40- to 42-foot width with sidewalks on both sides and sporadic existing parkway.

Approximately 50-foot roadway width west of Lincolnwood Drive.

The roadway width between Crawford and Lincolnwood is considerably wider than needed for two travel lanes, making it difficult to determine whether there is one lane or two. The wider travel lanes encourage faster speeds among drivers, generally leave less room for adequate sidewalk widths, and require pedestrians to cross a wider stretch of pavement. The wider lanes also cause confusion among drivers as to whether one travel lane or two exists in each direction.

Except for at intersections, the overall roadway width can be reduced to 40 feet between Gross Point and Lincolnwood to better match the eastern stretch of the street and to reduce lane confusion. A 40-foot roadway configuration would still provide two 12-foot travel lanes and two 8-foot parking lanes. A 42-foot road width would accommodate two 13-foot travel lanes and two 8-foot parking lanes.

To increase safety and promote a more pedestrian-friendly area, the roadway on Central west of Lincolnwood could be narrowed approximately 10 to 11 feet. The narrower pavement section would still adequately provide one lane of travel and one parking lane in each direction, while increasing the sidewalk width and streetscape/landscape space by approximately 5 feet on each side.

Roadway widths east of Lincolnwood function efficiently. Narrower travel lanes discourage faster travel speeds, and the infrequency of parking maneuvers along residential blocks results in minimal travel delays.

Intersections

Central Street has 11 signalized intersections in the Study Area at:

- Gross Point
- Crawford
- Central Park
- Lincolnwood
- McDaniel
- Hartrey
- Green Bay
- Ashland
- Asbury
- Girard
- Ridge

Most intersections do not incorporate left-turn lanes. Segregated left-turn lanes are provided at Gross Point, Crawford, Girard and Ridge. The lack of left-turn lanes may result in confusion as drivers pause to turn left and motorists behind them must decide whether to go around them or wait until the left is completed. Also, the presence of both a left-turn lane at Girard and passenger drop-offs at the CTA station appears to increase traffic congestion and confusion.

Central Street has several complex or high-volume intersections.

- **Central/Gross Point/Crawford:** The intersections are complex with short stacking areas between arterials, high traffic volumes, and a high number of turning movements and signals.
- **Central/Lawndale:** The north-south approaches of the intersection are offset.
- **Central/Hurd:** The north-south approaches of the intersection are offset.
- **Central/Lincolnwood:** The north-south approaches of the intersection are offset. Some residents expressed concern that the intersection of Lincolnwood and Central

is confusing and causes conflicts between vehicles and pedestrians.

- **Central/Ewing:** The north-south approaches of the intersection are offset.
- **Central/McDaniel:** The north-south approaches of the intersection are offset.
- **Central/Stewart/Parking Lot:** The public parking lot entrance and the Stewart/Central intersection contribute to traffic congestion and inefficient turning movements. Traffic and pedestrian movements may be improved by reconfiguring the parking lot so that it may only be accessed by a realigned Stewart. Realigning Stewart so that it intersects with Central at a 90-degree angle would also improve the efficiency of the intersection.
- **Central/Green Bay:** The intersection near the Metra viaduct has difficult sight lines and turning movements and carries high-volumes of traffic. Prohibiting right turns on red at all times should be considered for westbound traffic. It may also be possible to remove some sidewalk width along the westbound travel lane east of Green Bay to provide a 17-foot shared through/bypass lane. An additional foot from the sidewalk width (18 feet) would allow for the inclusion of a second westbound lane, either for separate left or right turn movements. The City is studying such improvements.
- **Green Bay/Harrison:** The proximity of the intersection to Central and the Metra station results in difficult traffic movements and conflicts between pedestrians and vehicles. Left-turns from Harrison may block southbound Green Bay traffic. Prohibitiing left turns from Harrison should be considered to simplify traffic movements. Northbound left turns to Harrison should be allowed, but if possible a longer left turn lane on Green Bay should be provided.
- **Central/Poplar/Broadway:** This intersection is five-legged and is further complicated by its proximity to Green Bay Road and the Metra viaduct. The intersection may be reconfigured so that Broadway forms a "T" intersection with Poplar, as described in a 2006 Civiltech study conducted for the City.

Traffic Volumes

Central Street experiences high traffic volumes as a result of movements by residents, shoppers, commuters, employees and others, as well as the presence of large institutions. Traffic counts were conducted during weekday morning and evening peak periods at selected intersection along Central Street corridor in the Spring of 2007. Additional traffic count data was obtained from the City of Evanston, previous traffic studies by Civiltech and KLOA, and IDOT resources.

Existing Traffic Volumes

Figures D1 to D5 show current traffic volumes. For the following sections of Central Street, the approximate Current Average Daily Traffic (ADT) measured in vehicles per day is:

- **Crawford to Hartrey:** 15,100 vehicles per day.
- **Hartrey to Asbury:** 10,500 vehicles per day.
- **Asbury to Ridge:** 6,900 vehicles per day.

Although traffic volume is higher west of Hartrey, the high level of pedestrian activity and parking maneuvers between Hartrey and Green Bay results in higher perceptions of traffic activity in this area.

The highest peak-hour traffic volumes are along west Central Street at its Crawford/Gross Point intersections and along the commercial blocks between Hartrey and Green Bay. Parking activity east of Hartrey may contribute to longer traffic delays as traveling vehicles have to wait for other vehicles to complete parking maneuvers.

Most turning movement to/from signal-controlled intersections are representative of neighborhood-oriented trips, rather than that of vehicles using Central Street as a cut-through route. According to traffic counts, the signal-controlled intersections with Central that currently lack separate left-turn lanes do not need them installed. Left-turn movements at these intersections are minimal and can be readily accommodated by unmarked bypass lanes. The City recommends a 17-foot wide lane to allow for efficient left and through movements. Additional travel lane width can be obtained by ending parking lanes near intersections.

Congestion along commercial blocks is resulting in some "spill-over" from Central onto adjacent residential streets as motorists attempt to avoid travel delays or re-circulate to find a parking space.

Traffic Projections

Figure D6 provides projections for traffic generated for each development/redevelopment shown in the Master Plan (see Figures 3.4 to 3.10).

The projections were calculated for weekday morning, weekday evening, and total daily traffic by:

- Increasing existing traffic volumes by 10% to reflect expected "background" growth in traffic in the area.
- Subtracting traffic generated by existing uses that will be replaced by development shown in the Master Plan.
- Projecting traffic generated by new development shown in the Master Plan using information published by the Institute of Transportation Engineers.
- Reducing automobile trips to destinations by 25% to account for non-auto trips or combined trips. This is possible because of the neighborhood- and pedestrian-oriented character of Central Street. The 25% reduction is commonly used in City calculations.

Figures D7 to D11 depict the new and total traffic volumes along Central Street. The existing traffic (shown in Figures D1 to D5) was increased by 10% in addition the traffic generated by new development to reflect projections for Evanston by the Chicago Area Transportation Study (CATS).

New development will most likely result in increased trips along Central Street. Approximately 200 new trips are projected for weekday morning peak hour. Because of the appeal of commercial blocks along Central, approximately 300 new trips are projected for the weekday evening peak hour. Per day, an average of 3,800 new trips are projected.

New trips will be distributed among arterial, collector and local streets that intersect with Central. Most new trips, however, will

occur along primary routes, including Crawford, Gross Point, Green Bay and Ridge.

About 25% of the new trips will be generated within the adjoining neighborhoods and should not be considered cut-through in nature. These trips will be spread among all local and collector streets.

Focus Areas

The capacity of the turning movements was analyzed using Highway Capacity Manual (HCM) software at two key intersections. Results of the analyses were measured in seconds of delay and reported in terms of Level of Service (LOS).

The effectiveness of how well an intersection operates is measured in terms of Levels of Service (LOS). Levels of Service, as outlined by the Institute of Transportation Engineers,m range from "A" (best) to "F" (worst). The minimum intersection LOS that is generally accepted by industry standards is "D." The following is a more detailed decsirption of each level of service:

- **LOS A** is free flow. The general level of comfort and convenience provided to the motorist is excellent.
- **LOS B** is in the range of stable flow. The level of comfort and conveneince provided is somewhat less than that of LOS A because the presence of others in the traffic stream begins to affect individual behavior.
- **LOS C** is in the range of stable flow but marks the beginning of significant interference to an individual's movement caused by others in the traffic stream. The general level of driver comfort and convenience declines noticeably at this level.
- **LOS D** represents dense but stable traffic flow. The driver experiences reduced levels of comfort and convenience.
- **LOS E** represents operating conditions at or near capacity. Operations at this level are usually unstable and driver comfort and convenience levels are extremely poor.
- **LOS F** represents forced or breakdown traffic flow. It is the point at which more vehicles are arriving than exiting the area, causing a queue, or line to form. Operations within the queue are characterized by stop-and-go conditions.

Green Bay Road to Broadway

Figure D12 shows the traffic counts and projections for the intersection of Central and Green Bay. Using Highway Capacity Manual software, capacity analyses were conducted for three turning movement scenarios for the intersection: existing, existing plus 10% growth, and total.

Although turning and through movements are heavy at most times, the intersection should continue to operate at LOS D or better during the morning peak hour for all three scenarios. The intersection currently operates at LOS E for evening peak hour, LOS F for existing plus 10% growth scenario, and LOS F for the total scenario. Traffic generated by new develoment will add only approximately 7 seconds of overall delay over the existing plus 10% growth scenario.

Central/Girard

The separate eastbound left lane striping at Girard could be removed without affecting the LOS of the Central/Girard intersection, which is currently operating at a LOS B for weekday morning and evening peak hours. Removal of the turn lane would provide operational flexibility at this intersection, which provides access to the Evanston Hospital (ENH), the CTA station, Chandler Community Center, and Peter Jans Golf Course.

Parking

Central Street accommodates on-street, parallel parking for most of its length. In residential areas, on-street parking is generally provided free, although some parking restrictions are present. In the commercial areas between Marcy and Reese and between Hartrey and Eastwood, on-street parking is metered and time-limited. On Lincolnwood south of Central, 15 on-street, perpendicular parking spaces are provided. Approximately 130 on-street, perpendicular parking spaces are provided along the Metra viaduct and Poplar Avenue for commuters. On-street parking restrictions are used to encourage parking turn-over near commercial blocks and to allow for occasional street maintenance.

There are several large parking lots along the corridor including:

- The public, metered parking at Stewart Street.

- The CVS Pharmacy lot at Crawford Avenue.
- The First Bank & Trust of Evanston parking lot at Lincolnwood.
- The Chase Bank parking lot at Green Bay.
- The Ryan Field parking lot at Ashland (commuter parking spaces are available at the Ryan Field parking lot on weekdays for drivers with permits. This lot also is used for Evanston Hospital (ENH) employee parking.)
- The Chandler-Newberger Community Center parking lot at the CTA station.

In general, on-street parking is rarely fully utilized. The public parking lot at Stewart and the commercial blocks between Hartrey and Green Bay appear to be only locations with significant parking shortages, according to parking inventory studies.
Parking issues affecting the Central Street Study Area include:

- Demand for parking at the public parking lot at Stewart is causing drivers to stack up waiting for spaces to open. As noted in Section 3: Master Plan, reconfiguration of the parking lot should be explored to improve traffic flow.
- Two-hour parking restrictions may not provide enough time for certain activities, including dining out at restaurants. Increasing the time restriction to 3 hours should be considered.
- Double-parking and customer drop-offs are common near certain businesses, such as Starbuck's, which causes congestion and safety concerns. Short-term parking (such as 15-minute) should be considered for 2 to 3 spaces on the south side of Central near Hartrey to serve nearby high-turnover businesses. Short-term parking spaces have already been added because of the City's Parking Committee on Main Street.
- The Chase parking lot is frequently used by non-bank customers. Residents report that non-bank customers are allowed to park in the bank lot during hours when the bank is closed, but the signage is confusing and indicates that outside users will be towed.

Alleys

Alleys provide an important function for directing traffic generated within each block face from having to travel along Central. As noted in Appendix C: Infrastructure, alley conditions and widths vary widely throughout the Central Street Study Area. Typical alley widths range from 14 to 15 feet, although some widths may be as narrow as 12 feet or as wide as 20 feet. A number of alleys contain utility poles, refuse storage and service areas, further reducing width. Alleys often separate commercial uses from single-family homes. Many of these homes have garages that open directly onto the alleys opposite commercial service or loading areas.

The alley conditions behind recent developments vary considerably. The recently developed Renal Center, at the northeast corner of Central Park, has a rear driveway that parallels the alley and contributes to an excessive width of asphalt. In contrast, a new residential development at Asbury has provided parallel parking and a wider, landscaped setback between the alley right-of-way and the building.

Alley issues affecting the Central Street Study Area include:

- The alleys behind Independence Park and west of Green Bay Road are highly visible because of their alignments with Central Street and lack of effective screening or buffering. Improved landscaped buffer strips or fencing should be considered for these locations.
- Some alleys are narrow, which causes conflicts with adjacent residential neighborhoods. Delivery trucks can block a narrow alley, cutting off access for motorists trying to access their garages. Alley widths of 18 feet would allow an automobile to pass a standing delivery truck.
- Current alley widths may not be wide enough to effectively accommodate usage, especially when features such as utility poles are present. Increasing alley width to 18 feet and prohibiting obstructions such as utility poles should be considered.

Pedestrian

Central Street attracts a considerable amount of pedestrian traffic throughout the Study Area (see Figure D13). The presence of small-scale retail and service businesses, access and location of transit, and proximity to adjacent residential blocks makes Central Street an easily walkable neighborhood.

Throughout most of the corridor, sidewalks are present along both sides of Central and along local, feeder streets. One exception is on the north side of Central between Central Park and Lawndale. In residential blocks, sidewalk widths and conditions are generally appropriate to allow for pedestrian movements. In some locations on commercial blocks, inconsistent or extremely narrow sidewalk widths detract from the pedestrian-oriented "feel" or character of the area. Some recent developments have resulted in 7-foot wide sidewalks that also are obstructed by light poles, garbage cans, and signs. In many locations along the commercial blocks, cracked and uneven sidewalks are present.

Most streets that intersect Central Street have crosswalks. Stewart, Prairie and Broadway Avenues only have crosswalks across Central Street on one side of the intersection. A few blocks between Crawford and Central Park in the area of Bent Park do not have crosswalks.

The condition and placement of crosswalks throughout the corridor is generally adequate, although the conditions of certain crosswalks, notably at Green Bay, are poor due to broken curbing, steps, lack of space, or worn out striping. Some crosswalks between Hartrey and Green Bay have additional signage and striping.

Pedestrian issues affecting the Central Street Study Area include:

- Crosswalks at high volume intersections, such as Gross Point Road and Green Bay Road, lack features that would increase pedestrian safety and comfort. Pedestrian signal lights, push buttons or better signage should be installed to warn drivers of the presence of pedestrians should be considered if they meet signal warrants under the Manual on Uniform Traffic Control Devices.
- Crosswalks often lack adequate striping or have broken concrete and curbing. Repairs should be implemented where necessary, and improvements such as better lighting, zebra stripes, bump-outs, and clearer signage should be considered.

A metra commuter train pulling into the station at Poplar.

- The presence of steps at the Green Bay Road crosswalk is not accessible for certain people with disabilities or mothers with strollers. ADA requirements should be tested to see if all steps could be eliminated.
- At the Metra station, inbound riders board on the east side of the tracks and the outbound riders are let off on the west side of the tracks. A distinct increase in pedestrian activity and vehicle traffic occurs when trains are arriving and departing. During the peak travel periods, train riders almost "flood" the staging areas at the Central/Green Bay intersection. Residents also have reported pedestrian/vehicular conflicts at this station as people try to cross Green Bay, especially when pedestrians are rushing to catch a train.
- Between Hartrey and Green Bay, pedestrians do not always utilize crosswalks to cross Central. The installation of hedges along the public parking lot and Independence Park should be considered to direct pedestrian movements to established crosswalks.
- Near Central's intersections with Green Bay and Poplar, pedestrians do not always utilize crosswalks. Hedges should also be considered here to direct pedestrian movements to established crosswalks.

Bicycles

Currently, there are no bicycle lanes or bicycle markings in the Central Street Study Area. Bike racks are also limited, although racks exist at the Metra and CTA stations.

The City of Evanston is in the process of completing a Bicycle System Improvement Plan. Striped bicycle lanes are recommended for the stretches of Central from Crawford/Gross Point to Lincolnwood and Poplar past Ridge. The stretch from Lincolnwood to Poplar is called out as marked bicycle route, as the street width (a minimum 42-foot width is needed) does not support the dimensions needed for travel lanes, parking lanes, and bicycle lanes.

Bicycling issues affecting the Central Street Study Area include:

- Some residents have said they do not feel safe while riding bicycles on Central. Some suggested creating a bike lane, and others suggested that bikes use less busy parallel residential street such as Hartzell or Lincoln.
- There is a lack of bicycle parking on Central near commercial on or near commercial blocks.

Transit

Bus/Shuttle Service

Central Street is served by five bus/shuttle routes with weekday, limited weekend, and some late night service. Central Street east of Green Bay Road is currently served by two PACE bus/shuttle routes.

The two CTA and three PACE routes are:

- **CTA Route 201 – Central/Ridge:** Provides weekday and late-night service between Chicago's Howard Street CTA station/Granville Avenue CTA station, downtown Evanston, Evanston Hospital (ENH) and Old Orchard Mall. There are scheduled stops along Central Street between Ridge Avenue and Gross Point Road.
- **CTA Route 206 – Evanston Circulator:** Provides morning and afternoon/evening service between Chicago's Howard Street CTA station, Evanston Township High School and Gross Point Road/Crawford Avenue. There are scheduled

stops along Central Street between Green Bay Road and Gross Point Road.

- **PACE Route 213 – Green Bay Road:** Provides service to the CTA Davis Street Station, New Trier High School, Ravinia Festival, Chicago Botanic Gardens and Northbrook Court. There is a scheduled stop at the intersection of Green Bay Road and Central Street.
- **PACE Route 421 – Wilmette Avenue:** Provides weekday rush-hour service to Northfield Plaza, Northfield Village Hall, Edens Plaza, Wilmette Metra Station, and the Linden CTA Station. The scheduled stop for the Wilmette Metra Station is on Central Street.
- **PACE Route 426 – Northwestern University Evanston/ Chicago:** Provides early morning/late evening shuttle service between Northwestern's Evanston and Chicago campuses with scheduled stops along Central Street between Ashland Avenue and Sheridan Road.

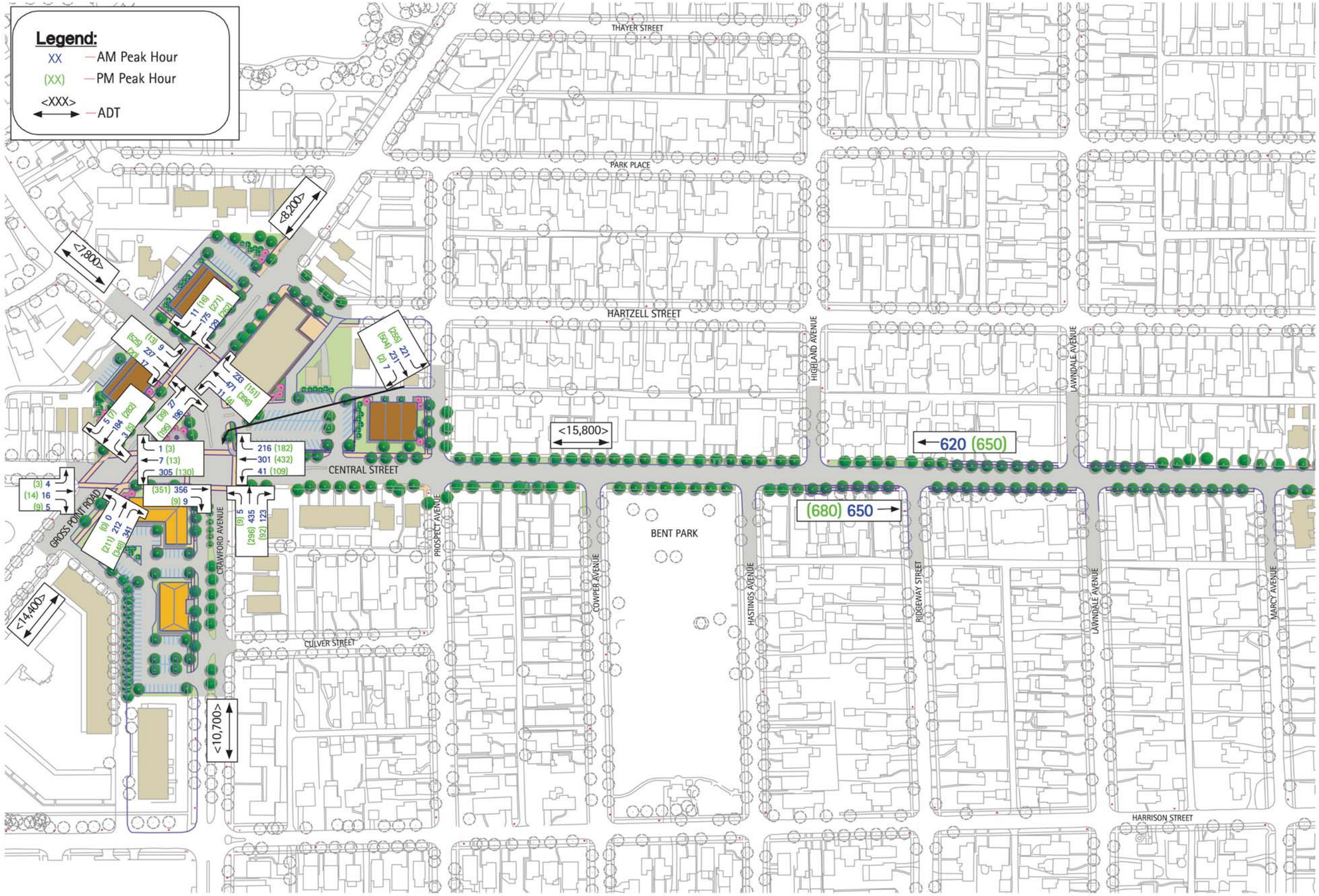
Issues regarding Bus service include:

- Service is considered poor on Saturdays and is nonexistent on Sundays. Increasing the frequency and duration of bus service or the implementation of a shuttle or trolley along Central should be considered to improve service.

- Locations of some bus stops create significant congestion on the roadways when a bus is stopped. The relocation of some bus stops, such as the stops near the intersection of Central/Green Bay, should be considered to reduce congestion.

Train Service

Central Street is served by a Metra Union Pacific District North Line station at Green Bay Road. The station is served by 26 trains to Chicago's Loop and 24 from The Loop each weekday. Central is also served by a CTA Purple Line station at Girard Avenue. The Purple Line connects Wilmette's Linden Avenue station, Downtown Evanston stations, and Chicago's Howard Street station, as well as weekday rush-hour service to/from Chicago's Loop. Metra and CTA train service appear to be adequate. The City should work with the CTA to study whether access to the station can be achieved directly from the Chandler Community Center to help reduce congestion on Central Street.



Central Street: Master Plan City of Evanston, Illinois

Figure D.1: Existing Traffic - Gross Point Road to Marcy Avenue

LAKOTA
THE LAKOTA GROUP INC

GEWALT HAMILTON ASSOCIATES, INC.

N.T.S.

July 2007

Central Street: Master Plan City of Evanston, Illinois

Figure D.2: Existing Traffic - Marcy Avenue to Bennett Avenue

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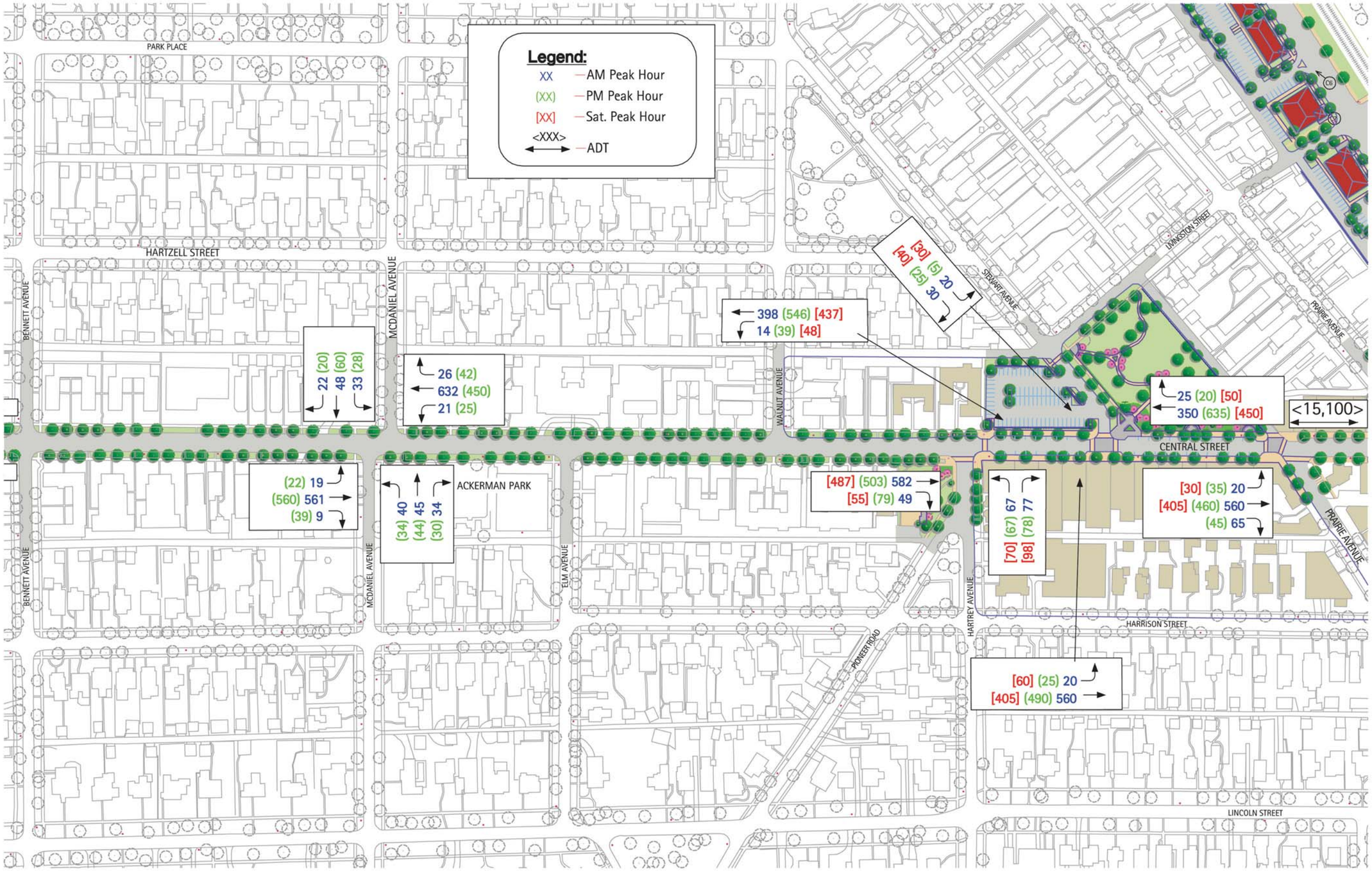

Central Street: Master Plan

City of Evanston, Illinois

Figure D.3: Existing Traffic - Bennett Avenue to Prairie Avenue

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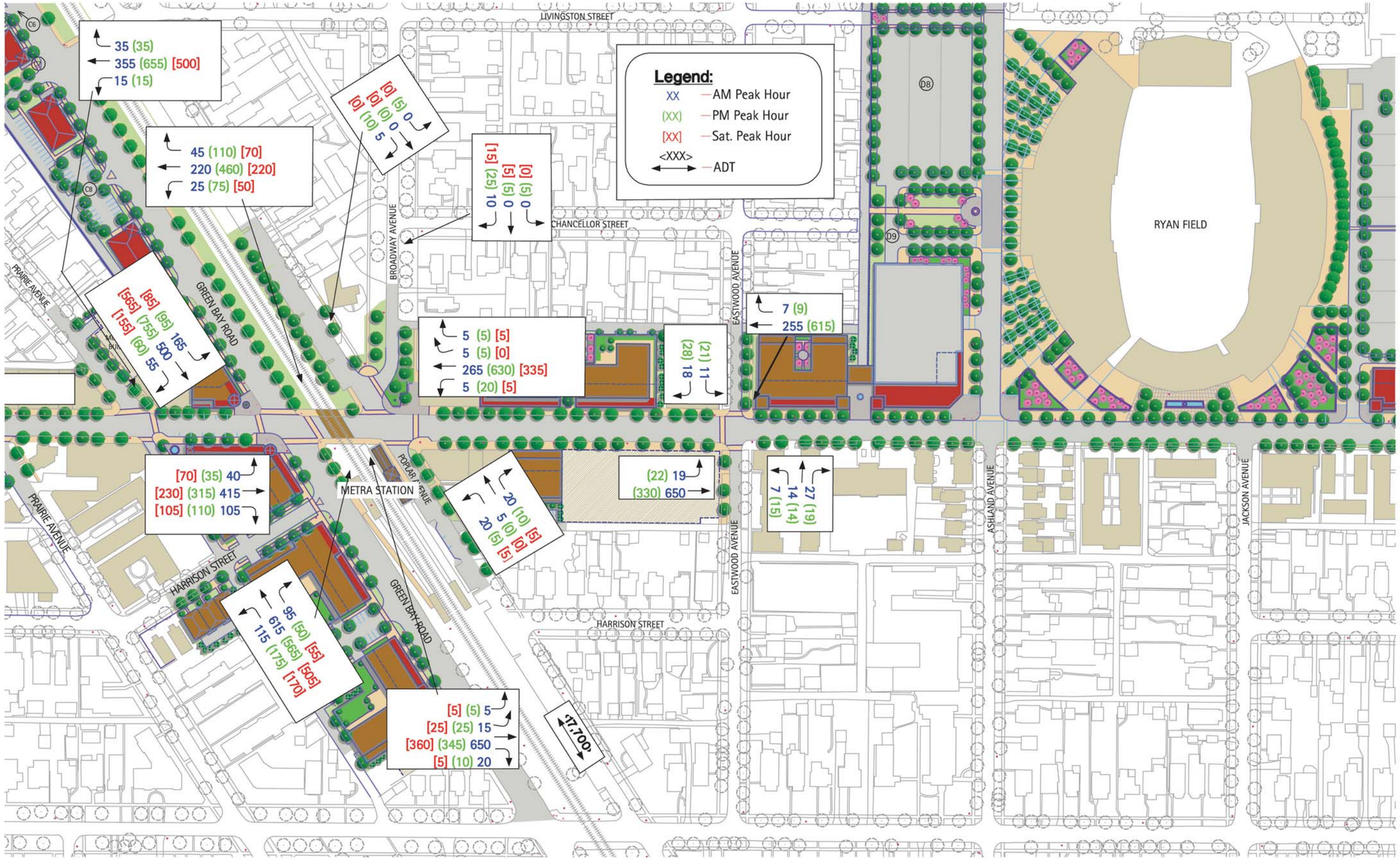
July 2007



Central Street: Master Plan City of Evanston, Illinois

Figure D.4: Existing Traffic - Prairie Avenue to Jackson Avenue

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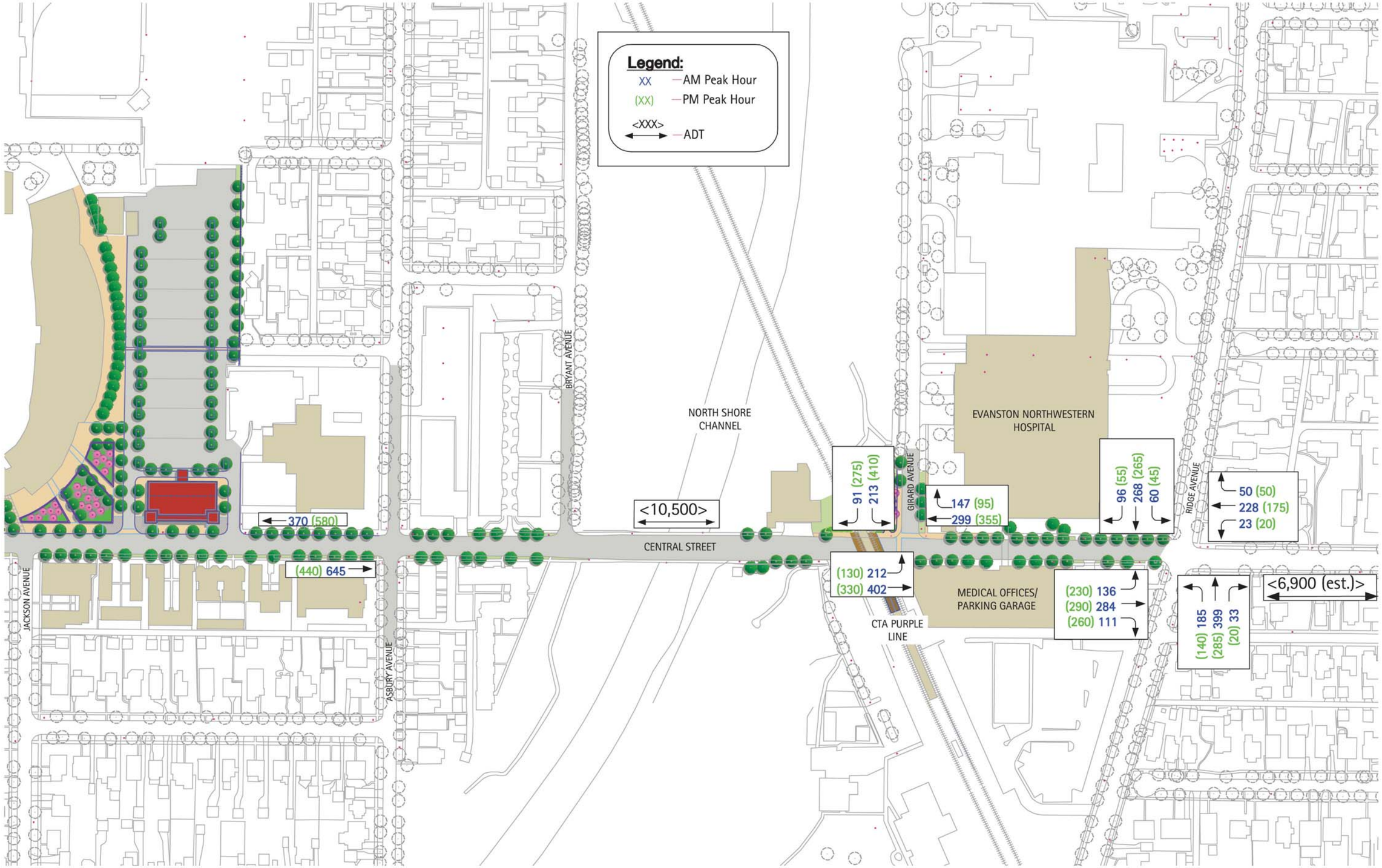
July 2007



Central Street: Master Plan City of Evanston, Illinois

Figure D.5: Existing Traffic - Jackson Avenue to Ridge Avenue

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N.T.S.

July 2007

Vehicle Trips[a]		Morning Peak Hour In	Out	Sum	Evening Peak Hour In	Out	Sum	Daily Sum
(A1)	Retail	2	2	4	6	6	12	200
	• 4500 sq.ft.							
	Residential	1	3	4	3	1	4	46
	• 8 units							
	Less Existing Use =[b]	-18	-18	-36	-21	-21	-42	-506
(A2)	Residential	1	4	5	4	2	6	70
	• 12 units							
(A3)	Green Space	0	0	0	0	0	0	0
	Less Existing Use =	0	0	0	-7	-6	-13	-358
(A4)	Residential	0	1	1	1	0	1	18
	• 3 units							
(A5)	Office	36	5	41	6	33	39	298
	• 27,000 sq.ft.							
	(A) Subtotal =	22	-3	19	-8	15	7	-232
(B1)	Retail	2	2	4	4	5	9	150
	• 3400 sq.ft.							
	Office	5	1	6	1	4	5	38
	• 3400 sq.ft.							
(B2)	Retail	5	5	10	13	14	27	444
	• 10,000 sq.ft.							
	Residential	2	10	12	9	4	13	152
	• 26 units							
	Less Existing Use =	-2	-1	-3	-4	-3	-7	-102
(B3)	Retail	5	5	10	12	13	25	408
	• 9200 sq.ft.							
	Office	27	4	31	5	25	30	220
	• 20,000 sq.ft.							
	Less Existing Use =	-11	-10	-21	-13	-14	-27	-226
(B4)	Retail	4	4	8	10	11	21	346
	• 7800 sq.ft.							
	Residential	1	6	7	6	3	9	94
	• 16 units							
	Less Existing Use =	-10	-10	-20	-8	-8	-16	-302
	(B) Subtotal =	28	16	44	35	54	89	1,222

Vehicle Trips		Morning Peak Hour In	Out	Sum	Evening Peak Hour In	Out	Sum	Daily Sum
(C1)	Retail	12	12	24	30	32	62	1,020
	• 23,000 sq.ft.							
	Less Existing Use =	0	0	0	-25	-27	-52	-840
(C2)	Retail	6	6	12	14	16	30	488
	• 11,000 sq.ft.							
	Less Existing Use =	-1	-1	-2	-2	-2	-4	-76
(C3)	Retail	2	2	4	5	5	10	156
	• 3500 sq.ft.							
	Residential	1	5	6	5	2	7	82
	• 14 units							
	Less Existing Use =	-1	-1	-2	-2	-2	-4	-76
(C4)	Retail	5	5	10	13	14	27	444
	• 10,000 sq.ft.							
	Residential	3	14	17	13	6	19	216
	• 37 units							
	Less Existing Use =	-3	-3	-6	-8	-9	-17	-260
(C5)	Residential	0	1	1	1	0	1	18
	• 3 units							
(C6)	Retail	5	4	9	11	12	23	386
	• 8700 sq.ft.							
	Residential	2	12	14	11	5	16	188
	• 32 units							
	Less Existing Use =	-9	-9	-18	-23	-25	-48	-788
	(C) Subtotal =	22	47	69	43	27	70	958
(D1)	Retail	7	7	14	18	20	38	620
	• 14,000 sq.ft.							
	Residential	2	12	14	11	5	16	188
	• 32 units							
	Less Existing Use =	-9	-2	-11	-2	-8	-10	-120
(D2)	Retail	2	2	4	5	6	11	178
	• 4000 sq.ft.							
	Residential	1	4	5	4	2	6	70
	• 12 units							
(D3)	Retail	5	5	10	13	14	27	444
	• 10,000 sq.ft.							
	Residential	6	27	33	25	13	38	322
	• 55 units							
(D4)	Retail	4	4	8	11	12	23	376
	• 8500 sq.ft.							
	Residential	2	11	13	10	5	15	176
	• 30 units							
	Less Existing Use =	-7	-1	-8	-2	-6	-8	-88
(D5)	Retail	6	5	11	14	15	29	466
	• 10,500 sq.ft.							
(D6)	Retail	4	4	8	9	10	19	310
	• 7000 sq.ft.							
	Office	28	4	32	5	26	31	232
	• 21,000 sq.ft.							
	(D) Subtotal =	51	82	133	121	114	235	3,174
	(A+B+C+D) Subtotals =	123	142	265	191	210	401	5,122
	Discount @ 25% =[c]	-31	-36	-67	-48	-52	-100	-1,280
	Totals =	**92**	**106**	**198**	**143**	**158**	**301**	**3,842**

Notes:
(a) – Source: Institute of Transportation Engineers (ITE) Trip Generation Manual; 7th Ed.
Land Use codes for new uses; Residential - #230, Retail - #814, Office - #720
(b) – Based on GHA observations and ITE data.
(c) – 25% discount includes land-use interaction and non-auto trip factor.

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Figure D.6: Traffic Generation Calculations

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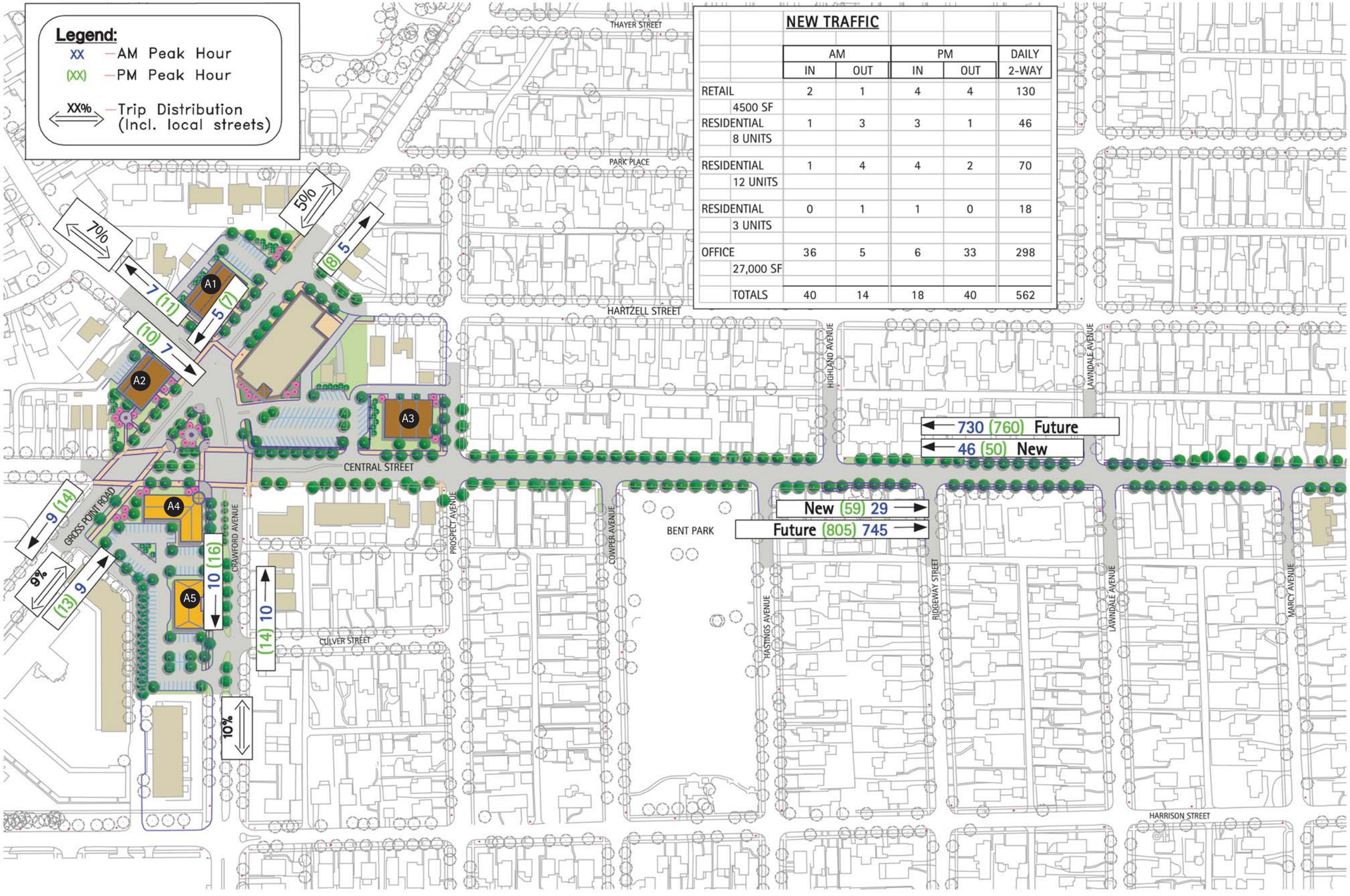

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Figure D.7: New & Future Traffic - Gross Point Road to Marcy Avenue

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NEW TRAFFIC

	AM		PM		DAILY
	IN	OUT	IN	OUT	2-WAY
RETAIL 3400 SF	1	1	3	3	98
OFFICE 3400 SF	5	1	1	4	38
RETAIL 10,000 SF	3	3	8	9	288
RESIDENTIAL 26 UNITS	2	10	9	4	152
RETAIL 9200 SF	3	3	8	8	266
OFFICE 20,000 SF	27	4	5	25	220
RETAIL 7800 SF	3	3	6	7	227
RESIDENTIAL 16 UNITS	1	6	6	3	94
TOTALS	45	31	46	63	1380

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Figure D.8: New & Future Traffic - Marcy Avenue to Bennett Avenue

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NEW TRAFFIC

(CONTINUED ON PG. 4)

	AM		PM		DAILY
	IN	OUT	IN	OUT	2-WAY
RETAIL 23,000 SF	8	8	19	21	662
RETAIL 11,000 SF	4	4	9	10	316
RETAIL 3500 SF	1	1	3	3	100
RESIDENTIAL 14 UNITS	1	5	5	2	82
RETAIL 10,000 SF	3	3	8	9	288
RESIDENTIAL 37 UNITS	3	14	13	6	216
RESIDENTIAL 3 UNITS	0	1	1	0	18
RETAIL 8700 SF	3	3	7	8	250
RESIDENTIAL 32 UNITS	2	12	11	5	188
TOTALS	25	51	76	64	2120

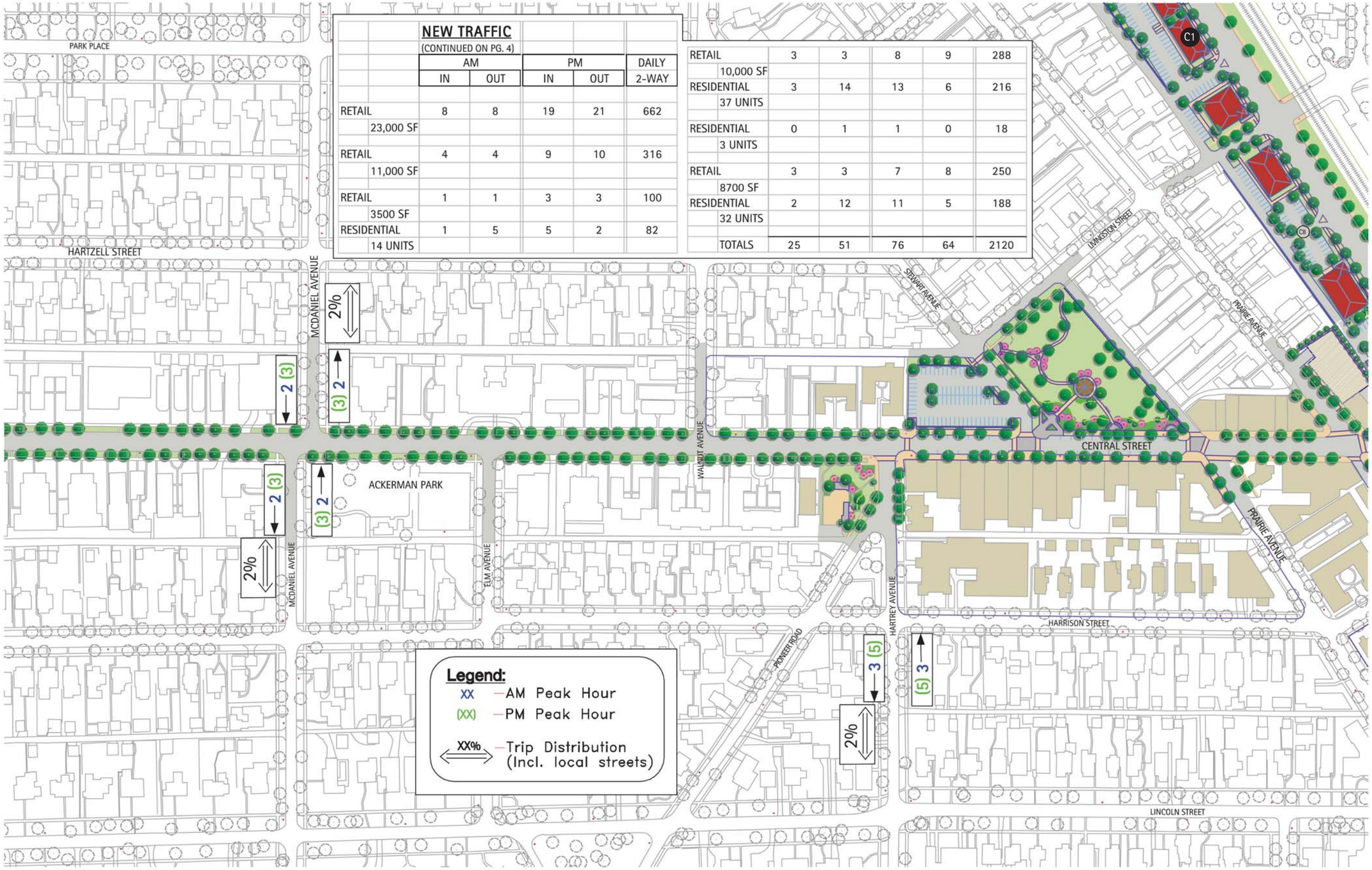

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Figure D.9: New & Future Traffic - Bennett Avenue to Prairie Avenue

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NEW TRAFFIC

	AM IN	AM OUT	PM IN	PM OUT	DAILY 2-WAY
RETAIL 14,000 SF	5	4	12	13	404
RESIDENTIAL 32 UNITS	2	12	11	5	188
RETAIL 4000 SF	1	1	3	4	116
RESIDENTIAL 12 UNITS	1	4	4	2	70
RETAIL 10,000 SF	3	3	8	9	288
RESIDENTIAL 55 UNITS	6	27	25	13	322
RETAIL 8500 SF	3	3	7	8	244
RESIDENTIAL 30 UNITS	2	11	10	5	176
RETAIL 10,500 SF	4	3	9	10	302
RETAIL 7000 SF	2	2	6	6	202
OFFICE 21,000 SF	28	4	5	26	232
TOTALS	57	74	100	101	2544

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Figure D.10: New & Future Traffic - Prairie Avenue to Jackson Avenue

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Figure D.11: New & Future Traffic - Jackson Avenue to Ridge Avenue

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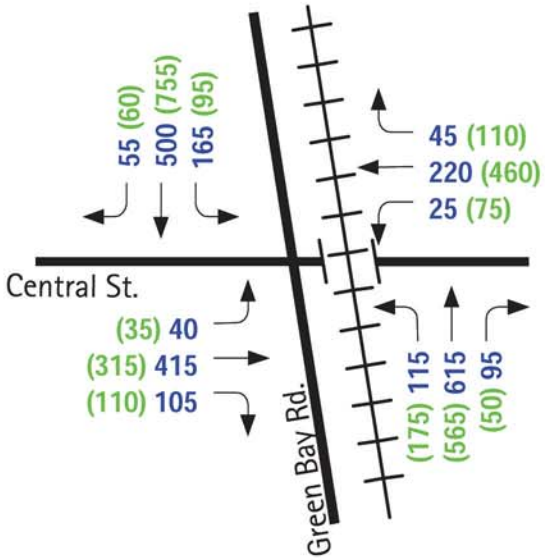
Legend:

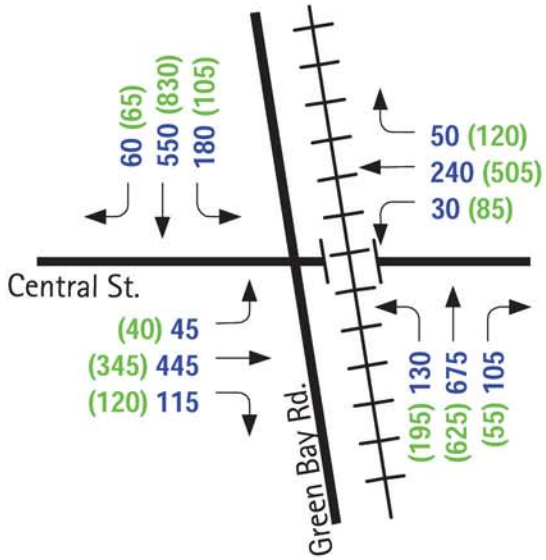
XX	AM Peak Hour
(XX)	PM Peak Hour
LOS	Level of Service

A. Existing Traffic



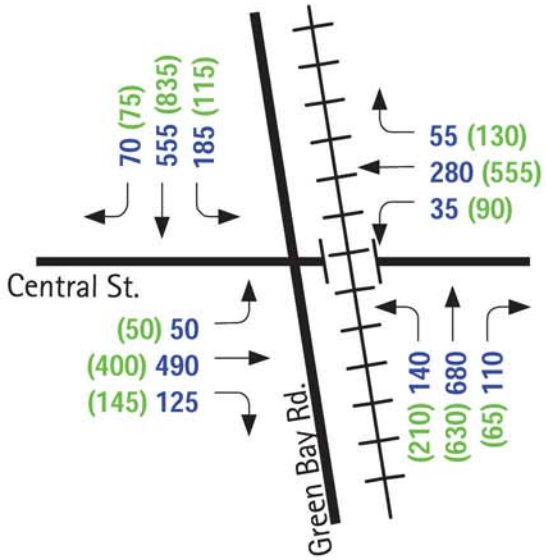
	Delay	LOS
AM	33.1 sec	C
PM	62.0 sec	E

B. Baseline Traffic = Existing + Growth



	Delay	LOS
AM	42.0 sec	D
PM	83.9 sec	F

C. Future Traffic = Existing + Growth + New Trips (see Exhibit 2)



	Delay	LOS
AM	44.2 sec	D
PM	91.3 sec	F

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Figure D.12: Central Street and Green Bay Road

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Legend:

- XX — AM Peak Hour (8:00 AM – 9:00 AM)
- (XX) — Midday Peak Hour (12:00 PM – 1:00 PM)
- [XX] — PM Peak Hour (5:00 PM – 6:00 PM)
- [XX] — Saturday Peak Hour (11:15 AM – 12:15 PM)

Source: Civiltech, 2006.

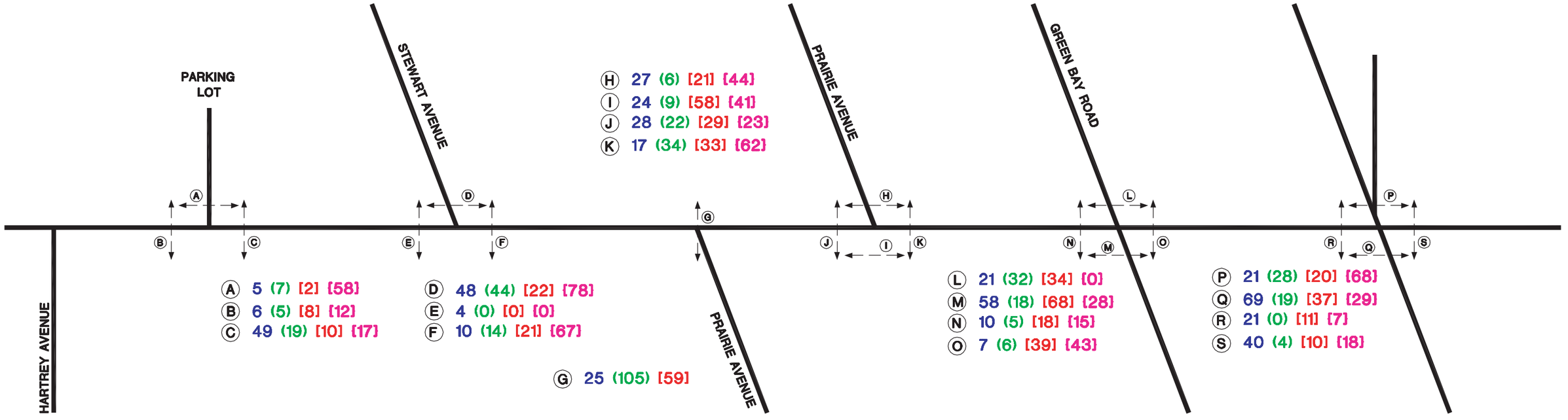

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Figure D.13: Existing Pedestrian Activity - Hartrey Avenue to Poplar Avenue

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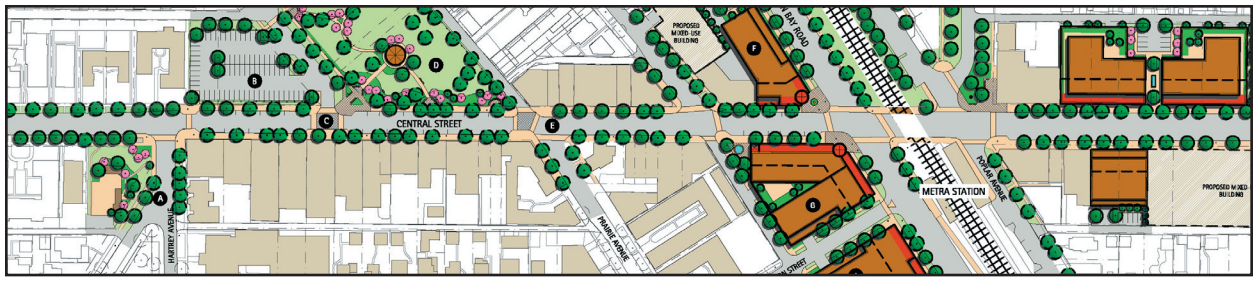

Appendix E: Streetscape

Overview

The streetscape analysis provided an understanding of important visual and physical characteristics of sidewalk and parkway conditions within the Central Street Study Area. The analysis included field surveys of each block and input provided by residents, City staff and civic leaders during the planning process. Key streetscape elements examined, include:

- Street width and condition.
- On-street parking placement.
- Crosswalk placement and condition.
- Sidewalk width, condition, material, and uniformity.
- Lighting placement and type.
- Street furniture condition, placement and uniformity.
- Street tree variety, placement, maturity, species and health.
- Parkway condition, width and placement.
- Parking lot layout, screening, buffering and access.
- Building setback and access.

A simple grading system (good, fair, poor) was developed to grade and compare the wide variety of blocks that exist within the corridor. Photographs were taken to record examples of general conditions on each block or group of blocks.

Deteriorated parking lot at CVS pharmacy.

The parkway and sidewalk along the residential block east of Crawford.

General Conditions

The following is a summary of general streetscape conditions found in the Study Area.

- Sidewalks widths are not consistent and in some locations missing.
- Commercial blocks lack uniform sidewalks and street furniture (trash receptacles, benches, bicycle racks, etc.).
- Sidewalks are mostly in fair to poor condition along commercial blocks, including cracks, uneven surfaces, and flooding.
- Along commercial blocks, the placement, maturity and protection of street trees vary greatly, and tree pits and grates are either non-existent or in deteriorated condition.

Crosswalk condition at Green Bay and Central.

Examples of narrow sidewalk conditions

- A variety of small pots or planters are located in commercial blocks with some unattractive and poorly maintained landscaping.
- Commercial blocks appear dark at night for shoppers and visitors as the City's standard street light is spaced 140 feet apart in many locations.
- Street widths west of Lincolnwood are 50+ feet, providing the western half of Central with a more auto-oriented character.
- Parking lots often lack screening, buffering, landscaping or drainage. Some lots also have inefficient layouts.
- The bases of some light poles are broken or in disrepair.
- Crosswalks are inconsistently marked.
- Transit stations lack effective drop-off/pick-up areas.
- Street widths west of Lincolnwood are 50+ feet, providing the western half of Central with a more auto-oriented character. (East of Lincolnwood the width is 42 feet).

For additional information on streetscape conditions (including a block-by-block analysis of conditions), recommendations, and concepts, see the Central Street Streetscape Design Study, which is a companion document to the Central Street Master Plan.

Poor tree pit conditions.